City of STONNINGTON

2026-2030

Road Safety Action Plan

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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 road safety?

No loss of life or serious injury on our roads is acceptable.

Our Transport Strategy 2040 commits to eliminating fatal and serious injury crashes on Council-managed roads. This Action Plan focuses on the steps we will take over the next four years to make progress toward that goal. This includes improving street design, managing speeds, supporting safer behaviours, and working with partners to influence outcomes beyond our direct control.

Road safety is shaped by how streets are designed, how speeds are managed, and how people behave. Streets designed around people, not just vehicles, create the conditions for everyone to move safely and confidently through their neighbourhoods. This might mean lower speeds, better crossings, protected space for people walking, wheeling and riding, or improved lighting. We will prioritise actions that address the highest risks and focus on preventing harm before it occurs.

Road safety also supports broader outcomes. When streets feel safe and comfortable, people are more likely to walk, ride and use public transport, particularly for shorter local trips. This improves access for people who don't or can't drive, reduces pressure on the road and parking network, supports community wellbeing, and helps create neighbourhoods that feel more connected and inviting. It also creates more predictable, consistent conditions for all road uses, including drivers.

Road safety isn't just about cars and traffic lanes – it's about the whole street environment. That includes footpaths, crossings, bike lanes, kerbsides, intersections and surrounding public spaces.

It's also about protecting everyone within that environment – people walking, wheeling, riding, driving or catching public transport. People of all ages, abilities and levels of experience.

Key term

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

(Cover image)

Transport Strategy 2040

Delivering the Transport Strategy 2040

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

Together with the **Sustainable Transport 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 Safe System approach

The Safe System approach is the internationally recognised framework guiding road safety policy and practice in Australia. It is based on a simple premise: people will make mistakes, and the transport system must be designed and managed so those mistakes do not result in serious harm.

It recognises that the human body has limited tolerance to impact, and that responsibility for safety is shared between those who design and manage the system and those who use it.

The approach brings together four key elements: safe roads, safe speeds, safe vehicles and safe people.

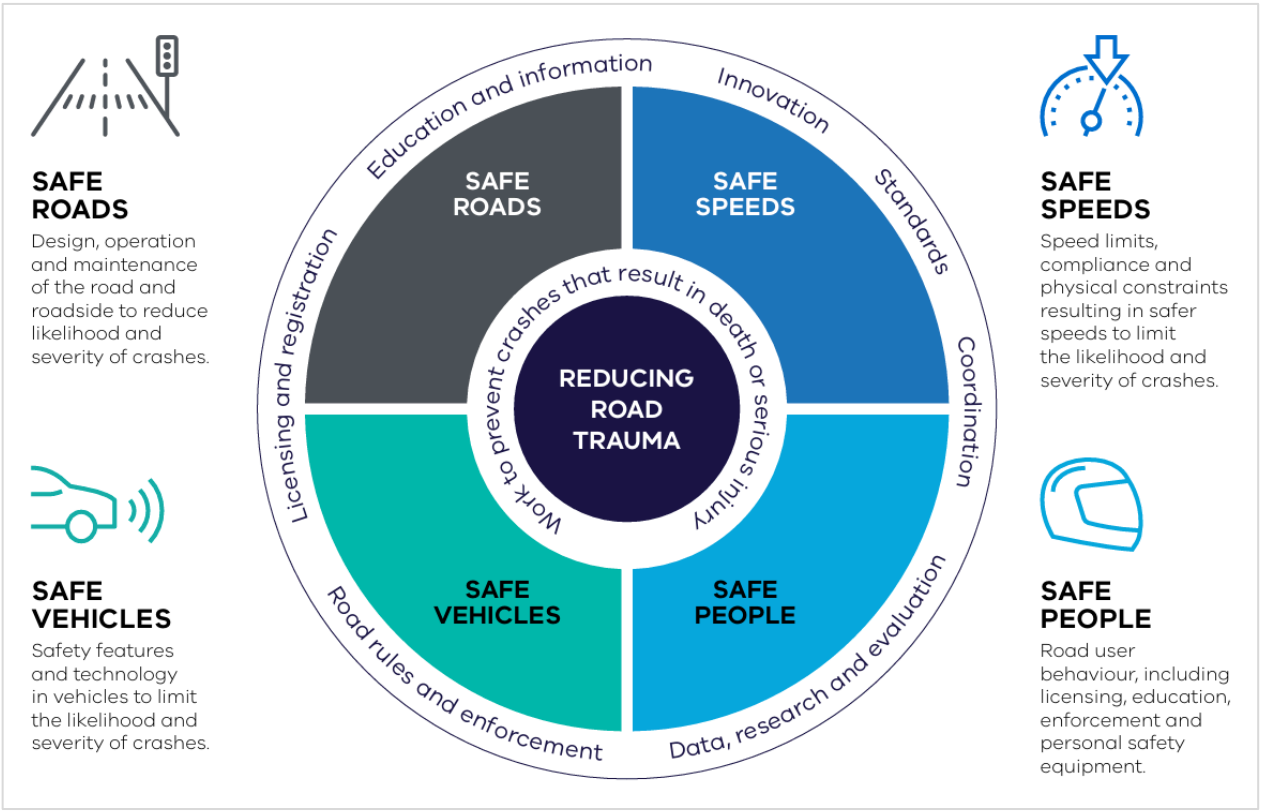


Figure 1. The Safe System approach (Victorian Government, 2025)

This Action Plan focuses on the areas where Council can have the greatest impact: safe roads, safe speeds and safe people. Vehicle safety is largely governed by national and state frameworks and is therefore not a primary focus of this Plan.

