

Mornington Peninsula Access and Mobility Study Draft Transport Plan

Have your say!



The Frankston City Council and Mornington Peninsula Shire Council have jointly undertaken a study into the future transport needs of the Peninsula over the next 25 years. The purpose of the MPAMS is to examine the community's access and mobility issues and needs in the greater Peninsula region over the next 25 years, and to develop a transport plan that maximises outcomes from the existing transport system and identifies options for improvements. The Draft Report will be on public exhibition until 10th February 2006.

The top three community issues were found to be:

1. Inadequate public transport service coverage
2. High levels of traffic congestion
3. Limited access to public transport information and high fares









By 2030 it is expected that:

- Population of Frankston and Mornington Peninsula Shire will grow by 50,000
- Total Travel will increase by 24%
- Public Transport demand will increase by 32%
- Travel time from Mornington to Carrum Downs will increase from 30 to 80 minutes (AM peak) – unless better services & infrastructure are provided

Eight key themes have been identified to help address the existing and emerging transport issues in the region:

1. Population and Travel Growth Trends
2. An Aged and Ageing Population
3. Social Inclusion
4. Improving Access to Public Transport
5. Managing Visitor Peaks
6. Environment and Amenity Protection
7. Facilitating Efficient Freight Movement
8. Improving Transport Safety

Legend

 Victoria LGA	 Local Govt Areas
 Railway Lines	 Frankston City Council
 Urban Growth Boundary	 Mornington Peninsula Shire
 Arterial Roads	 Freeways

0 3 6 9
Kilometres

Frankston Bypass

Any potential bypass must take into account traffic and environmental costs, social implications and community views. These will only be resolved through a detailed investigation of all relevant factors.

Investigate ways to improve services on the Stony Point Rail Line

The focus should be on determining transport service needs, innovative ways of increasing patronage and the development of nodes within the Urban Growth Boundary according to Melbourne 2030 principles.

Northern Study Area Boundary

Identify a potential cross Peninsula bus route

More development and shorter distances improve the chances of establishing viable services in the northern Peninsula. Future trials should not occur however, until there is clear evidence of substantially increased demand for these services.

Rye Bypass

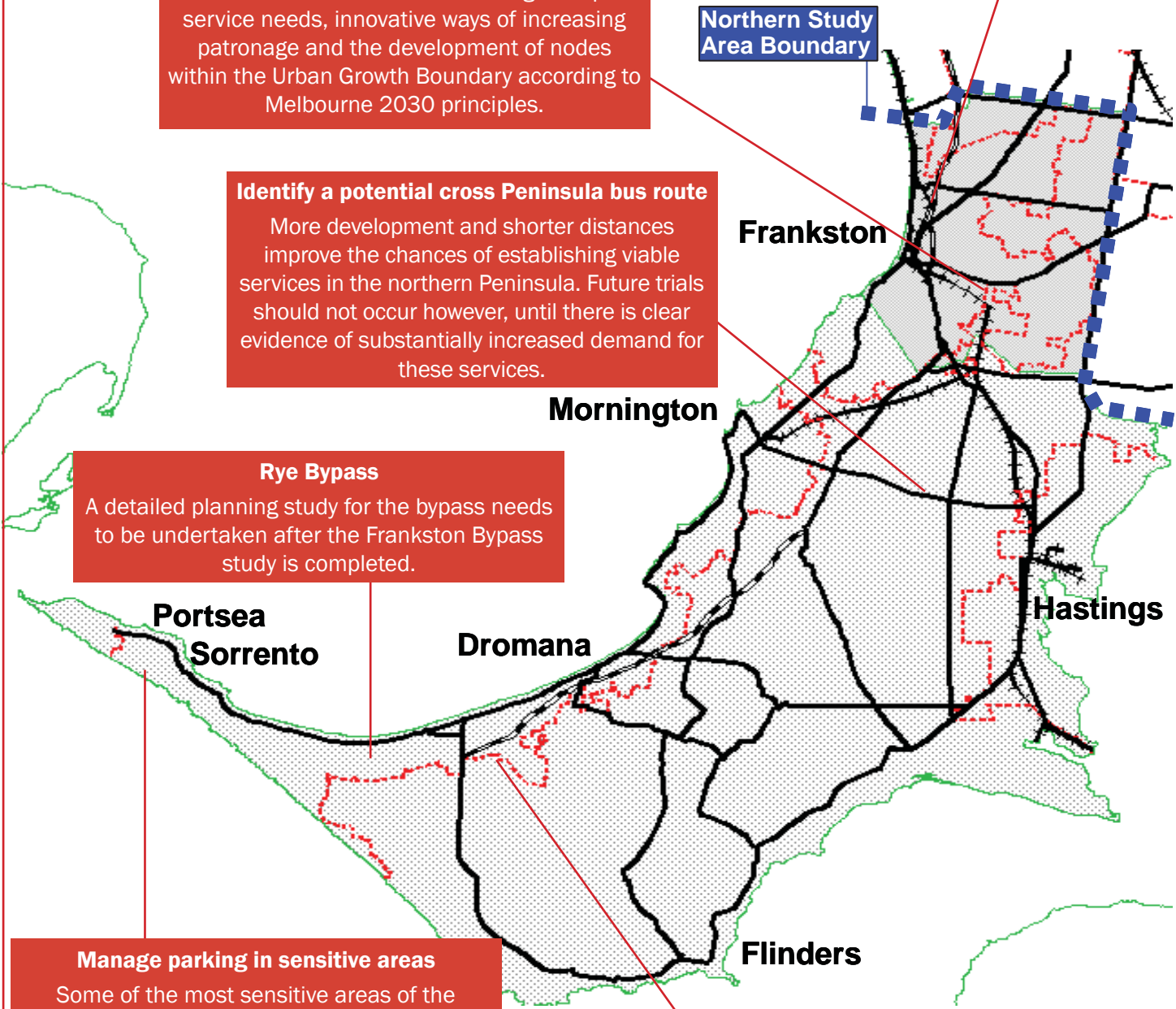
A detailed planning study for the bypass needs to be undertaken after the Frankston Bypass study is completed.

