



# Appendix 01

Implementation Plan

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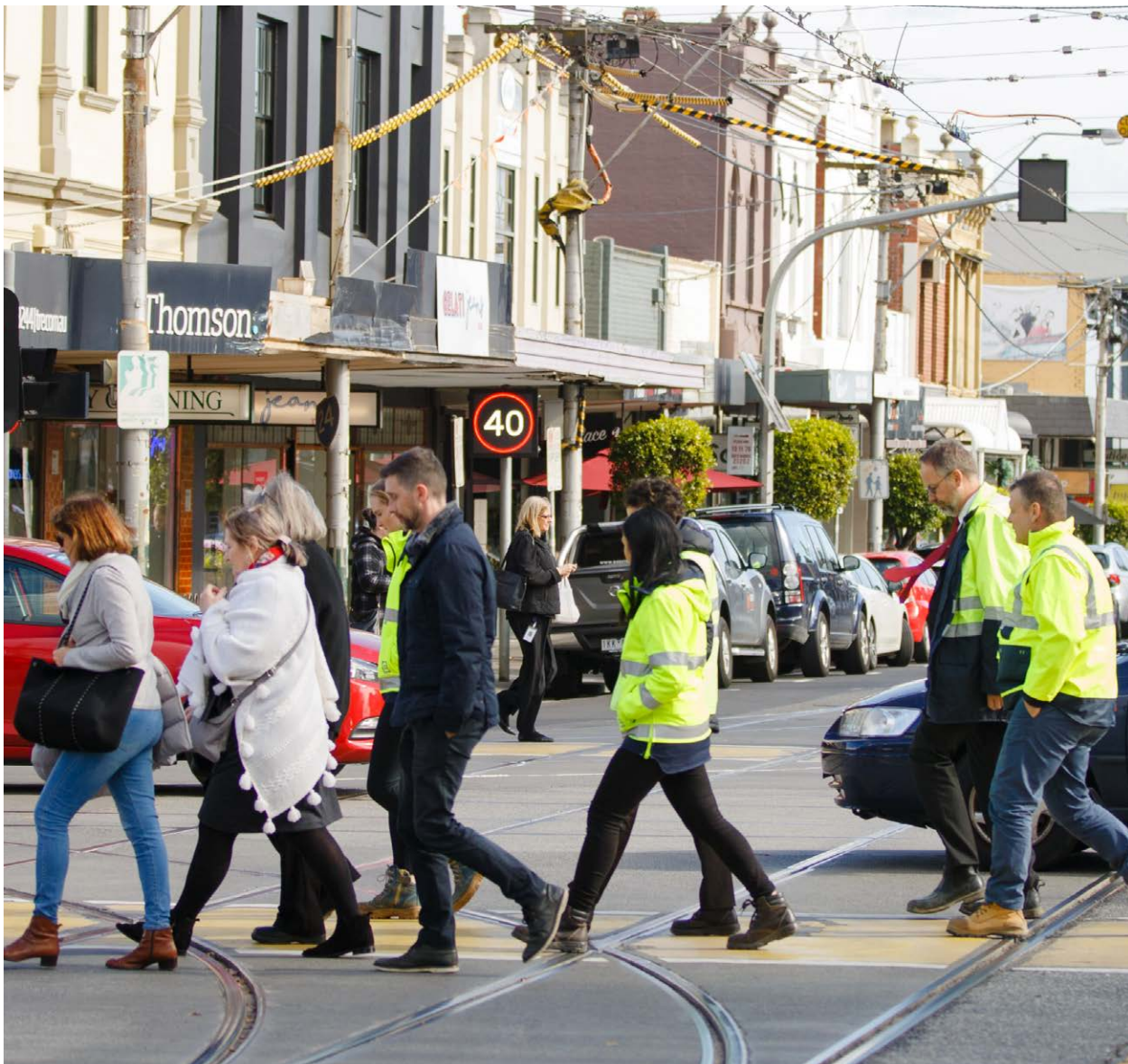
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## Appendix 01 Implementation Plan



The following Plan outlines priority actions that Council will focus on over the life of the Strategy to help more people walk more often. Many of these actions are already underway across the organisation. Some actions will require additional budget. In these cases, a business case will be developed and budget approval sought through the annual budget approval process.



