

2026-2030

Sustainable Transport Action Plan

DRAFT | JUNE 2026

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Reconciliation Acknowledgement Statement

We acknowledge the City of Stonnington is situated 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 and present.

We extend that respect to all Aboriginal and Torres Strait Islander peoples. We acknowledge their living connection to Country, relationship with the land and all living things extending back tens of thousands of years

Why are we planning for sustainable transport?



A sustainable transport network is one that can accommodate growing travel demand, while supporting the health of people, communities and the environment.

As Stonnington welcomes more residents, workers, students and visitors, and supports more jobs and activity, the transport network needs to provide efficient ways for people to move. Walking, wheeling, riding and public transport move more people using less space and with less environmental impact. They are also the options most likely to support better health, greater independence and more affordable everyday travel.

Transport is one of the largest contributors to greenhouse gas emissions across Australia and globally. In Stonnington, it accounts for approximately 19% of total community emissions – around 190,000 tonnes of CO₂e each year (Ironbark Sustainability & Beyond Zero Emissions, 2024). Electric vehicles (EVs) and shared transport options such as car share and rideshare are already reducing the emissions impact of vehicle trips. However, EVs and e-bikes carry higher upfront costs than conventional alternatives, and access to charging infrastructure is limited in some places, making EVs less practical for households without off-street parking.

Cleaner vehicles alone will also not address the increasing pressure on the transport network. As travel demand grows, a greater share of everyday trips will need to be made by walking, wheeling, riding and public transport to keeping the network functioning.

The way people can move is heavily influenced by the transport system around them. When walking or wheeling feels unsafe or inconvenient, fewer people walk and wheel. When riding means navigating fast or unpredictable traffic, fewer people ride. When public transport stops are difficult to access or connections are indirect, fewer people use these services. In most cases, people default to the option that feels easiest, safest and most reliable for the journey they are making.

Most people in Stonnington live within walking or wheeling distance of a train station, a tram stop or a local shopping strip. Many everyday trips are short, and yet most are still made by car. This Action Plan sets out what we'll do over the next four years to support more sustainable transport options. It focuses on improving conditions for walking, wheeling, riding and public transport access, as well as supporting cleaner vehicle technologies and shared mobility options.

Key terms

Pedestrian refers to people who travel on foot, on wheeled devices such as skateboards, rollerblades, wheelchairs and motorised mobility devices or who are pushing a bicycle.

Wheeling is an inclusive term for using a wheelchair, mobility scooter, pram or other wheeled mobility aid. It acknowledges that not everyone uses or identifies with the term walking.

Riding includes travelling by bicycle, e-bike, e-scooter and similar device (collectively referred to as **micromobility**), including shared services available for public hire.

Shared mobility includes transport services that provide short-term access to a vehicle or service without private ownership, including car share, rideshare, community transport, and shared micromobility services.

Electric vehicles (EVs) are vehicles powered wholly or partly by electricity, producing lower or zero tailpipe emissions compared to conventional petrol or diesel vehicles.

(Cover image)

Transport Strategy
2040

Delivering the Transport Strategy 2040

This Sustainable Transport Action Plan is one of three transport action plans that deliver the priorities of our Transport Strategy 2040.

Together with the **Road Safety Action Plan** and **Parking Action Plan**, it forms part of an integrated approach to improving how people move around Stonnington.

These three plans are designed to be read alongside each other – actions in one often support the goals of another.

The Avoid-Shift-Improve framework

The Avoid-Shift-Improve framework is an internationally recognised approach to reducing transport emissions and improving how people move (Climateworks Centre, 2024; Jaramillo, 2022). It identifies three complementary strategies that, when pursued together, deliver the strongest outcomes.

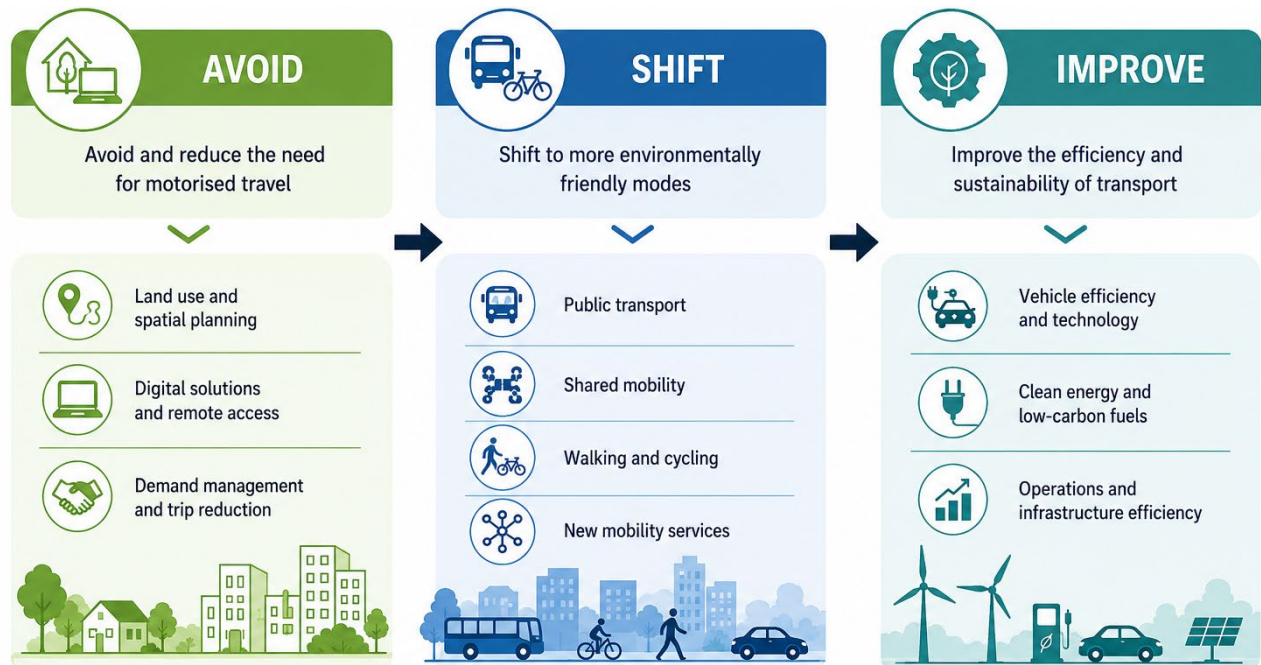


Figure 1. The Avoid-Shift-Improve framework for sustainable transport. Source: Adapted from Jaramillo et al. (2022)

Local governments have a role to play across all three areas. **‘Avoid’** outcomes are primarily pursued through land use and planning policy by ensuring homes, jobs, shops, services and community facilities are located within easy reach of each other. In Stonnington, this work is led through our Housing Strategy, Place-Led Economic Development Strategy and Neighbourhood Activity Centres Framework, which together shape where growth occurs and how well our activity centres support everyday needs. Transport planning also has an important role in ensuring these land uses are linked by comfortable, accessible and continuous local routes, and in working with land use planners so that land use change is integrated with the transport network. This Action Plan focuses primarily on the **‘Shift’** and **‘Improve’** elements of the framework.

Who manages sustainable transport?

Sustainable transport is shaped by decisions made at every level of government, from national standards to local street design, and the actions of transport operators, private providers, landowners, and the community.



The Australian Government influences sustainable transport primarily through national vehicle emissions standards, fuel efficiency regulations and EV incentives. These settings shape the pace at which the vehicle fleet transitions to lower-emission options.



The Victorian Government is responsible for many of the busier main roads (formally referred to as arterial roads), the provision and pricing of public transport, and the regulatory framework for emerging transport services such as shared micromobility. Key responsibilities include tram, train and bus services, the accessibility of public transport stops, Strategic Cycling Corridors and major active transport infrastructure funding programs. State planning policy also shapes how land use and transport are integrated across Melbourne, influencing travel demand patterns over time.



Public transport operators run train, tram and bus services and manage some customer-facing infrastructure in partnership with the Victorian Government. The frequency, reliability and accessibility of these services directly influences whether public transport is a practical option for everyday trips.



Private operators provide services including car share, shared e-bikes, EV charging and freight and delivery services. These operators play a growing role in the sustainable transport system, subject to relevant policy, regulation and agreements with Council and other agencies.



Council plans, manages and maintains local streets, footpaths, crossings, local bike routes and public realm across Stonnington. Council also delivers travel support initiatives that help people overcome barriers to walking, wheeling, riding and using public transport. Council manages its own fleet and operations, sets local policy and leads advocacy on behalf of the community for improvements to State-managed infrastructure.



Private landowners, schools, businesses and other major destinations shape how people access their sites through the end-of-trip facilities they provide, how they manage access from the street, and whether they actively support sustainable travel for staff and visitors.

How this action plan was developed

This Sustainable Transport Action Plan brings together previous strategies, plans and delivery programs alongside updated analysis, new evidence and community input to create an integrated four-year program for sustainable transport across Stonnington.

