City of
STONNINGTON

DRAFT

Transport Strategy 2040

DRAFT | JUNE 2026

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.

Traditional pathways and songlines

The places, streets, and pathways we help shape today exist on Country that has been carefully stewarded for tens of thousands of years. Before European settlement, First Nations clans travelled along the Birrarung (Yarra River) and its tributaries, following well-worn pathways and waterways to seasonal camps and gatherings.

The Yarra and Gardiners Creek (Kooyongkoot) formed a rich lifeline – people camped on the banks to fish and harvest food, meeting at important sites for corroborees (ceremonies), trading and kinship exchanges. These journeys were guided by songlines – interconnected routes rich with story and meaning – reflecting a way of moving that was deeply entwined with caring for Country and celebrating culture. Long before roads and rails, the First Peoples' movement across this area was an act of stewardship, ensuring the land's resources were managed sustainably and spiritual obligations were fulfilled.

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Mayor's message

[PLACEHOLDER]

Key terms

The following terms are used consistently throughout this strategy.

Transport system / network	The full set of infrastructure and services that allow people and goods to move around including local streets, arterial roads, footpaths, bike lanes, public transport routes and stops, and parking.
Streets	The full width of public space between property boundaries, including the road surface, bike lanes, kerbside space, nature strips and footpaths.
Local roads / streets	Streets designed primarily to provide access to homes, businesses and local destinations. They typically carry lower volumes of traffic at slower speeds and are where most people begin and end their journeys walking, wheeling, riding or driving.
Arterial roads	The main roads that carry higher volumes of through-traffic across and beyond Stonnington. They are generally busier and/or operate at higher speeds, and carry the majority of public transport services. Examples include Toorak Road, Chapel Street, Punt Road and Dandenong Road.
Kerbside space	The part of the street directly adjacent to the road edge. It can be used for parking, loading zones, bike lanes, outdoor dining, street trees or other purposes.
Transport modes	The different ways people travel, such as walking, wheeling, riding, public transport, driving and freight. “Mode shift” refers to changes in how people travel between these options.
Active transport	Travel that involves physical movement – primarily walking and wheeling or riding a bike. Includes newer forms like e-bikes and e-scooters (sometimes called micromobility).
Sustainable transport	Ways of travelling that have a lower environmental impact, including active transport, public transport, electric vehicles and car share.
People-centred	An approach to transport planning that prioritises the needs of people rather than simply prioritising traffic flow. This includes people walking, wheeling riding, taking public transport and driving. It focuses on making streets safe, comfortable and easy to use.
Wheeling	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.

Strategy on a page

Objectives

The outcomes we want Stonnington's transport system to support

Great places to live

Streets that feel welcoming, safe and easy to use.

Strong local economy

Reliable access to jobs, shops and services.

Healthy communities

Safer, more active ways to move and connect.

Cleaner transport future

Lower emissions and more sustainable ways to travel.

Principles

How we'll work to achieve our objectives

Putting people first

Safety, accessibility and inclusion guide every decision.

Planning for the future

Today's choices shape how Stonnington moves tomorrow.

Being clear and transparent

We explain how decisions are made, and why.

Learning and adapting

We test, monitor and refine our approach over time.

Working as one system

We deliver locally and work with others to drive change.

Our priorities

Where we'll focus our efforts

PRIORITY 01
ROAD SAFETY

1.1 Safe routes

1.2 Safe speeds

1.3 Safe people

PRIORITY 02
SUSTAINABLE TRANSPORT

2.1 Easy to walk and wheel

2.2 Easy to ride

2.3 Cleaner driving

PRIORITY 03
PARKING

3.1 Sensible system

3.2 Smart use of space

3.3 Priority access

Our targets for 2040

What success looks like

Zero

fatal and serious injury crashes on Council-managed roads

50%

trips made by walking, wheeling and riding

85%

residents satisfied with transport options

1 in 7

parking spaces available at peak times in activity centres

Why a transport strategy?

Transport is fundamental to a liveable city. How we get to school, go shopping, meet friends and family or work, how safe we feel along our journey, how customers access businesses, how easily we can move around our own neighbourhood – all of this is shaped by the transport network we use every day.

Managing local transport is a core responsibility of local government. Under the *Transport Integration Act 2010*, Council is recognised as a 'transport interface body', which means we must plan and manage our part of the network in a way that supports an integrated, safe and sustainable transport system.

Today, this work is more complex than ever. Without a clear, coordinated direction, decisions risk becoming fragmented, inconsistent or overly reactive. A strategic approach is needed to guide how we prioritise projects, balance competing demands, respond to growth, and align with State reforms.

This Transport Strategy builds on a strong foundation of work from our previous plans, policies and programs. It brings our transport priorities together into a single, cohesive framework to ensure that all transport decisions, from major capital projects to everyday traffic management, pull in the same direction: toward a safer, more connected, people-centred transport system.

Why now?

Stonnington is preparing for significant population growth driven by the State Government's new activity centres program and housing targets. Our city is expected to accommodate up to 50,000 new homes by 2051, with our own Housing Strategy indicating capacity for as many as 67,000. Based on current and forecast household sizes, this could see our population nearly double in the next 25 years. This growth brings vibrancy and opportunity, but only if our transport system can keep up. More people means more trips, all within the same finite amount of street space.

We are already seeing signs of this pressure:

- Crashes are increasing across Stonnington, with more than half of all fatalities and serious injuries involving people walking, wheeling, riding or using mobility aids.
- Short trips that could be made by walking, wheeling, riding, or using public transport often still rely on cars because alternatives feel incomplete, unsafe or unreliable.
- Congestion is increasing, even outside peak periods.
- Transport remains a major contributor to emissions and urban heat effects.
- Parking availability varies significantly across neighbourhoods and isn't always equitable, creating frustration for residents, businesses and visitors.
- Our community is calling for safer streets, more connected transport routes, better public transport access, and clearer, more consistent decisions about how street space is managed.

At the same time, State planning reforms are actively reshaping the role of cars in our city with reduced minimum parking requirements for developments near public transport, and the introduction of measures like the congestion levy that affect how people and businesses think about driving and parking. These shifts have direct implications for how Council manages parking and kerbside space, and for the choices available to our community.

If nothing changes, the gap between what our community needs and what the network can provide will continue to grow. We need to act now, so our transport system can support a growing city and improve how people move today.

Planning for people

By shifting our focus from vehicles to people, we can create streets that work better for everyone.

This shift is the foundation of our Transport Strategy. Everything that follows – our priorities, our policies, our action plans – flows from this central principle.

For many years, transport planning in cities like ours has focused on moving vehicular traffic. The result is a system that has grown reactively – solving problems as they arise, adjusting restrictions, and trying to fit more cars into a street network that was never designed to support today's level of demand. Over time, that's meant more signage, more rules, more complaints, more congestion and more conflict between competing uses. This approach is reaching its limits.

The challenge isn't any single mode – walking, wheeling, riding, public transport, and driving each play a role in a successful, people-centred system. The problem is scale. With more people moving in the same amount of space, a system weighted toward private vehicles simply cannot deliver the access, convenience or reliability that people need or expect from a modern city. Modes like walking, wheeling, riding and public transport can move more people using less space than single occupancy vehicles, which will become increasingly important as our city develops.

This Strategy responds to that reality. It shifts us from managing pressure as it arises, to planning deliberately with the future in mind. We are moving from a system centred around traffic to one designed around people. A system that can absorb growth, support local character, improve safety, and give people genuine choices about how they move. A system that considers the needs of children, older adults, people with disability, people walking, wheeling or riding, people taking public transport, and people driving – not one mode at a time, but the whole network together.