01. SAFE, ACCESSIBLE AND INCLUSIVE STREETS FOR PEOPLE	TIMEFRAME Short term - 1-2 years Medium term - 3-5 years Long term- 5-10 years Ongoing	FUNDING (new and/or existing)	COST Nil \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	RESPONSIBILITY
1. Partner with the Victorian Government to apply a maximum speed limit of 40 km/h on local residential streets and trial 30km/h speed limits in high pedestrian use areas.	Ongoing	Existing	\$\$\$	Department of Transport Transport and Parking
2. Partner with the Victorian Government to lower speed limits on State managed arterial roads.	Ongoing	Existing	\$	Department of Transport Transport and Parking
3. Deliver pedestrian priority traffic management such as raised pedestrian crossings and shared zones, with a focus on the Stonnington Walking Network.	Ongoing	Existing	\$\$\$	Transport and Parking Department of Transport
4. Assess and trial the 'Healthy Streets' and 'Living Streets' approaches that prioritise walking safety, accessibility and space on local streets.	Medium	New	\$\$	Transport and Parking Project Management & Delivery Community Planning
5. Review and update Council's Asset Management Plans and Road Management Plan to ensure footpaths and shared paths are inspected regularly, issues responded to promptly, and assets are rebuilt to improved service levels.	Short-medium	Existing	Nil	Asset Management and Planning
6. Develop a council approach to narrow streets to address accessibility issues and provide compliant footpaths	Short	Existing	Nil	Transport and Parking Asset Management and Planning

01. SAFE, ACCESSIBLE AND INCLUSIVE STREETS FOR PEOPLE	TIMEFRAME Short term - 1-2 years Medium term - 3-5 years Long term- 5-10 years Ongoing	FUNDING (new and/or existing)	COST Nil \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	RESPONSIBILITY
7. Develop a prioritised list of accessibility upgrades and initiatives consistent with the <i>Disability Discrimination Act 1992</i> focused on narrow streets and the Stonnington Walking Network, to bring forward for construction.	Ongoing	Existing	\$\$\$	Transport and Parking Asset Management and Planning Project Management & Delivery
8. Advocate for pedestrian accessibility upgrades at all train station and bus stops, and a rapid rollout of level access tram stops across the network, ensuring legacy outcomes such as wider footpaths and improved crossings.	Ongoing	New and Existing	\$	Department of Transport Transport and Parking
9. Expand and strengthen Council's network of sensors and analysis capabilities to measure diversity in walking participation to quantify need and prioritise investment	Ongoing	New and Existing	\$\$	Customer and Technology Transport and Parking
10. Develop a Universal Design Statement covering walking infrastructure and update engineering design standards where possible.	Short	Existing	Nil	Community Planning Project Management & Delivery
11. Develop a program to install supporting infrastructures such as shade, seating, public toilets and wayfinding focused on the Stonnington Walking Network.	Short	Existing	\$\$	Transport and Parking Project Management & Delivery

01. SAFE, ACCESSIBLE AND INCLUSIVE STREETS FOR PEOPLE	TIMEFRAME Short term - 1-2 years Medium term - 3-5 years Long term- 5-10 years Ongoing	FUNDING (new and/or existing)	COST Nil \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	RESPONSIBILITY
12. Develop lighting standards and update Council's Urban Lighting Guidelines to ensure they are pedestrian focused and support walking in activity centres and Council's open space network.	Short	Existing	\$	Sustainable Environment Project Management & Delivery
13. Undertake improvements to lighting, urban design, maintenance and activation focused on hotspot areas to address personal safety concerns and undertake rolling audits to identify further priority locations.	Ongoing	Existing	\$\$	Sustainable Environment Project Management & Delivery
14. Implement shared path upgrades to increase separation of pedestrians and cyclists and improve safety and amenity	Ongoing	Existing	\$\$\$	Transport and Parking Project Management & Delivery

## 02.

**EFFICIENT, CONNECTED AND  
CONVENIENT WALKING NETWORKS  
UNDERPINNING THE LOCAL  
ECONOMY****TIMEFRAME**

Short term - 1-2 years  
Medium term - 3-5 years  
Long term- 5-10 years  
Ongoing

**FUNDING  
(new  
and/or  
existing)****COST**

Nil  
\$ Low \$0-\$50k  
\$\$ Medium \$50k-\$250k  
\$\$\$ High >\$250k

**RESPONSIBILITY**

1. Recognise and prioritise walking, its contribution to placemaking and economic development, and support for continued investment in Council's economic development approach.

