

**BACKGROUND REPORT
FOR THE CITY OF STONNINGTON
WALKING POLICY**

DRAFT

DECEMBER 2010

Dr John Grant

www.jagrant.com.au

in conjunction with

Dr Rodney Tolley

Rodney.Tolley@walk21.com



CONTENTS

1. INTRODUCTION	4
2. INTERNATIONAL EXPERIENCE	7
Supporting walking through the collection of data: Copenhagen, Denmark.....	8
Creating a safer street at low cost through community involvement: DIY Streets Project, UK	10
Supporting walking for health by mapping routes around Doctors' surgeries - Walking Maps for Camden, London.....	10
Achieving change through demonstration projects - Times Square and Broadway, New York City	11
Achieving high quality streetscapes through innovative design and by questioning standard approaches: Kensington High Street, London	12
Reframing the relationships between people in cars and people on foot: Shared space in Bendigo, Victoria	13
Inter-agency partnership to increase levels of walking to school; Halton District School Board, Ontario Canada	14
Supporting retail activity through increasing space for people on foot: Acland Street, City of Port Phillip.....	15
Smarter Choices – Stimulating travel behaviour change mainly through information and marketing.	16
3. PROGRESS IN VICTORIA	18
Conclusions and Walking Policy Implications	22
4. PLANNING FOR WALKING IN STONNINGTON.....	24
Conclusions and Walking Policy Implications	30
5. LOCAL DATA FOR THE WALKING POLICY	32
6. GOOD PRACTICE FOR INCREASING WALKING.....	34
Behaviour change/encouragement Programs	34
Pedestrian information.....	36

Infrastructure.	37
The Positive Spiral.....	39
Achieving the right balance.....	40
7. AUDITS AND RELATED INFORMATION.....	43
The Overview Audit Process	43
Railway Stations and their immediate environs.	44
Major Retail Precincts.....	52
Schools in Stonnington	54
8. A WALKING POLICY FOR STONNINGTON	57
Change attitudes and behaviour	57
Collaborate to improve the provision for walking	58
Create pedestrian-friendly built environments, streets and public spaces.	58
Increase the safety of walking to school and to/within retail precincts.	59
Integrate walking with public transport.....	59

1. INTRODUCTION

Walking was the “forgotten mode” during the last 2-3 decades of the Twentieth Century. Cities in most of the developed world were planned to accommodate the use of the private car, walking became more difficult and dangerous, and it declined almost everywhere. The proportion of students walking to school in Melbourne declined from approximately 45% in 1974 to 15% in 2003. Walking to work declined from about 8% to 3% percent from 1971-2001.

However, during the first decade of the Twenty-First Century the growing recognition of the links between walking and issues such as health and obesity, the environment and climate change, car dependence and peak oil, congestion and amenity, walkability and property values, and equity issues for the young, old and people with a disability has resulted in a resurgence of interest in all aspects of walking.

The benefits of making places more pedestrian friendly and encouraging people to walk to more destinations more often are substantial. Improved walking environments benefit individuals, businesses, public transport systems and their users, students too young to drive and the elderly or those with a disability, as well as cyclists. Supporting and encouraging people to walk more, both for transport and recreation is both necessary and affordable. Efforts to encourage and increase walking also involve improving the amenity of public space, making it easy and attractive to the very many who need or want to walk.

Figure 1.1.

Walking is relevant to many areas of Council’s responsibilities



The recent release of the State Government’s “Pedestrian Access Strategy” (September 2010), as well as other related state initiatives and potential funding opportunities makes the development of the Stonnington Walking Policy a very timely activity.

The City of Stonnington is already active in the support of pedestrians and recreational walkers, and many of its strategic planning documents across a range of departments already recognise the importance of walking. Stonnington’s “Sustainable Transport Policy” has identified walking as the priority transport mode and recommended the development of a Walking Policy to articulate how walking for transport, as well as recreation, will be developed and implemented over the next ten years.

Based on the Victorian Integrated Survey of Travel and Activity (VISTA) data from the Department of Transport, 22.5% of the trips taken by Stonnington residents within Stonnington are made by walking, placing it sixth on the table of walking rates, behind the City of Melbourne (46%) and Yarra (40%). The Metropolitan Melbourne average for walking is 15%.

Stonnington has a relatively low rate of trips taken by its residents on public transport (12.5% compared with Melbourne at 17%) and a relatively high rate of trips by car at 63% (compared with Melbourne at 35% and Yarra at 43%). Stonnington has a comprehensive set of public transport services and an increase in the use of public transport would also act to increase walking, because most public transport trips begin and end with a walk trip. More walk (and public transport) trips will reduce the rate of trips by car and the local problems that car trips exacerbate.

Data from the Victorian Activity Travel Survey (VATS) show that approximately 35% of all car trips in Metropolitan Melbourne are less than 2kms in length. Most of these short car trips are to local shops, services, schools (as passengers), public transport and social destinations. Many short trips could be undertaken on foot. The Walking Policy is designed to identify the best approaches that Council can adopt to enable and encourage residents (and some visitors) to replace short car trips with walking trips.

The City of Stonnington should aim to reduce the number of local short car trips by 50% over 10 years (reducing the share of trips by car in Stonnington from 63% to 52%)* and increase the share of local walk trips by 50% (from 22% to 33% of all local trips)*. There are major congestion, environmental and safety benefits to be gained by reducing traffic levels, especially within the City’s Activity Centres and near schools and stations, and a wide range of health, economic, amenity and social benefits to be gained by increasing the level of walking in Stonnington. This is an achievable and worthwhile target.

.....
*(The results are produced by the following calculation – (Car Trips) 63%x (short car trips) .35 = 22%x.5=11%. 22%+11%= 33%, and 63%-11%=52%)

The proposed “Vision” for the future of walking in Stonnington is:

To progressively make Stonnington’s suburbs and Precincts world-class walking areas, where it is safe and convenient to walk to destinations, where people are actively encouraged and enabled to walk, and where key community stakeholder groups and the community at large support Council’s efforts to increase the amount of walking.

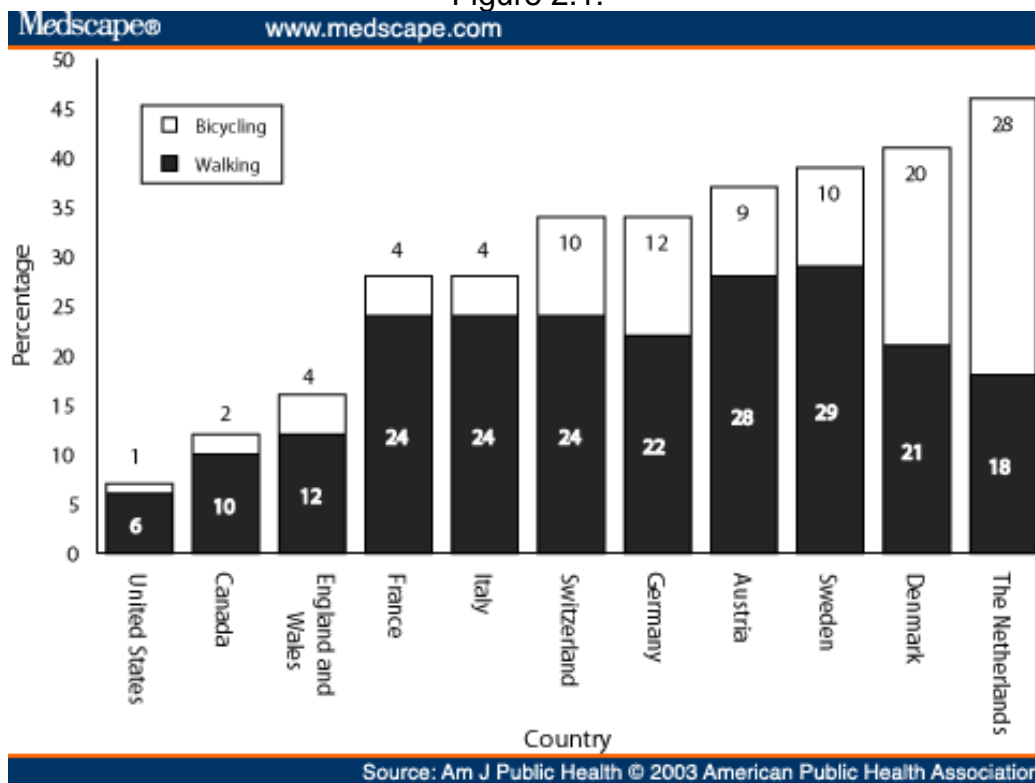
The Target is to increase the amount of walking by Stonnington residents within Stonnington by 50% by 2020.

In order to work towards the achievement of this target it will be necessary to take action within a wide range of Council Departments, with a number stakeholder groups in Stonnington as well as external agencies and organisations.

2. INTERNATIONAL EXPERIENCE

Australia as a whole has a walking mode share of around 7-8%, placing it just above the United States but well below most European countries with walking mode shares of between 20-30% of all trips. Even in Melbourne, which is more walkable than most other Australian cities, the share is approximately 15-16%.

Figure 2.1.



As part of the research in developing the Stonnington Walking Policy we have identified a number of specific case studies of places where innovative infrastructure and behaviour change projects have produced significant improvements in the numbers of people walking. They have been selected to cover a number of inner-city areas not dis-similar to Stonnington, and issues that affect Stonnington, such as walking to shops and schools. They are drawn from Australia, the USA, Canada and Western Europe and illustrate what has and can be done to change places where people can walk (and sit, and spend time and money) and want to walk more.

The first case study covers the classic case of the revival and regeneration of Copenhagen, now one of the world's most liveable and walkable cities.

Supporting walking through the collection of data: Copenhagen, Denmark

Copenhagen's main street, The Strøget, was pedestrianised in 1962 amid widespread and strident opposition, particularly from city traders, who assumed that a permanently car-free Strøget would be their ruin. The fears proved unfounded – the Strøget soon boasted more shoppers, an explosion in café seating, and eventually a new kind of urban culture focused on outdoor public spaces. Building on the Strøget's success, the network expanded piecemeal – another street and a few more squares were emptied of cars in 1968, and again in 1973 and 1980 and 1992. From those first 15,800 square metres of the Strøget, Copenhagen's pedestrian network has expanded to about 100,000 square metres.

The city also developed a unique set of empirical data to chart the pedestrian network's impact. Starting in the early 1970s, Jan Gehl and Lars Gemzøe showed the steep growth in “stationary activities” in central Copenhagen – people seated at outdoor cafes or around the rims of fountains, people window-shopping or watching buskers. From 1968 to 1995, the average number of people so engaged on a summer afternoon had shot up 330 percent, an increase in magnitude virtually identical to the growth in the pedestrian network's size.

Gehl and Gemzøe also assembled overwhelming qualitative evidence of the success of Copenhagen's pedestrian reconquest. Their 1996 study “Public Spaces Public Life”, for example, overflows with before-and-after photos of the city streets that look like they were shot in different universes. Each pair of pictures depicts the same radical transition: on the left, in black and white, a desultory 1950s-era parking lot; on the right, a modern full-colour scene of strolling shoppers and hustling foot-propelled commuters, market stalls and buskers and people seated in animated conversation. The document became a very powerful tool for shifting the mindset of very large political organisations.

Copenhagen continues to collect comprehensive data on walking which enables it to set detailed targets of a 20% increase in pedestrian traffic from 2008-15 and a 20% increase in the time spent in public space. It has signed the International Charter for Walking and is one of the first cities in the world to adopt the “Making Walking Count” benchmarking methodology.

Now Copenhagen routinely tops world surveys of quality of life in cities. Its per capita income is higher than every US city, and it achieves this with a modal split of around 50% on foot and bike (compared to less than 5% in most US cities). Americans in consequence, spend 20% of their income on health care compared to 8% in Denmark.

The City of Copenhagen is in the process of developing a pedestrian strategy. Its principles are outlined below.

“More people to walk more and more people to stay longer” – A strategy for pedestrian traffic in Copenhagen

Copenhagen has a vision. We have already been crowned the world's most liveable city by the magazine *Monocle*. We will continue to be this - a sustainable city with urban space inviting people to a unique and varied urban life. We will become a metropolis for people.

Copenhagen will develop a pedestrian culture which will benefit urban life, the urban environment and health.

The International Charter for Walking

As the first step, the City of Copenhagen signed The International Charter for Walking in 2008. This political commitment to the Charter has paved the way for the development of a pedestrian strategy for Copenhagen, in which the charter's proposal for action can be developed concretely. The strategic principles in the charter set the course for our work by creating safe and secure conditions in all city districts where ease of movement and accessibility are prioritised, as well as creating comfortable conditions in public areas.