Who manages Stonnington's road network?

Different parts of the road network are managed by different organisations, which affects what Council can directly change.



The Victorian Government (Department of Transport and Planning) is responsible for many of the busier main roads (formally referred to as arterial roads), that connect across Melbourne. This includes, for example, Alexandra Avenue, Belgrave Road, Burke Road, part of Chapel Street, Commercial Road, Dandenong Road, Glenferrie Road, High Street, Malvern Road, Orrong Road, Punt Road, Toorak Road, Tooronga Road, Warrigal Road, Wattletree Road, Waverley Road and Williams Road.



Council is responsible for the local streets (formally referred to as municipal roads) across the city. These are generally quieter streets with lower traffic volumes and a street environment more focused on local activity and everyday use. Council also has responsibility for some arterial roads, under agreement with the Department of Transport and Planning – including Darling Road, Chadstone Road, parts of Chapel Street and Kooyong Road.

There are also a small number of roads, laneways and accessways that are privately owned and maintained – typically within shopping centres, apartment developments or rear service areas.

While responsibilities differ, people experience the network as one connected system. Improving road safety therefore requires a coordinated approach: taking direct action on Council-managed roads, while also advocating for improvements on State-managed roads.

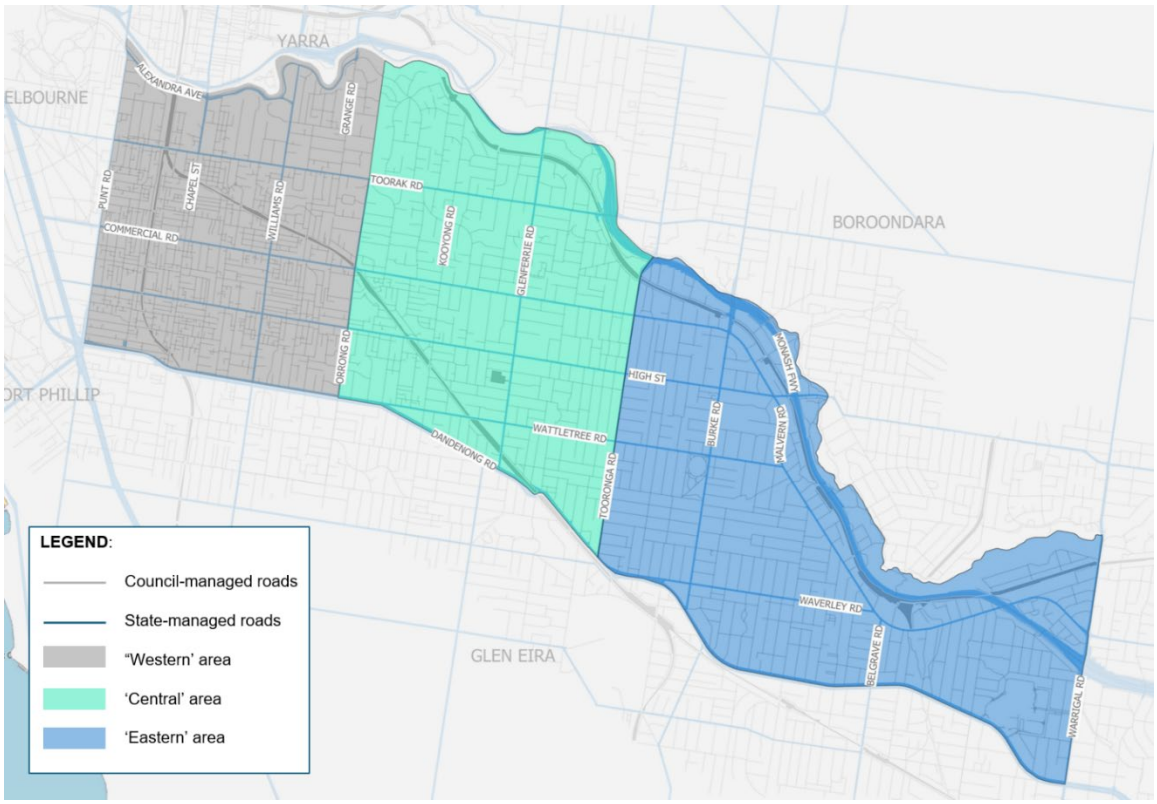


Figure 2. Map of Council-managed and Stage-managed roads

How this action plan was developed

This Road Safety Action Plan builds on a strong foundation of previous work, together with updated analysis and community input.

1

Review

Our previous Road Safety Strategy, along with relevant Council policies, programs and project outcomes, were reviewed to understand what has been delivered and where further action is needed.

2

Analysis

Recent crash data and local conditions were analysed to identify where the greatest risks exist across the network, including locations, road users and types of incidents most associated with serious harm.

3

Engagement

Community feedback was gathered through an extensive engagement process. Safety was consistently identified as a key concern, including speeding, unsafe crossings, conditions for people walking, wheeling and riding, and safety around schools and activity centres.

4

Prioritisation

Actions were prioritised for the next four years based on risk, impact and deliverability, focusing on where intervention will most effectively prevent serious harm, while identifying longer-term opportunities for future consideration.

Where we are now

Stonnington recorded fewer fatalities and serious injuries over 2020-24 than the five years prior. But progress has not been consistent year on year, Crashes overall are becoming more frequent, and the risk is not shared evenly across the community or the network. Understanding where harm is concentrated, and who bears it, is essential to targeting action effectively.