Manage parking in sensitive areas

Some of the most sensitive areas of the Peninsula generate the greatest tourism volumes. Parking in these areas needs to be carefully managed. The provision of shuttle buses to access some of these areas is a long term alternative to more on-site parking.

Increase Peak Season Bus And Taxi Services

The potential for allowing peak taxi licences to boost taxi operations on the Peninsula in the holiday peak needs to be investigated as does the possibility of using buses from Melbourne to provide additional services on the Peninsula.





Protect sensitive remnant flora and fauna

Existing and future transport corridors must be managed to protect sensitive environmental assets through the adoption of various strategies.

Upgrade Public Transport Services

The existing bus services need to be expanded, particularly on weekends as well as weekday evenings. Gaps in service coverage of the urban area need to be filled with new services and ferry connections need to be improved. In the longer term services will need to be increased to meet the needs of the growing population, including services to major employment areas north of the Peninsula.

Encourage living closer to services in major activity centres and along public transport routes

The utilisation of transport infrastructure and services can be significantly improved by influencing people, so they choose to live closer to services.

Strengthen the hierarchy of freight routes and protect freight corridors

This will lead to greater awareness of freight routes throughout the Peninsula and enable better management of these routes to provide efficient access and, at the same time minimise impacts on the community.

Implement road safety strategies

Vegetation clearing, speed limit reviews and widening or sealing road shoulders are key actions in rural areas. Attention should also be given to major road intersections and road crossings.

Improve Cycling and Walking options

Local and long distance cycling and walking networks need to be improved as does maintenance of existing infrastructure.

Success of Recent Bus Service Improvements

Bus Route 784 was improved in frequency (from 50 to 159 services per week) and a new Route 785 (148 services per week) commenced in January 2006. Both routes serve Mornington from Frankston. The outcomes were:

- Route 784 patronage increased by 235% or 30,000 passengers per annum.
- Route 785 carried almost 60,000 passengers in its first 5 months.

Want to know more?

The Draft Transport Plan discusses all 78 initiatives and the eight themed headings in more detail.

Copies of the Draft Transport Plan are available on display at Council offices, libraries and websites.

Digital versions of the plan can be downloaded from www.mornpen.vic.gov.au or www.frankston.vic.gov.au



**Don't miss
the boat!**

Tell us your views

We want to know what you think about future transport on the Peninsula. Please write your views in a letter or email and send them to us.

Submissions must be received by 10 February 2006 and addressed to:

Draft MPAMS Report Submissions
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OR

Draft MPAMS Report Submissions
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Team Leader – Transportation Planning
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Submissions by email or facsimile can be sent to:

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