Review

1

Previous strategies, plans, technical studies and delivery programs were reviewed to understand what has been delivered, what remains relevant and where gaps persist. This included the Walking Action Plan, Cycling Strategy, Cycling Implementation Plan, Active Travel Behaviour Change Program, and related work on shared micromobility, EV charging, and car share. This work was also compared against relevant legislation, standards, guidance and best-practice examples from Australia and internationally.

Analysis

2

Available data and local conditions were assessed to understand current travel patterns, network gaps and barriers to sustainable transport choices. This included mode share, public transport access, walking, wheeling and bike network coverage, shared micromobility usage, accessibility barriers, and opportunities to integrate delivery with capital works, renewal programs.

Engagement

3

Community engagement undertaken during the Transport Strategy development process identified the transport issues, barriers and priorities that matter most to people who live, work, study and visit Stonnington. Feedback on safety, accessibility, footpath quality, riding confidence, public transport access, parking pressure, local street comfort and emerging transport options helped shape the focus areas and actions in this Plan.

Prioritisation

4

Actions were prioritised based on strategic alignment, community feedback, available evidence, relevant standards and legislation, feasibility and funding pathways, with a focus on what Council can deliver, influence or advocate for within the next four years.

Where we are now

Stonnington's established activity centres and strong public transport network mean that many everyday needs can be met within a short distance of where people live, work or study. This creates strong potential for more trips to be made more sustainably. Realising that potential requires a clear understanding of how people currently travel, how the network supports different options, and where the barriers remain.

How people currently travel

The figures below draw on the Victorian Integrated Survey of Travel and Activity (VISTA), which is the most comprehensive source of travel behaviour data available at a local government level in Victoria. VISTA provides the best available picture of everyday travel patterns across Stonnington and is used to understand broad trends in how people move around the municipality. It should be read alongside Council's local pedestrian and rider counts, shared micromobility data and engagement findings, particularly when considering activity centres, specific local routes and smaller mode shares such as bike riders. The most recent data reflects travel patterns from 2024-25, but there is often a delay between when data is collected and when it becomes publicly available. These figures are best understood as indicative of broad patterns rather than precise measurements.

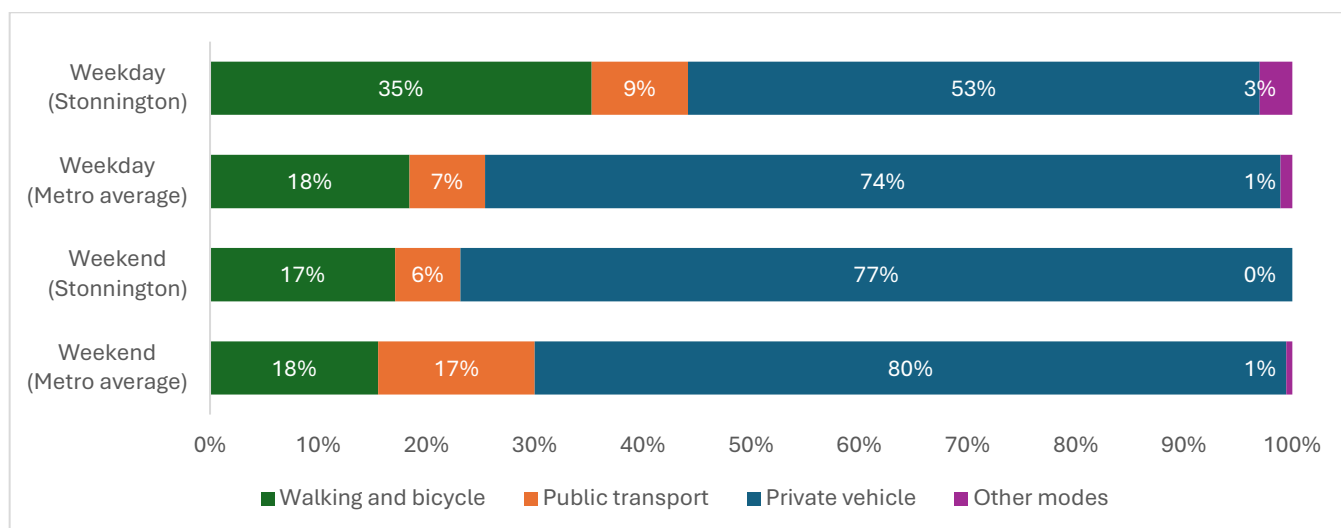


Figure 2. Travel patterns in Stonnington compared to the metropolitan average. (Department of Transport & Planning, 2025)¹

The VISTA data suggests that, on weekdays, Stonnington residents are less likely to rely on private vehicles than the metropolitan average. Public transport use is also slightly higher, and more people used other transport modes (e.g. motorcycle, micromobility, taxi/rideshare).

On weekends, active and public transport use drops sharply, with private vehicle use increasing substantially. This is more pronounced than the metropolitan average. While this may partly reflect travel patterns unique to Stonnington, it may also be influenced by the variability inherent in local-level VISTA data.

For both weekday and weekend travel, private vehicles remain the dominant mode for most trips. This reinforces that while Stonnington is comparatively well-positioned to support more sustainable travel choices than many parts of metropolitan Melbourne, most people still rely on driving for at least some of their everyday travel needs.

¹ VISTA is a household travel survey based on reported travel on a nominated survey day. It is suitable for understanding broad travel patterns, but smaller mode shares, such as bike riding, should be interpreted alongside local counts, engagement findings and other Council data.

Local data provides a more detailed picture for specific destinations. Surveys at Stonnington's activity centres found that around half of all visitors arrive by walking, wheeling or riding, with only 31% arriving by car. One study on Chapel Street found an even stronger pattern with 56% of visitors reporting walking, wheeling or riding to the precinct, compared with just 19% who drove (Urbis, 2024). These figures suggest that for short, local journeys, sustainable transport is already playing a much larger role than the headline VISTA data implies.

Strengths and gaps in the network

Walking and wheeling

Stonnington has an established Principal Pedestrian Network that identifies the key walking and wheeling routes across the municipality and guides Council's investment and advocacy priorities. The network is comprised of 66km of primary pedestrian routes and 159km of secondary pedestrian routes.



Figure 3. Stonnington's Principal Pedestrian Network.

Many parts of the network perform well, particularly in and around activity centres and along routes to public transport. However, gaps and barriers remain. Narrow or uneven footpaths, missing or non-compliant kerb ramps, difficult crossings, obstructions and poor surfaces affect accessibility across parts of the network. Some key routes are interrupted by arterial roads, rail corridors or private land interfaces that are difficult to resolve at a local level.

Riding

The State Government's Strategic Cycling Corridors identify the principal routes for riding across metropolitan Melbourne, typically along or near major roads where they can provide the most direct connections between suburbs, employment centres and key destinations. In Stonnington, these include important east-west and

north-south connections, and links to regional trail corridors such as the Gardiners Creek (KooyongKoot) Shared User Trail and the Main Yarra (Birrarung) Trail. Delivery and improvements for these routes is a State Government responsibility, but one that has a direct bearing on how safe and attractive riding is in Stonnington, particularly for longer or more direct journeys.

Council's Local Bike Network identifies the preferred routes for shorter, more local trips, using quieter streets and shared paths to connect everyday destinations across the municipality. To date, 13km (around 32% of the network) has been delivered, mostly on the western side of the municipality where 40km/h speed limits provide safer conditions for riding.