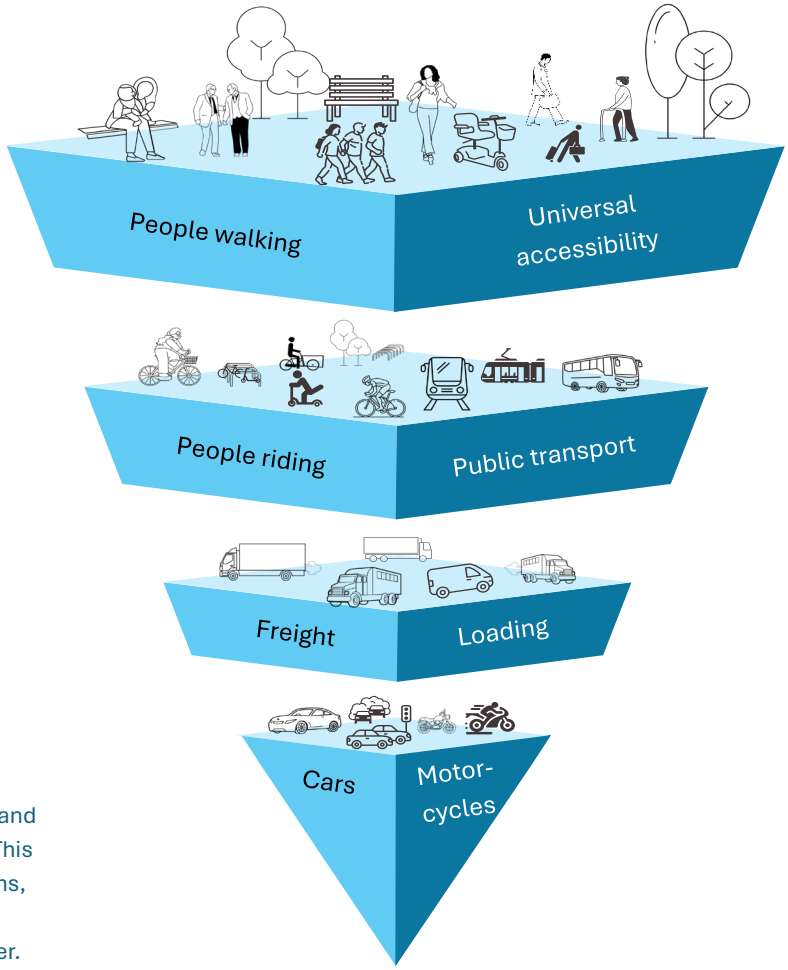


Figure 1. Stonnington transport user hierarchy

Our user hierarchy puts walking first, then riding and public transport, then freight, then private cars. This order guides investments, designs, and operations, helps resolve trade-offs when space is tight, and prevents projects from working against each other.

Cities like ours are finding better ways to move

Stonnington is not alone in navigating these pressures. Population growth, constrained street space and rising demand for safe, sustainable transport are challenges shared by cities across Australia and around the world. Many have already made significant progress – not by eliminating cars, but by making walking, wheeling, riding and public transport practical and attractive for everyday trips.

Safe routes to school

Councils across Australia are improving children's access to school by creating safer, low traffic environments that support independent mobility.

Merri-bek City Council aims for 80% of school trips to be made by sustainable transport by 2030. Its Ride & Stride program combines timed school street openings to all road users ('Open Streets') with active travel initiatives delivered in partnership with schools. The program aims to create safer, low traffic environments at drop off and pick up times. Evaluation of the 2023 trials showed a 19% increase in active travel (from 44% to 63%) and a rise in parents' perception of their children's safety when travelling to school, from 59% to 93% during the trial.

In NSW, Bicycle NSW and the Western Sydney Health Alliance have mapped safe walking and riding routes and developed toolkits to help schools remove barriers to active travel. Austroads, the national body that sets transport and road safety guidance, endorses this approach, recommending 30km/h limits, modal filters and priority crossings around schools to protect children and support independent mobility.

Safe speeds and safer streets

Lower speed limits, supported by street design that slows traffic, are proving highly effective in improving safety and enabling more people to walk and ride.

In Yarra, a 30km/h trial in Fitzroy and Collingwood reduced speeding and increased community support. Following this success, the trial was expanded to local streets throughout Collingwood and Fitzroy. One year after area-wide adoption, serious injuries had fallen by 64% and total crashes by 17.5%.

Western Australia's Safe Active Streets program applied 30km/h limits with raised platforms, threshold treatments, verge planting and pedestrian refuges across nine corridors. Evaluation showed a 20% reduction in vehicle volumes, 15% lower speeds, and increases of 28% in walking and 9% in bike riding.

Internationally, Helsinki demonstrates the long-term potential: widespread 30km/h limits, safer street design and better walking, riding and public transport infrastructure contributed to a full year with no traffic deaths.

Community led, area wide transformation

Internationally, Waltham Forest in London demonstrates what sustained, area-based change can achieve. Over four years, residential street redesigns, modal filters and protected bike lanes led to residents walking 32 minutes more and riding a bike nine minutes more per week, alongside measurable improvements in air quality and health outcomes.

Across Australia, councils are taking a similar, precinct-based approach to create safer, more walkable neighbourhoods shaped by community input. For example, Darebin's Your Street, Your Say program invites residents to identify issues and codesign solutions, leading to traffic calming, shared paths and safer crossings. Programs in places like Bendigo and Canberra focus on pedestrian improvements, better lighting, more shade and improved transport connections to improve safety outcomes and enable access for all ages and abilities.

What we're working toward

Our Community Vision 2040 describes Stonnington as a modern, sustainable and interconnected community that supports the good health and wellbeing of all – one that is safe and accessible. Transport plays a critical role in achieving this vision.

Our transport objectives

The outcomes we want our transport system to support.

Great places to live Streets that feel welcoming, safe and easy to use.	Stonnington's streets are part of the public realm that defines the character of our neighbourhoods. As our city grows and streets become busier, maintaining and improving this quality of place becomes more important.
Strong local economy Reliable access to jobs, shops and services.	Our activity centres and local shopping strips depend on people being able to reach them easily, by whatever means suits them. A transport system that works well for people supports a strong local economy.
Healthy communities Safer, more active ways to move and connect.	Every trip made by walking, wheeling or riding is an opportunity for physical activity built into daily life. Our engagement found safety to be the most frequently cited reason people don't already walk or ride more – addressing that unlocks real community health benefits.
Cleaner transport future Lower emissions and more sustainable ways to travel.	As more trips are made within the same finite street network, making walking, wheeling, riding and public transport more attractive for everyday trips, while supporting the shift to electric vehicles and shared mobility, is essential to keeping the whole network moving.

Our principles

How we'll work to achieve our objectives.

Putting people first Designing streets around people, not just vehicles.	**Planning for the future** Today's choices shape how Stonnington moves tomorrow.	**Being clear and transparent** We explain how decisions are made, and why.	**Learning and adapting** We test, monitor and refine our approach over time.	**Working as one system** We deliver locally and work with others to drive change.

The engagement and delivery balance

We use different approaches to plan and deliver transport improvements, from infrastructure upgrades to community education and support programs. Most changes rely on a combination of tools rather than a single solution.

As we apply these principles, we also need to strike the right balance between engaging the community and moving projects forward. Engaging too lightly on significant projects risks missing local insight, creating

resistance, or delivering outcomes that don't meet community needs. Engaging too heavily on routine or low-impact changes risks slowing progress, creating frustration, and contributing to engagement fatigue.

Our approach will be guided by our Engagement Policy, which sets out how we involve the community in decision-making across different types of projects and levels of impact. Our goal is to match the engagement to the type and scale of the change, enabling community input where there are choices to be made, while ensuring delivery remains efficient and safety is not compromised.

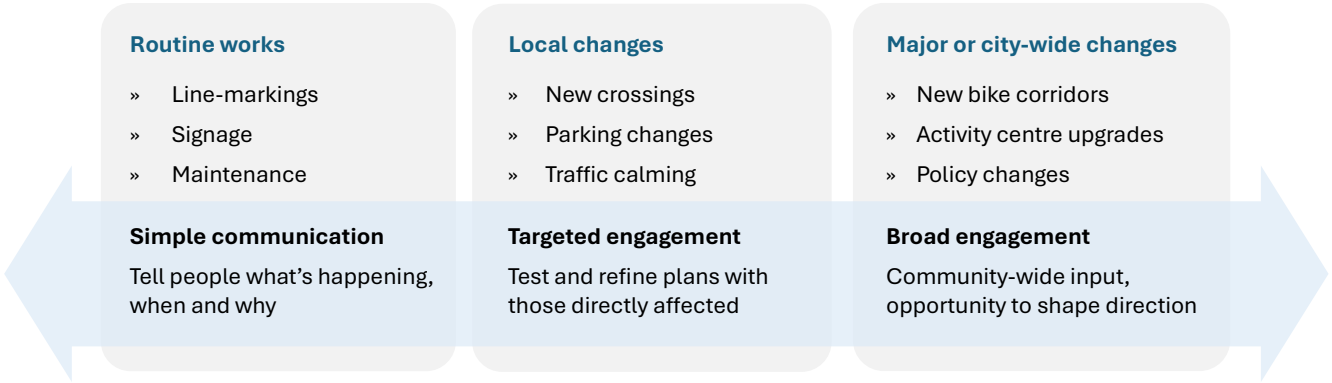


Figure 2. Matching engagement to the type of change

Not every project needs the same level of engagement. Some changes require deep conversations and detailed input, while others are routine operational improvements that simply need to be delivered well and communicated clearly.