Short

Existing

\$

Economic & Place  
Development

2. Expand pedestrian space to reduce overcrowding and improve access to amenities such as public toilets and seating, focused on the Stonnington Walking Network, to support the local economy.

Ongoing

Existing

\$\$\$

Transport & Parking  
Project Management &  
Delivery  
Economic & Place  
Development

3. Maintain and expand the outdoor dining parklet program recognising its role in building more people focused streets that encourage walking.

Short - medium

Existing

\$\$

Economic & Place  
Development

4. Deliver upgrades on the Stonnington Walking Network focused on primary routes linking to local workplaces, schools, shops, public transport, and leisure facilities aligned with the 20 minute city model to make walking the mode of choice.

Ongoing

New and  
Existing

\$\$\$

Transport & Parking  
Project Management &  
Delivery

5. Maximise provision for walking in structure plans and future Council developments and projects including through masterplan development, and streetscape and open space upgrades.

Ongoing

Existing

\$\$\$

Project Management &  
Delivery  
Strategy and Performance  
Transport & Parking

## 02.

**EFFICIENT, CONNECTED AND  
CONVENIENT WALKING NETWORKS  
UNDERPINNING THE LOCAL  
ECONOMY****TIMEFRAME**

Short term - 1-2 years  
Medium term - 3-5 years  
Long term- 5-10 years  
Ongoing

**FUNDING  
(new  
and/or  
existing)****COST**

Nil  
\$ Low \$0-\$50k  
\$\$ Medium \$50k-\$250k  
\$\$\$ High >\$250k

**RESPONSIBILITY**

6. Maximise provisions for walking in private development through updating and requiring minimum design standards, Green Travel Plan requirements and ensuring pedestrian priority and permeability.

Ongoing

Existing

Nil

Strategy and Performance  
Transport & Parking  
Project Management &  
Delivery

7. Investigate and identify projects that support active travel that may form part of a future review and update to a Development Contributions Plan.

Ongoing

Existing

Nil

Strategy and Performance

8. Partner with DoT to improve signalised pedestrians crossings across the municipality to reduce pedestrian delay and improve safety

Ongoing

New and  
Existing

\$

Department of Transport  
Transport and Parking

9. Partner with DoT and neighbouring municipalities to install additional or better located signalised crossings on the arterial road network with a focus on areas of high pedestrian demand.

Ongoing

Existing

\$\$

Department of Transport  
Transport and Parking  
Neighbouring councils

10. Action: improve informal crossing opportunities where appropriate.

Ongoing

Existing

\$\$

Transport and Parking

11. Expand and strengthen Council's network of sensors, data collection and analysis capabilities to quantify and monitor the contribution of walking to local prosperity and guide continued investment.

Ongoing

New and  
existing

\$\$

Economic & Place  
Development  
Customer and Technology



03. WALKING FOR HEALTHY LIFESTYLES AND COMMUNITY CONNECTION.	TIMEFRAME Short term - 1-2 years Medium term - 3-5 years Long term- 5-10 years Ongoing	FUNDING (new and/or existing)	COST Nil \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	RESPONSIBILITY
1. Support and promote local events and programs focused or related to walking, including the community in planning and promotion.	Ongoing	New	\$	Transport and Parking Sustainable Environment
2. Support and expand the 'Walk and Talk Buddies' program organising weekly walks to assist vulnerable members of the community to walk more often.	Ongoing	Existing	Nil	Community Services
3. Expand and promote Active Stonnington and the provision of walking information and maps on Council website to highlight the benefits of walking to the community.	Ongoing	Existing	Nil	Transport and Parking
4. Develop and implement a suite of community walking awareness programs to encourage walking and address barriers such as shared path etiquette.	Short	New	\$	Community Services Community Support and Diversity Transport and Parking
5. Continue and expand the Safe Routes to School Program working with new schools and providing additional support.	Ongoing	New and Existing	\$\$	Transport and Parking Community Services