Public participation

We are developing the pedestrian strategy in a wide ranging dialogue with those who live in and those who use the ten city districts of Copenhagen. Here, Copenhageners will convert ideas into concrete improvements for pedestrians and contribute creatively to developing local city life as well as laying down a local network of pedestrian routes. Local committees in the individual city districts have an important role in arranging debates and activities including, city walks, events and public workshops.

Collaboration across sectors

The pedestrian strategy is being developed as a wide cooperative effort across the different sectors of the municipality. Thus, the strategy will be the common thread linking strategies covering for example, urban life, urban space, green areas, accessibility, safe pedestrian traffic, culture and leisure, health, children and young people as well as concrete projects across the administrations of the municipality.

Pedestrian Strategy

The pedestrian strategy “More people to walk more and more people to stay longer” is the framework for a number of simultaneous initiatives. It contains: 1) A pedestrian plan with goals, initiatives and pedestrian routes, including concrete actions in relation to The International Charter for Walking. 2) Indicators for measuring urban life and pedestrian traffic as well as counts of pedestrian traffic and analyses of citizens' expectations and their satisfaction to be used as a systematic goal-related follow-up. 3) Pilot projects for pedestrian friendly layout and furnishing of the shopping thoroughfares and traffic junctions. Pilot projects for initiatives to get people to walk instead of taking the car for short trips. 4) Operational improvements of pedestrian areas to be carried out continuously.

Creating a safer street at low cost through community involvement: DIY Streets Project, UK

DIY Streets is now a UK-wide project that helps residents to re-design their own streets affordably, putting people at their heart, and making them safer and more attractive places to live. The project has twin aims: to further embed robust community involvement into transport and highways practice and to pilot low-cost capital solutions to the most common local traffic problems including speeding, nuisance parking and rat-running.

The first DIY street was in the Ashley Vale area of Bristol (see Figures 2.2. and 2.3.). Residents were encouraged from the outset to participate in all aspects of the research, design and even physical implementation of the schemes, with some important consequences in terms of the project's outcomes.

The scheme was completed for about £17,500, (very significantly less than the sums required for typical home zones). The whole process from the first residents' survey to completion in June 2004 took only 18 months, and 8 months from agreement of the design. The costs were kept low by:

- maintaining existing drainage and levels,
- building the planters on top of the original tarmac,
- plantings being carried out and maintained by residents,
- using local recycled materials where possible,
- residents agreeing the design quickly, and
- minimising signage.

Figures 2.2. & 2.3.



Supporting walking for health by mapping routes around Doctors' surgeries - Walking Maps for Camden, London

Walk England and National Health Service (NHS) Camden have worked together to develop a series of accessible, safe and attractive 30 minute walks around doctors'

surgeries to encourage sedentary patients to walk more. Colourful maps have been designed to be legible and easy to follow and are distributed by health staff at the surgeries. The maps have also been made available at libraries and community centres and are used by health trainers to encourage physical activity with their clients.

Walk England consulted and involved sedentary people, older people's groups, ethnic minority groups and people with pre-existing health conditions to help choose and audit the best walking routes and ensure the maps were practical and easy to use. Routes were chosen to reflect desires to be more socially connected and set personal health challenges. A selection of interconnecting walks from each surgery reflected these experience themes over measured distances to allow walkers to benchmark their walking ability by measuring the time they took for each route and giving the opportunity to progress their health over time by walking faster and for longer.

In partnership with the local transport authority the accessibility, character and management commitment was audited for each path. The audit included a review of steps, gradients, cross slopes, crossings, surfaces, widths, obstructions, signs, waymarking and other route characteristics. The local highway authority identified a number of works to be included on their maintenance lists.

Simple, uncluttered maps that make it easy to see where you are and give confidence to know where to go were created using a three dimensional illustrative style. Informed by the opinions of health centre staff the maps are available from an A4 tear off pad which typically sits on a doctor's desk or at the surgery reception.

The project is still being evaluated for longer term impacts, but initial feedback from surgeries has been very positive. The idea is now being rolled out across England under the 'Walk4Life' brand, with 2012 audited, mapped and signed routes to be created by 2012, potentially the largest walking programme in the world.

Achieving change through demonstration projects - Times Square and Broadway, New York City

Mid-town Manhattan is deficient in public space. Times Square is a world famous square, but it was filled with traffic, with nowhere for people to sit or linger. A demonstration project created a pedestrian plaza almost overnight in late 2009, using cheap materials, moveable seating and paint. Many sceptics predicted that traffic gridlock would result.

After an eight month trial, Mayor Bloomberg confirmed that the plaza would be made permanent and that Broadway from 47th to 42nd Streets and 33rd to 35th Streets would remain closed to traffic. The change was ostensibly made to increase safety, reduce pollution, and improve traffic flow at choke points where Broadway meets the avenues.

Pedestrian injuries are down 35%, drivers /passenger injuries down 63% and traffic is moving about seven percent faster in Midtown as a result of the new configuration.

However, the underlying philosophy was to improve the experience of Midtown for people on foot and in this it has been a striking success. The plazas have proven hugely popular with locals, visitors and tourists. Foot traffic is up by 11% and the satisfaction rating amongst residents and office workers is up from less than half in 2007 to 75% now. It has shifted the paradigm for what a street and sidewalk experience is supposed to be like in New York City.

Now that the success of the concept has been proven using an ‘overnight intervention’ method and cheap materials, there are plans now to re-design the space with new paving and seating to make it a world-class plaza.

Figure 2.4.



Figure 2.5.



Achieving high quality streetscapes through innovative design and by questioning standard approaches: Kensington High Street, London

Kensington High Street lies at the heart of the Royal Borough of Kensington and Chelsea and is not only a major east-west radial route to the centre of London, but also an important commercial/retail street flanked by highly desirable residential areas. In recognition of this the Borough Council initiated a programme of streetscape improvements in the mid-1990s to improve the quality of the public realm as an attractive place to live and work, and to sustain the vitality and viability of the High Street as a major shopping destination in the face of other competing retail developments.

Despite agreement that the new street should accommodate existing traffic flows, a forward thinking Councillor lead the Kensington High Street Working Party and the design objectives started to shift away from standard traffic engineering solutions to a more radical streetscape design. This redressed the balance from vehicles to pedestrians and created a coherent, legible and easily accessible street.

Completed in 2003 the revamped street has clearly achieved these aims by removing all unnecessary visual and physical clutter, coordinating the design and location of new street furniture, and coherently defining the footway/carrageway boundary. The use of a limited palette of high quality paving materials, implemented with excellent detailing and workmanship, creates a visually coherent floorscape which, combined with the clearly defined footway kerbline, adds to the simple elegance and legibility of the street.

Rearrangement and simplification of pedestrian crossings and the extension of the central reserve allows the road to be crossed easily and safely. The removal of barriers to movement, especially guardrails at staggered crossings, provides a sense of liberation to the pedestrian, trusting both pedestrians and drivers to use the street responsibly. The removal of guardrailing has been controversial, with traditional views holding that railing is essential to pedestrian safety.

However, the first three years of the scheme saw a 47% reduction in accidents in High Street compared with a 35% fall elsewhere in the Borough. The improvements have proved a tremendous success and show what can be achieved with the vision and will to push the boundaries of accepted practice.

Figures 2.6. & 2.7.



Reframing the relationships between people in cars and people on foot: Shared space in Bendigo, Victoria

‘Shared space’ is a term used to describe an emerging approach to urban design, traffic engineering and road safety in Europe and, increasingly, in Australasia. Shared space is defined as:

“a street or place accessible to both pedestrians and vehicles that is designed to enable pedestrians to move more freely by reducing traffic management features that tend to encourage users of vehicles to assume priority” (MVA Consultancy, 2009)

A key element of shared space is the removal or reduction of traffic signs, markings and other instructions to drivers, so that the road no longer looks like a space designed for traffic. One variety of shared space is shared surface, which requires

the removal of the separation between motorised vehicles and other road users, mainly through the removal of the traditional footpath, kerb and controlled crossing points, resulting in a shared surface streetscape.

Shared Space confounds traditional stances, which hold that separation of vehicles and pedestrians is a pre-requisite of safe co-existence. However, the operation of shared space schemes in Continental European countries has in no case resulted in casualty increases and given the increase in usage of such places by pedestrians and cyclists, this represents a reduction in risk. Moreover, shared space is not just a traffic management issue or a safety issue, though it does bring great benefits in these areas. Shared space also offers the opportunity to reorganise space in a city centre to make it more comfortable and attractive, using urban design rather than traffic management principles. This also allows the removal of many signs and other traffic-related clutter and the provision of attractive seating, lighting, public art and other aesthetic benefits.

Shared space areas can thus be both safe and beautiful. The city of Bendigo, Victoria, has, for example, turned a former traffic intersection in front of the Town Hall into a shared surface Town Square, winning greater safety and attractiveness in the process with a street layout that civilises retail streets for walkers and cyclists whilst still allowing slow vehicle access and parking.

The comprehensive and integrated approach taken in formulating the CBD Plan generated widespread interest and praise from other cities in Australia culminating in receiving the 2008 Australia Award for Urban Design.

Figures 2.8. & 2.9.



Inter-agency partnership to increase levels of walking to school; Halton District School Board, Ontario Canada

This is a successful Canadian pilot project, which implemented the Active and Safe Routes to School program to influence and change student transport behaviours. With health promotion theory as the backbone of the strategy, project management its methodology, and multi-sector collaboration its matrix, the results allowed further expansion in one school board and adoption by another.

For the first time in Canada, a school board has taken the lead in addressing student active transportation (walking and biking) by hiring an in-house Active and Safe Routes to School (ASRTS) Project Manager. This new position has received recognition and praise from a variety of active transportation supporters from across North America.

In June of 2009, the Halton District School Board (HDSB), Ontario, Canada, recommended to their Board of Trustees the expansion of the active transportation program to 20 of their schools. This recommendation came on the heels of a final report submitted after a one-year pilot project between HDSB and the Halton Region Health Department.

During 2008 (January-December), eight schools from across the Region implemented the ASRTS program. It ran walking school buses and promoted student travel by foot/bike with the hope of reducing arrival by car.

The pilot project plan drew on the expertise and collaboration of a number of sectors. A Health Promoter worked with four municipalities, the Region, the School Board and the Regional Police Service to establish safe walking routes for students. In addition, the Health Promoter worked with a communication specialist to market the program/project and an epidemiologist to evaluate project outcomes. After only four months of implementation, 50% of schools increased their walking behaviour beyond baseline percentages and 62% maintained a trend over a two-month period. One school was able to maintain 98% of their walk-to-school population for the four-month period.

The evaluation data (student and parent surveys) provided credible information on parental barriers and enablers toward active transportation. In September 2009, the School Board adopted an active transport philosophy, expanding the program to 20 schools and seconding the Health Promoter.

A new project plan was written and currently 18 schools are participating with more schools to join in the next school year (2010/2011). Now, the project is set for creating permanent Regional change in the way children get to school.

Supporting retail activity through increasing space for people on foot: Acland Street, City of Port Phillip

Observations of pedestrian movements in 2003 showed that the main section of Acland Street was subject to chronic congestion, preventing the safe and comfortable passage of pedestrians. This was brought about by the narrow footpath, high level of footpath trading and heavy 'window shopping' (cake shops). As a consequence, the Council proposed widening the footpath area by relocating existing footpath trading to the parking bay area for 85 metres and removing nine parking spaces.

This proposal was opposed by the Acland Street Traders Association. In response it commissioned its own market research study in June 2003. It found that:

- ‘Walking to the precinct is important and popular’ – Of locals interviewed, over 50% walked to the centre. All walk within the centre;
- Local residents comprise over 50% of all visitors;
- On average the local resident makes 184 visits to the Acland Street precinct each year;
- Local residents account for over 85% of the total expenditure;
- 57.2% of expenditure is ‘walked’ to the centre and a further 16% from cycling / public transport;
- Only 26% of total expenditure share emanates from those driving to the centre compared with 74% from those who did not drive; and
- 27% of visitors to the Acland Street precinct visit on a daily basis.

The traders realised that removing car spaces would only affect around a quarter of their customers (and at least some of those would return on other forms of transport, anyway). More importantly, they recognised that their largest and most loyal customer group was actually local. Improving the walking environment for them was likely to actually increase their loyalty and might help attract them back to the area more often – which would translate into a bonus for local business.

As a consequence, the Association withdrew its opposition to the Council proposals, which have since been carried out. Indeed, it actually transformed the traders association into one of the strongest supporters of the change. Acland Street is undoubtedly more walking-friendly than it ever was, and everyone has benefited.

This case study reaffirms research carried out in many other cities which shows that car parking is of less significance to local retail activity than is often thought, and that space for people on foot is a more significant attribute.