Who shapes transport in Stonnington?

The transport system is shaped by many organisations. As a local government, we manage a local network of streets, paths, bike routes and parking, but key parts of the system including major roads, public transport and network-wide policies are managed by the State Government and other providers.

This means we don't control every lever. Many of the improvements our community wants, such as safer arterial roads, more frequent public transport or accessible tram stops, depend on decisions made by others. Our role is to improve the parts of the network we manage, work in partnership across the system, and advocate strongly to ensure State decisions reflect the needs of our community.

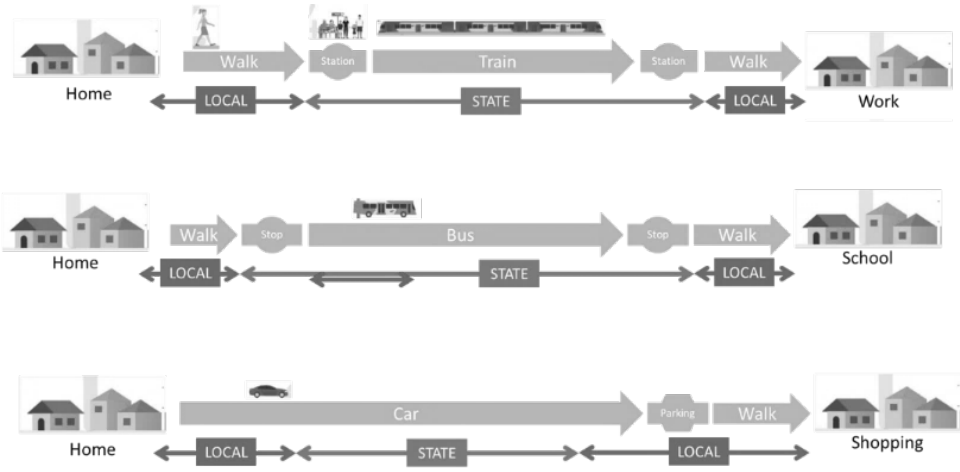


Figure 3. How the local and State-managed parts of the transport system connect

Most journeys use a mix of local streets managed by Council and major roads, stops or stations managed by the State Government. When one part of the system doesn't work well, the whole journey is affected.

How responsibilities are shared across the system

State Government and related agencies

Department of Transport and Planning, VicRoads, Transport Victoria, Victoria Police

Plan and manage the major transport network, including arterial roads and public transport, set key policies, deliver major infrastructure projects, provide funding for transport improvements, and undertake policing and enforcement across the network.

Transport operators

Yarra Trams, Metro Trains, and bus, car share, micromobility, taxi and rideshare companies

Run public transport and shared mobility services day-to-day, manage vehicles and disruptions, and maintain safe and reliable customer operations.

Local government

Plan and manage local streets, footpaths and bike routes, manage parking and kerbside space, deliver local safety and traffic improvements, and support safer, more accessible travel through infrastructure and community programs.

Local partners and community

Community organisations, private landowners and developers, community members

Influence how the system works through land use and development, local activity and events, travel choices, feedback, and participation in programs that shape demand and behaviour.

How this Strategy was developed

This Strategy builds on an extensive body of previous work, together with technical analysis and community engagement to ensure it reflects Stonnington's needs today, while positioning us to respond to future change.

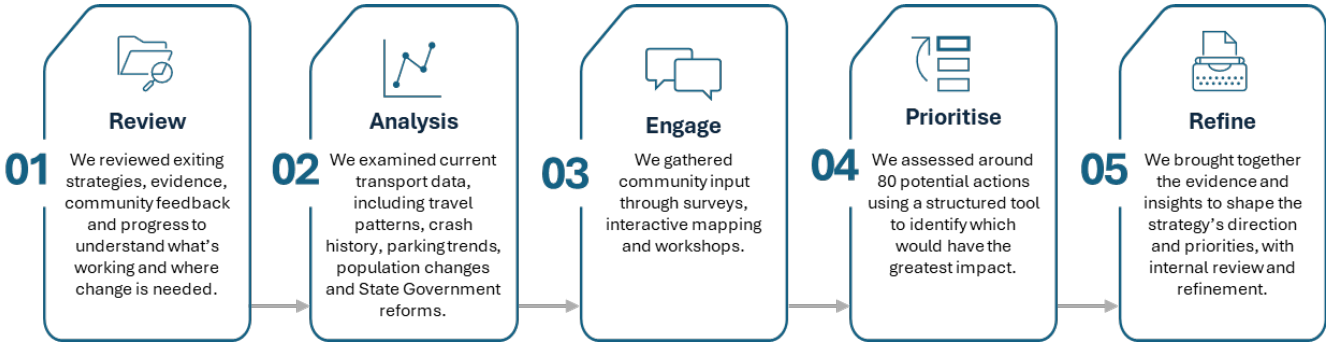


Figure 4. Strategy development process

Progress so far

Over the past decade, we've developed plans for walking, wheeling, riding, road safety, and public transport advocacy. The detailed investigation, community consultation, and experience gained through delivering these plans has provided a strong understanding of local issues, community priorities, and what's achievable.

Progress made through delivering these plans includes:

- A stronger focus on improving accessibility and convenience of the pedestrian network, with 100km of priority pedestrian routes audited and targeted improvements such as footpath and crossing upgrades delivered across the municipality.
- Development of 13 kilometres of local bike routes, prioritising streets with lower traffic volumes and vehicle speeds, supported by 70 bike hoops and nine bike repair stations at key locations across Stonnington.
- Initiatives that encourage people to walk and ride more often, including Active Routes to School, the Tag-On active travel initiative operating across four schools, Walk and Talk Buddies group walking, bike skills workshops, and free bike checks for the general community and primary schools.
- Speed limit changes across 86km of local streets, with 40km/h limits now in place across 33% of the local street network, supported by traffic management treatments and supporting infrastructure such as raised crossings.

While this work has made a positive impact, multiple separate plans and programs developed over time have created areas of overlap and, in some cases, competing priorities. This Strategy is an opportunity to bring these elements together into a single framework to support a more consistent and coordinated approach.

Engagement insights

How we engaged

Engagement was undertaken through a program of activities delivered across 2024 and 2025, designed to capture both place-based issues and broader network priorities across Stonnington. Engagement results from previous transport related plans were also reviewed.

Three primary engagement streams informed this strategy:

Transport Strategy July – August 2025	**Parking Action Plan** June – September 2024	**Community safety** May – September 2025
Residents, workers, visitors and business owners were invited to share priorities, issues, and ideas across all walking, wheeling, riding, public transport, traffic management, and parking. » 676 surveys » 546 pins » 359 participants at 8 pop-ups	Feedback was sought on local parking pressures, time restrictions, permits, commuter parking near stations, and impacts on residential streets and activity centres. » 1,101 surveys » 418 pins » 110 participants at 6 pop-ups » 4 drop-in sessions	This broader engagement captured perceptions of personal safety in public spaces, including pedestrian routes, public transport interchanges, and night-time environments. Respondents added pins to an online map, giving location-specific feedback on issues like lighting, antisocial behaviour, and vehicle speeds. » 21% of pins were traffic related » 173 reports of unsafe or very unsafe conditions



What we heard

Feedback across all three engagement streams highlighted strong alignment on the outcomes people want, even where views differed on specific solutions.

01. Safety is the top concern

Safety was the most frequently raised issue across walking, riding, driving and public transport. Key concerns included:

- Unsafe pedestrian crossings, particularly near schools, stations, shopping strips and parks.
- Speeding on residential streets and main roads.
- Poor lighting, visibility and sense of safety at night.
- Conflicts between people walking, wheeling, riding and driving.

Many people described feeling unsafe walking with children, crossing busy roads, riding without physical separation, or travelling at night.



Safety concerns were often linked to street design rather than behaviour alone, with calls for slower speeds, clearer priority and greater separation between modes.