04. A GREEN AND CLIMATE RESILIENT WALKING ENVIRONMENT	TIMEFRAME Short term - 1-2 years Medium term - 3-5 years Long term- 5-10 years Ongoing	FUNDING (new and/or existing)	COST Nil \$ Low \$0-\$50k \$\$ Medium \$50k-\$250k \$\$\$ High >\$250k	RESPONSIBILITY
1. Support the delivery of the Climate Emergency Action Plan 2021-24, promote walking as a key driver of emissions reduction and quantify the contribution of walking to reduce greenhouse gas emissions.	Short-medium	Existing	Nil	Transport and Parking Sustainable Environment
2. Deliver walking infrastructure upgrades alongside increased urban greening and tree planting.	Ongoing	Existing	\$\$\$	Transport and Parking Project Management and Delivery Open Space and Environment Asset Management and Planning
3. Develop a mapping tool of streets and spaces which provide comfortable walking journeys and rest stops in hot weather based on thermal mapping, canopy cover and modelling and promote to the community use and to identify missing links and priorities.	Long	New	\$	Sustainable Environment Transport and Parking Customer and Technology



# Appendix 02

Community and  
stakeholder feedback

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## Appendix 02

# Community and stakeholder feedback



The following is a summary of community and other key stakeholder feedback received during a consultation process undertaken for this Strategy.

### The following consultation methods and target groups were utilised:

- » A voluntary survey on Council's engagement platform Connect Stonnington including ten questions relating to current walking habits, barriers and support for initiatives proposed by Council as well as demographic questions. 84 surveys were completed including those completed via a link provided to the Stonnington Disability and Access Committee and was available from 25 May until 5 July
- » A school focused survey sent to local Stonnington schools for distribution which included nine questions relating to walking habits, barriers and support for proposed initiatives and demographic questions. 118 surveys were completed between 21 June and 18 July.
- » A web-based participatory mapping platform on Council's engagement platform Connect Stonnington where respondent could drop a pin at a particular location and describe walking issues or feedback. 110 pins were placed and platform was open from 25 May until 5 July
- » The YourGround interactive map, an external collaboration between Monash University's XYX Lab and CrowdSpot to crowdsource women and gender-diverse people's perceptions of safety in public space across Victoria which allowed people to drop a pin to tell a story or share an experience. This project ran from 27 April to 31 July 2021 and a total of 100 pins were placed on the interactive map including additional information and demographics.
- » The YourGround Report for Victoria is [available online](#).

### The community engagement process was planned to reflect the Stonnington community in terms of demographics and other measures and to ensure diverse views and input were received. Feedback received reflected the community in the following ways where such information was requested:

- » Gender diversity – the gender split of respondents was skewed towards females both in the general survey where 73.5% of respondent identified as female and in the YourGround participatory mapping with 91% identifying as female. The skew for the YourGround participatory mapping was expected but was considered high for the general survey. Of the general survey, 1.2% preferred not to provide a gender as did 1% in the YourGround survey. 2% responded as non-binary and/or non-confirming in the YourGround survey.
- » LGBTIQ+ – 13% of respondents to YourGround identified themselves as LGBTIQ+
- » Age – a diverse range of ages responded to the general survey and the YourGround participatory mapping project. The schools survey was focused on those aged under 18 and their parents. The general survey included responses from all age groups from 18 to over aged 75. Compared to the Census age profile there was an under-representation of ages 18-34 and aged over 75. The YourGround project saw under-representation of ages 25 and under, and those aged over 55
- » Disability – survey responses provided an option to indicate if the respondent considered themselves to have a disability. 5.95% of respondents to the general survey selected this which exceeds the ABS Census measure of need for assistance of 3.3% in 2016. One respondent to the YourGround participatory mapping project responded that they were a person with a disability.

## Walking in Stonnington

Of those who completed the walking survey, over a quarter (25.3%) always walk for short trips (less than a 20 minute walk) while over half mostly walk for such trips.

The most common reasons people walk are for exercise/recreation (67%), to access local shopping and recreation (37%), to access employment (21%) or to access public transport (18%).



The distance people are willing to walk for these various reasons varies quite considerably however. To access public transport well over half of respondents (64%) would not walk more than 10 minutes or on average 800m. Meanwhile over a quarter of respondent would be willing to walk more than 20 minutes to access employment, education, for social activities or to access open space, sporting facilities or nature.