Smarter Choices – Stimulating travel behaviour change mainly through information and marketing.

In 2004 the UK Department of Transport launched the Sustainable Travel Towns (STT) Project. A competition was launched and Darlington, Peterborough and Worcester were chosen to receive funding from April 2004 April 2009 to implement large-scale “Smarter Choice” programmes.

The towns all developed a strong brand identity - ” Local Motion” in Darlington, “Travelchoice” in Peterborough and “Choose How You Move” in Worcester. The towns implemented various measures, including the following:

- personal travel planning;
- travel-awareness campaigns;
- promotion of walking and cycling;
- public transport marketing and information; and
- workplace and school travel planning.

The towns also spent a limited amount of money on a variety of supporting measures, such as bus and cycle infrastructure and safe routes to school.

The results have been very positive, indicating, for the three towns taken together, the following outcomes (from 2004-2009):

- A reduction in car trips of 9% (there was an estimated fall of about 1% in other medium-sized towns over the same period);
- Bus trips per person increased by 10-22% (there was an estimated national fall of 0.5% in other medium-sized towns);
- Cycle trips per person increased by 26-30% (against other comparable towns seeing estimated cycling trips fall by 9%); and
- Walking trips per person increased by 10-13% (there was an estimated national decline in trips in similar towns of 9%).

The results suggest the programme was successful in reducing travel by car and going some way towards reducing congestion, and increasing the use of other modes of travel. It is possible to infer that there were also many other benefits:

- environmental benefits from the reduction of carbon and greenhouse gas emissions;
- environmental and health benefits from the reduction in pollution;
- benefits to the health of residents from increased active travel;
- benefits for the quality of life of residents from factors such as reduced congestion and better access to transport; and
- benefits for social inclusion and more equality of opportunity, because of better access to transport for residents.

When the above factors are taken into account, the programmes offered excellent value for money. Smarter Choices may also have the potential to enable growth (for example population growth occurred in Peterborough and employment growth occurred in Darlington) without increased congestion - which could have the resulting effect of enabling growth without deterioration in quality of the transport network or quality of life.

The results from these towns indicate that implementing a package of Smarter Choices - in other words encouraging more sustainable travel largely through high quality information and marketing - could make an important contribution towards delivering a sustainable transport system.

3. PROGRESS IN VICTORIA

In September 2010 the State Government released the Victorian Pedestrian Access Strategy – a Strategy which identified the benefits of increasing walking in Victoria, what the State Government has done over the past decade to support walking, and what its priorities and plans are to increasingly develop walking for transport. The Pedestrian Access Strategy identifies five main objectives:

- Encourage people to walk by changing attitudes and behaviour. This aims to make walking the top-of-mind choice for Victorians, especially for short trips, by making walking for transport a visible and valued part of daily life;
- Collaborate to improve provision for walking. This aims to clarify the roles and responsibilities of both state and local governments in providing for walking. The Victorian Government will work with local governments to ensure they have the capacity and information they need to provide better pedestrian facilities;
- Create pedestrian-friendly built environments, streets and public spaces. This aims to ensure the built environments across Victoria facilitate easy and efficient pedestrian movements;
- Increase the safety of walking. This will identify and address risks to pedestrians across the transport system and give pedestrians the skills to negotiate road environments; and
- Continue integrating walking with public transport. This aims to ensure more Victorians walk in combination with public transport. Walkers need to find it easy to get to major public transport hubs across Victoria and easy walking access should be provided at public transport stops.

The Strategy then identifies a set of Priority Actions and Future Directions for each of these objectives. The Victorian Pedestrian Access Strategy is a “companion document” to the Stonnington Walking Policy.

The Government is planning an Implementation Steering Group to turn the Strategy into action on the ground, and identify how it can be funded. One of the major priorities for the implementation of the Pedestrian Access Strategy is to prepare “shovel-ready” projects which have been strategically developed and evaluated against costs, and which can compete against requests for funding from other areas within the transport portfolio.

It also reviewed actions and expenditures on a range of programs to date.

In 2008, under *The Victorian Transport Plan*, the Victorian Government committed \$115 million for bicycle lanes and shared walking and cycling paths.

The TravelSmart program was launched in Victoria in 2002 with a further \$5.5 million committed in 2006 to expand the program. It encouraged people to choose sustainable transport modes by developing target travel behaviour change actions based on site specific data, or travel planning. Travel planning attempts to address concerns relating to health, congestion, safety and the environment, through locally

devised and implemented initiatives. Travel planning projects are run across a wide variety of organisations including schools, workplaces, hospitals, tertiary institutions and community precincts.

The Victorian Government committed \$16 million to the Local Area Access Program (LAAP), which supported local governments to develop and deliver small-scale infrastructure projects that improved access to local facilities and services and support the use of sustainable transport alternatives, particularly walking and cycling.

Since 2006, the TravelSmart and LAAP programs have helped local councils and organisations deliver more than 100 projects that support sustainable transport solutions.

VicRoads provides \$3.5 million a year to improve walking networks through pedestrian facilities that help people cross arterial roads, paying particular attention to the needs of people with disabilities.

The Victorian Government has provided \$350 million over 10 years to make public transport more accessible for pedestrians by upgrading train stations, bus stops and transport interchanges, and building more platform tram stops. There are now more than 300 platform stops built across the network and low-floor trams and buses continue to be introduced on the network to provide access for people using wheelchairs and mobility aids. An additional \$150 million was announced in *The VTP* to improve infrastructure to complement the new low-floor trams and buses.

Speed reductions on roads provide a direct safety benefit to pedestrians. VicRoads and other road safety partners have delivered a number of speed reduction initiatives through the “*arrive alive*” 2008-2017 road safety strategy and ongoing programs, including:

- the *Wipe Off 5* public education campaign and related campaigns;
- introduction and enforcement of 50 km/h speed limits in built up areas, regional centres, and rural town centres, 40km/h school speed zones and 40km/h speed limit zones in metropolitan shopping strips;
- annual advertising campaigns about school terms and applicable speed zones;
- programs to increase the safety of intoxicated pedestrians; and
- ‘ThingleToodle’ and other road safety initiatives aimed at teaching young pedestrians road safety skills.

The State government has provided more than \$490 million to revitalise Central Activities Districts and other major suburban and regional centres, including enhancing the walking environment for the community through good design and providing land uses that are complementary to walking.

The Creating Better Places grants program funds urban improvement projects in principal or major activity centres. In 2005-06, the Victorian Government allocated \$13.5 million over four years to the program and has recently provided an additional \$4.3 million to extend it for another two years.

Walktober is a program developed and administered by Kinect Australia to encourage a wide range of activities in the month of October each year aimed at motivating people to walk for transport and recreation. Since 2006, the Victorian Government has provided \$580,000 for major activities including the *Workplace Challenge*, the *Community Challenge*, *Walk to School*, and *Walking for Seniors*. In 2008, 90,000 people participated in the programs and activities during October and around 700 activities were conducted under the Walktober umbrella in 2009.

Victoria Walks is a new, independent walking-for-transport health promotion body, supported by VicHealth with \$1 million funding, and is increasing awareness of the benefits of walking and promoting walking for transport by:

- conducting campaigns, events and promotions;
- providing leadership through submissions, resource provision, policy, research, forums and social marketing; and,
- supporting communities to change their neighbourhoods into walk-friendly environments.

Streets Ahead is another VicHealth initiative that supports children to get active in their neighbourhoods is a three-year program with a \$1.7 million investment aimed at increasing children's physical activity through active transport.

The *Pedestrian Access Strategy* complements the Victorian Government's integrated transport and planning policies and legislation, such as:

- The Victorian Transport Plan
- Transport Integration Act 2010
- Public Transport Guidelines for Land Use and Development
- The *arrive alive* 2008-2017 Road Safety Strategy
- Melbourne 2030: a planning update – Melbourne @ 5 million
- Victorian Cycling Strategy
- SmartRoads: A Network Operating Plan for Melbourne
- Maintaining Mobility: The Transition from Driver to Non-Driver Policy Framework Report
- Safer Design Guidelines for Victoria 2006

Victoria is the most progressive state in Australia in terms of supporting and enabling walking. In large part this is due to the approach taken by the state government and VicRoads. Elsewhere in Australia the state road authorities are reluctant to accommodate the needs of pedestrians.

In Victoria speed limits have been reduced around all schools and in many shopping strips. VicRoads appreciates the role played by pedestrians in the local economy, and the fact that people on foot are recognised users of the road system – because they need to cross roads. This is part of the “safe systems” approach. In this approach the focus is one where speed limits and calming devices are used to encourage people to cross safely while reducing the danger from vehicles. (See VicRoads Traffic Engineering Manual Chapter 7 Revised Nov 2006)

Its priority actions for pedestrians are:

- To introduce more appropriate speed limits in shopping strips;
- Encourage through-traffic to avoid shopping strips and to use alternative routes where feasible;
- Improve the amenity of areas of intense pedestrian activity alongside arterial roads;
- Improve safety and provide more equitable access for pedestrians in high-use areas such as Transit Cities and multi-modal facilities via the Walk Safe Program and other innovative and cost-effective measures; and,
- Establish a program to provide greater priority for pedestrian access across busy arterial roads that sever community activities.

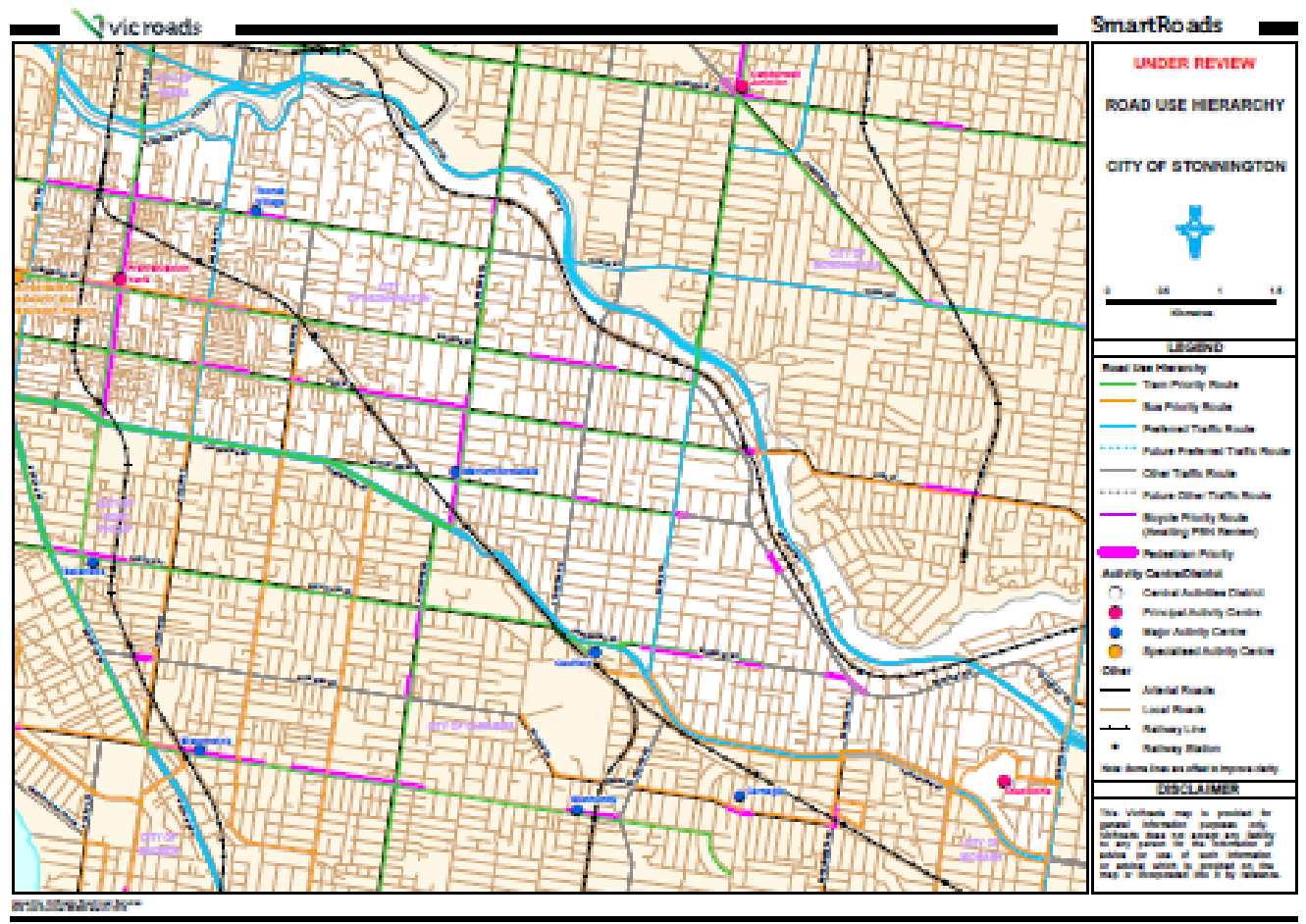
Under this approach pedestrian facilities are provided in different forms to manage the interaction between vehicular traffic and pedestrians. Examples of pedestrian facilities include:

- Kerb extensions - Pedestrian refuges;
- Pedestrian crossings (zebra crossings);
- Pedestrian crossings (without flashing lights);
- Pedestrian operated signals;
- Pedestrian facilities integrated with intersection signals;
- Provision for pedestrians at roundabouts;
- Improved public lighting; and
- Lowering traffic speeds.