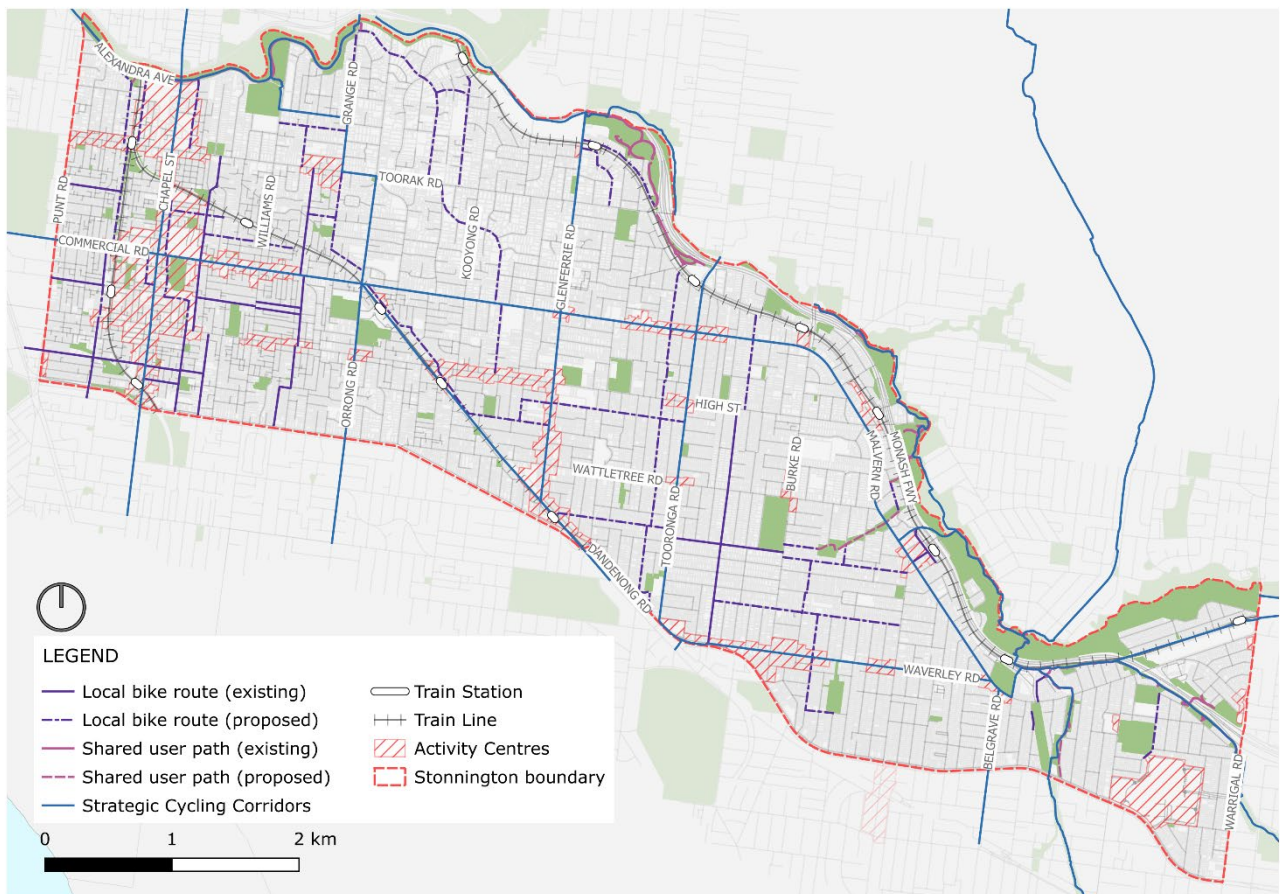


Figure 4. Bike networks in Stonnington.

Public transport

Stonnington is well-served by public transport relative to most Melbourne municipalities, with access to five train lines, 15 stations, nine tram routes and 24 bus routes. Most residents live within 400 metres of at least one public transport route, and many are within an 800m catchment of higher-frequency services.

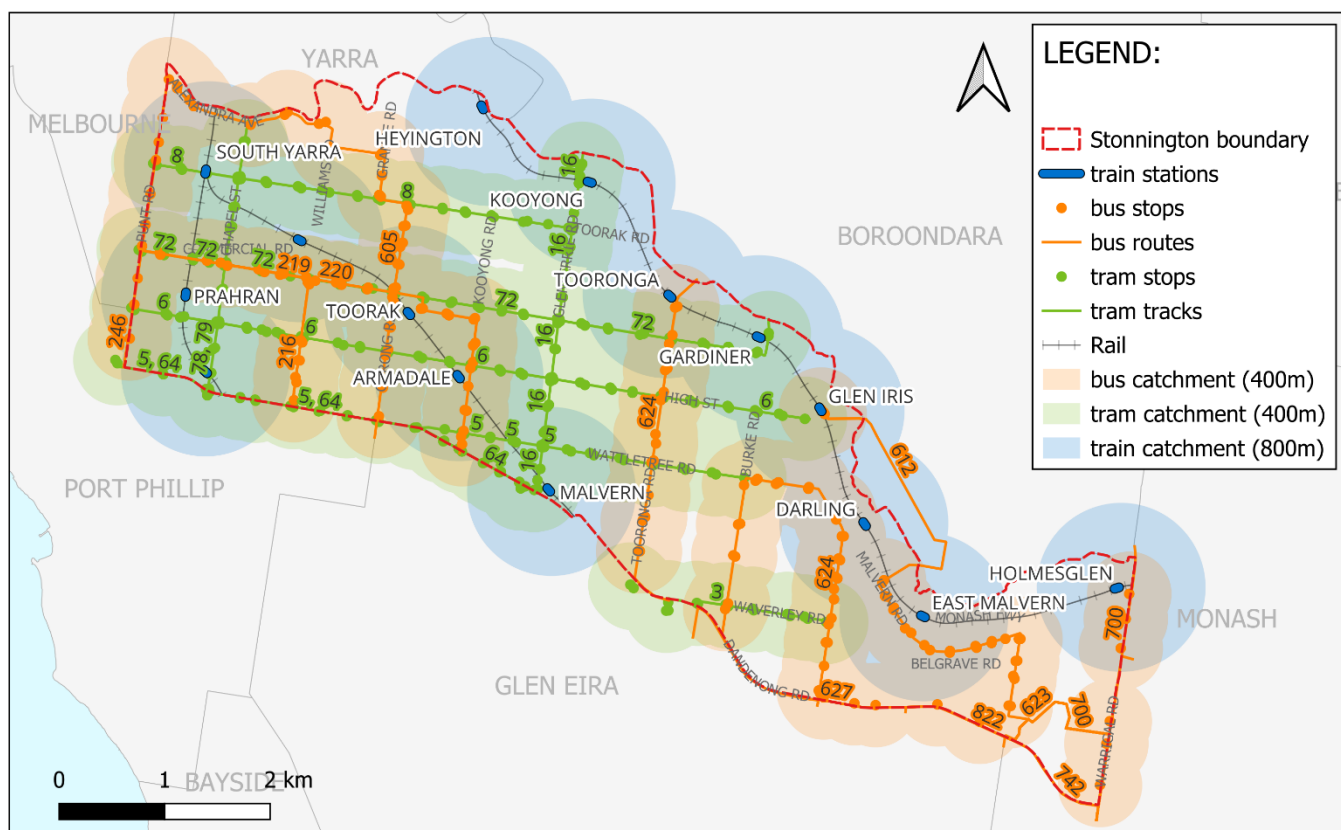


Figure 5. Stonnington's public transport network and catchment areas.

However, access, frequency and service quality vary across the municipality. Peak-period train and tram services provide strong connections to central Melbourne, but off-peak frequencies are lower, particularly for bus services, and getting around without travelling through the central city remains more difficult. Parts of eastern Stonnington are more reliant on bus services with less frequent coverage.

Buses are particularly valuable for supporting local trips, as they can penetrate further into residential streets, and for connecting people to train and tram services. They are also the most flexible part of the public transport network, with routes that can be adjusted to reflect changing travel patterns in a way fixed rail and tram infrastructure cannot. As Stonnington grows, ensuring bus services keep pace and remain free from congestion will become increasingly important.

Accessibility at stops remains a significant issue. Only 9% of tram stops in Stonnington currently provide level access, and low-floor tram departures from these stops accounted for just 5% of tram services in the municipality in 2023-24 (Victorian Auditor General's Office, 2025). Chapel Street, one of Stonnington's busiest and most visited corridors, currently has no accessible tram stops or low-floor tram services. Train stations also have accessibility issues, with steep ramps, curved platforms, and limited step-free access at several stations.

Improving public transport services, infrastructure and fleet is a State Government responsibility, but Council has an ongoing role in advocating for better accessibility, frequency, reliability, and connections to and from stations.

Shared and cleaner vehicle options

Shared e-bikes are available in parts of Stonnington, supporting short trips and connections to public transport. Council works with shared e-bike operators to manage services across the municipality, including through designated parking zones, geofencing (used to control where riders can and can't go, or how fast the bike will travel) and operator performance standards. Car share services also operate across the municipality, providing an alternative to private vehicle ownership for some households.

Access to EV charging infrastructure remains uneven, particularly for residents without off-street parking. Only 42% of households live in detached dwellings with off-street parking, and 20% of households do not have off-street parking (City of Stonnington, 2025). This means a considerable share of Stonnington residents may come to rely on public charging sites to facilitate EV ownership. Council's primary role is to manage the governance and policy settings that guide where and how public EV chargers are installed. In most cases, delivery is expected to occur through private operators or partnerships, although Council may support direct delivery where specific funding, grants or strategic opportunities are available.