Road safety in Stonnington today

Between 2020 and 2024, Stonnington recorded 1,567 crashes, which is a slight increase on the previous five years. Among these crashes were seven fatalities and 564 serious injuries, which is equivalent to more than one death per year, and one serious injury occurring every two to three days. It is worth noting that this period includes 2020 and 2021, when COVID-19 significantly reduced traffic volumes and suppressed crash numbers. As activity returned to normal, crashes and injuries increased, with 2022 and 2023 seeing higher casualty numbers across the state, before easing slightly in 2024.

	2015-2019	2020-2024*	Difference
Crashes			
Total crashes	1,506	**1,567**	▲ 61 (+4.05%)
Total fatal and serious injury crashes	631	**535**	▼ 96 (-15.21%)
Casualties			
Fatalities	10	**7**	▼ 3 (-30.0%)
Serious injuries	674	**564**	▼ 110 (-16.3%)
Other injuries	1,065	**1,238**	▲ 173 (+16.5%)
Total casualties	1,749	**1,809**	▲ 60 (+3.4%)

*Most recent full-year data available at time of development, Source: (Transport Victoria, 2024)

Key terms

Crash: A road traffic incident involving at least one vehicle that results in property damage, injury, or death

Casualty: A person killed or injured in a crash, at any level of severity.

The total number of fatalities and serious injuries recorded between 2020 – 2024 was lower than those recorded between 2015-19, while less severe injuries rose. This pattern of fewer deaths but more minor injuries is broadly consistent with Safe System measures reducing the severity of crashes even where they still occur.

Who is most at risk?

Not everyone faces the same level of risk.

The term ‘vulnerable road users’ describes people not in cars and therefore more likely to experience severe outcomes when crashes occur. This includes footpath users, bike and e-bike riders, e-scooter riders and motorcyclists. For some population segments, like children and older people who may not have access to a car or a license, independent mobility is equivalent to vulnerability on our roads.

Between 2020 and 2024, 57% of fatal and serious injury crashes in Stonnington involved vulnerable road users (Transport Victoria, 2024). The share of fatal and serious injury crashes involving vulnerable road users accounted for approximately 60% of crashes since 2022 (Figure 4). In 2024, 66 fatal and serious injury crashes involved a vulnerable road user and a further 48 involved cars only.

The number of crashes resulting in injuries not serious or fatal ('other' injuries) has increased steadily from 163 in 2020 to 245 in 2024 (Figure 5). The share of other injury crashes involving vulnerable road users has decreased from 58% in 2020 to 38% in 2024.

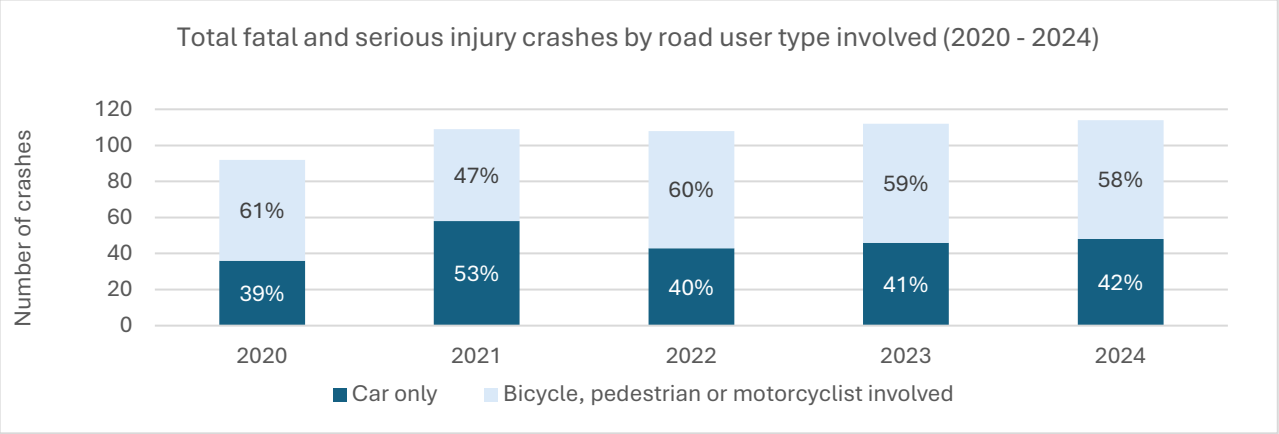


Figure 3. Total fatal and serious injury crashes by road user type involved 2020-2024 *(Transport Victoria, 2024)*