A further recent development is the “SmartRoads” approach, in which the road system is managed to provide for different users – and within Stonnington most of the roads within the major (and minor) shopping precincts are designated as Pedestrian Priority (in pink, in Figure 3.1).

In practical terms VicRoads supports pedestrian-focused initiatives (as identified above, in italics) within those areas. In addition, VicRoads has commissioned research into the development of a Principal Pedestrian Network, aimed at identifying the major pedestrian routes into activity centres. The routes identified in the case study areas are those leading to/from medium density residential areas within 1 km of the adjacent shopping/activity strips, with walking activity increasing closer to the destinations.

Figure 3.1. City of Stonnington Road Use Hierarchy



Earlier State policy developments which had a focus on improving the uptake of walking (and other forms of active transport) have been reviewed in the Council’s “Sustainable Transport Policy Background Report” (2008). They include: Melbourne 2030 (2002); Linking Melbourne: Metropolitan Transport Plan (2004); Transport & Liveability Statement: Meeting Our Transport Challenges (2006); Victoria’s Environmental Sustainability Framework, ‘Our Environment, Our Future’ (2005); and the Victorian Greenhouse Strategy Action Plan Update (2005). All of these policy documents identified the need to support and improve the walkability of the environment and to plan for and encourage walking as a transport mode.

Conclusions and Walking Policy Implications

The current environment is a positive context for the production and implementation of a Walking Policy for Stonnington.

Council should, where possible and appropriate align its Policy with the State Government’s Pedestrian Access Strategy, with emphases on behaviour change, collaboration with others to improve provision for walking, creating pedestrian-friendly built environments, streets and public spaces, increasing the safety of walking and integrating walking with public transport. All of the aims of the Walking

Policy as articulated in the Council's Sustainable Transport Policy can be accommodated within this framework.

Council should, within this framework, continue its close liaison with VicRoads and develop positive relationships with the Department of Transport (especially the Sustainable and Active Transport Policy Branch), potential funding sources (DCPD and others), VicHealth (Victoria Walks and Streets Ahead), Kinect Australia (Walktober and other initiatives) and other organisations that can offer support and information about encouraging and enabling more people to walk to more places more often. At the local level traders groups, schools, and existing or new communities and groups with an interest in walking will also be important.

4. PLANNING FOR WALKING IN STONNINGTON

Stonnington is already active in planning and providing for walking, in many areas and across many departments.

The Sustainable Transport Policy (STP) Background Report has reviewed all of the relevant Council documents and strategies available up to 2007, and identified the need for a comprehensive, pedestrian-focussed Sustainable Transport Policy (since adopted by Council) making walking the priority mode in Stonnington.

Figure 4.1. The Stonnington Sustainable Transport Policy

Vision Statement

Council will strive to ensure that:

“The City of Stonnington is serviced by an integrated, sustainable, safe, convenient, and accessible transport network, that responds to the municipality’s unique style and character, minimises impact on the environment and overall amenity, enhances livability, promotes well being, vitality and prosperity and benefits all users.”

Policy Principles

The following are the principles, which will guide Council’s strategic, statutory, operational and service activities relating to the transport network and travel within Stonnington to ensure its sustainability.

Deliver Priority

In recognising that travel relates to the movement of people (and goods where appropriate) and not to the movement of vehicles, priority will be given to transport modes in the following order:

- > Walking
- > Cycling
- > Public Transport
- > Commercial vehicles serving local businesses and institutions
- > Multiple-occupancy vehicles
- > Single-occupancy vehicles

Preference will be given to more sustainable modes of transport in terms of allocating Council time, space and resources.

Moderate the Impact of Cars

Council will strive to reduce car dependence and to minimise associated impacts by working towards having more people in the municipality choose to walk, cycle and use public transport more often and drive cars less, particularly for short and local trips, through increasing local shopping, employment, education, recreation and other travel destinations accessed daily by people of all abilities and economic means.

Increase Connections

Council will strive to improve pedestrian, cyclist and public transport connections, accessibility and permeability within and between activity centres and other parts of the municipality by providing direct and legible travel pathways and functional multi-modal interchanges to enable people to reach their destinations with ease, efficiency and in comfort.

Improve Safety

Council will strive to provide conditions, which encourage activity, reduce the potential for injury, and improve actual and perceived safety in order to increase public transport use, cycling and walking in public spaces.

Raise Profile

Council will raise the profile of walking, cycling and public transport and the health and environmental benefits of these modes, through the provision of information, facilities and active promotion, both internally and externally, to compel people to change their travel behaviour when accessing their everyday needs.



Foster Community Involvement

Council will actively engage with local institutions, residents and business communities to ensure their involvement in development and implementation of sustainable transport strategies, plans and initiatives.

Advocate on Behalf of the Community

Council will represent the interests of the Stonnington community to other levels of government and private sector responsible for the provision of transport services, facilities and infrastructure, which impact on local needs, and which fall outside of Council’s control.

Build Relationships

Council will foster relationships with other governments, groups and agencies to promote the sharing of knowledge and resources and to engage in partnerships.

Provide Leadership

Council will champion sustainable modes of travel by developing and implementing internal process and programs designed to engage Council staff and contracted service providers.

Monitor Progress

Council will develop and maintain effective monitoring regimes to measure change in travel behaviour.



CITY OF STONNINGTON

Sustainable Transport Policy









SEPTEMBER 2008

City of Stonnington
Sustainable Transport Policy
For further details please visit www.stonnington.vic.gov.au
or phone 8290 1333




This document provides guidance on the form and structure of the Walking Policy.

The STP Background Report notes that in a survey of residents 3 times as many residents identified the need for improved walking capacity (18%) than the need for extra road capacity (6%), and that from 2001-2006 there was an increase in the use of active transport modes by residents. Walking as an issue is already on the public agenda with a proportion of Stonnington's residents.

(Increased levels of walking and cycling along combined commuter and recreational routes near the Yarra River have produced many benefits, but there are some safety concerns. The growth in these two modes will require design and other solutions to be identified as more people rediscover the benefits of these modes of travel within and through the city of Stonnington)

In recent years there has been progress towards the policy in a number of areas.

The current Council Plan (2009-2013 Year 2) identifies the four "pillars" of the Plan (the Environment, Community, Liveability and Prosperity) and shows that all need to be supported through increased pedestrian activity and high levels of public amenity, to reduce the City's impact on the environment, to encourage community activity, to increase local liveability and to support jobs and retail precincts. The Council Plan identifies a number of specific initiatives. Under "Encourage Council and the community to use sustainable transport options" it lists:

- Implement the Sustainable Transport Policy via initiatives such as the installation of wayfinding signage and the Walking Strategy (Policy);
- Promote the community guide indicating bicycle (and walking?) commuter routes and recreation trails within the municipality.
- Provide rewards for patrons who travel to Stonnington events by sustainable transport.
- Encourage Council's employees to travel utilising sustainable transport modes through the Metcards Program and Sustainable Transport Week.

The Council Plan also references IMAP (the Inner Melbourne Action Plan) in which Council is a participant, and under which wayfinding signage has been installed in the Chapel Street/South Yarra and Toorak Village precincts.

The Stonnington Road Safety Strategy, like the State Government's, focuses on the Safe Systems approach, in which the road and roadside environment is made as "benign" as possible, to reduce the likelihood of crashes, and the likelihood of death or serious injury where a crash does occur. The main target populations in the Road Safety Strategy are:

1. Pedestrians;
2. Motorcycle and scooter riders;
3. Road users aged 5–12 years and 12–17 years; and,
4. Elderly road users.

In March 2008 Council appointed a Road Safety Officer (RSO) on a permanent part-time basis. It is one of only a few Councils in Melbourne to have a dedicated RSO.

(In February 2010 the RSO contacted all primary schools in Stonnington and provided them with “A guide to promoting safe, healthy and sustainable travel” which included a School Travel Survey Questionnaire. Unfortunately the response was very limited).

Council has completed safety audits around all schools and 40kph speed limits have been installed, along with other identified treatments, while a number of local roads have been reduced to 40kph, due to community requests (e.g. Mathoura Road, Toorak). Flashing and normal 40kph signs have been installed on most roads through major shopping Precincts and council regularly deploys its “speed advisory trailers”. Much has been done to improve road safety – with a focus on pedestrians.

Council has also appointed an Environmental Education Officer. Much of the work of this position involves establishing and maintaining contact with the schools involved in the Green School’s Network in Stonnington, covering a range of environmental issues including “green travel”, walking to school, Walktober events as well as broader environmental issues.

The take-up of involvement in walking to school issues and event appears to be limited. One school (Stonnington Primary) has a Walking School Bus supported by Council staff (from the Horace Petty estate to the School, via back streets parallel to Chapel Street), but no other schools in Stonnington provide this service or appear to strongly and actively promote green travel to school modes.

The Older Person’s Strategy contains a number of references to the need for improved walkability and the importance of safe and easy access to services, given the high numbers of people aged 65 years and over. Forecasts (produced in 2007) for the numbers of older persons in Stonnington to 2026 include:

- The number of people aged over 65 years will increase from the current 12,829 to around 17,913 within the 20 years to 2026, representing a 40% increase;
- The proportion of people aged over 65 years will grow from the current 14%, to over 18% by 2026; and,
- The proportion of people over 85 years will grow from the current 2% to approximately 3% by 2026; representing a 28% increase from 1,991 in 2006 to 2,557 in 2026.

Visions from the Older Person’s Strategy include:

Vision 5: A transport environment and system taking you where you want to go when you need to go;

Aim: Ensure older people have access to safe roads and footpaths, and safe, affordable, efficient and user friendly transport;

The relevant Community Objectives include:

- Access to safe, efficient and user friendly public transport for older people;
- Increased range of alternative community transport options for older people; and
- Increased safety for older pedestrians and road users.

The Community Safety Plan includes the aim of *involving the community in undertaking safety audits of existing key routes (identified in the Road Safety Strategy) for improved safe walking/movement* and cycling for school children (travelling within the City and to schools outside the local government area), women, people with disabilities and the elderly.

The Municipal Public Health Plan focuses on improving the health and wellbeing of the general Stonnington community, by focussing on four key areas. They are:

- Healthy lifestyles;
- Connected communities;
- Positive ageing; and
- Community safety

The importance of a safe walking environment is highly relevant to all of these four areas.

The Public Realm Strategy (adopted in 2010) is a large and comprehensive document and it sets out a vision for the public realm in Stonnington. Among the objectives outlined in the strategy are a balanced approach to vehicular, pedestrian and cyclist movement, addressing each streets needs on a case-by-case basis. The vision is for a quality urban environment that:

- protects and maintains heritage parks, green spaces and historic sites;
- connects and engages with community facilities;
- maintains places for recreation, socialisation and contemplation;
- contains a diversity of types and uses; and
- embraces principles of environmental sustainability.

Within the Public Realm Strategy the city is divided into eight precincts, and within each precinct's analysis there are large numbers of recommendations relating to the improvement of the quality of the walking environment in specific places.

In addition, Council has commissioned and received a number of relevant studies of issues and areas. They include the "Walksafe Review" of Walksafe treatments of intersections. The Walksafe treatments were introduced between 2001 and 2003, and include: *pedestrian guardrails* to guide pedestrians to designated road crossings; *median markings* at midblock locations to provide a location for pedestrians to stage crossing of roads; and, bright yellow *coloured crosswalks* to reinforce the presence of crossings to motorists and pedestrians alike. This review looked at the safety impacts of the treatments, but not the effect on the rates of

walking and numbers of people using the upgraded road crossing where the treatments have been installed.