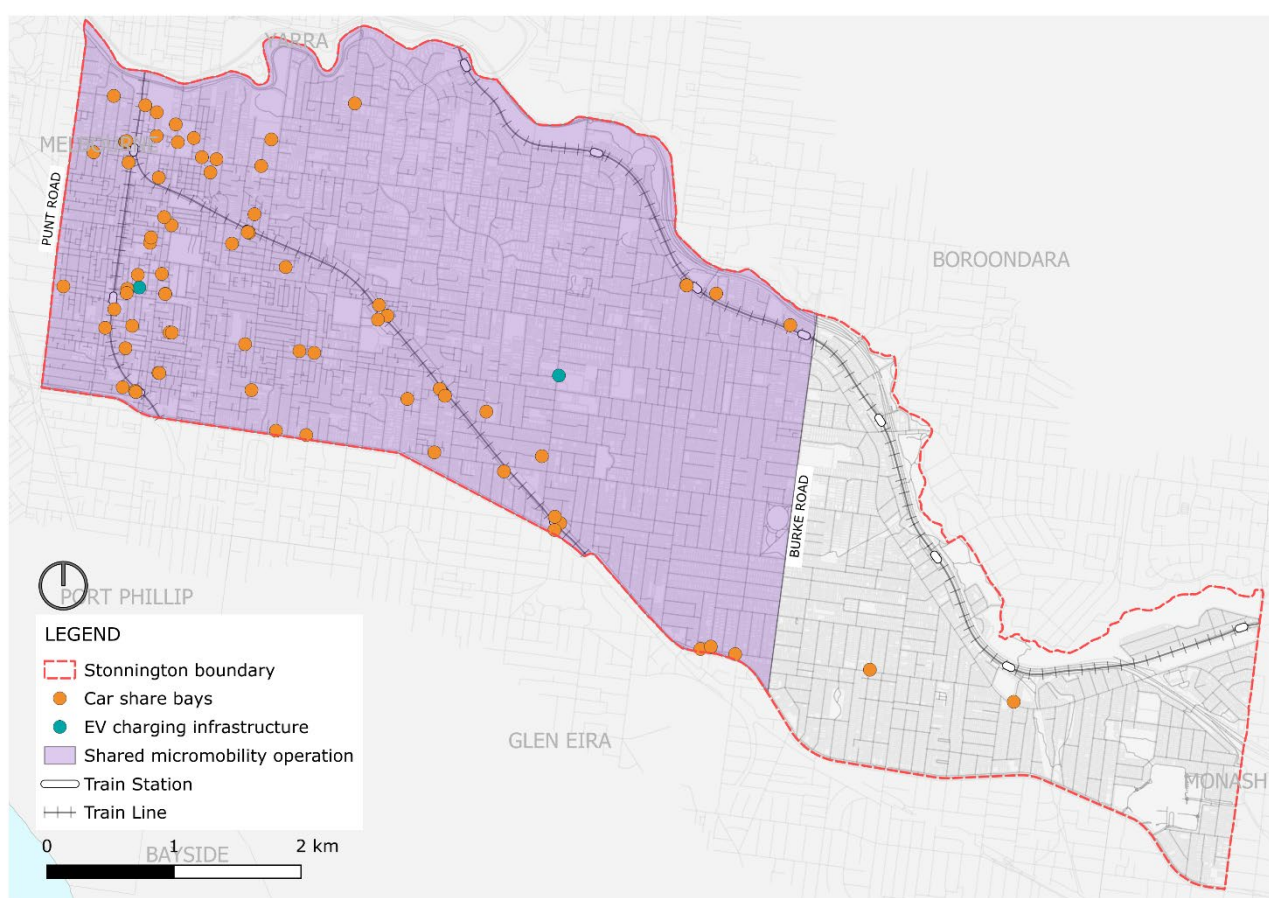


Figure 6. Shared mobility and EV charging locations across Stonnington (as at MAY 2026).

What the community is telling us

Community engagement undertaken during the development of the Transport Strategy 2040 asked Stonnington residents about how they travel, what they would like to change, and what they think Council should prioritise. When asked which transport modes they would like to use more, the top six responses were all sustainable transport modes (Figure 7). This points to significant latent demand for sustainable transport options that current conditions are not yet meeting.

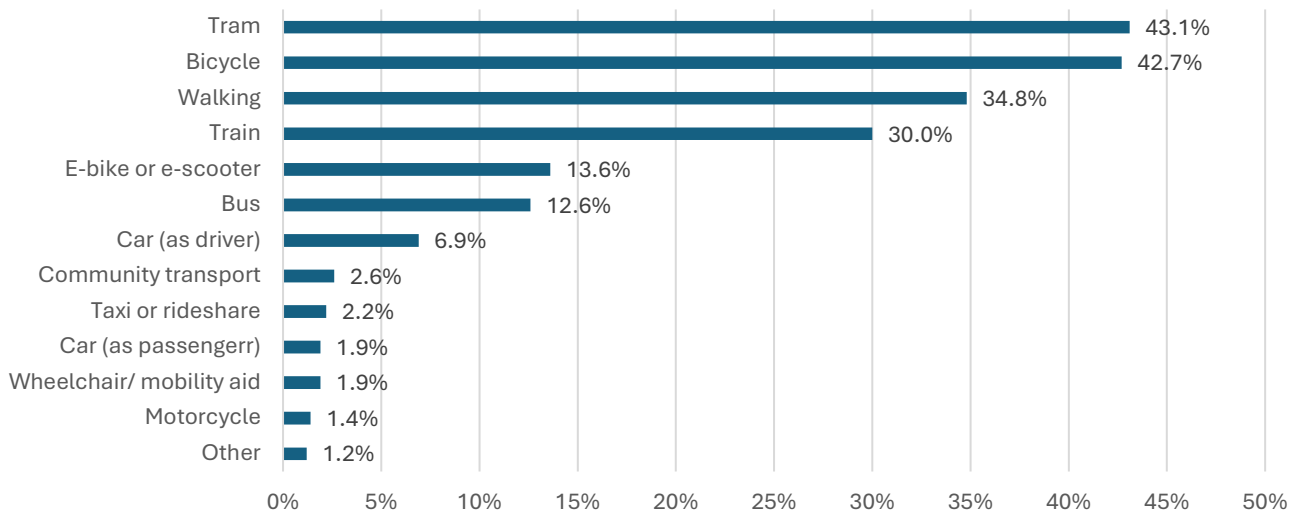


Figure 7: Transport modes respondents would like to use more (n=583). Data note: Respondents were asked to choose all transport modes they would like to use more; therefore, results reflect the proportion of respondents for each response option and do not total 100%.

Three themes emerged consistently across the engagement.

Walking and wheeling feels unsafe and uncomfortable in too many places	Infrastructure is the primary barrier to riding	Public transport needs to be faster, more accessible and better connected
Half of respondents who wanted to walk more identified poor-quality footpaths, cycle paths or roads as a barrier, and 45% said streets feel unsafe or too busy. Concerns centred on speeding traffic, poorly maintained surfaces, difficult crossings and conflict with other modes near schools, activity centres and busy roads. Comfort was also raised as important. Shade, seating, lighting and continuous surfaces all influence whether people feel confident walking and wheeling.	Of respondents who said they would like to ride more, 81% identified a lack of dedicated bike lanes or quiet, low-speed connections as the main barrier, and 63% cited poor quality paths or roads. These figures are among the strongest in the dataset and point clearly to an infrastructure gap rather than a lack of interest. People want to ride, but the network is not yet making it safe or comfortable enough for most people to do so.	For respondents who wanted to use trams or trains more, the two most common barriers were that trips take too long, and that connections between modes are poor. Accessibility was also raised: older trams with steps make boarding difficult or impossible for people using wheelchairs, mobility aids or prams, and the absence of accessible stops on key corridors including Chapel Street compounds this. Community members called for dedicated tram lanes, more frequent services and safer, more direct connections between modes.

When asked to rank their top priorities for transport in Stonnington, four of the community's top five were related to sustainable transport:

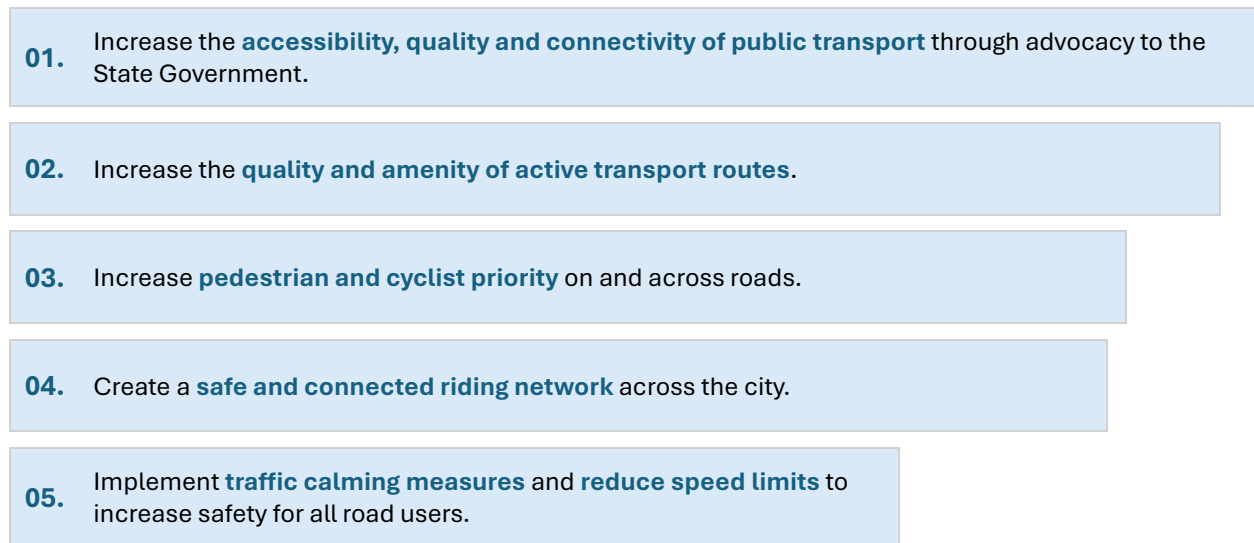


Figure 8: Priorities for transport in Stonnington (n=630).

Where we're headed



Our Transport Strategy 2040 envisions a city where walking, wheeling, riding and public transport are genuine first choices for everyday trips, and where driving has a lower impact on the environment and on street space.