The main reasons people don't walk for short trips are not necessarily due to infrastructure but the nature of the trip (69%), the weather (59%) or due to a lack of time (52%).

## Barriers and priority issues

The main barriers and the top issues that residents would like Council to address and that would increase walking are outlined below.

### Better quality paths

Paths that are more even, wider, with no grip issues and with few obstructions and hazards was highlighted as a priority issue by 58% of respondents. Locations where path quality was raised as a prominent issue was on Chapel St, around Prahran Market and in activity centres where busy streets front arterials roads and also cater for outdoor dining, exercise and business loading.

### Addressing missing footpath or pedestrian crossing links

Addressing missing footpath or pedestrian crossing links was put forward as the second most important issue to promote walking, mentioned by 44% of respondents. Additional pedestrian crossings or bridges were highlighted including more crossings of the Yarra River and better connection along and across Alexandra Avenue as were missing crossings of Malvern Road and Dandenong Road in Malvern East. The need to provide missing pram ramps in residential areas. If such issues were addressed 34% of respondents said they would walk much more often.

### Increased pedestrian priority

Pedestrian priority includes raised pedestrian crossings, shared zones as well as additional support at existing facilities such as crossing supervisors on routes to schools, increased crossing time or improved signalling to reduce risks associated with turning vehicles. Such initiatives were supported by 44% of survey respondents. The need for pedestrian priority was highlighted at Little Chapel St, Chapel St and many crossings on arterial roads. If pedestrians were prioritised more 38% of respondents said they would walk much more often.

### Lighting

The need for better lighting was raised by 43% of respondents with a focus on open spaces, many which the community would like to use later in the evening as well as streets nearby to Chapel St. If lighting issue were addressed, 44% of respondents noted they would walk much more often.

### Other priority issues

Other walking related issues supported by respondents include the following in order of response rate: more separation of pedestrians and cyclists (33%), more shade, shelter and rest stops with seating (31%) and reducing the impact or busy roads or encroachment of moving cars (30%), address anti-social behaviour (21%), reduce traffic speeds in local streets and activity centres (17%). Issue such as the need for better signage and wayfinding were only supported by 1% of respondents.

The survey noted that many of the reasons people don't walk for short trips are not necessarily due to infrastructure or other aspects that can be addressed in this Strategy for example the nature of the trip (69%), the weather (59%) or a lack of time (52%).

### Other initiatives to encourage walking

The survey also asked the popularity of other initiatives to encourage walking to make it more interesting, safe or accessible. The most popular other initiative proposed was to maintain and promote street pop-ups and parklets to provide more space for pedestrians and cafes (66.2% of respondents). Also popular was shared path user and dog owner etiquette programs and education (33.8%) and more local events that encourage walking (31.2%).

## Hot Spots and areas of concern

The top three issues raised in the pin drop map relate to; better quality paths, address missing footpath or pedestrian crossing connections and increase priority for pedestrians. These issues align with those raised most often in the survey. Reduce impact of busy roads or negative behaviour of other road users was ranked fourth with similarities with increasing priority for pedestrian.

## The main hotspots from the map feedback were:

### Lighting issues:

- » Windsor Siding
- » Malvern Public Gardens
- » Waverley Oval
- » Hedgeley Dene Gardens
- » Little Chapel Street
- » Bray Street

### Prahran Market

- » Safety issues at the market entry and signalised crossing of Commercial Road
- » Need for wider footpaths and to install a level access tram stop due to high numbers of pedestrians and to improve safety and accessibility
- » Long wait times at signalised pedestrian crossings requiring an automated/pedestrian priority crossings and better enforcement of vehicles blocking crossings

### Izett Street

- » Recognition of improved conditions implemented as part of Prahran Square
- » Support for further widening of footpaths and installation of pedestrian priority crossing at Commercial Road intersection

### Greville Street

- » Support to remove through traffic completely and further slow or better enforce vehicle speeds

### Chapel Street

- » Increase pedestrian priority and safety, separate vehicle and pedestrian signals, wider footpaths, reduce signal wait time and automate, diagonal crossings at major intersections
- » Discourage through traffic and use of on-street parking to improve amenity for walking and provide space for wider footpath and level access tram stop, upgraded and separated bike lanes, support for car free days
- » Improve amenity through increased cleaning, enforcement of outdoor dining, reduced street clutter