02. Strong support for walking, wheeling and riding – where it feels safe

There was broad support for active travel, but only where infrastructure feels safe, continuous and usable for all ages and abilities. Common themes included:

- Preference for protected bike lanes over painted lanes next to traffic or parked cars.
- Need for connected routes, including on quieter streets, not just main roads.
- Frustration with bike lanes that disappear at intersections or are obstructed by parking.
- Concerns about high-speed e-bikes and e-scooters on shared paths.



Many respondents said they would walk or ride more often if routes felt safer, particularly for women, children, older residents and less confident riders.

03. Public transport must be more frequent, reliable and affordable

Public transport access is valued, but reliability and cost were widely raised as barriers. Feedback highlighted:

- Overcrowding on key tram routes at peak times.
- Bus services seen as infrequent, indirect or unreliable.
- Poor coordination between buses, trams and trains.
- Fares discouraging short trips.

Many respondents called for cheaper or free short trips, particularly given Stonnington's proximity to the city.



Affordability was repeatedly cited as a reason people continue to drive, even where public transport is available.

04. Parking is contentious but closely linked to safety and access

Parking generated strongly held and sometimes opposing views. Common issues included:

- Commuter parking pressure near stations.
- Reduced all-day parking in residential areas.
- Short time limits in activity centres.
- Perceptions that parking controls are punitive rather than purposeful.

There was support for reallocating parking space where it improves safety, tram reliability, walking and wheeling conditions or bike infrastructure.



Many residents emphasised the need for clear communication about objectives and trade-offs when parking changes are made.

05. Streets should work better for people

Across all engagement streams, priorities included:

- Better quality footpaths and maintenance, and safer riding routes.
- More and safer crossings with shorter wait times.
- Safer speed limits on local roads and reduced impact of traffic in shopping streets such as Chapel Street, Toorak Road and High Street.
- Improved lighting and passive surveillance.



Many respondents linked transport changes to broader outcomes, including local business strength, community wellbeing and climate action.

How this Strategy fits with others

Internal alignment

This Strategy is one of several that give direction on how we deliver on our **Community Vision 2040**. The Council Plan sets Council's four-year priorities and will be refreshed over the life of this Strategy, with each iteration informed by the directions set here.

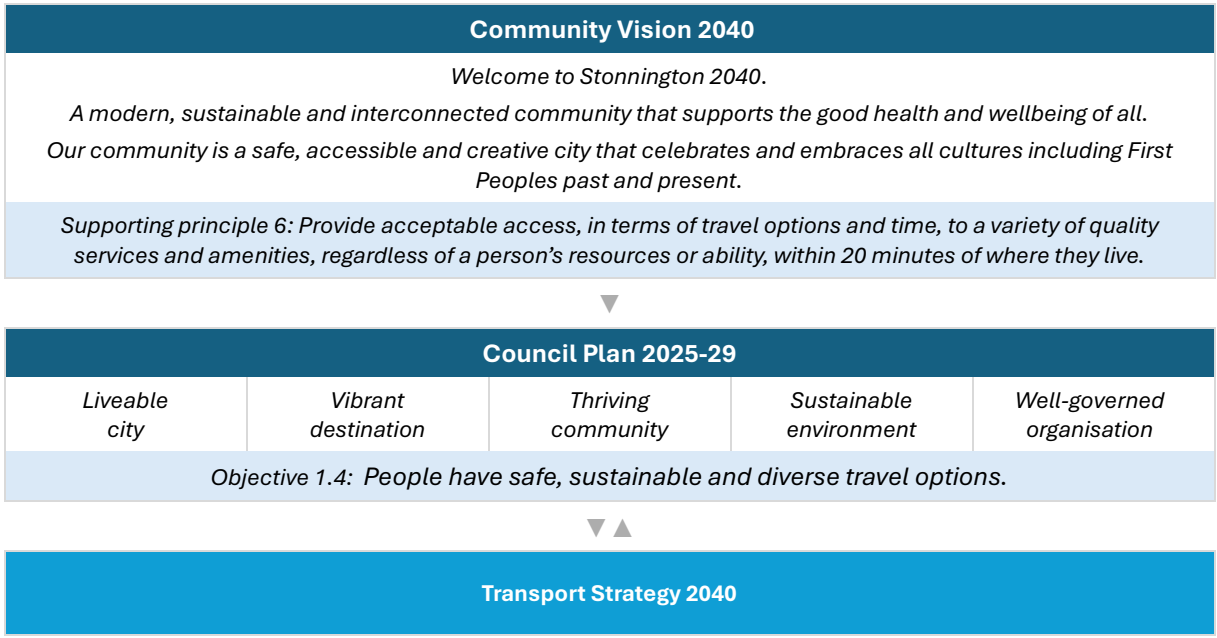


Figure 5. How the Transport Strategy fits within Council's broader strategic framework

The Transport Strategy intersects with a number of other key strategies and plans. Together, these influence how we plan for growth, support local businesses, improve community wellbeing, manage assets and respond to climate change.

Strategy	How it connects
Housing Strategy 2025	Safe streets, walkable access to services and genuine transport choice are essential to making new homes and growing neighbourhoods work well.
Neighbourhood Activity Centres Framework 2025 **Place-Led Economic Development Plan 2023-27**	Activity centres that are easy to reach by waking, wheeling, riding or public transport, with well-managed kerbside space and streets designed for people, support foot traffic, local businesses and a strong local economy.
Health and Wellbeing Strategy 2025-29	Streets designed for people, with good access and well-managed parking, support foot traffic and a strong local economy.
Asset Plan 2025-35 **Road Management Plan 2026**	Long-term investment decisions and day-to-day maintenance standards for roads, paths and kerbside infrastructure should reflect how people actually use streets and what the network is trying to achieve.
Open Space Strategy *(in development)*	Better walking, wheeling and riding connections and greener streets make parks and public spaces easier to reach and more enjoyable to move through.
Environment Strategy *(in development)*	More trips made by walking, wheeling, riding and public transport means lower emissions and streets better adapted to heat and climate change.

External alignment

In addition to our own strategies, a much broader policy and legislative context shapes how we plan, design and manage our streets. These frameworks clarify our responsibilities, guide our decisions, and ensure our local actions support state and national goals.

State and federal legislation

- Local Government Act 2020 (Victoria)
- Transport Integration Act 2010 (Victoria)
- Road Safety Act 1986 (Victoria)
- Road Management Act 2004 (Victoria)
- Planning and Environment Act 1987 (Victoria)
- Disability Discrimination Act 1992 (Commonwealth) and Disability Standards for Accessible Public Transport (DSAPT)
- Climate Change Act 2017 (Victoria)
- Public Health and Wellbeing Act 2008 (Victoria)

State and federal strategies

- National Road Safety Strategy 2021-30
- Victorian Road Safety Strategy 2021-30
- Victorian Cycling Strategy 2018-28
- Victoria's Active Transport Plan 2026
- Plan for Victoria
- National Electric Vehicle Strategy 2023
- Victorian Public Transport Guidelines / Service Frameworks
- Australian Net Zero 2050 Framework
- Victorian Climate Change Strategy 2026-30
- Train and Tram Zone Activity Centres Program

Movement and Place Framework

What it is

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.

The balance between these functions varies significantly: a busy arterial road prioritises movement, while a local shopping strip or residential street prioritises place. The framework classifies streets accordingly, so design, speed and priority decisions reflect what each street is there to do.