In recognition of the climate emergency, Council has committed to reaching net zero emissions across its corporate operations by 2030. For the broader community, achieving net zero by 2030 is an aspirational goal – one Council is committed to pursuing, while recognising that community emissions depend on the decisions of many individuals, businesses and organisations, alongside other tiers of government, and that Council's influence over those decisions is real but indirect.

This Action Plan combines infrastructure delivery, updated policy settings, community education and support programs, advocacy, partnerships and monitoring, to support more sustainable transport options over time.

Transport behaviour is shaped by the system

Safer streets and better-managed parking are essential conditions for sustainable transport. When the street environment prioritises people and access through design, speed management, kerbside allocation and public realm quality, sustainable transport options become easier and more natural choices.

Our **Road Safety Action Plan** focuses on reducing harm and creating safer street environments, while our **Parking Action Plan** sets out how Council will manage kerbside and off-street space more consistently to support a mix of transport options. All three Plans are designed to work together.

How this Action Plan works with others

Alongside our Transport Strategy, two other strategies are currently in development which direction support sustainable transport outcomes in Stonnington. Both are expected to be adopted during the first year of this Action Plan's term.

Open Space Strategy

Council's Open Space Strategy will identify opportunities to strengthen Stonnington's open space network, including through 'green links', which are connections between parks, gardens and reserves that support recreational walking and wheeling as well as everyday active travel.

The Open Space Strategy will also explore opportunities to repurpose some streets and car parks as open space where conditions suit. This would improve amenity and urban cooling in areas where public space is limited, while also reshaping the local street network in ways that support walking and wheeling. These changes will be considered alongside the walking, wheeling and riding priorities established in this Action Plan.

Environment Strategy

Council's Environment Strategy will take a holistic approach to environmental sustainability, covering climate resilience, emissions reduction, biodiversity, water and waste.

Within that scope, its focus on urban greening and canopy growth will improve shade, comfort and amenity along walking and wheeling routes. Climate resilience work will also include strengthening the ability of Stonnington's infrastructure, including the transport network, to withstand extreme heat, flooding and other climate-related impacts.

This Action Plan will also support the Environment Strategy's efforts to reduce emissions from Council operations and the community, by focusing specifically on reducing the emissions impact of how people travel.

Ongoing activities

Removing barriers that limit transport choice is an ongoing part of our work. The activities below reflect what we already deliver as part of our core service. They will continue alongside the new actions outlined in this Action Plan.

Upgrading infrastructure

We maintain, renew and upgrade street infrastructure that supports walking, wheeling and riding. This includes footpaths, crossings, kerb ramps and tactile ground surface indicators to improve safety, accessibility and comfort of walking and wheeling routes. It also includes shared paths, bike lanes and supporting infrastructure like bike parking and repair stations to help make riding safer, more convenient and more attractive.

Community education and support programs

We deliver programs that encourage and support walking, wheeling and riding for everyday trips, including to schools and the broader community. This includes active route mapping, community events, bike skills and confidence building courses, and targeted initiatives for groups currently underrepresented in active transport participation (women and older residents).

Shared mobility

We work with shared e-bike operators to maintain safe, accessible and reliable services across the municipality, including through speed and travel boundary controls, parking zones and operator performance standards.

We also maintain policy settings and manage contracts with car share and EV charging providers, supporting more efficient and lower-emission vehicle choices.

This includes managing bus shelter maintenance contracts to ensure shelters remain safe, clean, accessible and fit for purpose.

Land use development

Through strategic and statutory planning decisions, Council shapes where growth occurs and how well local activity centres support everyday access. We evaluate new development proposals to ensure they support access by walking, wheeling, riding and public transport.

Data and monitoring

Traffic counts, infrastructure audits, operator data and community feedback are used to guide investment, identify network gaps and track progress over time. We also work with research partners where specialist expertise or applied research can strengthen our evidence base and inform future investment decisions.

Advocacy and partnerships

We work with a range of stakeholders to coordinate advocacy, pursue funding and support delivery where responsibilities are shared. This includes State and Federal Government agencies, neighbouring councils, public transport operators, facility maintenance companies, community organisations and private operators.

CASE STUDY

Active Transport to School

Our Active Transport to School program supports primary schools across Stonnington to make walking, riding and scooting to school safer, easier and more appealing for students and families. The program recognises that active travel to school builds lifelong habits, supports physical and mental health, and reduces car trips at some of the busiest and most congested times on local streets.

Over the most recent program year, we:

- Supported four primary schools with equipment and prizes to run the Tag-On initiative, which encourages students to track and celebrate active travel
- Organised event activities and prizes at four primary schools to celebrate Ride2School Day
- Rolled out Active Routes to School at Armadale and Malvern Central primary schools, including safe route mapping with students
- Supported teachers from Malvern Valley and Malvern primary schools to undertake instructor training so they could (re)start bike education programs at their schools

A key partnership is with Dr Cranky's, a not-for-profit organisation that conducts free bike checks at participating schools and donates refurbished bikes to students who need them. Across eight schools, Dr Cranky's has checked 246 bikes, made 556 repairs, and donated 12 bikes to students without access to one.

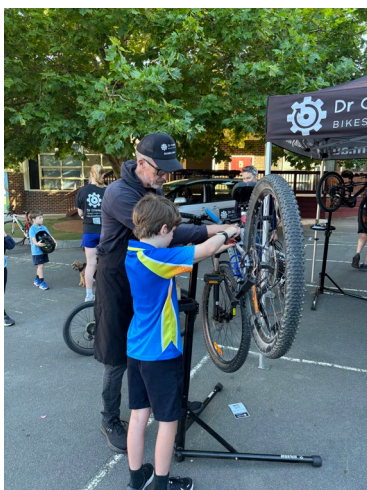
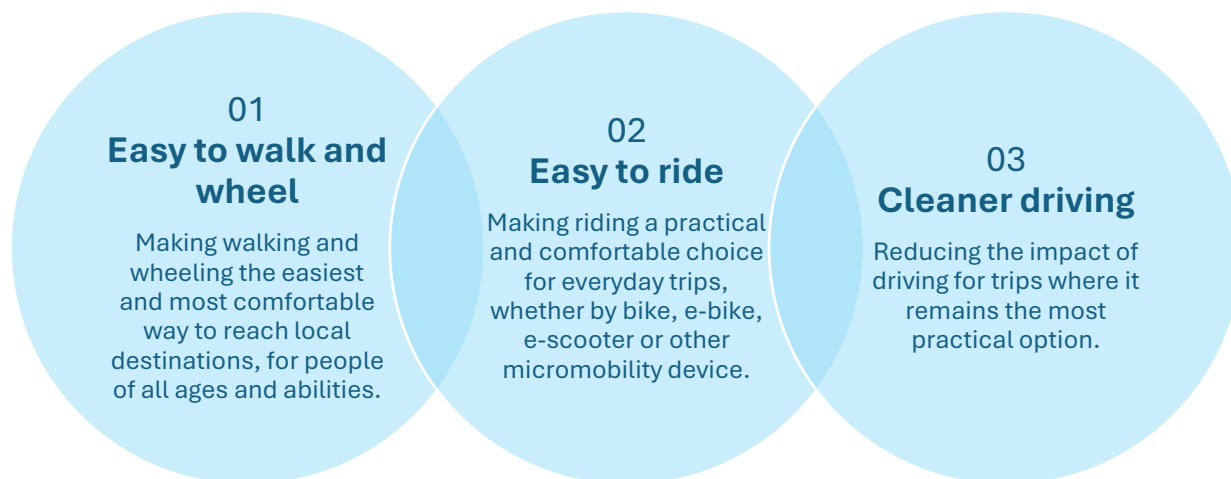


Image left: Dr Cranky's session at Armadale Primary School

Image right: Members of Malvern Central's Junior School Council hold the Active Routes to School Map

Our focus for the next four years

The actions in this Plan are organised around three focus areas that reflect where Council can have the most direct impact on making everyday sustainable travel in Stonnington more practical.



Reading the action tables

Each focus area includes an action table setting out what we will deliver over the next four years. For each action:

Timing shows when an action is expected to begin, progress or be completed across the life of the Plan.

Key: ● Active years | ○ Years where the action is not yet underway or has been completed.

Note: Years refers to financial years, with 'Year 1' of this plan being financial year 2026-27.

Cost provides a high-level indication of the likely scale of investment required.

- » Staff time only: Deliverable within existing staff resources.
- » \$ (Low): Less than \$50,000 per year
- » \$\$ (Medium): Approximately \$50,000 to \$250,000 per year
- » \$\$\$ (High): Greater than \$250,000 per year, generally associated with capital works or multi-site delivery programs.

Cost estimates are indicative and intended to guide planning. Funding decisions are considered through Council's annual budget process and actual costs may vary depending on scope, design, delivery timing and opportunities to secure external funding.

Focus area 1: Easy to walk and wheel

Making walking and wheeling the easiest and most comfortable way to reach local destinations, for people of all ages and abilities.

Many everyday trips in Stonnington are short enough to be made by walking or wheeling, particularly for access to local shops, schools, parks, community facilities and public transport. For trips made by tram, train, bus or bike, walking and wheeling are also how most journeys begin and end. Improving conditions for walking and wheeling therefore has benefits that reach across the whole transport network, not just for those making shorter local trips entirely this way.