The *Chapel Vision Structure Plan 2007-2031* (City of Stonnington, 2007) sets out a vision for infrastructure, streetscape and public transport improvements for Chapel Street and the immediate adjacent area from Alexandra Avenue to Dandenong Road. *Chapel Vision* recognises the vital role that walking currently plays in making Chapel Street a vibrant activity centre. It also recognises that future population and employment growth in the area can only be accommodated through improvements to public transport, cycling and walking in preference to the private car. Seven strategies are identified in *Chapel Vision* to meet these transport objectives:

- 1) promote sustainable transport options as a vital component of Chapel Vision's viability;
- 2) integrate public transport services and pedestrian networks;
- 3) promote walking;
- 4) encourage safe and easy cycling;
- 5) encourage public transport use;
- 6) gear land use development towards improved walkability; and
- 7) provide adequate car parking for the retail activities of Windsor, Prahran and South Yarra and public transport commuters.

The Vision recognises a number of issues related to the urban and transport planning along Chapel Street that make cycling and walking less attractive, but also may contribute to adverse safety outcomes. Some of these issues include narrow and congested footpaths, pedestrian crossings which are not always located along desire lines and limited access to trains or trams for people with a disability. Potential approaches to redress some of the issues that have been identified in the Vision include: traffic calming; the narrowing of carriageways near the civic and core retail areas between Commercial and Toorak Roads; improve connectiveness of the walking and cycling networks; and, create, where necessary, vertical pedestrian links and rail overpasses.

Council officers are involved in ensuring that all new major development projects accommodate the needs of pedestrians, and that sites are planned to be permeable, not only for new residents but also for the existing population, who may need to access stations and other local destinations through the public parts of the new development. The Forest Hill precinct is being planned to provide a high quality public realm for 2500-3000 residents who will be provided with new and upgraded walk and cycle links to the Yarra and surrounding destinations.

In addition Council has approved the installation of widespread 40kph "zones" covering much of the western end of the municipality.

"Walking for Pleasure" is a program of organised walks that commenced over a decade ago, and is still being run by volunteers. There are organised walks on most mornings of the week, commencing in Prahran. Over the years numbers of regular participants have declined, but there are surges of involvement when a high profile person promotes the walks or sponsorship is obtained. One long-time volunteer

believed that most of the walked routes had good footpaths, but that the walk environment needed seating, water bubblers, resting places with shade/protection from the sun/rain, as well as good walking route maps. In some areas it was difficult to cross roads, citing the lack of a good crossing to Como House.

The Walking for Pleasure booklet, identifying all the walking opportunities in this program is available at Council offices.

The “Easy Walkers” and Seniors Events walks are run by Councils Social Support Program Team and funded by Council. Most of the walks take place outside the City and prove to be very popular. While seniors do need and want to walk in Stonnington many are cautious about doing so, mainly due to their fear of trips and slips on footpaths, especially in the older parts of the city where footpaths can be slanted, congested with street furniture, shop displays and café seating. In some of the greener parts of Stonnington tree root damage and leaf-fall make footpaths slippery and potentially dangerous.

The two local historical societies also provide guided walks in both the Malvern and Prahran parts of Stonnington. There are a series of approximately 12 booklets available for purchase that identify a large number of self-guided walks focusing on the historic buildings and heritage markers all through city. There are also “i-spy” leaflets identifying walks for younger people. Advertised special event walks attract large numbers of participants, while the regular walks are well patronised. Walk leaders make a small charge for their time. Interviewees believed that the environment in the areas they walked presented few physical problems. However, maintaining this service may be difficult when the current set of volunteers retires.

The “Best Foot forward for Stonnington (Malvern)” project was conducted in 2005, under the TravelSmart banner. The specific aim of the project “Best Foot Forward for Stonnington,” was to highlight the benefits of sustainable active transport to residents within a one kilometre radius of Glenferrie Road Malvern, in an effort to increase the number of residents walking, cycling and catching public transport to the shops (Glenferrie Road retail strip in Malvern) rather than driving their cars.

The attempt to achieve this aim was formulated through the methodology of establishing baseline travel behaviour patterns, identifying barriers and enablers for active sustainable transport in the strip and then implementing mode shift strategies which could be tested to measure travel behaviour changes. In the timeframe devoted to the project it was not possible to provide an accurate measurement of whether travel behaviour change occurred. Circumstances meant that infrastructure changes were not finalised until July 2005 shortly before follow up surveys were conducted - thus a longer period to be accustomed to the infrastructure changes is necessary to accurately measure the response to these changes in the community.

However, various aspects of the project provided a positive indication that travel behaviour change is not only possible but could already be occurring as a result of the project. Evidence that this is the case includes:

- The much higher than anticipated response rate to the resident questionnaire (34% as opposed to the projected 15%) indicating that community support and interest in the subject of active sustainable transport at their local retail strip is extremely high;
- The overwhelming willingness of a large proportion of the target community group to stipulate that they would strongly consider altering their travel behaviour patterns and either walk or cycle given the right incentives and motivators;
- The observation of patrons at the shopping strip using the Green Bags, pedometers and shopping jeeps handed out as promotional giveaways and prizes in the weeks and months following their distribution;
- The acceptance and usage of infrastructure changes (bicycle parking racks, public seating) that were installed as part of the mode shift strategy; and
- The observation of a significant decrease in the number of occupied car parking spaces around the strip recorded in the follow up parking survey after the implementation of the mode shift strategies.

“Best Foot Forward for Stonnington” has shown that measurable changes in travel behaviour are possible.

Stonnington TravelSmart map was produced in 2009, and this identifies all of the public transport routes, walking tracks, and on-road, off-road and informal bike routes and shared paths available in the city. It also provides a wide range of information and advice on how to use the various systems, including tips on safety, car sharing, taxis, the IMAP Project and other issues. These maps are a useful resource and they have recently been reprinted. However, given their size and scale they are difficult for anyone with less than good eyesight to read easily.

Our analysis of the 2010/11 and future years budgets shows that the City spends approximately 10% of its Capital Budget on items largely for the benefit of pedestrians, such as footpath replacements in both residential and commercial areas, trails and signage, road safety works and streetscapes, trees and furniture, as well as some allocation of staff time involved in walking promotion and support.

Conclusions and Walking Policy Implications

Council’s existing contribution to walking issues is strong, but it will need to increase to fulfil the commitment to make walking the priority mode and to reach the target identified in the proposed Vision.

Walking for transport and for all of its other benefits (health, inclusion, community connectedness, safety, etc.) has been a priority within many Council departments and in many strategy documents for at least a decade. Over that time the link between walking and other issues has been acknowledged, broadened and strengthened. Both Council and volunteer programs support these strategies.

Walking is now Council’s number one priority transport mode, but as yet there is no “responsible officer” for this mode. Currently some responsibility for walking falls to

the Sustainable Transport Officer, although this is only one part of the duties of that position.

The Stonnington Walking Policy requires an officer to be responsible for its implementation, for liaison between Council Departments with interests and responsibilities for parts of the walking agenda, and for external liaison and stakeholder engagement. If a person is made responsible for “Walking” in Stonnington this will have a number of effects – Stonnington will be seen to be the first Council to openly acknowledge the importance of this function, it will legitimise walking as a mode deserving of a dedicated officer and it will demonstrate Council’s belief and credentials in the walking agenda. Stonnington will make itself a leader in the field.

To support the Walking Policy Council should also ensure that the provision of excessive parking, or the rationalisation of Council services does not make it easier to drive or harder to walk to destinations. Council should also act to support the quality of public transport services and promote its use, wherever possible.

Finally, improved pedestrian access and increased walking to retail precincts could act to “compensate” traders who may have been negatively impacted by the time extension of Clearways.

5. LOCAL DATA FOR THE WALKING POLICY

There are a range of indicators, data and information that provide logic to components of an appropriate Walking Policy for Stonnington, within the context of international, State and local policy/strategy documents identified above.

These include:

- The relatively high rate of population “turnover” in Stonnington. Currently the City’s population is approximately 100,000. It is forecast to grow by 10,000 new residents in the next decade. There was a reported 50% change of population over the 5 years from 2001-2006 suggesting that 10,000 people each year moved house and many of these are also new Stonnington residents. It cannot be assumed that people in Stonnington “know their way” or know how to use the local public transport system.

The implication is that there is constant turnover of residents and thus a need to provide ongoing information about walking issues and promotional campaigns and the identification walking opportunities to the changing resident population base. Once-off campaigns are insufficient.

- The large numbers of daily “visitors” to Stonnington. Only 10000 of the 44000 jobs in Stonnington are held by Stonnington residents – so that 34000 workers come into the city each day. Most of the jobs in Stonnington are in the major Retail Precincts (over 55% of all jobs in Stonnington are in Retail, Accom/food, Professional Services, Health/Social Services and most of these are in the major precincts). The precincts are also the major attractors of people (both local and from all over Melbourne) undertaking shopping, accessing personal and professional services, or cafes, restaurants and other “destinations”.

The implications of these data are that (a) there is the need to provide relevant information to the large numbers of working/shopping non-residents, and (b) that most of these visitors will be found in the retail/services Precincts.

- The large numbers of primary and secondary students at schools in Stonnington. Based on available sources we estimate that there are approximately 15-20,000 students who study in Stonnington. Many of these attend private schools with large catchment areas beyond the bounds of Stonnington. VISTA data for the “inner suburbs” show that 14% of school students walk to study, 33% used public transport and 50% were driven to school. The “school run” has a major impact on the amount of traffic on Stonnington’s roads in the am peak (7.30-8.30 am, and the early pm peak (3-4pm).

The implication is that significant effort will need to be directed towards increasing the amount of walking to school, as well as encouraging students to use other active transport modes.

- The large numbers of Stonnington residents too young or possibly too old to drive. Many of these residents do not drive for a variety of reasons. Ten percent of the population (10,000 people) is aged 5-17years (and is too young to drive) and seven percent (7000 people) are over 75yrs and may be too old or may choose not to drive. Thus 17% (17,000 people) may need to make many of their journeys as pedestrians (and public transport users).

The implication is that there is a substantial local need for good, safe walking environments and information and encouragement campaigning that will support these age groups.

- The large numbers of Stonnington residents with some form of disability. There are 11,000 people with some form of a disability and of these there were 3000 with a “severe” disability. There are many in the community who cannot drive due to a disability and they will need to walk (or use a mobility aid) if they can, for some of their journeys.

The implication is that there is a substantial local need for good, safe walking environments and information and encouragement campaigning that will support those with some form of a disability in the Stonnington community.

- The Best Foot Forward project identified that 83% of the residents within Stonnington shopped “locally” and regularly, and that in Glenferrie Road precinct the majority – 53% used active transport means such as walking or public transport. Evidence from a range of strip shopping centres with public transport services, surrounded by residential development with a walkable environment, shows that considerable volumes of local retail and services expenditure comes from “non-drive-in-spend”. Large volumes of expenditure come from people who have walked, cycled or caught public transport to the strip, or who work or study locally.

The implications are (a) that research into this topic is conducted to confirm this pattern in Stonnington, and the importance of non-drive-in-spend in the major retail precincts, and (b) that Trader Groups are encouraged to support the needs of local customers, especially those who walk to the precincts.

6. GOOD PRACTICE FOR INCREASING WALKING

There are a wide range of activities that Councils can undertake to increase the rates of walking in an area. (See Figure 6.1. for a summary of these measures). There are three major groups of activities including behavioural change programs (“soft” elements such as information, leadership, events and programs), the provision of signage and information, and infrastructure improvements.

Figure 6.1.

A spectrum of Activities and Actions

To increase walking and active transport

Information – Promotional media, Advice (Travelsmart)

Leadership – Policy (setting an example)

Events – Walktober, unique local initiatives

Programs – Walking School Bus, corporate challenge

Signage/information

Install pedestrian/cycling wayfinding signage

Develop Transport Access Guides

Urban space improvements

Improve footpaths & shared paths, add amenity (seating)

Improve road crossings, speed limits



Behaviour change/encouragement Programs

New and improved infrastructure for pedestrians is important. However, even the existence of a good physical environment may not be sufficient to make people walk more. Usually it needs to be complemented by a range of “encouragement programs” aimed at getting more people to use existing and new pedestrian infrastructure, and to embrace the culture of walking. This means persuading occasional walkers to become regular walkers, people who push prams to become walkers for transport, and car users (drivers and passengers) to reduce their share of car trips and make more trips wholly or partly on foot. Many people want to walk more and know they should, for a range of personal and social reasons, and this desire needs to be encouraged.

There are three basic types of activities and programs known to result in travel behaviour change:

1. **Leadership.** This includes actions such as the development and promotion of the Walking Policy, identifying what a Council will do to support and promote walking. The public declaration that Stonnington will be a leader in the push to enable and encourage walking will be important.