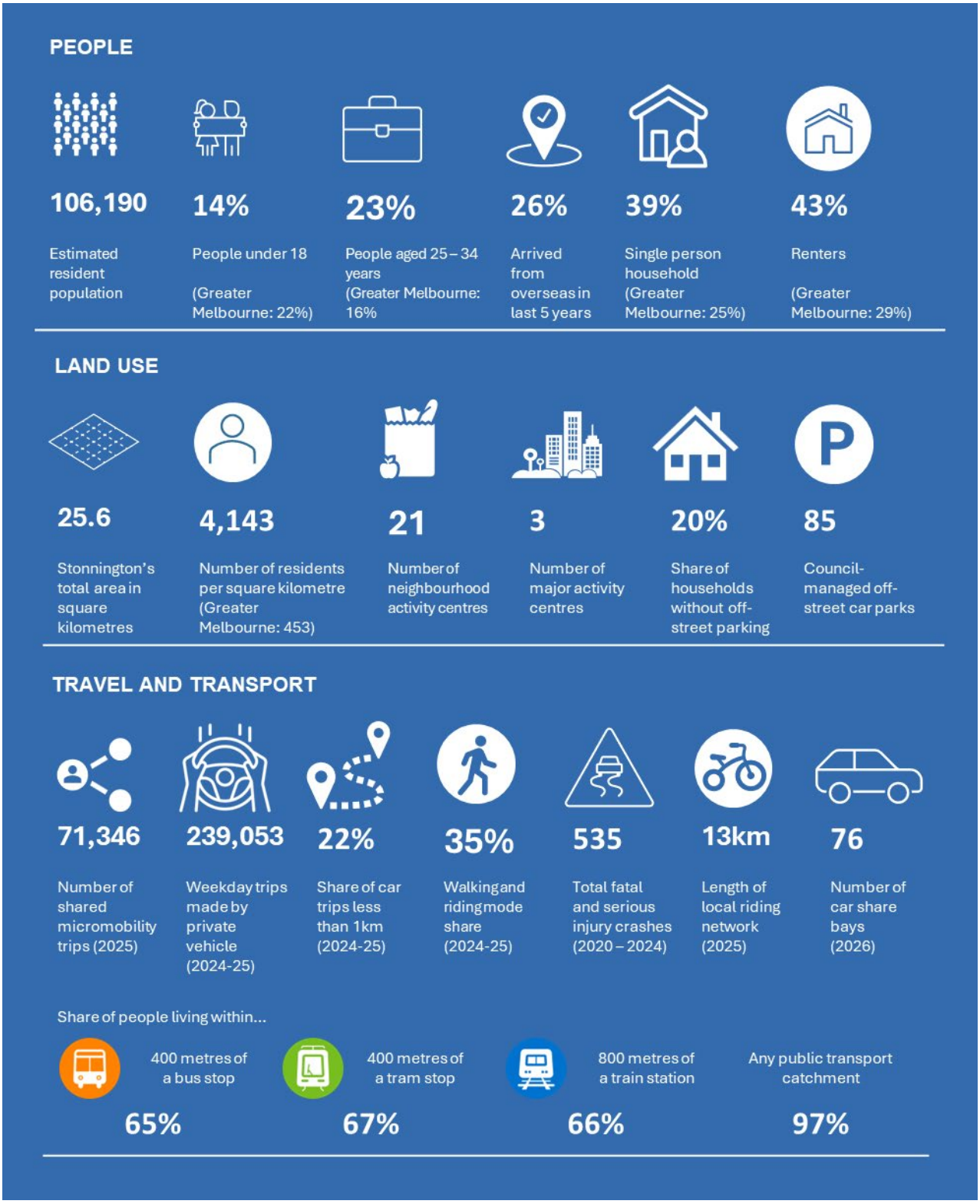
What it means for this strategy

We've used the Movement and Place classification of Stonnington's streets to inform our **Network Performance Targets** – a set of design, speed and safety standards that guide how different streets should look and perform, and how different transport modes are prioritised across the network. These will be published on our website.



Figure 6. Movement and Place Framework
Source: Austroads

Our city and transport system



Our priorities

This Strategy is focused on three priorities which respond to the key challenges facing Stonnington's transport system: keeping people safe, supporting more sustainable travel, and managing parking effectively.



01 **PRIORITY 1: ROAD SAFETY**
Creating streets where everyone feels safe and confident moving around.

02 **PRIORITY 2: SUSTAINABLE TRANSPORT**
Ensuring everyone has access to sustainable transport options.

03 **PRIORITY 3: PARKING**
Providing the right mix of parking, in the right places, to support access and local activity.

Figure 7. Transport Strategy priorities

These priorities reinforce each other. Safer, calmer streets remove barriers to walking, wheeling, riding and public transport use. This helps more people get where they want to in ways that don't increase congestion or competition for parking. Lower traffic volumes make streets safer and more comfortable still. Progress in one area creates the conditions for progress in others.

For each priority, this Strategy sets out our direction, the evidence informing our approach, where we'll focus our effort, and how we'll measure success.

Detailed actions and delivery timeframes will be included in supporting action plans. This approach allows the strategy to remain focused on long-term objectives, while enabling delivery to adapt over time as conditions, funding and community needs change. See '*How we will deliver this strategy*' on page 31 for more information.

Priority 1: Road safety

Where we're headed

Stonnington's streets should feel safe and comfortable for everyone, so people feel confident moving in whatever way works for them. We align with Vision Zero, the global road safety commitment that no loss of life or serious injury on our roads is acceptable, and we aspire to meet this commitment as soon as possible.

A safer transport system is one where streets are designed around the needs of the different groups who use them. One where, even when someone makes a mistake, serious harm is unlikely. Safer streets support independent travel for children, older adults and people with a disability. They help people feel confident walking, wheeling or riding in their neighbourhoods. Safer streets also make driving more predictable and reduce the risk and severity of crashes.

Why this matters

Stonnington is growing, with rising population and increasingly dense neighbourhoods. That means our streets are getting busier, with more people walking, wheeling, riding, driving and using micromobility devices like e-scooters. As movement increases within constrained street space, the likelihood and severity of crashes can also rise unless we design deliberately for safety.

Our community consistently tells us that safety is one of their top transport concerns. People want streets where speeds feel appropriate and safe, drivers behave predictably, crossings are well-positioned, footpaths are continuous and accessible, and riding feels protected and comfortable.

When streets don't feel safe, people are more likely to avoid active and public transport options, which leads to more short car trips, congestion and pressure on parking, further undermining perceptions of safety. As population grows, this pattern becomes increasingly unsustainable.

Improving safety also has wider benefits: healthier and more connected communities, reduced emissions, more inviting public spaces, and a more resilient transport system overall. Streets that feel safe become places to walk, meet and spend time, not just corridors for moving vehicles.

Safe System Approach

What it is

Safe System is the globally recognised approach to eliminating fatal and serious road injuries. It recognises that people will make mistakes, and that the transport system must be designed so those mistakes do not result in death or serious injury.

What it means for this Strategy

We've used the Safe System approach to guide decisions about street design, speed management and investment, prioritising risk reduction for vulnerable road users and preventing harm before it occurs.

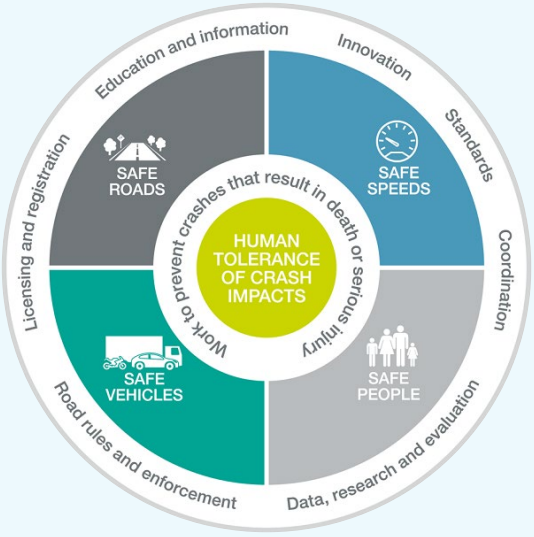


Figure 8. Safe System Approach
Source: Australian National Road Safety Strategy

What the evidence tells us

Crash data for Victoria provides a detailed picture of the nature, location and victims of road crashes in the municipality (Transport Victoria, 2024):

- Between 2020 and 2024, Stonnington recorded 1,567 crashes, including seven fatalities and 564 serious injuries. That's more than one death per year, and one serious injury every 2-3 days.
- More than half of fatal and serious injury incidents involved vulnerable road users, such as people walking, wheeling or riding.
- Bike casualties in Stonnington have fluctuated between about 50-75 per year between 2015 and 2024, with no sustained downward trend. Crashes involving bike riders are heavily concentrated on Chapel Street and other major arterials where riders have no protected space.
- By contrast, across the 13 kilometres of local bike routes Council has delivered since 2021, which allow riders to travel on lower-speed streets, only three crashes have been recorded since delivery – demonstrating the reduced risk of low-traffic routes.
- The majority of serious crashes occur on State-managed arterials such as Chapel Street, Punt Road and Dandenong Road, where higher speeds and volumes increase the severity of outcomes.
- Safe speeds are one of the most effective ways to reduce road trauma. A pedestrian hit at 40 km/h is at far greater risk than one hit at 30 km/h (Figure 9).