The quality of footpaths, crossings and street environments shapes whether walking or wheeling feels like a natural option. Gaps in the network create real barriers, particularly for people using wheelchairs, mobility aids or prams, for whom detours and workarounds add time and effort that can make a short trip feel more trouble than it is worth. In some cases, a gap can make a route genuinely unusable – a tram stop with no level access, for example, effectively excludes anyone who cannot manage steps. Footpath upgrades, kerb ramp improvements, tactile indicators and crossing works are already a regular part of our delivery program. Looking ahead, a more formal rolling audit program will allow us to identify barriers systematically across priority routes, build a clearer picture of where the network falls short, and direct investment to where it will have the greatest effect.

Safe street environments are just as essential. When streets feel unsafe, many people simply will not walk or wheel, regardless of how short or convenient a trip might otherwise be. This is especially true for older adults, people with disability, families with young children, or older children travelling independently. During engagement, traffic speed, unsafe crossings and poor lighting were among the most common reasons people did not walk and wheel more.

Comfort can also shape whether people choose to walk or wheel in the first place. Shade, seating and canopy cover affect whether a route feels welcoming and manageable, particularly on longer trips or during hot weather. As the climate changes, summers grow warmer and extreme heat days more frequent, shaded and comfortable routes will become an increasingly practical and important consideration. Investment in green infrastructure and public realm improvements along our walking and wheeling network benefits the transport system as well as the environment.



Neighbourhood Streets

Improving street safety for people walking and wheeling requires action at a network level, not just at individual problem spots.

The Neighbourhood Streets program, established under the Road Safety Action Plan, takes exactly this approach. This rolling program will review local street environments area by area, engaging communities to identify issues, and delivering targeted improvements including traffic calming, safer crossings, better lighting and improved priority for people walking and riding.

The safer, calmer street environments this program seeks to create, are the same conditions that make walking and wheeling more practical and attractive for everyday trips.

Action	Timing	Cost
1.1 Audit priority pedestrian routes and implement improvements Undertake rolling accessibility audits of the Principal Pedestrian Network, safe routes to schools and immediate catchments around train stations, tram stops and bus stops, identifying barriers including missing footpath links, non-compliant kerb ramps, missing pram crossings, missing tactile indicators, unsafe crossings, poor lighting and obstructions. Audit findings along with community-identified hotspots and asset data will be used to inform prioritisation of annual pedestrian infrastructure improvements. Where barriers relate to assets not managed by Council, use findings to inform advocacy and partnership discussions. An initial schedule of improvements, developed through previous audit work, is provided as Appendix A.	● ● ● ●	\$-\$\$\$
1.2 Develop Transport Accessibility Guidelines Provide guidelines for consistent adoption of accessible design treatments in all transport infrastructure works, including but not limited to the use of Tactile Ground Surface Indicators, auditory assistance, braille, footpath widths and crossovers.	○ ● ○ ○	Staff time only
1.3 Expand pedestrian wayfinding across the municipality Install wayfinding signage at additional locations to help people navigate walking and wheeling routes to schools, activity centres, stations, parks, libraries and open spaces. A full schedule of planned installations is provided as Appendix B.	● ● ● ●	\$-\$\$
1.4 Establish a Public Lighting Policy Develop and adopt a Public Lighting Policy that establishes clear objectives and standards for lighting throughout the city, including on walking, wheeling and riding routes. The Policy will focus on personal safety and amenity, while balancing environmental impacts and operational costs, to guide prioritisation of lighting investment and design approaches across the network.	● ○ ○ ○	Staff time only
1.5 Deliver public lighting improvements Implement public lighting improvements on key walking, wheeling and shared path routes in accordance with Council's adopted Public Lighting Policy and associated delivery program, prioritising routes to schools, activity centres, public transport stops and locations with identified personal safety concerns.	○ ● ● ●	\$\$-\$\$\$

Action	Timing	Cost
1.6 Improve route comfort and amenity Coordinated with the Neighbourhood Streets Program, improve comfort and amenity along priority walking, wheeling and riding routes through canopy planting, greening and rest opportunities, particularly along longer routes, steeper streets and connections to schools, activity centres, public transport stops and community facilities. This work will be informed by climate resilience assessments along these routes, which determine heat exposure and flood risk – including predicted changes as a result of increased population growth and density.	● ● ● ●	\$\$-\$\$\$
1.7 Advocate for accessible and safe public transport stops Advocate to the State Government and public transport operators for accessible, safe, well-lit and shaded tram, train and bus stops, prioritising locations where inaccessible stops, poor lighting, long crossing delays or missing pedestrian connections limit independent travel.	● ● ● ●	Staff time only

Focus area 2: Easy to ride

Making riding a practical and comfortable choice for everyday trips, whether by bike, e-bike, e-scooter or other micromobility device.

Riding extends the range of practical everyday trips well beyond what most people can comfortably walk or wheel. A trip that takes 20 minutes on foot might take five by bike, bringing more destinations within reach for everyday travel. For short to medium distance trips, riding can even be faster than driving once parking is factored in. The potential for change is significant, and during our Transport Strategy engagement a little over two in five survey respondents (42.7%) told us they wanted to cycle more.

The main barrier to riding reported by our community is the absence of routes that feel safe enough to use with confidence. This is well established in bicycle research too: cycling participation responds strongly to perceived safety, and perceived safety depends on the whole route, not just its best parts. For all but the most experienced and confident riders, the risk of encountering fast-moving traffic, a car door, a poorly designed intersection or routes that stop and start without clear direction, is often enough to make riding feel impractical and reinforce the habit of defaulting to the car instead (Pearson, et al., 2022; Dill & McNeil, 2013). This is particularly true for children, older people, and young women, who are typically under-represented in cycling participation. Investment in isolated improvements, while useful, rarely shifts overall participation. What moves the needle is connected, continuous routes that people can follow without having to make difficult judgements about risk at every turn. For some people, particularly those who haven't ridden regularly before, skills and confidence programs can also help. This combined approach makes the most of infrastructure improvements by supporting people to use them with greater ease and enjoyment.

The State Government's Strategic Cycling Corridors form the backbone of the bike network, running along or near major roads to provide the most direct connections between suburbs, employment centres and key destinations. Improving the safety of these corridors, particularly through better separation from moving and parked vehicles, would make them functional for a much wider range of people. A clear example is Chapel Street, one of Stonnington's busiest and most visited streets, which has painted bike lanes that offer little protection from vehicles and require a level of confidence to navigate that most people simply do not have. Delivering safer conditions along corridors like these is a State Government responsibility, but one Council actively and consistently advocates for.

Strategic Cycling Corridors alone, however, cannot serve the full range of trips people make by bike. Most everyday journeys to schools, local shops, parks and public transport stops take place on local streets away from the main road network. To fill that gap, Council has developed a Local Bike Network: a network of quieter streets and shared paths that connects people to everyday destinations and provides local links to the Strategic Cycling Corridors safely from residential areas. The two networks are designed to function together, but the Local Bike Network is particularly important for people who are interested in riding but do not feel comfortable riding on busy roads. While the ideal network has been identified, continued delivery of it remains a focus over the next four years.

This focus area also covers shared e-bikes and, in time, potentially shared e-scooters that give people access to riding without needing to own a device. These services complement the owned-bike network and extend riding's reach to people who ride occasionally, want to try it without commitment, or need a low-cost and flexible option for short trips. While shared micromobility services are growing in popularity, safety concerns, the learning curve of using unfamiliar devices, and community debate about where and how fast these modes can be used all effect uptake and public acceptance. Ensuring they are safe, accessible and do not create problems for people walking and wheeling is an ongoing responsibility that sits alongside our infrastructure and program work.

Action	Timing	Cost
2.1 Deliver the Local Bike Network Deliver priority local bike routes, coordinating roll-out with the Neighbourhood Streets program where possible to maximise efficiency. A four-year delivery schedule is provided at Appendix A.	● ● ● ●	\$-\$-\$-\$
2.2 Deliver improvements along Chapel Street Identify opportunities to improve bicycle access, pedestrian access, lighting, wayfinding, greening and other public realm improvement that could be progressed ahead of broader upgrade works, subject to feasibility, funding and approvals.	○ ● ● ●	\$-\$-\$-\$
2.3 Progress upgrades to the Gardiners Creek (KooyongKoot) Shared User Trail Progress staged widening and upgrades to the Gardiners Creek / KooyongKoot Shared User Trail, subject to funding and relevant approvals. Over the next four years, priority will be given to progressing the remaining designed and planned sections, including Burke Road to Elm Road (planned for delivery in 2026), Glenburn Bend Park, and TH King Oval and Glen Iris Wetlands. Upgrades will support improved accessibility, safety and comfort through path widening, lighting, crossing improvements, wayfinding and greening. Council will also work with local stakeholder groups, neighbouring councils and the State Government to coordinate upgrades where the trail connects with cross-boundary routes or State-managed infrastructure.	● ● ● ●	\$-\$
2.4 Develop and deliver a rider wayfinding and TravelSmart mapping program Develop and install consistent wayfinding signage and pavement markings at key decision points across the Local Bike Network, supported by updated TravelSmart maps that show bike routes, pedestrian connections, public transport links and key local destinations. This will improve route legibility, support safer and more confident navigation and encourage greater use of the network.	○ ● ● ●	\$-\$
2.5 Improve active transport access to major destinations Work with major trip generators, like Chadstone Shopping Centre, Jam Factory, Cabrini Hospital, major schools and tertiary institutions, recreation facilities and key retail and employment precincts, to identify and address barriers to walking, wheeling, riding and public transport access at the interface between private land and the public street network. Council will focus on improvements within its control, such as local street connections, crossings, wayfinding and integration with the Local Bike Network, while working with private landowners to support complementary improvements on private land.	● ● ● ●	\$-\$