Leadership can also involve taking action to appoint a “walking officer” and increasing the level of expenditure on walking activities (infrastructure and other programs). It can also include setting an example to the local community through the development and implementation of a “Council Travel Plan”. Such a Plan will identify how Council (staff and Councillors) can reduce its greenhouse footprint through more walking (and other active modes) to and within work. The implementation of a Travel Plan and the demonstration that such a plan can work (and produce many benefits) provides a necessary level of “credibility” to Council in its efforts to persuade others to take the same steps. As yet only a small number of the 24 schools in Stonnington have produced a School Travel Plan. Currently none of the major retail precincts or major employers in Stonnington has a Travel Plan.

- 2. The provision of quality information.** This includes, firstly, the acquisition of information (through relevant local research, or linking with other research groups in the walking sector) and secondly, the dissemination of relevant information to local residents and other users of Stonnington’s facilities (such as trader groups and schools). There is already a large body of information about the personal, community and business benefits of increased walking. Of particular relevance is the large amount of retail expenditure that is derived from local residents, many of whom already do, or would like to walk to local shops. Retailer groups are more likely to support walking initiatives after exposure to relevant data of this type. Information, research outcomes and advice is available from a range of sources, including Victoria Walks, Kinect Australia, the Heart Foundation and many others available on-line from within Australia and overseas.

In addition there is substantial evidence that improved walkability adds to residential property values, so that improving the walking environment and getting more people walking not only assists pedestrians but adds real estate value to the areas they walk in.

Currently there is no local data on the amount of walking in Stonnington’s precincts and shopping strips. Where counts have been undertaken elsewhere, as in Glenferrie Road Hawthorn and Kew Junction, pedestrian movement numbers were significantly higher than vehicle movements. This gave Boroondara Council the impetus to significantly improve pedestrian amenity and signage in those precincts, with the support of local traders.

- 3. Active involvement in events and programs.** Events introduce people to new behaviours, as do programs such as Streets Ahead, the development of Victoria Walks’ “walking action groups”, and other similar initiatives (including the existing Walking for Pleasure program). “Walktober” – the Kinect Australia initiative – encourages organisations to develop walks for a wide range of different purposes and groups, including Seniors Month walks, Pram Walks or walks to raise funds for causes. Corporate Challenge walks are aimed at larger businesses. Walk to School day, Walk to Work day and others are all part of this campaign.

The experience of the “Smarter Choices” program in the UK shows that these “soft” initiatives can have a significant effect on people’s travel behaviour.

Pedestrian information.

Can people find their way? Wayfinding signage, preferably map-based, including walk-time estimates, is already installed in Prahran/South Yarra. Map based signs are complemented by directional signs along major walking routes and street name signs at all corners. Map-based signs illustrating the proximity of local destinations are being installed in the car parks in Bunbury, to encourage and enable drivers to park-and-walk within the Bunbury CBD, rather than drive between car parks.

Figure 6.2.



On-street signage can be complemented with hand-held or on-line maps (or mobile phone apps), Transport Access Guides and other information that gives people the confidence to embark on a walk from their origin to a given destination.

Figure 6.3.



Infrastructure.

Good practice in the development of walking infrastructure can be identified from a number of different sources. They include the experience gained from cities and centres which already have high rates of walking, from research and experience in Australia and elsewhere, and from on-street interviews and observation of people walking in Melbourne.

In many of the countries and highly walkable cities of Europe there is generally a high density of housing and population, good quality public transport, a calmed traffic environment and a transport and land use planning system that is focussed on ensuring it is safe and easy to walk, cycle and use public transport. In Copenhagen, for example, the planners have progressively removed CBD parking, improved public transport, opened the streets to people (and closed them to cars) and assisted in creating a culture where walking and cycling are the norm. In other eminently walkable cities, such as Zurich, most of the city centre is car-free, public transport is frequent and inter-connected and walking is considered to be the natural mode of choice for most short trips (1km or less) by people of all ages. The culture and local and state planning practices emphasise walking and active transport modes.

An excellent source for identifying good practice in the provision of infrastructure for walking in western-european, car-focussed urban environments is the “Pedestrian Planning Design Guide” (New Zealand Land Transport Dept. Dec 2007). This comprehensive manual is based on a review of good practice infrastructure development from throughout the world, with an emphasis on what can be done to improve conditions for pedestrians in cities and suburbs that were developed during the Twentieth Century, typically found in Australia, New Zealand, the UK, Canada and the USA. These countries generally have a low mode share for walking. The NZ Design Guide is complemented by the “audit notes” contained on the Victoria Walks website (see: www.victoriawalks.org.au – *walking in your neighbourhood – do a walking audit*)

Infrastructure improvements can be divided into two major groups – those needed “off-road” (footpaths, etc.) and those needed “on-road” (crossings, etc.). Each of these major groups can be further subdivided into a series of more specific groups.

Off-road infrastructure consists of two basic types:

1. **Footpaths (and shared paths).** Can people actually walk? Do footpaths exist where they are needed? Are there gaps in the system? Are they direct or do they require a detour? Are they wide enough for the volume of pedestrians and people using walking aids? Are they blocked by café seats, poles, pooled water or other obstructions? Are they even, in good condition with no trips and slips? Are there too many crossovers for cars? Is the gradient and crossfall low enough for pedestrians of all ages? Are there good quality pram-ramps at all corners and crossings? Are tactile pavers installed where needed? The footpath system should be comprehensive and in good condition.
2. **Amenity elements.** Is the pedestrian environment as safe, functional and attractive as it can be? The elements consist of seating, safety and related items. Is there sufficient seating for the volume of people? Are seats in good

condition, with arms and backs? Other amenity elements include: shade and protection from the weather; the availability of water bubblers; appropriate lighting in night-time use areas; quality landscaping; cleanliness; the absence of graffiti and other signs of vandalism; good sight-lines and overlooking by windows (rather than blank walls). The most important safety element is “people” who provide movement, interest and mutual security.

On-road infrastructure designed to assist pedestrians consists of six basic types:

1. **Road crossings with traffic lights.** Can people safely cross roads where they need to? There are a number of different types of these pedestrian crossings, including where there are traffic lights (at intersections or on straight stretches of road) and signalised zebra crossings. Are there sufficient numbers of crossings, where people need them, linking origins and destinations? Are the lights sufficiently “responsive” to call buttons? Is there enough time to cross the roads? Are “Green Light” treatments installed – e.g. Automatic Green Man, Advanced Green Man? Are Walksafe treatments installed? Is the road pavement surface and road marking in good condition?
2. **Road crossings without traffic lights.** These consist of unsignalised zebra crossings, crossings at road intersections (e.g. raised continuous path of travel crossings as in High Street, Malvern) or at roundabouts, mid-block speed hump/raised crossings of roads and other marked crossings often between kerb outstands, or between road medians. (Some of these crossings make it easier for people to cross roads but provide no legal right for them to do so. Measures to rectify this situation could be explored). Are sufficient numbers installed linking origins to popular destinations? Is the road pavement and marking in good condition? Is it of sufficient width? Do the marked lines match the pram ramp entry? A recent innovation in Melbourne has been the installation of zebra crossings at roundabouts. Without these, vehicles have right-of-way. Roundabouts without zebras on local streets are particularly difficult for both the old and the young to navigate, and deter walkers.
3. **Part-time crossings.** These exist when and where school crossing supervisors are on duty. Do schools have sufficient crossings with supervisors?
4. **Traffic management treatments.** These include treatments such as raised pedestrian islands, coloured centre of road “medians” (as in Wattletree Road, near Malvern Central), kerb outstands and road narrowing designed to make it safer and easier to cross a road by reducing both traffic speed and volume. Within this group are the “Continuous Path of Travel” (CPT) raised crossings linking the footpaths across side streets along the main roads in retail Precincts, as installed all along Glenferrie Road, and other precincts in Stonnington.
5. **Speed limit signage.** Is the marked speed limit appropriate for the amount of pedestrian traffic, especially near schools, shops, public transport stops and stations and other “people” destinations? Are speed limit signs easily visible?

Is the road treated to restrain traffic speed to the speed limit? Are the speed limits sufficiently low to give people the feeling of safety and the confidence to walk?

6. **Other signage for drivers.** These signs include items like “yellow legs” warning signs for drivers, as well as other signage for schools, public transport stops and parks, playgrounds and the like. Are they installed and in good condition?

While this is not a fully comprehensive list of every type and variant of infrastructure that can be used to assist walkers, it covers most of the basic categories and their relevant considerations.

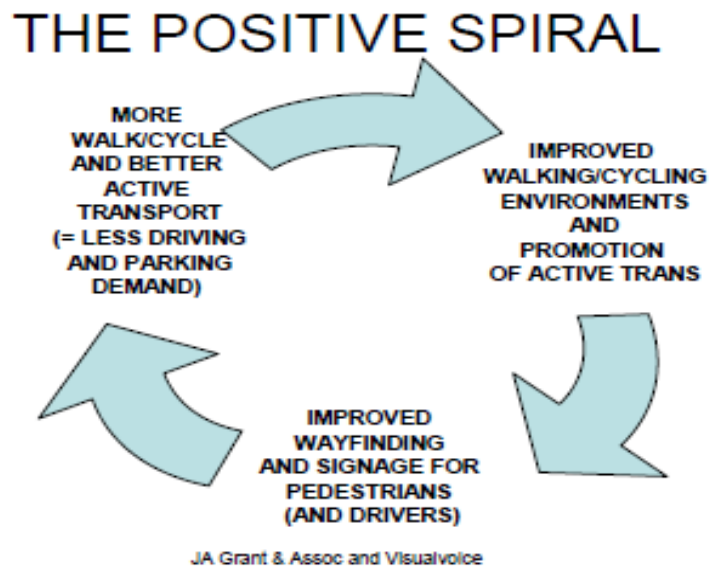
The combined effects of both new infrastructure (where necessary), pedestrian signage and information, leadership, information, travel plans and involvement in events and programs is evidenced in Melbourne by the experience of a small number of inner-suburban schools (Elsternwick, Albert Park and Spensley St Primary schools) where the schools have produced Travel Plans and there have been active and progressive campaigns to reduce car traffic and encourage walking. The number of students being driven to school dropped by at least 50% from before to after the campaigns (based on their School Travel Plan) implemented by each school.

Walking (and cycling) rates to these schools have remained low over the past years as the culture of the schools has changed, surrounding walking infrastructure was improved and momentum was maintained through strong leadership from within the schools and ongoing external support from Council.

The Positive Spiral

Creating better walking environments combined with the promotion and encouragement of walking will generate a positive spiral, which builds on itself and strengthens over time.

Figure 6.4.



Council will need to be the major catalyst in this process, but the extent of behaviour change will depend largely on the willingness of residents, visitors and major stakeholders to embrace and support the need for change and develop the capacity to bring about change. Council engagement with and the generation of the support of those groups is vitally important.

The Victoria Walks program is illustrative of this process. It seeks to stimulate the formation of community, school or precinct-based groups of people with an awareness of the benefits of walking. It then provides them with the skills, resources and information to enable them to “audit” their own locality, to successfully pursue improvements to the local walking environment and to own and value the outcomes. The program is the process.

This style of approach – stimulating, engaging with, skilling and, where necessary, financially supporting local walking focussed groups – will need to be a component of the Stonnington Walking Policy. Returns are likely to be high if local resident, trader or school groups undertake detailed audits of their own local areas and identify the locally appropriate and needed improvements and associated encouragement programs, at a much lower cost than using Council staff or outside assistance to do the same job.

Achieving the right balance.

Achieving the right balance between the development of infrastructure and the implementation of encouragement programs is fundamental to the success of the Walking Policy. The former are likely to be more costly, especially if they require extensive new sections of footpath, land acquisition and large numbers of new crossings. Entirely new walking routes, such as along rail lines, may be difficult to justify unless there is significant “latent demand” which could only be identified by detailed studies of an area and the potential for walking.

However, previous studies, audits and observation (e.g. the work undertaken by this consultancy in and around Toorak Village, Chadstone Shopping Centre and South Yarra/Prahran as part of the IMAP Report) show that some local streets and areas near stations have narrow footpaths, insufficient quantity and quality of pram ramps, insufficient street name signage and other deficiencies in the detail of walking infrastructure. As a general principle it is recommended that the upgrade of existing local infrastructure to an agreed “Stonnington Standard” takes place before large and expensive new projects are commissioned.

Such a “Standard” could include:

- Footpath, pram ramp and crossover evenness, gradient and maintenance;
- Installation of amenities – seats, water bubblers, toilets;
- Quality urban design standards;
- Crossing markings/colouration and maintenance;
- Crossing installation to major destinations;
- Adoption of “Greenlight” treatments at signalised crossings;
- Appropriate speed limit signage and traffic speed management;
- Pedestrian wayfinding signage to/from all major destinations; and,
- Removing graffiti and any “negative” messages/signage.

The adoption of a standard would make auditing easier, enabling local groups to conduct much of the work involved.