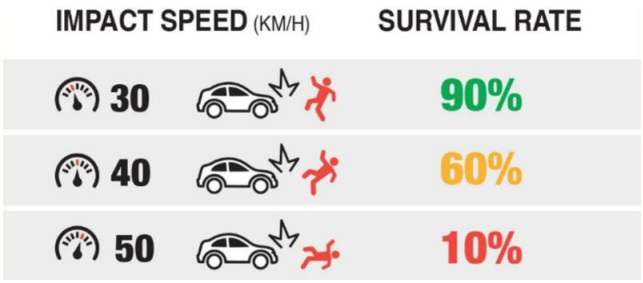


Figure 9. How speed contributes to crash survival rate

- Safety and security were the top priority for people who contributed to the Transport Strategy engagement, with 60% of people flagging it as an issue.
- Common street safety concerns raised by our community include:
  - Crossings spaced too far apart, and limited refuge islands for safe crossing.
  - Narrow, uneven or missing footpaths, pushing pedestrians onto nature strips or the road, or encouraging them to avoid walking or wheeling altogether.
  - Poor lighting along pathways, laneways and underpasses, limiting evening movement.
  - Roads without bike lanes, or with bike lanes that disappear at roundabouts and major intersections.
  - Unsafe conditions around schools. During engagement, 69% of people reported dangerous driving at pick-up/drop-off, and only 32% believed current infrastructure supported safe walking, wheeling and riding to school.
- International and Australian research shows that traffic calming, protected bike infrastructure and safer street design significantly reduce crash risk and injury severity for people walking, wheeling, riding and driving.

What we'll focus on

To make our streets safer, we'll take a Safe System approach – redesigning roads and paths, setting safer speeds, supporting safer behaviours, and encouraging safer vehicles so that mistakes don't lead to serious harm.

Focus area		What this could look like
1.1	**Safe routes** Designing streets that reduce the risk of harm and support safe movement for all users.	» Delivering raised pedestrian crossings, kerb outstands, safer intersections and safe riding infrastructure. » Improving lighting and visibility along key pedestrian and bike routes, and near public transport stops. » Using an area-based approach to address local safety issues in a coordinated and proactive way.
1.2	**Safe speeds** Setting and managing speeds that match the function, character and level of activity on each street.	» Expanding 40km/h or lower speed limits in local streets and high-pedestrian areas like schools, parks and shopping strips. » Advocating to the State Government for arterial speed limits that reflect local safety conditions and vulnerable road user activity. » Using street designs and traffic calming measures where we can to support safe speeds, not signage alone.
1.3	**Safe people** Supporting behaviours, skills and awareness that help people travel safely and respectfully.	» Working with schools and communities to improve safety around pick-up / drop-off and travel to school. » Delivering targeted safety education for pedestrians, riders and drivers, especially children, older adults, and new riders. » Promoting safe passing, visibility and respectful use of shared space through campaigns and community programs.

Detailed actions and delivery timeframes will be set out in our Road Safety Action Plan.

Safe vehicles are the fourth element of the Safe System approach. Vehicle safety standards including crashworthiness ratings, speed limiting technology and autonomous vehicle regulation are set and enforced at a Federal and State level. Council has no direct role in vehicle safety regulation, and so this element is not included as a focus area in this Strategy. We will however advocate for stronger federal and state action on vehicle safety where it directly affects outcomes on Stonnington's streets.

Advocacy priorities

A disproportionate share of serious crashes occur on State-managed arterials such as Toorak Road, Dandenong Road and Malvern Road, where car-focused street design and higher speeds and volumes increase the severity of crashes. The State and Federal Governments are also responsible and, in most cases, resourced to deliver initiatives to support safer behaviours for road users, and to ensure and support safer vehicles.

To bring about safer streets we will continue to advocate for:

- safer speed limits on State-managed arterial roads that reflect local safety conditions and vulnerable road user activity
- a default speed limit of 40km/h on local streets, so drivers have a single, consistent rule across the network, and so Council can focus investment on physical safety improvements rather than approvals and signage for individual roads
- State-managed arterial roads designed for safe movement and maintained to a high standard, addressing potholes and other hazards
- Level crossing removals, particularly at Tooronga Road and Glenferrie Road
- policy positions on emerging transport technologies such as autonomous vehicles and delivery robots, ensuring they do not compromise pedestrian safety.

What success looks like

- Zero fatal and serious injury crashes on Stonnington's roads.
- Fewer pedestrians and riders involved in crashes.
- Every Council-managed local street has a speed limit of 40km/h or lower
- Drivers are travelling at or below the posted speed limit on our local streets.
- People feel safe walking, wheeling and riding in their neighbourhood.
- People feel confident that school pick-up and drop-off is safe for children.

Priority 2: Sustainable transport

Where we're headed

Stonnington's transport network should make sustainable travel the practical, convenient option for everyday trips. That means walking, wheeling, riding and public transport working well enough that they're a genuine first choice for many journeys – not just an alternative to driving for those willing to put up with gaps or discomfort. It also means supporting cleaner driving options like electric vehicles and car share for the trips where a car makes the most sense.

These two things work together. As more everyday trips shift to walking, wheeling, riding and public transport, the road network functions better for the vehicle trips that remain – deliveries, trades, people with accessibility needs, and journeys that simply can't be made another way. And as driving becomes cleaner, the emissions impact of those remaining trips reduces. A transport network that works sustainably works better for everyone, whatever their mode.

Why this matters

Transport sustainability starts with the options available. When walking, wheeling, riding and public transport work well, more people can make more trips without a car. This reduces emissions, eases congestion and frees up road space for the trips that genuinely need it. When those options are missing, indirect or feel unsafe, people default to driving even for short trips, and the environmental and network costs compound.

Small gaps in the network can have an outsized effect. A missing crossing, an inaccessible tram stop, a narrow footpath or a bike lane that ends abruptly can turn a simple journey into one that feels impossible without a car. When routes are disconnected or changing between modes is difficult, the most sustainable options stop being real options at all.

This matters more as Stonnington grows. Our street network cannot expand to accommodate every additional trip by car – the physical space simply doesn't exist. Shifting more trips to walking, wheeling, riding and public transport is not just an environmental goal, it's how the network can continue to function for a much larger population, including for people who depend on their car for work, accessibility or carrying things.

At the same time, cleaner driving options are reducing the environmental footprint of the trips that do need a car. Electric vehicles and car share are already changing how some residents travel, and supporting that transition is part of building a more sustainable transport network overall.

What the evidence tells us

» Car ownership varies across the municipality, with 16% of households having no car and a further 46% having only one (Australian Bureau of Statistics, 2021), destinations essential for many residents.

» Car travel remains dominant, with 53% of weekday trips and 77% of weekend trips in Stonnington made by car in 2024-25 (Department of Transport & Planning, 2025). Around 22% of those trips are under 1 km, where walking, wheeling or riding would be a practical alternative for many people if routes felt safe and direct.

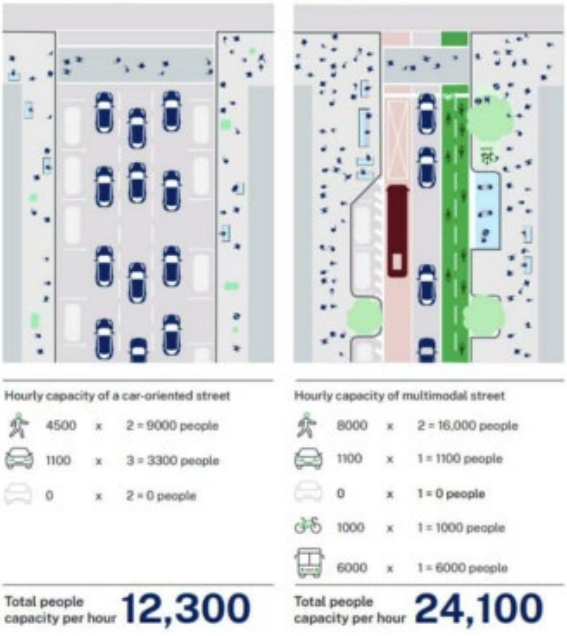


Figure 10. Streets that prioritise active transport enable more efficient movement
Source: Transport for NSW

- Most of Stonnington is within 800 metres of a train station, tram stop, bus route or activity centre. This indicates that many everyday journeys have the potential to be made using a combination of walking, wheeling, riding and public transport if routes and connections function well.
- Streets that prioritise walking, wheeling, riding and public transport can move significantly more people per hour than general traffic lanes, making more efficient use of limited street space (see figure 10).
- Less than 10% of Stonnington's tram stops are accessible, and there are no accessible stops or low-floor trams along Chapel Street (Victorian Auditor General's Office, 2025). This limits independence for people with disability, older adults, and people with prams.
- Walking, wheeling and riding are the most common ways people access public transport, reinforcing the importance of direct, comfortable connections to stops and stations.
- Community feedback indicates strong conditional support for walking, wheeling and riding where routes feel safe, continuous and comfortable, particularly for children, older adults and less confident riders.
- During engagement, only 27% of respondents said there is sufficient bike parking in shopping areas, and traders supported more options for people riding, like safer lanes and better bike parking.
- Local research indicates that people who walk or ride often spend more per visit in activity centres, while requiring less space to travel and park. For example, in Toorak Village in 2021, the average weekly spend for people riding was around $430 compared with around $150 for those driving.
- Well-designed pedestrian environments including shade, lighting, seating and smooth surfaces are linked to higher foot traffic and increased local economic activity.
- Continuous and protected bike networks are associated with higher participation, particularly among women, older adults and less confident riders.