Action	Timing	Cost
2.6 Advocate for Strategic Cycling Corridor funding and delivery Advocate to the State Government for funding, planning and delivery of Strategic Cycling Corridors within and through Stonnington, including interim safety improvements on priority corridors where full corridor delivery is not yet funded or programmed. Coordinate advocacy with neighbouring councils to strengthen the case for connected cross-boundary bike routes.	● ● ● ●	Staff time only
2.7 Advocate for secure bike parking and end-of-trip facilities at public transport Advocate to the State Government and public transport operators for secure bike parking and end-of-trip facilities at stations and key public transport interchanges, and for bike infrastructure and end-of-trip facilities to be incorporated into activity centre upgrades delivered through the State Government's Activity Centre Program.	● ● ● ●	Staff time only
2.8 Advocate for consistent e-mobility standards Advocate to State and Federal Government for clear and consistent regulatory standards for e-mobility devices, including e-bikes, e-scooters and other emerging devices.	○ ● ● ●	Staff time only
2.9 Investigate potential shared e-scooter trial settings Engage with other local governments, shared micromobility providers, the community and relevant State Government agencies to investigate the settings required for safe, inclusive and well-managed shared e-scooter provision across the municipality. This will consider safety, accessibility, parking, geofencing, enforcement, data sharing, community expectations and impacts on footpaths and public spaces, to inform whether a future shared e-scooter trial should proceed.	● ○ ○ ○	Staff time only
2.10 Commence a shared e-scooter trial Subject to the outcomes of investigation and receipt of necessary State Government approvals, commence a shared e-scooter trial in Stonnington. The trial will be governed by settings developed through the investigation process, including deployment areas, parking zones, speed limits, geofencing, data sharing requirements and community feedback mechanisms, to ensure the trial is safe, inclusive and well-managed.	○ ● ○ ○	\$-\$

Focus area 3: Cleaner driving

Reducing the impact of driving for trips where it remains the most practical option.



For many trips and many people, driving remains the most convenient choice. Some journeys require a car for mobility or caring reasons, or the need to carry tools or equipment, transport goods, make multiple stops, or to get to destinations that cannot practically be reached in any other way. This focus area is about ensuring that when people drive, the impact on emissions, air quality, parking pressure and congestion is as low as possible.

EVs are already a growing presence on Stonnington's streets, and their uptake is expected to accelerate as costs fall and model choice expands. Reducing the emissions impact of vehicle travel depends in part on supporting that transition, but access to charging is not evenly distributed. Many households in Stonnington cannot easily charge an EV at home. In older neighbourhoods like Prahran, where houses sit close to the street without off-street parking, there is simply nowhere to install a private charger. In multi-unit developments, which account for around three quarters of all dwellings in Stonnington, charging infrastructure is rarely provided, and retrofitting it to existing buildings is often complex and costly. Council has a role in identifying appropriate public charging locations and working with private providers to ensure charging infrastructure is available where it is most needed, without creating unnecessary kerbside or public realm impacts.

Car share offers another approach, giving households access to a vehicle when they need one without the cost and space demands of private ownership. This also supports residents without off-street parking, or in multi-unit dwellings which may have limited parking available. The State Government recently reduced the minimum parking requirement for new developments in areas well served by public transport, meaning some residents in new apartments may have no allocated parking space at all. For these residents, and any resident who owns a car but doesn't use it regularly, car share offers a practical alternative.

There is also an opportunity to align EV charging and car share more deliberately. Electric car share vehicles supported by suitable charging infrastructure can provide shared access to low-emission vehicles in areas where private EV ownership or home charging is not practical, helping Council make better use of limited kerbside space, public land and private partnerships.

The growth of e-commerce has significantly increased the volume of delivery vehicles in residential streets and activity centres, stopping frequently, competing for kerbside space, and adding to noise, congestion and emissions. Other cities have found practical ways to reduce this pressure – consolidating deliveries so that goods arrive at a local hub and are distributed by cargo bike or on foot for the final stretch reduces the number of vehicles entering local streets without disrupting supply. Coordinating delivery windows so that multiple retailers receive goods in a single vehicle rather than several can have a similar effect. These kinds of approaches can be explored in Stonnington by working with freight and delivery providers, traders and other partners.

Council can also lead by example through its own operations. Transitioning our fleet to low and zero emissions vehicles, supporting e-bikes and cargo bikes for suitable work trips and developing a Green Travel Plan can reduce our own corporate emissions and demonstrate in practical terms the direction we are asking others to move in.

Cleaner driving and parking

Kerbside space is a finite and increasingly contested resource. Allocating it to car share bays, EV charging, accessible parking and micromobility directly supports the cleaner driving options this focus area promotes.

These decisions are addressed through the **Parking Action Plan**, which sets out how we will manage on-street and off-street parking more consistently and equitably across Stonnington.

Action	Timing	Cost
3.1 Update the Electric Vehicle Charging Policy Review and adopt an updated Electric Vehicle Charging Policy to reflect changes in EV technology, uptake, public charging provision, community needs, kerbside management, accessibility, residents without off-street parking and private sector delivery models. The updated Policy will provide Council's decision-making framework for increasing access to public EV charging in Stonnington, particularly where charging access is limited or cannot be provided off-street.	● ○ ○ ○	\$
3.2 Develop a renewed EV charging roll-out schedule Following adoption of the updated Electric Vehicle Charging Policy, develop a renewed public EV charging roll-out schedule to 2035. The schedule will identify priority locations, delivery pathways, partnership opportunities and implementation considerations for activity centres, public land, kerbside locations and areas where residents have limited access to off-street charging.	○ ○ ● ○	\$
3.3 Adopt an updated Car Share Policy Review and adopt an updated Car Share Policy to reflect changes in the car share market, community needs and parking pressures. The updated Policy will consider how Council can proactively identify priority car share locations, including higher-density areas, activity centres, areas with lower car ownership, areas with limited off-street parking and locations near public transport, in addition to responding to operator-led requests. The updated Policy will also establish how car share considerations are integrated into parking, kerbside, development and activity centre planning processes.	● ● ○ ○	Staff time only
3.4 Lead by example by adopting an updated Council Fleet Policy and Transition Plan Review and adopt an updated Fleet Policy and Fleet Transition Plan that prioritises low and zero-emission vehicles, and that supports the use of e-bikes, cargo bikes similar options for suitable local work trips where practical.	○ ● ○ ○	\$-\$\$\$
3.5 Develop a Council Green Travel Plan Develop a Green Travel Plan for Council staff and operations to encourage more sustainable, healthy and low-emission travel for commuting and work-related trips. The Plan will consider staff travel behaviour, end-of-trip facilities, active travel incentives, public transport access, car share, fleet access, e-bikes, cargo bikes and opportunities to reduce vehicle trips where practical alternatives exist.	● ○ ○ ○	Staff time only
3.6 Support more efficient urban freight Work with freight and delivery providers, local businesses, traders associations and relevant government agencies to identify opportunities for more efficient urban freight and last-mile delivery in Stonnington. Approaches may include freight consolidation, shared delivery hubs, cargo bike or e-cargo bike delivery, loading zone management and other solutions that reduce the number and impact of heavy vehicle movements on local streets.	● ● ● ●	Staff time only

How we'll measure progress

We will track progress at two levels, to monitor both the delivery of actions and the outcomes they are intended to influence.

Strategic indicators

This Plan contributes to the following indicators established in the Transport Strategy 2040, which measure whether transport choices across Stonnington are improving over the long term.

Many of these outcomes are influenced by multiple factors and may take time to shift. We will track these indicators each year, looking for improvement over time but recognising there may be some fluctuation year to year.

Indicator	Measure	Baseline ¹	Target (2040)	Data source
More everyday trips are made by walking, wheeling, riding and public transport	Proportion of weekday trips made by walking, wheeling or riding	35.25% (2024-25) ²	50%	VISTA – LGA Profiler
	Proportion of weekday trips made by public transport	8.90% (2024-25) ³	20%	VISTA – LGA Profiler
	Self-reported pedestrian and bicycle mode share.	To be established ²	Increase (by area)	Neighbourhood Streets engagement surveys
More people use shared micromobility for everyday trips	Number of shared micromobility trips recorded in Stonnington	71,346 / 0.63 trips per capita (2025)	Increase	Operator data
Car share and EV charging options are growing across the municipality	Number of car share bays across the municipality	76 (2026)	Increase	Council data
	Number of public EV charging bays on Council-managed land	4 (2026)	Increase	Council data
Residents are satisfied with the transport options available to them	Proportion of respondents who are satisfied or very satisfied with travel options in the city	80% (2024)	≥85%	Community Views (every two years)

Notes: (1) Baseline measures reflect most recent data available at time of development; (2) Baselines for indicators 'to be established' will be collected in the course of delivering actions in this plan

² (Department of Transport & Planning, 2025)

³ (Department of Transport & Planning, 2025)

Delivery indicators

The following indicators track whether and how actions are being delivered over 2026-2030.