### Little Chapel Street /Bangs Street /Bendigo Street /Bray Street

- » Vehicles speeds, crossing safety, narrow and uneven footpath with obstructions, poor drainage
- » Unsafe crossing at Malvern Road intersection and poor adherence to speed limit and pedestrian crossings

### Alexandra Avenue

- » Lack of accessible crossing and paths to the Capital City Trail and safe crossing opportunities (at Grange Road roundabout) and side street crossings (Dobson St)

## YourGround participatory mapping project

The following data is specific to the City of Stonnington. Of feedback received, safe spots represented 17% of responses with unsafe spots the remaining 83%.

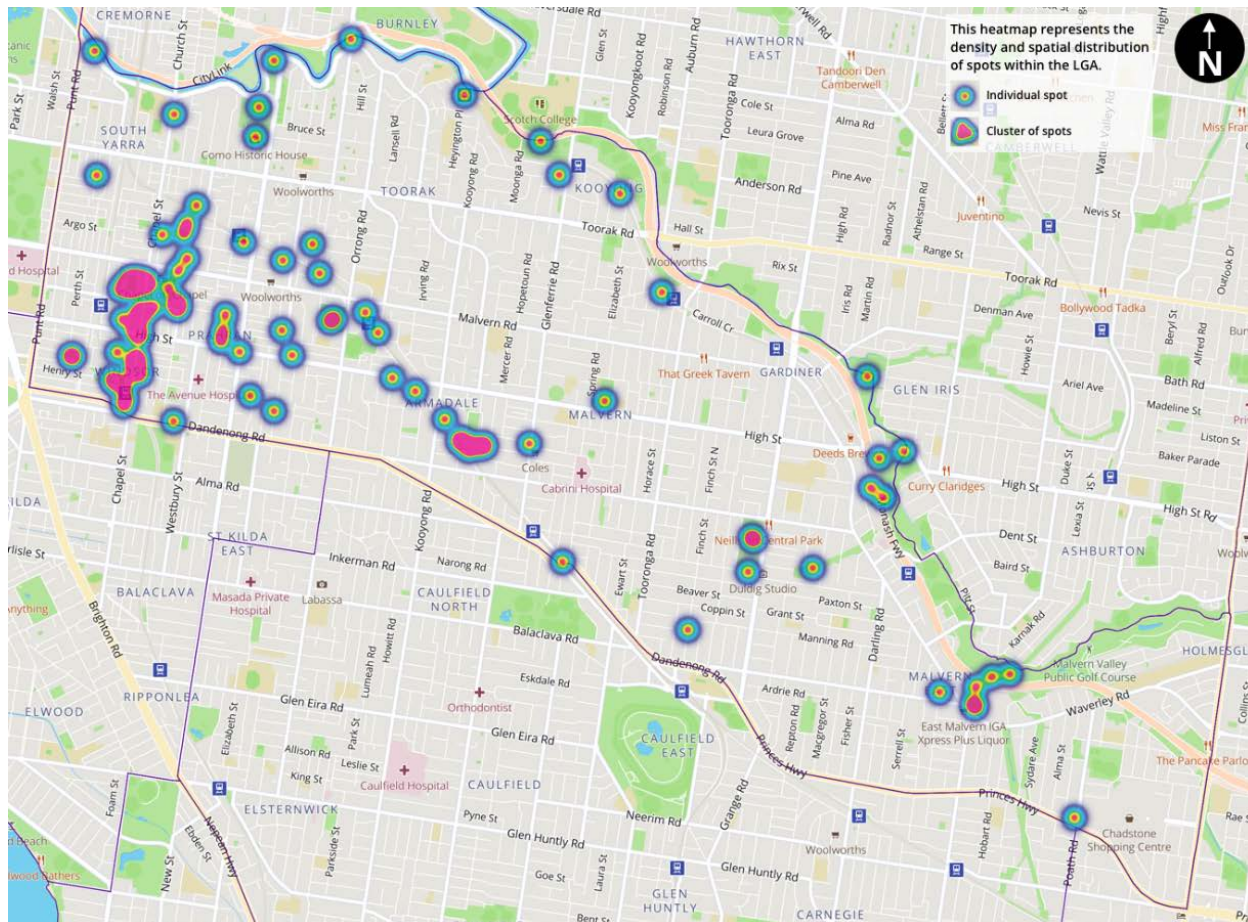
The most common issues or themes raised through YourGround relate to poor lighting with nearly half of respondents (45%) raising this as an issue. This was followed by issues relating to the behaviour of others causing feelings of discomfort (40%) and difficulty seeing what and who is ahead (33%). The most common activity being undertaken in public space related to the feedback provided was walking (62%), followed by dog walking (16%) and running 6%. Respondents are generally reporting