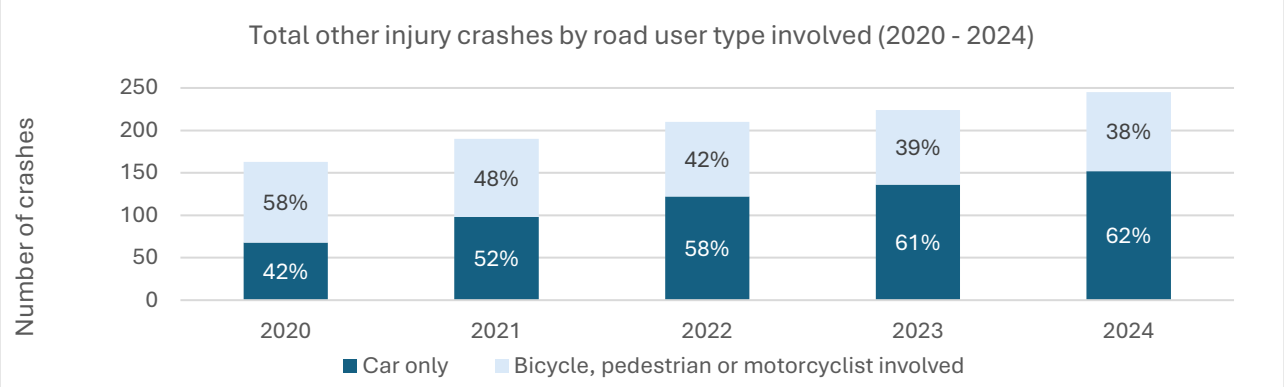


Figure 4. Total other injury crashes by road user type involved 2020-2024 *(Transport Victoria, 2024))*

Where risk is concentrated

There are different patterns of risk across the network, including by location and by road type.

Location

WEST **South Yarra, Prahran, Windsor**		
Fatalities	0	▼4
Serious injuries	257	▼57
Other injuries	530	▲22
Total casualties	787	▼39

CENRTAL **Malvern, Armadale, Kooyong**		
Fatalities	3	▲1
Serious injuries	136	▼20
Other injuries	290	▲68
Total casualties	429	▲49

EAST **Glen Iris, Malvern East**		
Fatalities	4	► 0
Serious injuries	171	▼33
Other injuries	418	▲83
Total casualties	593	▲50

Figure 5. Casualty breakdown by area, 2020-2024 including change from previous five-year period. Source: Department of Transport and Planning (Transport Victoria, 2024)

The western area was the only part of Stonnington to record zero fatalities in the 2020-2024 period, and the only area where total casualties fell. Fatalities rose in the central area, and total casualties increased by 49. In the east, there was no improvement in fatality count and casualties also increased.

These patterns reflect many complex factors, however, it is notable that the western area has had more extensive lower-speed environments in place for longer, and there is strong evidence that lower speeds reduce both the frequency of crashes and the severity of harm when they occur.

Road type

The majority of crashes occur on State-managed roads, which are the higher-speed, higher-volume routes that carry the most traffic and generate more complex interactions between different users. Over the past five years, approximately 23% of crashes occurred on Council-managed roads, with a significant concentration of these on Chapel Street.

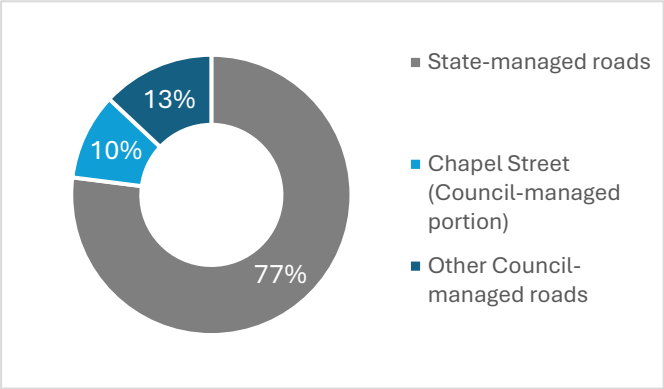


Figure 6. Crashes by road type, 2020-2024 (Transport Victoria, 2024).



Figure 7. Crash density across Stonnington, 2020-2024. Source: Department of Transport and Planning((Transport Victoria, 2024).

What the community is telling us

Community feedback on transport matters was collected through an extensive program over 2024 and 2025, which is summarised in our Transport Strategy 2040. Across all engagement, there was strong support for initiatives that improve safety, particularly measures that reduce speeds, improve crossing opportunities, and create safer conditions for people walking, wheeling and riding.

As part of the Transport Strategy engagement, respondents were asked which road safety issues in Stonnington concerned them most (***Figure*** 8). Reckless driving/hooning was the most commonly identified issue, selected by more than half of respondents, followed by speeding and unsafe cycle paths.

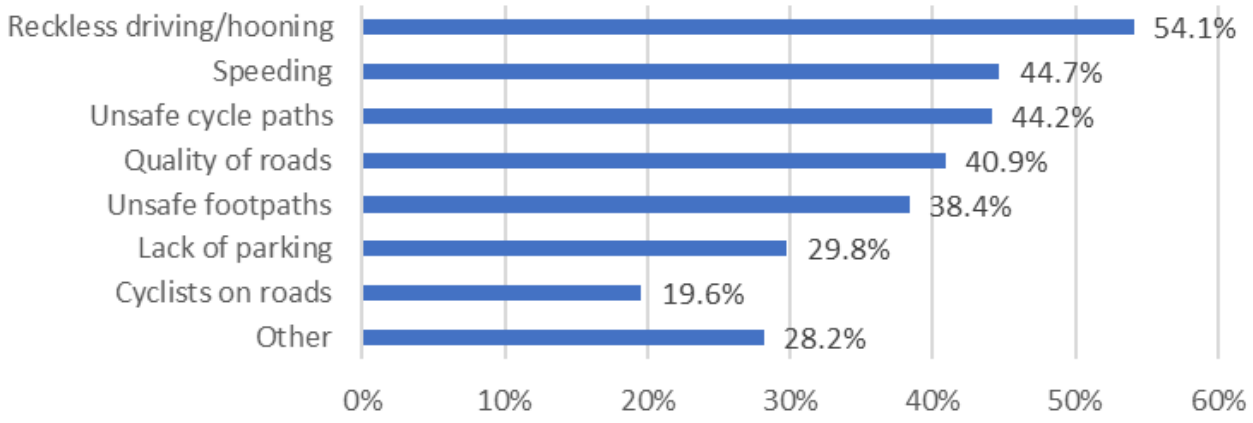


Figure *8.* Top road safety issues (n=668). Data note: Respondents were asked to choose all road safety issues; therefore, results reflect the proportion of respondents for each response option and do not total 100%.