Figure 11. How design influences rider confidence.

Percentage reflects the proportion of riders who said they would feel confident riding at each intersection type. Illustrations from Participate Melbourne, data from Austroads and the Institute of Sensible Transport.

- Electric vehicle registrations are growing rapidly across Victoria, but public charging infrastructure in Stonnington remains limited, creating a practical barrier to EV adoption for the 20% of Stonnington households without access to off-street parking (City of Stonnington, 2025).
- Car share services operating in Stonnington provide an alternative to private vehicle ownership for some residents, but coverage and awareness remain uneven across the municipality.

What we'll focus on

Building a more sustainable transport network requires investing in the full range of options available, from walking, wheeling and riding to public transport, car share and electric vehicles. The following focus areas reflect the different ways people move around Stonnington and the improvements needed to make sustainable travel practical and reliable for everyday trips.

Focus area		What this could look like
2.1	**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.	» Completing missing links in the footpath network and improving footpath quality, particularly around activity centres, schools and public transport stops. » Installing and upgrading pedestrian crossings to improve pedestrian connectivity and reduce wait times. » Enhancing shade, lighting, wayfinding and overall street amenity to support comfortable walking and wheeling. » Improving path widths, gradients and surface quality on key routes. » Removing obstructions and pinch points that limit access for people using prams, mobility aids and wheeled devices.
2.2	**Easy to ride** Making riding a practical and comfortable choice for everyday trips, whether by bike, e-bike, e-scooter or other micromobility device.	» Creating a connected network of dedicated bike lanes and local bike routes. » Improving continuity at intersections and along key corridors to support confident riding. » Improving off-road shared paths, including the Gardiners Creek Trail and connections to the Main Yarra Trail. » Supporting electric and shared micromobility integrate safely into the network. » Providing secure bike parking and end-of-trip facilities at key destinations, Council buildings and community facilities.
2.3	**Cleaner driving** Reducing the impact of driving for trips where it remains the most practical option.	» Supporting the transition to electric vehicles by working with providers and advocating for State Government investment in public charging infrastructure. » Working with the State Government and providers to grow car share coverage across the municipality. » Using Council's own fleet and facilities to demonstrate the transition to cleaner vehicles.

Detailed actions and delivery timeframes will be set out in our Sustainable Transport Action Plan.

Advocacy priorities

Some of the most important connections for walking, wheeling and riding sit on State-managed roads, public transport routes and shared paths.

To support a more sustainable transport network, we will continue to advocate for:

1. Accelerated delivery of accessible tram stops that meet Disability Standards for Accessible Public Transport, particularly on Chapel Street, Toorak Road and Malvern Road, so people with disability, older adults and families with prams can use public transport more easily.
2. More frequent, reliable and affordable train, tram and bus services across Stonnington, making public transport a practical option for everyday trips.
3. Delivery of Strategic Cycling Corridors to provide a safer regional bike network, including improved connections and crossings on busy arterial roads.
4. Upgrades to major off-road routes and bridges that support walking, wheeling and riding, such as the Gardiners Creek Trail and Yarra River bridges, to close critical gaps and provide safer, more continuous routes.
5. Improved pedestrian crossings on State-managed arterial roads, including longer signal phases and more frequent crossing opportunities near activity centres, schools and public transport stops.
6. A consistent Victorian regulatory framework for shared micromobility, including e-scooters and e-bikes, that allows Council to manage these modes safely and integrate them into the local network.
7. State Government funding, incentives and a consistent framework for public EV charging infrastructure across local government areas, recognising that Council has limited capital to deliver this independently, and that residents without off-street parking depend on publicly accessible charging to participate in the EV transition.

What success looks like

» More everyday trips are made by walking, wheeling, riding and public transport.

» More people use shared micromobility in a safe manner for everyday trips.

» Car share and EV charging options are growing across the municipality, giving people more choices about how they own and use vehicles.

» Residents are satisfied with the transport options available to them.

Priority 3: Parking

Where we're headed

Parking in Stonnington must be managed in a way that supports access to homes, shops, services and jobs, while making efficient and balanced use of limited street space.

Our approach will focus on providing the right type and amount of parking, in the right places, recognising that parking needs vary across neighbourhoods, activity centres and times of day. This includes prioritising short-stay parking where turnover is important, providing clear and fair residential parking arrangements, and ensuring parking plays a complementary role alongside walking, wheeling, riding and public transport.

By managing parking more strategically and consistently, and by making deliberate choices about how space is allocated, we can better respond to local conditions, improve reliability for those who rely on parking most, and ensure parking arrangements align with our broader transport objectives over time.

Why this matters

Parking has a significant influence on how streets look, feel and function and how people access local destinations. When parking is poorly matched to local needs, it can reduce access, reinforce reliance on driving and create ongoing competition for limited space – particularly in activity centres and residential streets with high demand.

Parking also occupies a large proportion of public space. As demand for other uses of street and kerbside space grows, such as wider footpaths, safer crossings, street trees, outdoor dining and protected bike lanes, decisions about parking increasingly involve trade-offs that require careful balancing.

A more strategic approach to parking helps balance these competing demands. It supports local activity, improves reliability for people who need to drive and reduces unnecessary traffic from people circling to find a space. Managing parking as part of the transport system, rather than as a standalone issue, is essential to ensuring streets work better for residents, businesses and visitors now and into the future.

What the evidence tells us

- Parking demand in Stonnington varies significantly by location, time of day and purpose, with the highest pressure occurring in and around activity centres, near public transport, and residential streets with limited off-street parking.
- An effective parking system can reduce avoidable greenhouse gas emissions. International studies estimate that in some urban areas, up to 35% of vehicle emissions can be attributed to drivers searching for parking.
- Across Stonnington, parking supply is constrained by narrow streets, competing street functions, and accessibility requirements, meaning growing demand can't be met simply by adding more spaces.
- Council controls more than 6,000 on-street spaces across 17 neighbourhood activity centres and 9 major activity centres, as well as many thousands more in residential streets. We also manage 85 off-street car parks providing more than 5,000 parking spaces.
- Council data shows that many off-street car parks have capacity available even at busy times, but are underutilised due to factors such as visibility, perceived safety and convenience, and pricing differences compared to free on-street parking. Improving the use of existing off-street parking presents an opportunity to relieve pressure on surrounding streets without increasing overall supply.
- Evidence consistently shows that parking settings influence travel choice. The availability of free and convenient parking is one of the strongest influences on the decision to drive.

» Where on-street parking is free and nearby off-street parking is paid, it encourages longer searches for on-street spaces even when off-street parking is available. Carefully applied time limits and pricing can improve turnover and reliability in high-demand locations.

» Reallocating some street space (for example, to wider footpaths, outdoor dining, bike parking or safer crossings) has been shown to support foot traffic and local spending, even where some on-street parking is removed. Stonnington's own Extended Outdoor Dining Program evaluation found that 86% of participating businesses reported increased foot traffic and 78% reported increased revenue after parking bays were converted to outdoor dining.

What we'll focus on

To manage parking well, we will make deliberate, evidence-based decisions about how limited street space is allocated, ensuring parking arrangements are fair, consistent and responsive to the different needs of residents, businesses and visitors across Stonnington.