issues after dark (38%), anytime of day (32%), during daylight hours (18%) with 9% at dawn or dusk. Most are regularly users of the space with 28% visiting daily, 39% visiting weekly whilst 29% visit monthly or less.

The impact of personal safety issues in public space varies with 14% indicating they would never go back to the location after their experience, 29% would not change their behaviour whilst 24% would only go with other people now. Anecdotally many reports are that respondents feel nervous or unsafe and now actively avoid certain areas or choose a different route even if less convenient.



A heatmap analysis of the data indicates the following hotspots and issues:



## Hotspots

## Issues

East Malvern Village

Lighting, visibility, maintenance, activation

Monash Freeway underpass  
(Allenby Avenue)

Lighting, visibility

Central Park

Lighting, visibility

Alleyne Avenue – Inverness  
Avenue

Lighting, visibility, maintenance, and anti-social behaviour

Winsor Station/Windsor Siding

Lighting, anti-social behaviour, visibility and activation

Gladstone Gardens

Lighting, behaviour of others

Chapel Street (Malvern Road to  
James Street)

Over-crowded, behaviour of others, maintenance, anti-social behaviour

Prahran Square

Lighting, visibility, behaviour of others and activation

Princes Street/Bangs Street/  
Bendigo Street pocket

Lighting, visibility, maintenance, activation, anti-social behaviour, behaviour of others

Como Park

Lighting



## Walking to school

Surveys of students in Stonnington primary schools indicate a high proportion of active travel to school with 36% walking, 12% riding a bike or scooter with 43% being driven to school. These rates are broadly comparable with previous surveys indicating a high active travel rate, varying between schools due to the quality and extent of walking infrastructure and school catchments areas.

Based on survey responses the key factors determining how students travel to school are their age, for health and fitness reasons, the chosen mode being the fastest and for environmental reasons.

Most students would prefer to walk (44%) or use a bike, scooter or skateboard (29%) to get to school with very few wanting to be driven all the way to school (16%). They would choose this mode because it fun, helps them stay fit and healthy, it's fastest and helps teach them independence.

When asked which initiatives would most allow their child to walk to school the most popular were to improve infrastructure around schools (40%), walking school buses (24%) and road safety education (19%).

Other initiatives determined from feedback provided indicate that more crossing supervisors at major roads would encourage more active travel to school as would road

crossing improvements including more mid-block crossings and raised crossings. The need for traffic calming and road safety improvements particular around Malvern Primary School, particularly on Claremont St and Ewart Streets, Malvern was highlighted.

Over half (65%) indicate they live more than 800m from their school, which is considered a comfortable walking distance.

## COVID-19

The COVID-19 pandemic has impacted walking habits in a positive way according to survey results. When in lockdown conditions and working from home nearly three quarters of respondents (74.4%) walked more for recreation, over two thirds (69.5%) walked more to local shops or hospitality outlets whilst nearly half of all respondent made more short trips on foot and discovered new walking facilities and locations. It was noted that with more people walking there was an increased sense of community, reduced vehicle pollution and noise and better walking amenity, although many noted for the first time shortcomings in their local walking environment. Some respondents also noted lower levels of incidental exercise which they were attempting to address.





# Appendix 03

Informing Policies,  
Plans and Strategies

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## Appendix 03

### Informing Policies, Plans and Strategies



The following Victorian Government and City of Stonnington policies and plans and strategies has assisted in informing the City of Stonnington Walking Strategy.