Indicator	Target (2030)
Action Plan delivery	≥85%
Proportion of priority pedestrian route audits completed	100%
Kilometres of footpaths renewed or upgraded	Report annually
Percentage of Local Bike Network delivered	70%
Primary schools participating in ≥3 active travel initiatives	7
Number of active travel education and support programs delivered	≥2 per year

Monitoring, review and reporting

Delivery will be monitored through an internal implementation plan, which tracks progress against each action and captures program-level outcomes such as participation numbers, reach and satisfaction. This will be monitored and reported internally on a quarterly basis to inform and refine delivery over time.

Delivery progress for this Plan along with the Road Safety and Parking Action Plans will be reported publicly through an annual Transport Strategy update.

This Plan reflects our priorities and commitments at the time of adoption. As delivery progresses, new opportunities, partnerships or emerging issues may be identified that warrant a response. Where additional actions are developed during the four-year period, these will be tracked through the internal implementation plan and reported as part of the annual update.

The Plan will be formally reviewed at the end of the four-year period, or sooner if circumstances require it.

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Appendix A. Delivery schedule – walking, wheeling and riding improvements

Overview

This appendix provides an indicative schedule of walking, wheeling and riding projects proposed for delivery over the life of this Action Plan. It reflects projects that are already planned or known at the time of preparing the Plan, including where projects are proposed, what type of improvement is intended, and when each project is expected to progress.

Additional projects may be identified during the life of the Plan through accessibility audits, the Neighbourhood Streets Program, Safe School Precincts work, asset renewal programs, community feedback, crash and safety analysis, and opportunities to coordinate with other capital works.

Timing is indicative and may change through annual budget decisions, detailed design, community engagement, approvals, procurement, construction readiness and opportunities to coordinate works with other projects. Projects may also be delayed, brought forward, refined or added where new information becomes available.

In addition to the projects listed, Council delivers ongoing annual programs including footpath renewals and upgrades, and installation of bike parking and repair stations. This forward schedule, plus additional upgrade projects, will be shaped by audit programs and outcomes from the Neighbourhood Streets program.

How to read this schedule

The schedule shows the main phase expected for each project in each year.

Abbreviation	Meaning
E	Engagement
D	Design
C	Construction / installation

Delivery schedule

Suburb	Project	Type	Year 1 (2026/27)	Year 2 (2027/28)	Year 3 (2028/29)	Year 4 (2029/30)
South Yarra	Osborne St/Commercial Rd	Pedestrian crossing	E, D	C		
	Osborne St/Toorak Rd	Pedestrian crossing	C			
	Osborne St	Local bike route	E, D	C		
	River St	Local bike route	D	C		
	Yarra Street	Local bike route	D	C		
	Darling St/Toorak Rd	Pedestrian crossing	C			
Prahran	Bangs St	Pedestrian crossing	D, C			
	King St/Clifton St	Pedestrian crossing	D, C			
	Lt Chapel St/Carlton St	Pedestrian crossing improvement	D, C			
	Lt Chapel St/King St	Pedestrian crossing improvement	D, C			
	Lt Chapel St/Malvern Rd	Pedestrian crossing	D, C			
	Lt Chapel St/Princes Close	Pedestrian crossing improvement	D, C			
	Lt Chapel St/Walker St	Pedestrian crossing improvement	D, C			
	Bendigo St/High St	Pedestrian crossing		E, D	C	
	Grattan St/Hinton Ln	Pedestrian crossing			E, D	
Windsor	The Avenue/High St	Pedestrian crossing		E, D		C
	Upton Rd/High St	Pedestrian crossing		E, D	C	
Toorak	Albany Rd	Local bike route	D	C		
	St Georges Rd	Local bike route	D	C		
	Mathoura Rd/Malvern Rd	Pedestrian crossing		E, D		C

Suburb	Project	Type	Year 1 (2026/27)	Year 2 (2027/28)	Year 3 (2028/29)	Year 4 (2029/30)
Kooyong	Elizabeth St/Toorak Rd	Pedestrian crossing	E, D		C	
Malvern	Stanhope St/Jordan St	Pram crossing upgrade	E, C			
	Stanhope St/Thanet St	Pram crossing upgrade	E, C			
	Ewart St - Lysterville Ave - Jordan St, McArthur St - Parslow St	Local bike route	C			
	Claremont Ave, Ewart St & Lysterville Ave	Pedestrian crossings	E, D	C		
	Elizabeth St/Malvern Rd	Pedestrian refuge	E, D	C		
	Spring Rd/Ascot St	Raised pedestrian crossing				E, D
Armadale	Porter St/High St	Pedestrian crossings	C			
	Huntingtower Rd	Local bike route	D	C		
	Densham Rd/Malvern Rd	Pedestrian crossing	C			
Glen Iris	Osborne Ave	Local bike route	C			
	Gardiners Creek (KooyongKoot) Shared User Trail - Glenburn Bend Park	Shared path			C	
	Gardiners Creek (KooyongKoot) Shared User Trail - TH King Oval and Glen Iris Wetlands	Shared path				C
Malvern East	Quentin Rd	Local bike route	D, C			
	Stanley St Reserve	Shared path	C			
	The Rialto - Sydare Ave - Hyslop Pde	Local bike route	E, D	C		

Suburb	Project	Type	Year 1 (2026/27)	Year 2 (2027/28)	Year 3 (2028/29)	Year 4 (2029/30)
	Chapman St/Bellevue Ave	Raised intersection	E, D	C		
	Darling Rd/Dundonald Ave	Pedestrian crossing	D, C			
	Darling Rd/Olive St	Pedestrian crossing	E, D		C	
	Allenby Ave	Local bike route		D		
	Brunel St	Local bike route		D		
	Kardella St	Local bike route		D		
	Copping St/Tooronga Rd	Pedestrian crossing			E, D	

Appendix B. Delivery schedule – Pedestrian wayfinding

Overview

This appendix sets out the pedestrian wayfinding signage program for 2026-2030.

Wayfinding signage helps people find their way around Stonnington's activity centres, public transport stops, key destinations and walking routes. It supports easier, more confident walking and wheeling by providing clear information at the points where people need to make decisions about their journey. Our plan for wayfinding

Wayfinding signage will be delivered using the following sign types aligned with Wayfound Victoria's Wayfinding Guidelines V2.0.

Totem signs



Purpose: Help people orient themselves, understand the surrounding area and plan their journey.

Where they'll be used:

Major arrival points and key decision points, such as train stations, activity centres and important pedestrian routes.

Wall maps

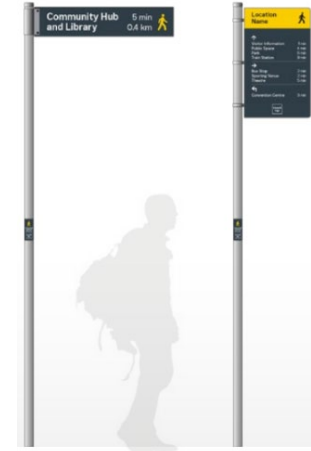


Purpose: Provide a larger map of the local area to support orientation and journey planning.

Where they'll be used:

Major arrival points where there is a suitable wall or structure.

Blade signs



Purpose: Point people toward nearby destinations and reassure them they are heading in the right direction.

Where they'll be used:

Streets, laneways and other locations where a smaller sign is more suitable or where signs support nearby totems and maps.

Delivery staging

The rollout will be delivered in stages so signs are installed in a way that is useful, consistent and easy to follow.

This staged approach balances early delivery in the locations where signage will provide the greatest immediate benefit, with a coordinated area-by-area rollout over the remaining years. Delivering signage by cluster will reduce the risk of gaps, inconsistent signage or incomplete routes between destinations.

Timing	What will happen
Year 1 (2026/27)	Install key signs in high-benefit locations, including: » Toorak Village » Prahran Station » Hawksburn Station » Hawksburn Village » Glenferrie Rd / High Street Activity Centre. These locations have been prioritised because they include major arrival points and areas with high pedestrian activity.
Years 2-4 (2027/28 – 2029/30)	Complete main signage in clusters, starting with central precinct, then east, then west (noting many priority signs in the west will already have been delivered in Year 1). Delivering signage by cluster will reduce the risk of gaps, inconsistent signage or incomplete routes between destinations
Future	Install lower-priority signs after the main clusters have been completed, subject to future priorities and funding.

Installations

[Map to be developed during design showing installation locations]

Removals

Some signage will also be removed during the life of the Action Plan. Some will be replaced, according to the previous map. All other existing signage will be retained.

[Map to be developed during design showing removal locations]