Focus area		What this could look like
3.1	**Sensible system** Managing parking in a fair, consistent and transparent way that is easy for residents, businesses and visitors to understand and use.	» Applying clear, consistent policies and principles to guide parking decisions across the municipality. » Taking a proactive, area-based approach to reviewing and adjusting parking arrangements over time. » Coordinating permits, pricing and other parking controls to manage demand, support access and provide clarity for residents, businesses and visitors. » Improving the clarity and consistency of parking information, signage and permit arrangements to reduce complexity. » Applying parking management and enforcement consistently to support fairness and predictability across the municipality.
3.2	**Smart use of space** Making the best use of limited public space by providing the right mix of parking in the right places.	» Taking a strategic approach to parking provision within precincts, using a mix of controls to achieve appropriate occupancy and turnover. » Managing parking demand in a way that supports access, local activity and efficient use of limited space. » Exploring alternative uses for underutilised parking, both on-street and Council-owned off-street car parks, where this would deliver greater long-term community, economic or environmental benefit.
3.3	**Priority access** Ensuring people who rely on driving can access parking reliably, close to where it's needed.	» Prioritising parking for people with specific access needs, informed by data, audits and local conditions. » Providing appropriately located accessible parking to support independence for people with impaired mobility. » Recognising that some trips and users depend on close or time-critical parking and reflecting this in parking management decisions.

Detailed actions and delivery timeframes will be set out in our Parking Action Plan.

Advocacy priorities

How we manage parking depends on the broader policy and funding environment set by the State Government. To ensure parking can be managed fairly and effectively as our community grows, we will continue to advocate for:

1. Advocate for State planning policy settings that better align car parking in new developments with access to public transport, activity centres and local services. This should include stronger guidance on private car parking provision, ensuring developments provide for essential access needs such as visitor parking, car share bays, loading bays, accessible parking and servicing. This will support efficient network use while managing impacts on surrounding streets.
2. A fair allocation of congestion levy revenue back to Stonnington, at least 50% of what is collected from Stonnington through the Memorandum of Understanding with the State Government, recognising that Council manages a significant volume of affected parking and bears the operational costs of responding to displaced demand on surrounding streets.

What success looks like

» Parking in our activity centres and Council car parks is well-used but reliably available, so spaces turn over without people circling to find one.

» Council-managed off-street car parks are better used.

» People with disability and mobility limitations can park close to where they need to be.

» Community more satisfied with parking facilities.

How we'll deliver this Strategy

This Strategy sets our long-term direction, which we will work toward through the delivery of three action plans which will be revised every four years. This approach gives us the flexibility to respond to emerging needs and opportunities as they arise.

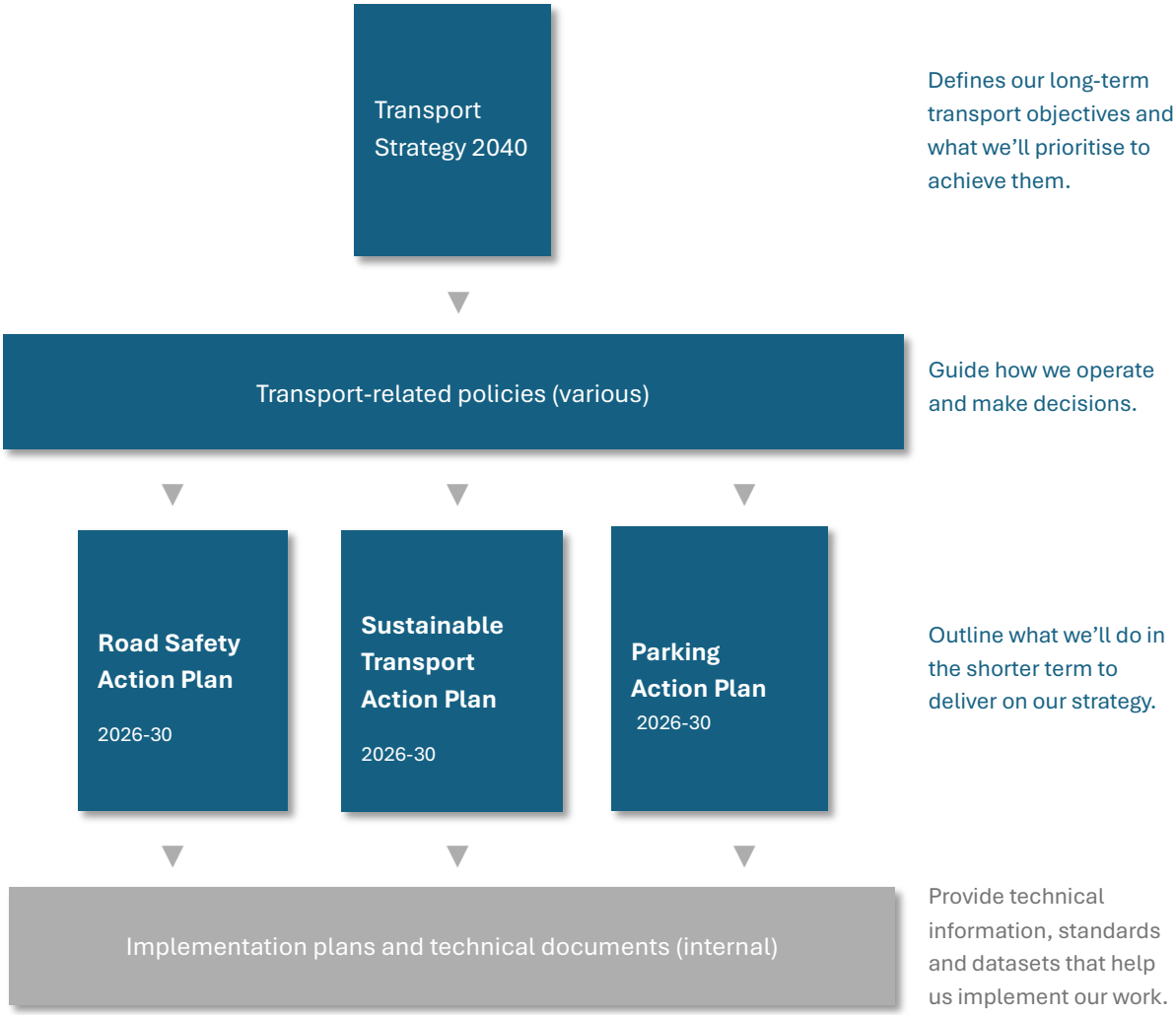


Figure 12. Stonnington's transport planning framework
How our transport planning documents work together

Monitoring and evaluation

We've established a focused set of indicators for each priority to track whether conditions are shifting in the right direction over the life of the Strategy.

Many of these measures change gradually and are influenced by factors beyond our control but monitoring them annually over time will show where progress is on track and where more attention may be needed.

We'll also monitor delivery of our Road Safety Action Plan, Sustainable Transport Action Plan and Parking Action Plan more frequently to track what's working well, where progress is stalling, and whether changing circumstances require adjustment.

Progress will be reported annually through an annual Transport Strategy update. This update will include the indicators below and outcomes from our Road Safety, Sustainable Transport and Parking Action Plans, providing a consolidated view of progress across all priority areas.

The Strategy will be reviewed every four years, aligned with the Council Plan cycle, or sooner if significant changes require it.

Indicators and targets

Indicator	Measure	Baseline[1]	Target (2040)	Data source
Priority 01 / Road safety				
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 from crashes across all Stonnington roads	120 (2024)	Decrease	Transport Victoria road crash dataset
	Reported pedestrian, cyclist and other micromobility casualties from 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 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

Indicator	Measure	Baseline	Target (204(	Data source
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 school communities reporting safe conditions at pick-up/drop-off	32% (2025)	Increase	Council survey data
Priority 02 / Sustainable transport				
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)	50%	VISTA – LGA Profiler
	Proportion of weekday trips made by public transport	8.90% (2024-25)	Increase	VISTA – LGA Profiler
	Self-reported pedestrian and bicycle mode share.	To be established[2]	Increase (by area)	Neighbour-hood 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 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 Satisfaction Survey
Priority 03 / Parking				
Parking in our activity centres is well-used but reliably available	Share of monitored on-street sites in major activity centres with around one in seven spaces available at peak times.	TBC	≥90% TBC	Council data
Council-managed off-street car parks are better used	Share of monitored Council-managed off-street car parks that fall within target occupancy range according to function.	TBC	≥90% TBC	Council data

Indicator	Measure	Baseline	Target (204(	Data source
People with mobility or access needs can park close to where they need to be	% of respondents that report being satisfied with the availability of accessible parking.	To be established[2]	Increase (by area)	Parking Area Studies engagement surveys
Community more satisfied with parking facilities	Parking facilities performance index score.	51 (2024-25)	Increase	Community Satisfaction Survey

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

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