Victorian Government	
Plan Melbourne	Plan Melbourne emphasises development focused around the 20-minute neighbourhood concept to highlight the importance of people living close to services, jobs and public transport in activity centres. Most people are willing to walk up to 800m, or 10 minute walk, from home to a destination to meet daily needs.
Transport Integration Act 2010	This Act is focused on integration and sustainability of Victoria's transport system, considering different modes as parts of a single system, and land use planning. The Act specifies that all levels of government are responsible for integrated planning and decisions must be based on the Act's objectives and principles including: social and economic inclusion, economic prosperity, environmental sustainability, integration of transport and land use efficiency, coordination and reliability and safety, health and wellbeing.
Principal Pedestrian Network	A Principal Pedestrian Network, or PPN, identifies and maps routes that carry, or have the potential to carry, a large volume of pedestrians walking to key destinations and supports safe, quick and comfortable walking trips. A PPN enables strategic network planning for pedestrians in the broader context of transport and land use planning and a policy tool for the development and promotion of walking as a mode of transport.
Movement and Place	Recognises that streets not only keep people and goods moving, but they are also places for people to live, work, and enjoy. When planning and developing the transport network, it is important to balance the needs of both transport and place, and also in some cases to prioritise some modes over others to ensure efficiency and recognising existing context and constraints. Examines the aspirational function and performance of transport links against four themes: movement, place, safety, and the environment. In the context of walking Movement and Place is closely aligned to the Principal Pedestrian Network and highlights that Victorians should be able to choose walking as a safe and sustainable mode of travel, that walking for transport is encouraged and supported by all government activity with obstacles identified and addressed.



## City of Stonnington

Stonnington Community Vision 2040 and Draft Council Plan 2021-25 (Future Stonnington)	Future Stonnington highlights the important of ensuring walking is accessible to all including the elderly and disabled to access recreational, educational, commercial and health services/amenities in no more than 20 minutes. This Plan includes a priority to partner and advocate to ensure the optimal balance of road uses between private transport, active transport and other uses. Future Stonnington also promotes walking as a low-emission form transport to support climate action.
Integrated Transport Plan (2020-25)	The Plan highlights that due to growth in jobs, population and visitors, footpaths are becoming more heavily used and in need of upgrades and management to remain attractive and accessible. The volume and proximity of vehicle traffic, a lack of suitable and convenient crossing opportunities, and safety concerns on the arterial road network is acting as a deterrent to pedestrians. Argues for a bolder approach to providing pedestrian priority and shifting travel demand to walking as a more efficient uses of space than private vehicles. Also highlighted is the need to improve accessibility, especially to the public transport system Includes a short term action of preparing a Walking Strategy to address, encourage and promote walking.
Road Safety Strategy 2018-2022	Promotes safe road-based travel aligning with the globally recognised Safe System approach to achieve zero road deaths and serious injuries. In the context of walking this plan highlights the need for lower urban speed limits and safety improvements at intersections, roundabouts and pedestrian crossings.
Climate Emergency Action Plan	Calls for a transition to zero emissions transport including support for a walking strategy, improving missing links around activity centres, promote walking to school and reassessing current incentives and allocation of space to private vehicle use to the detriment of walking and cycling.
Stonnington Public Health and Wellbeing Plan 2021-25 (draft)	Includes priorities related to active and healthy lifestyle and promoting and providing opportunities for active transport where places and things are within the local area, ensuring community safety where people can feel safe and enjoy, and supporting vulnerable communities.
Neighbourhood Activity Centre Strategy (under development)	Council are preparing a Neighbourhood Activity Centre Framework to plan for 17 neighbourhood activity centres across the city focusing on preparing place priorities, guidelines for height, setback and built form, and safe active transport connections that link the activity centre network.
Access and Inclusion Plan 2019–22	Highlights the issue of accessibility in public space and commits to upgrading public infrastructure such as community facilities, parks, playgrounds, footpaths and paths of travel to ensure they are accessible for all.





City of  
**STONNINGTON**

**Stonnington City Centre**

311 Glenferrie Road, Malvern

**Stonnington Services and Visitor Centre**

Prahran Square, corner Chatham  
and Izett streets, Prahran

**Mail**

PO Box 58 Malvern Victoria 3144

T 8290 1333 F 9521 2255

[council@stonnington.vic.gov.au](mailto:council@stonnington.vic.gov.au)

**STONNINGTON.VIC.GOV.AU**

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