Key issues raised through engagement included speeding on both local and arterial roads, unsafe pedestrian crossings, and a lack of safe and continuous infrastructure for people walking, wheeling and riding. For those respondents who reported having a disability[1], unsafe footpaths was the top road safety issue (32%), while speeding and quality of roads were second (both 16%). School environments were also a recurring concern, particularly unsafe driving behaviours during pick-up and drop-off periods.

Many people reported feeling unsafe travelling with children, crossing busy roads, or riding in traffic without separation. Personal security concerns are also heightened at night, with lighting, visibility and passive surveillance identified as important factors influencing how safe people feel when moving around the city.

Overall, community feedback consistently identified safety as one of the most important priorities across all modes of transport.

[1] The survey did not reach a representative share of the population in terms of those reporting living with a disability. Future community engagement will seek to better understand the specific barriers faced according to individual factors affecting mobility and access.

Where we're headed

Our Transport Strategy 2040 sets a clear direction for safer streets, towards zero fatalities or serious injuries on Council-managed roads. This Action Plan is the first four-year step on that path. It provides a focused program of work targeted at the risks we know are greatest and the interventions with the strongest evidence behind them.

The actions in this Plan are intended to reduce the likelihood and severity of crashes, particularly where the risk of serious harm is greatest. They focus on practical steps Council can take directly through safe routes, safe speeds and safe people. Where the most significant levers sit with the State Government, such as arterial roads, vehicle standards, and default speed limits, advocacy is a deliberate and explicit part of our approach.

Road safety enables transport choices

Measures such as protected bicycle lanes, continuous footpaths and safer crossings reduce conflict between road users and significantly lower the risk of serious injury. While these measures are fundamental to improving safety, they also support broader transport outcomes by enabling more people to walk and ride.

Specific walking and riding infrastructure priorities are therefore identified in the **Sustainable Transport Action Plan**, where they sit alongside the fuller picture of pedestrian and rider investment across Stonnington.

Likewise, many of the actions in our **Parking Action Plan** directly support road safety – from how we allocate kerbside space to how we enforce it. All three Plans are designed to work together.

Ongoing activities

Improving road safety 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 Plan.

Monitoring and identifying risk

Crash data, community feedback, traffic studies and local observations are regularly reviewed to identify emerging issues and understand patterns of risk. This information is used to inform project prioritisation, program development and future investment.

Upgrading infrastructure

Safety improvements are delivered through Council's capital works and renewal programs, including upgrades to crossings, intersections, lighting, signage and line marking. These upgrades improve visibility, reduce conflict between users and support safer movement across the network.

Managing speeds

Speed limits are reviewed where appropriate, supported by traffic calming and street design measures that help create safer operating speeds. This includes responding to local conditions, aligning speed environments with surrounding land use and activity, and advocating to the Victorian Government for safer speeds on declared arterial roads where risk to pedestrians, cyclists and other vulnerable road users is high.

Supporting safer school travel

Infrastructure improvements, local traffic management and school-focused programs support safer travel to and from school, particularly in busy pick-up and drop-off environments. This includes working with schools to identify local issues and deliver targeted responses.

Community education and support programs

We deliver and support education campaigns, awareness initiatives and targeted programs that encourage safer behaviour by all road users, focusing on key risk factors such as speed.

Working with partners

We work closely with the Department of Transport and Planning, Victoria Police, neighbouring councils and other stakeholders to advocate for and deliver safety improvements across the broader transport network.

CASE STUDY

Improving road safety in Claremont Avenue and surrounding streets

In 2021, we heard from the Malvern community about safety concerns for people walking and riding along Claremont Avenue and nearby streets. These streets are important local connections, providing access to Malvern Railway Station, shops along Station Street, and Malvern Primary School. While many people rely on these routes every day, feedback showed that they often felt unsafe, particularly when walking with children or riding a bike.

A study in 2022 reviewed traffic and crash data alongside local insights to identify priority locations and treatments. Recommended measures included raised pedestrian crossings, traffic calming measures, improved pram crossings, and lower speed limits.

Since 2023, we have been progressively delivering these improvements as part of our ongoing infrastructure program, with funding support from State and Federal Governments. Raised pedestrian crossings have been installed on Claremont Avenue at Tooronga Road and Station Street, making it easier and safer for people to cross. Speed cushions have also been introduced on Hunter Street and Childers Road to help slow traffic in residential areas.

This work will continue, with further improvements planned to support a safer and more people-friendly street environment. Speed limits on local streets will be reduced to 40 km/h in 2026, alongside a trial of a 30 km/h speed limit on a local bike route. Planning is also underway to upgrade and better align pram crossings, improving access for people with prams, mobility aids, and young children.

These improvements build on ongoing work to support safer, more accessible streets for the Malvern community.

What you can do

Improving road safety is not only about infrastructure and government programs. It also depends on the everyday choices people make when using the road network. Everyone has a role to play in creating safer streets.