While the footpath system in Stonnington needs some improvements it is generally of a reasonable-to-good quality, with a fine-grained network, and footpaths along almost every street. As a result we believe that the strategic emphasis for a successful Walking Policy for Stonnington should be focussed on behavioural change and encouragement* programs, coupled with “enabling” initiatives, including local traffic speed control and improved signage, but incorporating infrastructure improvements where necessary and worthwhile.

(*Encouragement “themes” that have achieved success include the need for people to get 30 minutes of moderate (walking) activity each day to maintain health and avoid obesity, the need for children to learn how to safely use the urban environment, and for the elderly to maintain mobility and access to services after they can no longer safely drive.)

Another major element in achieving the right balance is demonstrating to the people of Stonnington (and its many visitors) that pedestrians are a “high priority species” that walkers are highly valued members of the community, and that Council will act to promote and support their interests. This approach is illustrated by the design of the IMAP wayfinding map signs – with the striking yellow “walking icon” at the top of the maps demonstrating that they are entirely for the benefit pedestrians and other active transport users.

Part of the philosophy of the Walking Policy will be to manifest the importance of walkers through providing priority at places where it is required and, in some cases,

where there are promotional benefits to be gained by installing facilities for them. The removal of negative signage (“Pedestrians give way to vehicles” signs) as found along Milton Parade and its replacement with a positive pedestrian “message” is a case in point.

In addition, when deficiencies in the footpath system are brought to the attention of Council they should be responded to positively and be prioritised within the context of “walking as the priority mode” in Stonnington.

7. AUDITS AND RELATED INFORMATION.

Part of the research for the development of the Walking Policy has been to conduct “overview audits” of major and minor precincts, railway stations and school environs as well as initial consultation with staff and some community stakeholders.

Some of the consultation to date has been reported above in Chapter 4 – in relation to schools, the Walk for Pleasure and the Easy Walkers programs. The latter identified the need for improved amenity along walking routes, including additional seating, better footpaths and increased maintenance. Contact with the traders groups has identified similar concerns – the need for increased public seating for shoppers and public transport users and the need for higher levels of cleaning, especially in the summer months when dropped food can become baked into the footpath.

The Overview Audit Process

Overview Audits of the Precincts, Stations and in the vicinity of a number of schools follow the “Living Streets” 5C’s process – where questions are posed and answered when reviewing the local walking environment. The fuller list of questions is identified in the “good practice” guide in Chapter 5, above.

Is the route Connected? How well is walking integrated with public transport? Are parking areas well connected to the retail and other destinations?

Is the route Comfortable? Are route design standards adequate, such as footway width, good quality walking surfaces and provision for people with a disability? Are there pram ramps, and are they compliant with disability standards?

Is the route Convenient? Have important routes been given sufficiently high priority, for example short waiting times at signalled crossings.

Is the route Convivial? Is urban design to a high standard? Is it as attractive as it could be? Are there areas or places that are unattractive or perceived to be dangerous?

Is the route Conspicuous? Are walking routes clearly signposted? Is it obvious how to get to the shops, leisure facilities or bus stops? What signage is needed for pedestrians? Are all street names visible and pointing in the right directions?

Railway Stations and their immediate environs.

Glen Waverley Line

Heyington

This station has very “low profile” with limited signage to it and almost a rural feel about it – on the north boundary of Toorak. There is no crossing to the station over Heyington Road, and limited signage to it within the nearby Toorak catchment or from it to the surrounding streets and schools. It serves St Kevin’s College (senior and junior campuses) and St Catherine’s Girls School which are all within a few minutes walk.

Figures 7.1. & 7.2.



Kooyong

Kooyong Station is on the east side of Kooyong Road. There is a poorly marked crossing of Kooyong Road, in need of upgrade, and limited signage to/from the station. The only signed destination is Kooyong Tennis Club.

Figures 7.3. & 7.4.



Tooronga

This station is on Milton Parade, west of Tooronga Road. It is within a few minutes walk of the Malvern Road shopping centre, but there is no signage to indicate this. Access to the station from the adjacent residential area is poor, although there are crossings over Tooronga Road and the Tooronga Road end of Milton Parade.

Figures 7.5 & 7.6.



Along Milton Parade between Tooronga and Gardiner Stations there are stretches of un-made areas on the side of the road where people want to walk. These areas should be replaced with footpaths. There is also a raised speed hump with a pedestrian crossing, but with “pedestrians give way to vehicles” signs. This is inappropriate within Stonnington, given its commitment to walking, and they should be removed and “yellow legs” warning signs erected facing oncoming motorists, providing priority to pedestrians.

Figures 7.7. & 7.8.



Gardiner

Gardiner station is on the west side of Burke Road. Access to it for Stonnington residents is via poor quality footpaths and walkways, and these are in need of improvement. Signage is limited and should be improved.

Figures 7.9 & 7.10.



Figure 7.11.



Glen Iris

Glen Iris station is on High Street, close to Malvern Road, and Sacre Coeur Catholic Girls College, Korowa Anglican Girls College and Caulfield Grammar Malvern Campus, as well as the small Glen Iris shopping centre. This area needs cleaning and the footpaths improving, as well as more informative signage. Improved crossing of the High/Malvern intersection would assist students walking to schools.

Figures 7.12. & 7.13.



Darling

Darling station is within a few minutes walk of the Darling Village shopping centre and 10-12 minutes walk to Lloyd Street Primary School and St Mary's Catholic School. However the immediate walking environment of the station is poor, with no proper pedestrian access through the car parks and places where there are no footpaths, pram ramps and other basic facilities. Signage to/from the shops and schools is either poor or non-existent.

Figures 7.14. & 7.15.



East Malvern

East Malvern station is separated from the East Malvern shopping centre by the local "Waverley Oval". The footpath links are poor and washed-out by recent rain, while walking through the car parking areas is difficult. There is little or no signage linking the surrounding suburbs and centre to the station, or vice-versa.

Figures 7.16. & 7.17.



Holmesglen

Holmesglen station is west of Warrigal Road and provides a direct link to Holmesglen TAFE, as well as the local pockets of residential development in this part of Malvern East. It also potentially provides access to the public golf course, Phoenix Park and other local destinations. However, few local facilities are signed.

Figure 7.18.

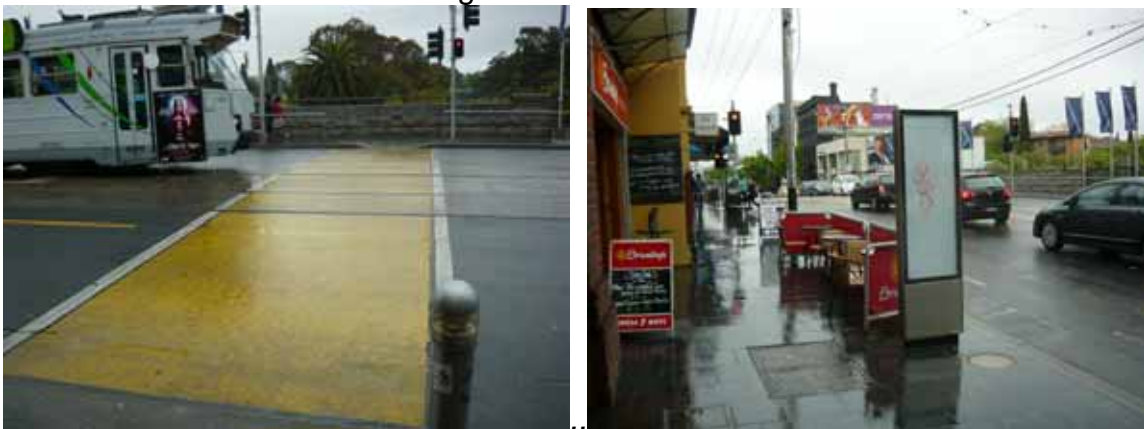


Frankston Line.

South Yarra

The station is on Toorak Road, South Yarra. This is one of the few high-profile stations in Stonnington. There is a Walksafe pedestrian crossing in front of the station. However the footpath here is narrow and congested due to the large numbers of pedestrians and public transport users. The frame for an IMAP sign has been installed, but the contents had not (as of Oct 2010).

Figures 7.19 & 7.20.



Hawksburn

Like other stations in Stonnington this is “hidden” in a quiet part of the city, on Luxton Road. Signage to it is limited and there is no indication at the station that it is within a few minutes walk of both Toorak Village and the small centre at the junction of Malvern and Williams Roads. Neither centre can be seen from the Hawksburn station exits.

Figures 7.21. & 7.22.



Toorak

Toorak Station is on Beatty Avenue at the Beatty shopping area. It potentially provides access to Loreto Mandeville Hall and Our Lady of Lourdes Catholic School, as well as a number of local parks and reserves. Access is good to/from the local shops. However, access from the south side is currently via two long rear lanes. The gate to the new residential area (Tillotson Terrace) is for private use only and there is no signage to the station along the lanes or from the Orrong Road pedestrian crossing.

Figures 7.23 & 7.24



Figures 7.25. & 7.26.



It is anticipated that the redevelopment of the site to the south of the station will considerably improve access to the station and links from the new development to the Beatty Road shops and the public transport services on Malvern and Orrong Roads.

Armadale

Armadale station is close to the west end of the High Street Armadale Shopping Precinct, and could act as a major entry to the Precinct. However, the only signage to the station is provided privately, through Kings Arcade, and there is no indication the station can be found on Morey Street.

Figures 7.27. & 7.28.

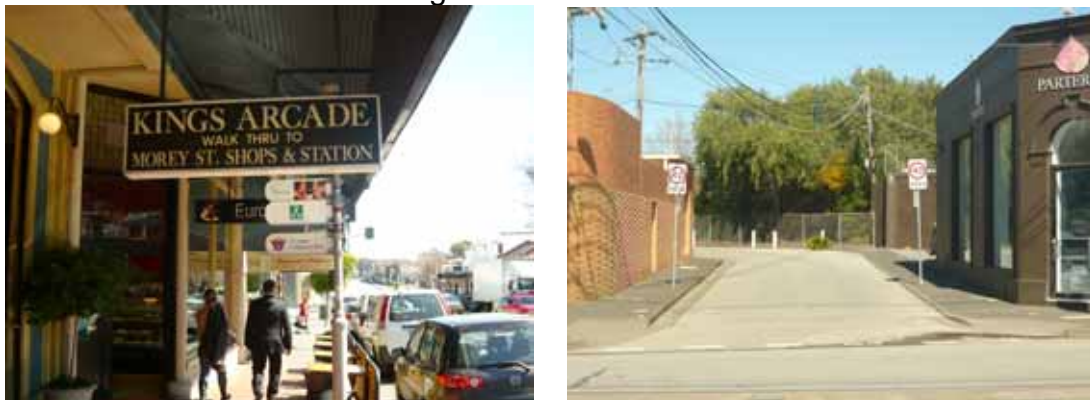


Figure 7.29.



The environment on the south side of the station is poorly maintained and links to the residential area on that side are in need of improvement.

Malvern

Malvern station is on Station Street, close to the south end of Glenferrie Road and could act as the gateway to this Precinct. There is some signage to the station on Glenferrie Road, and the walk environment close to the station has a number of pedestrian crossings. However, access from the Dandenong Road side is via an unnamed and unsigned lane. The links between the trams on Dandenong Road to Glenferrie Road and from there to the Station are over the north side of Dandenong Road and Glenferrie Road. These crossings are not well marked, do not have a

Walksafe treatment, and the corners are curved to allow vehicles to turn left without having to significantly reduce travel speed.

Figures 7.30. & 7.31.



Sandringham Line

Prahran

Prahran is one of the few stations that has a Metlink sign that acknowledges “other” (than Metlink) destinations – Swinburne University and Greville Street. However, the footpath to Swinburne is in need of an upgrade and improved maintenance is needed in the area. There is an IMAP sign on Greville Street, on the way to Chapel Street. The part of Greville Street heading west – to a range of destinations on Hoddle Street (such as the Alfred Hospital and Wesley College) is narrow for pedestrians, and like some other residential streets, is impacted by rubbish bins and overgrown foliage.

Figures 7.32. & 7.33.