You can contribute to safer streets by:

- travelling at safe speeds, particularly in areas with higher pedestrian and rider activity
- staying attentive and avoiding distractions when driving, riding, walking or wheeling
- being mindful of other road users and giving them the space and time they need to move safely
- following road rules and giving way where required
- using appropriate safety equipment, such as a helmet when riding
- choosing safer routes and crossing points where available
- considering safety features when purchasing a vehicle
- reporting safety concerns or hazards to Council or the relevant road authority.

Our focus for the next four years

The actions in this Plan are organised around three focus areas, drawn from the Safe System approach, reflecting the areas where we can have meaningful influence over local safety outcomes.



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: Safe routes

Designing and upgrading streets to reduce risk and support safe movement for all users.

Street design directly shapes how fast people drive, how alert they are, and how safely different users can share space. Wide, straight roads with limited visual cues encourage higher speeds and reduce driver attentiveness. Gaps in infrastructure, like missing crossings, interrupted bicycle routes or poor lighting, push people into higher-risk situations and create barriers that prevent people adopting an otherwise safe, healthy and affordable transport mode. Streets used as through-routes (sometimes referred to as 'rat runs') carry volumes and speeds that local environments aren't designed to handle.

Before



After



Figure 9. Example of safer road design (images generated using Google Gemini, May 2026).

The key to addressing this is not fixing individual spots in isolation but improving the conditions across entire neighbourhoods so that safer behaviour becomes the natural result of the environment itself. This is particularly important in the central and eastern areas, where the crash data shows overall risk is growing despite improvements in the most serious outcomes.

That's why we're establishing a rolling, area-based review program called **Neighbourhood Streets**. Under the program, defined areas will be investigated, improvement plans developed and refined with the local community, and targeted treatments delivered. Treatments may include traffic calming, safer crossings, improved lighting, and clearer priority for people walking, wheeling and riding. Areas will be selected based on a risk assessment including the analysis of crash data presented in this Plan.

Primary school precincts will receive dedicated attention. The combination of high pedestrian volumes, younger and more vulnerable road users, and concentrated arrival and departure activity make school environments among the highest-risk locations in the network – and among the most responsive to targeted infrastructure and design intervention.

To underpin all of this, we will adopt a set of Network Performance Targets based on the Movement and Place framework. These will acknowledge that different streets serve different purposes and provide a consistent set of expectations describing how Stonnington's streets should perform.



Movement and Place is a State Government framework that recognises every street serves two functions simultaneously – as a route for moving people and goods, and as a place where people live, shop, meet and spend time.

Action		Timing	Cost
1.1	**Develop Network Performance Targets** Develop performance targets that establish how local roads and streets function across movement, place, safety and environmental dimensions for different modes. Adopt the performance targets to guide planning, design and investment decisions across Stonnington's local road and street network.	●○○○	Staff time only
1.2	**Establish the Neighbourhood Streets program** Develop and adopt a Neighbourhood Streets program framework to guide a rolling program of area-based safety improvements across the local street network. The framework will apply Safe System principles, define treatment approaches, establish engagement and co-design principles and a prioritised schedule of areas for review.	●○○○	Staff time only
1.3	**Commence implementation of the Neighbourhood Streets program** Undertake Neighbourhood Streets reviews in one to three priority areas per year (depending on size and complexity), identifying safety issues and developing a prioritised set of recommendations for improvement. This may include traffic calming treatments, crossings and intersection upgrades, lighting and other street design changes. Following completion of a Neighbourhood Streets review, prepare an area-based improvement plan, undertake community engagement to refine flexible design elements, and seek Council endorsement to fund delivery through the annual budget process, supported by external grant opportunities where available.	●●●●	$$
1.4	**Deliver Neighbourhood Streets infrastructure upgrades** Implement funded Neighbourhood Streets Program improvement plans through delivery of infrastructure upgrades and associated safety treatments.	○○●●	$$$
1.5	**Embed road safety into Chapel Street improvement planning** Integrate Safe System principles into future planning and upgrades along Chapel Street to ensure design addresses known road safety issues and improves conditions for all users.	●●○○	Staff time only
1.6	**Develop and implement Safe School Precincts Guidelines** Develop and endorse Safe School Precincts Guidelines to provide a consistent framework for infrastructure and program responses in school precincts and surrounding streets. Progressively implement infrastructure improvements in primary school precincts, prioritising locations according to safety risk, student movement patterns, local conditions, school readiness, delivery feasibility, and available funding.	●●●●	$$-$$$
1.7	**Support school communities to establish Open Streets** Work with school communities to facilitate the establishment of community-led Open Streets at a minimum of two primary schools over the next four years, reducing vehicle conflict during pick-up and drop-off and creating safer conditions for children walking, wheeling and riding to school.	●●●●	$

Action		Timing	Cost
1.8	**Advocate for safety improvements on State-managed roads** Advocate to State Government for infrastructure and road design improvements, including additional or improved crossings, at high-risk locations on State-managed roads, such as Dandenong Road, Toorak Road, Malvern Road and High Street.	●●●●	Staff time only

Focus area 2: Safe speeds

Setting and managing speeds that reflect the surrounding environment and level of activity.

Speed is the single most influential factor in whether a crash results in serious harm. Even small increases in speed significantly increase the risk of serious injury or death, particularly for people walking, wheeling and riding. A pedestrian struck at 40 km/h is far more likely to suffer serious injury than at lower speeds.

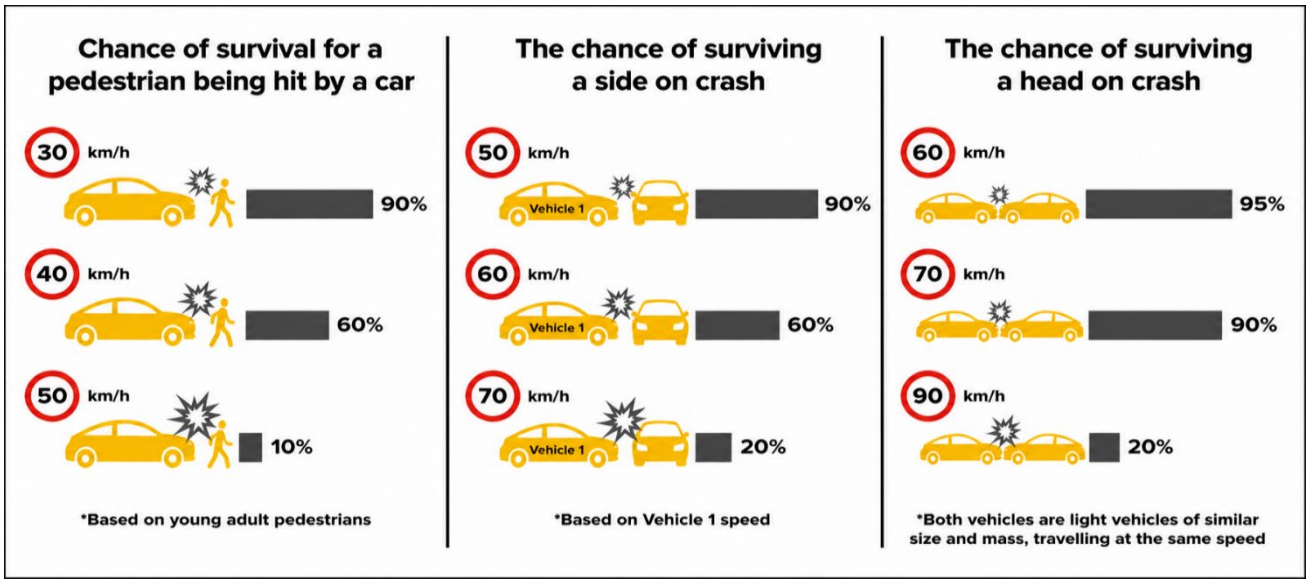


Figure X: Crash survivability for different crash types and collision speeds (Transport for NSW, 2026)

Recent Victorian research by the Monash University Accident Research Centre found that the introduction of 40 km/h zones was associated with a 9.7% reduction in injury crashes overall and a 23.8% reduction in pedestrian injury crashes (2026). Local evaluations of 40 km/h limits introduced in Stonnington in 2012 and 2016 found that, when comparing the three-year periods before and after implementation, the total number of crashes nearly halved from 70 to 38. Injuries to pedestrians and cyclists also reduced by half (52%) and total number of people injured decreased by 42%.

This evidence, combined with crash data analysis which showed better outcomes in the western suburbs of Stonnington where 40 km/h speed environments are already more established, makes a compelling case for extending this approach across the municipality. In areas with higher pedestrian activity, complex movement patterns and more vulnerable road users, like school precincts, activity centres and near community facilities, evidence suggests 30 km/h speed limits can further reduce crash frequency and improve safety outcomes, particularly when supported by appropriate street design and traffic calming measures.

Crash data from two precincts in the City of Yarra also provides evidence for the safety benefits of safer speeds. One year after area-wide adoption of 30km/h speed limits on local streets within the precinct, serious injuries had fallen by 64% and total crashes by 17.5% (CrowdLab, 2026). The Western Australian Government evaluated nine safe street initiatives in Perth as part of its Safe Active Street Pilot program. The program aimed to create environments that encourage more people to walk, wheel and ride through a combination of physical and policy treatments in the road environment to facilitate safer speeds. The evaluation revealed a 15% reduction in speeds and an increase in walking (28%) and riding (9%) in the treated corridors. Following the evaluation a total of 23 corridors have been treated as part of the Safe Active Streets program (Government of Western Australia Department of Transport and Major Infrastructure, 2026). Helsinki, Finland, demonstrates the long-term potential of speed treatments. It recently recorded 12 months with no traffic deaths, following the introduction of 30km/h speed limits on more than half of its streets, combined with safer street design and better walking, wheeling, riding and public transport infrastructure (Mecatti, 2025).

Speed zone guidelines and independent policy advice now reflects the increasing evidence for the benefits of safe speeds. Victoria's Infrastructure Strategy 2025-2055 (Infrastructure Victoria 2025) recommends reducing speed limits to 30km/h on local streets, starting in places that children often visit.

Victoria's Speed Zone Policy (2025) recommends speed limit ranges based on Movement and Place functions. Streets with high pedestrian use, including those with high levels of street activation and local place value, may range in speed from 30–50km. City Places that support on-street uses and mixing of vulnerable road users with vehicles may warrant lower limits. Special consideration is given to school speed zones, to facilitate the safe movement of children by active transport. In line with the policy, we will prioritise the roll-out of permanent 30km/h limits on local streets abutting schools, as well as investigating the application of 30km/limits within 200 metres of the school, which is considered the 'active travel' precinct for the school.

Speed limits on arterial roads remain a State Government responsibility, and the data demonstrates that most crashes are occurring on these roads. We will therefore advocate for safer speed settings on those roads, as well as a default 40 km/h limit on unsigned local streets. A network-wide default would create consistent, predictable speed environments for drivers without relying on street-by-street signage – the same principle that makes the current 50 km/h default effective.