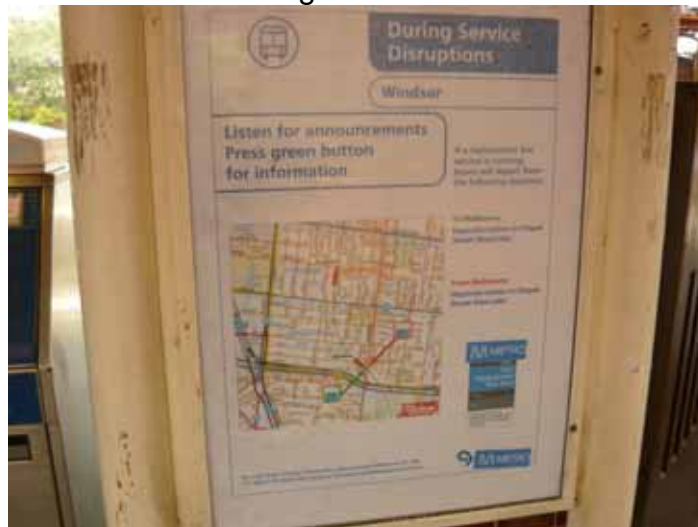
Figures 7.34. & 7.35



Windsor

Windsor Station is at the south end of Chapel Street in Stonnington. It is one of the few stations easily visible to the general public, even though it is below ground level. Significantly, Windsor station has a map of the surrounding area, to provide advice on where buses can be caught “during service disruptions”. However, Metlink is opposed to similar IMAP maps being deployed within stations to help people for all other purposes – to find their way to the places they want to travel to, after their train trip.

Figure 7.36.



Council may act to improve the areas under its jurisdiction close to stations to set the standard for VicTrack and other stakeholders.

Major Retail Precincts

Audits of the major retail Precinct streets showed that for most of their lengths:

- The footpaths are generally flat and even, and well maintained. There are places where footpaths should be better maintained, such as close to South Yarra Station, where water pools during rain.

Figure 7.37.



- In some places the footpaths are probably too narrow for the amount of foot traffic (especially along Toorak Road and in parts of Chapel Street). Widening the footpaths would necessarily mean reducing road space and parking, and this would be difficult given both the attitudes of traders and the presence of trams (and clearways) on most of the roads through major retail precincts;
- Continuous Path of Travel (CPT) crossings have been installed over side roads in some places – all along Glenferrie Road, much of High Street, Armadale, and much of Toorak Road South Yarra. However, there are many streets where these CPT crossings are merited but have not yet been installed.

Figures 7.38 & 7.39.

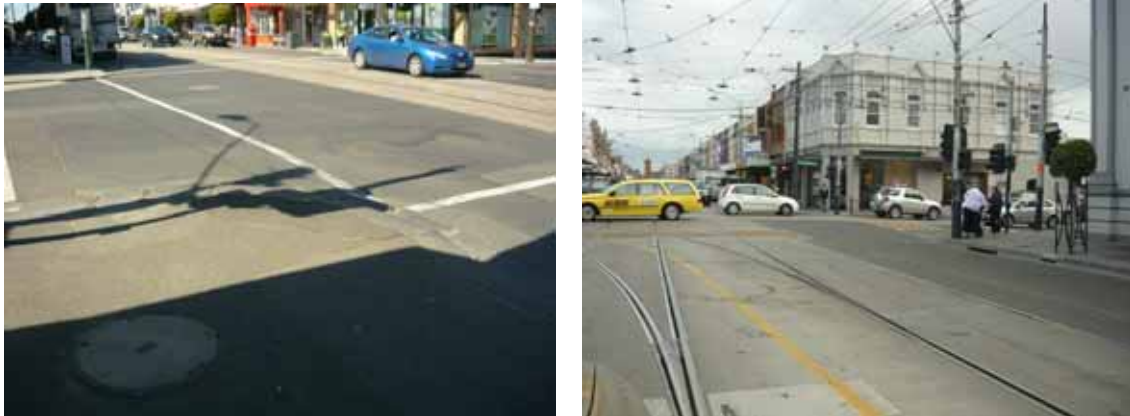


Where they have been installed, however, there are no “yellow-legs” signs facing drivers, indicating that on these crossings pedestrians have right-of-way.

- Footpath trading boundary indicators are installed in all areas;

- There are 40kph speed limits on all major retail Precinct streets, except along High Street;
- Yellow “Walksafe” treatments have been installed at a number of intersections within the main retail Precincts, but not all. Where they have been installed some are in need of maintenance and repainting.

Figures 7.40. & 7.41.



It is our view that there should be a consistency in the treatment of the pedestrian environment in the major retail precincts – indicating that these areas are pedestrian-focussed and that the needs of people (and traders) are the highest priority, as identified in the STP and supported by Council.

To date Trader Groups on these streets have not indicated that they perceive major pedestrian focussed problems in their streets, except for the seating and cleansing issues noted above.

Walk access from the surrounding residential areas to the Precincts has not been audited, due to the very large numbers of potential routes within walking a reasonable walking distance (up to 1km, or 15 minutes walk). The willingness of people to “walk-in” to the Precincts could be enhanced by the installation of directional signage at strategic intersections surrounding each Precinct (indicating direction and walk-time) and by auditing the detail of the access routes for both on- and off-road problems.

Chadstone Shopping Centre is unique in the Stonnington environment and has a number of pedestrian access issues. Generally it is difficult for people living locally or walking from the closest station (Hughesdale) to walk into Chadstone. Centre management appears to have limited interest in responding these issues and it would be difficult for Council to make substantial improvements unilaterally.

Schools in Stonnington

Based on the data available on the City of Stonnington website there are 31 schools in the city. Some are primary schools, others secondary and a number house both primary and secondary students. There is a mix of state and private schools, and the

latter cover a range of religious denominations as well as non-denominational schools.

Private schools generally have much larger catchments than state schools and secondary schools have larger catchments than primary schools. Historically both private and secondary schools have been less involved in influencing student and parent attitudes to the journey-to-school. As a result efforts to increase the share of walking – or other active modes (all or part of the way) to school will need to be particularly strong in Stonnington.

It is a requirement of the state Government that all schools have safe access for students and appropriate speed limits are signed where there are entrances to a school.

The rules, introduced in 2003, are that outside schools on 50 km/h roads, there are permanent 40 km/h speed limit zones. Drivers must obey this 40 km/h speed limit at all times. In some special cases, such as 50 km/h roads with high traffic volumes, a time-based 40 km/h limit may be in place.



Outside schools on 60 and 70 km/h roads, a time-based 40 km/h speed limit is used. The 40 km/h speed limit is in effect from 8.00 am to 9.30 am and from 2.30 pm to 4.00 pm on school days. The regular 60 or 70 km/h limit applies outside these times. This signage has undoubtedly made the walk environment safer around schools.

Most schools in Stonnington have at least one “school crossing” either at a nearby intersection with traffic signals, or a pedestrian operated signal or a “flagged” crossing which may be either “supervised” or unsupervised. VicRoads and Council jointly decide on the best arrangement depending on pedestrian and traffic volumes and road and signal layouts. VicRoads has reduced the subsidy for crossing supervisors from 100% to 50% in recent years and when the numbers of students using supervised crossings drops to a low figure, the subsidy is withdrawn altogether. It is unfortunate that when a reduced number of students who walk to school leads to a decrease in the level of service and safety, this probably results in even more students being driven and a downward spiral in the numbers walking. Council may continue to pay all the costs if there is community concern over the removal or lack of a supervisor.

Discussions with Council officers suggest that the major problems in the vicinity of schools are caused by the students’ “chauffeurs” (parents or carers) who may either drive too fast, park inappropriately or break basic safety protocols, and thus deter other parents from letting their children walk. Officers cited specific problems with speeding vehicles and parking issues close to a number of schools, including Malvern Primary, Lloyd Street Primary, St Marys Primary and Caulfield Grammar School.

As part of the Walking Policy development an on-line survey of schools was conducted. The main purpose of the survey was to identify any data on and interest in active transport to school. Only 7/31 (23%) provided some form of response. One school estimated that up to 50% of their students walked to school, and another that 90%+ caught public transport, but most had collected no data on this topic. Two of the seven respondent schools promoted active transport to school, and four schools expressed an interest in future involvement in being involved in events, programs and initiatives that could encourage students to walk to school.

The survey strongly suggests that there is currently limited interest in this topic within most schools in Stonnington, and that a concerted effort will be needed to generate support. There are large numbers of resources available to assist with this task, including those available from the “Victoria Walks” group within VicHealth.

8. A WALKING POLICY FOR STONNINGTON

The proposed “Vision” for the future of walking in Stonnington is:

To progressively make Stonnington’s suburbs and Precincts world-class walking areas, where it is safe and convenient to walk to destinations, where people are actively encouraged and enabled to walk, and where key community stakeholder groups and the community at large support Council’s efforts to increase the amount of walking.

The Target is to increase the amount of walking by Stonnington residents within Stonnington by 50% by 2020.

The objectives of the Walking Policy are:

1. Encourage people to walk by changing attitudes and behaviour;
2. Collaborate to improve provision for walking;
3. Create pedestrian-friendly built environments, streets and public spaces;
4. Increase the safety of walking, especially to school and to/within retail precincts; and
5. Integrate walking with public transport.

Change attitudes and behaviour

Council to consider:

- a) Promoting walking as Stonnington’s priority transport mode.
- b) Amending the Municipal Strategic Statement to insert policy or statements in support of walking, reflecting Council’s stated position.
- c) Signing the International Charter for Walking (a document outlining the principles and actions which form the basis of creating healthy, efficient and sustainable communities where people choose to walk)
- d) Appointing an Officer to be responsible for the implementation of the Walking Policy, to coordinate walking development across departments, and to increase the involvement of Council in all aspects of walking.
- e) Developing a Walking Policy “Implementation Plan” that identifies how the policy elements can be implemented. Review the Plan every 2 years.
- f) Maintaining the level of resources and support for existing walking programs.
- g) Resourcing, developing and implementing a range of new promotional programs, information and events that will be delivered on an on-going/permanent basis to both residents of and visitors to Stonnington, including a comprehensive “Walktober” walking program and a “Best Foot Forward” campaign for all major precincts.
- h) Providing resources and support to enable the formation of “Walking Action Groups” across Stonnington, and amongst a range of different stakeholder types. Collaborate with Victoria Walks/VicHealth.
- i) Developing and implementing a “Council Travel Plan” and using the results to demonstrate leadership to other employers and relevant groups, including local schools.

Collaborate to improve the provision for walking

Council to consider:

- a) Establishing strong working relationships with external stakeholders – at the State level, amongst relevant research and support groups (e.g. Kinect Australia and VicHealth).
- b) Building on established working relationships with Trader Groups to research, promote and increase walking to and within retail precincts.
- c) Establishing strong relationships with schools in Stonnington, providing resources and support to enable them to produce and implement School Travel Plans that significantly increase the extent of student numbers walking to school. In the short term develop pilot projects to guide ongoing development.
- d) Conducting local research and investigations into pedestrian activity and local barriers to walking.
- e) Working closely with developers in the City of Stonnington to ensure that walkability and “permeability” for pedestrians is built into development applications.
- f) Establishing relationships with surrounding Councils to facilitate mutual support and collaboration over inter-municipal walking issues (e.g. walk access for Stonnington residents to Caulfield station)
- g) Promoting the formation of a Victorian Walking Advisory Committee (similar to the Bicycle Advisory Committee) and seek to become a founding member.

Create pedestrian-friendly built environments, streets and public spaces.

Council to consider:

- a) Progressively establishing a “Stonnington Standard” for footpaths, crossings, signage and other essential elements of the pedestrian environment for principal retail precincts, smaller retail precincts and suburban streets.
- b) Providing training and resources to Council staff and resident/interest groups to give them the skills and information to identify improvements needed to the quality of the pedestrian and built environment.
- c) Conducting research into “best practice” internationally and regionally to advance knowledge in creating pedestrian friendly environments.
- d) Implement appropriate recommendations from the “Public Realm Strategy”.

Increase the safety of walking to school and to/within retail precincts.

Council to consider:

- a) Identifying and publicising the importance of the links between actual and perceived personal and traffic safety and people's willingness to walk, or letting children walk. Promote safety as a key issue in improving walking to school and to/within retail precincts in Stonnington.
- b) Conducting local research to demonstrate that low traffic speeds and safe walking environments are "good for business" in Stonnington.
- c) Continuing to reduce traffic speed in existing pedestrian environments and where there is "latent demand" for increased walking.
- d) Strengthening the efforts to improve safety around schools, and increase the perceptions of safety for both parents and students.
- e) Reducing traffic speeds around other "people destinations" to ensure they are accessible to people of all ages and abilities.

Integrate walking with public transport.

Council to consider:

- a) Working with the Department of Transport, land owners and Metlink to encourage them to significantly improve pedestrian access and wayfinding signage to/from railway stations in Stonnington.
- b) Rolling out IMAP wayfinding signage, identifying walking and public transport services and linkages, within all major retail precincts in Stonnington.
- c) Developing plans and strategies to integrate rail stations into their adjacent retail/community areas, making rail travel within Stonnington more attractive.
- d) Producing hand-held and on-line maps and "Travel Access Guides" for each major retail precinct, emphasising walk and public transport links and connections.