Action		Timing	Cost
2.1	**Advocate for safer default speed limits on local streets** Advocate to State agencies for a default speed limit of 40km/h on local streets in built-up areas, removing the need for street-by-street signage approvals and creating a consistent, network-wide rules for drivers. This advocacy will be coordinated with submissions on broader road safety reform and updated annually to reflect progress.	●●●●	Staff time only
2.2	**Continue the rollout of 40km/h speed limits across local streets** Continue the rollout of 40 km/h speed limits across Council-managed local streets, with a focus on completing remaining areas west of Tooronga Road where 40 km/h speed limits have not yet been introduced. Earlier intervention may be considered in other locations where supported by safety risk, crash history, school access needs or other local evidence.	●●●●	$$
2.3	**Introduce 30km/h speed limits in high-risk locations** Subject to outcomes of current trials and State approvals, make permanent the 30km/h speed limits currently being trialled on local bike routes and streets around primary schools. Progressively introduce 30km/h speed limits to additional streets abutting primary schools.	●●●●	$$

Focus area 3: Safe people

Supporting behaviours, skills and awareness that help people travel safely and respectfully.

Infrastructure and speed management create the conditions for safety, but they do not fully determine it. Speeding, distraction, failure to give way, and inattention continue to contribute to crashes even in well-designed environments. Council can help address this with programs that increase awareness, support expected behaviours and safer decision-making.

The focus for 2026-2030 is on targeted, high-priority interventions rather than broad awareness campaigns. This includes school-based initiatives, partnerships with Victoria Police, and communication campaigns aligned to specific risk factors identified in the crash data. The goal is to complement physical measures, not to substitute for them.

PROGRAM EXAMPLES

Road safety education and support programs

Each year, we run a series of road safety education courses targeted to specific groups within the community. These are often delivered in partnership with other organisations and sometimes supported by grant funding.

For example, Stonnington runs free *Road Safety* courses for newly arrived migrants and people from culturally and linguistically diverse backgrounds. Participants receive a voucher for free professional driving lessons with RACV at the end of the course.

Similarly, the *Wiser Driver* course caters for older drivers looking to refresh their driving knowledge. It covers a range of topics including how driving has changed, safety tips for wiser driving, changes to Victorian road rules, how ageing can affect driving and planning for the future.

Action		Timing	Cost
3.1	**Deliver targeted road safety awareness campaigns** Develop a forward program of road safety awareness campaigns, establishing partnerships with Victoria Police, neighbouring councils and community organisations where possible. Update the program annually to identify priority themes based on crash data or intel from partners. Campaigns may use a mix of on-street signage, digital and social media and targeted community engagement.	○●●●	$
3.2	**Evaluate and refine the current program of community road safety education courses** Evaluate current road safety education programs for reach and effectiveness and explore alternative or complementary programs available through partners and grant funding. Adjust the ongoing program based on findings to ensure it continues to meet the needs of priority community groups.	○●○○	$
3.3	**Lead by example, embedding road safety into Council's own operations** Embed road safety principles into Council staff travel programs, policies and fleet management to support safe travel behaviours and safe vehicle standards across the organisation, demonstrating our commitment to road safety through our own practices.	●●●●	Staff time
3.4	**Partner with delivery companies on micromobility safety** Partner with delivery companies to improve the safety of micromobility freight and delivery riders and reduce conflicts with pedestrians and other road users on roads, shared paths and footpaths.	●●○○	$

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 safety outcomes 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
Zero fatal and serious injury crashes on Stonnington's roads	Reported crashes resulting in fatality or serious injury across all roads in Stonnington	114 (2024)	Zero	Transport Victoria road crash dataset
	Reported crashes resulting in fatality or serious injury across Council-managed roads in Stonnington	27 (2024)	Zero	Transport Victoria road crash dataset
Fewer pedestrians and riders involved in crashes	Reported pedestrian, cyclist and other micromobility user casualties in crashes across all roads in Stonnington	120 (2024)	Decrease	Transport Victoria road crash dataset
	Reported pedestrian, cyclist and other micromobility user casualties in crashes across Council-managed roads	49 (2024)	Decrease	Transport Victoria road crash dataset
Every Council-managed local street has a speed limit of 40km/h or lower	% of Council-managed local streets with 40km/h or lower speed limit	33% (2026)	100%	Council data
Drivers are travelling at or below the posted speed limit on our local streets	% of on-street road users travelling 0-10% (band 2), 10-20% (band 3) and more than 20% over (band 4) the signed speed limit on Council-managed roads	Band 2: 4.9% Band 3: 4.5% Band 4: 15.8% (2025)	Decrease	Council data
People feel safe walking, wheeling and riding in their neighbourhood	% of community that report feeling safe walking and wheeling locally	To be established[2]	Increase (by area)	Neighbour-hood Streets engagement surveys
	% of community that report feeling safe riding locally			
People feel confident that school pick-up and drop-off is safe for children	% of community that report safe conditions at pick-up/drop-off	32% (2025)	Increase	Council survey data

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.

Delivery indicators

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

Indicator	Target (2030)
Proportion of actions delivered on schedule	≥85%
Areas reviewed under the Neighbourhood Streets Program	1-3 per year
Number of primary school environments aligned with Safe School Precincts Guidelines	3
Number of road safety awareness campaigns delivered	≥2 per year (from year 2)
Number of community-led Open Streets established at primary schools	2

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 Sustainable Transport 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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