

Community Feedback

(MPAMS) Mornington Peninsula Access and Mobility Study Information Session/Workshop No. 1

6th February 2007

Frankston City Council Chambers



Theme One (1) - Population and Travel Growth Trends

- Accommodating the many day trippers from eastern suburbs via EastLink
 - Pressures of population
 - Peninsula commitment to regional housing strategy is a Peninsula problem - i.e. our stations are clogged with peninsula traffic. Peninsula should share the load i.e. extend rail to Baxter.
 - We need to better service Langwarrin etc by rail
- Bicycles - Separation and use - Two Bays Road
- BAYSIDE CHRISTIAN COLLEGE - We have planned for 25 years to work within guidelines given to us by Council/State level. It would greatly concern us if this good planning was changed/wasted due to the relocation of BYPASS. The existing route is on the whole responsible, as it has been gazetted for a long time.
- RAIL - Electrify to BAXTER, Park & Ride train.
- Moorooduc Hwy FLY OVER Beach Street to Monash Uni
- BIKE TRAIL - continue south of Golf Links Road. By 2032, petrol will be prohibitively expensive. Diesel fuel also will be almost run out. Food supply will be very difficult. Any food will have to come by train so there will be no trucks. It is irresponsible to allow the population to grow by 50,000 when it will not be possible to feed them. There will be starvation. The Port of Hastings will not be needed because there will be insufficient fuel/oil to run ships. Electric Railways will be the only workable transport so the existing line to Crib Point and Mornington need to be electrified urgently.
- Finish existing projects
 - Cranbourne/McMahons Road intersection
 - Rutherford Road Ramps
 - Fix 'Olivers Hill road' (Nepean Hwy) before it falls into the sea.
 - Upgrade Leawarra train station
 - To service Monash Uni on western side of freeway, thus free up valuable CAD land in Frankston currently used for train storage.

Theme Two (2) - An Aged and Ageing Population

- Encourage home delivery - By local business as they get GST exemption.
 - Bus or train ticket - Used to obtain free home delivery.
 - Bike helmet - Also used as proof for free home delivery of goods.
- Street Signage (Road Marking & Signage)
 - Larger Print & Print style - research had been done in this area.
 - Consistency of location of street signs to avoid confusion.
- Railway Signage
 - Too small - Corporate - Since new signage has been added at railway station it is less easy to read.
- Motorized scooters
 - Access to facilities
 - Wider Paths
 - Pram Crossings
- Residential over shops for older people as it provides better access to shops
- Driver awareness

- Public programs - giving up driving - Programs already available from RACV, VicRoads
- Pedestrian awareness Programs to make them better aware of route selection and utilise crossings, etc.
- Individual pick-up system as per South Melbourne & American system.
- The Independent Transport Network (ITN) has been established in Portland Maine, USA, it has been well publicised and is referred to in the Parliamentary Road Safety Committee report 'Road Safety for Older Road Users'.

Theme Three (3) - Social Inclusion

- Physically impaired people have difficulty getting from their home to a bus stop (additional difficulties when boarding and alighting buses). Need to provide more 'disabled' type taxis.
- Commuter cycling & linkages required (in addition to recreational) – will become a major future form of transport (not to mention health, Infrastructure & Environmental benefits).
- Live where you work and work where you live, otherwise resort to driving/parking at railway station or rely on taxis.
- Have only shuttle buses and taxis in CAD eg along Wells street
- Introduce workplace travel planning
- Encourage bike use though carefully considered incentives eg bike tracks and bike cages - In station and just outside station
- Undertake road safety audits on existing infrastructure to identify inadequacies in access – Pre-construction and Post-construction
- Unmade roads are a safety hazard
- There is an increasing number of motorised scooters as population increases. Unfinished and incomplete works and absence of access ramps compromise access – having to cut corners to avoid high kerbs.
- Need to provide more footpaths, park paths and a requirement to identify bollards and other obstacles that are causing an obstruction to access
- Look at ideas used in other countries eg Netherlands, Ukraine, Germany etc
- Selective reduction of speed limits to aid safety of un-motorised transport
- Lack of income cheap fares - benefits community type transport eg pooling
- Noosa Council, Queensland are aiming for a 10% road usage by bicycles. In Melbourne, Darebin Council's aim is 40%.
- Need on/off road bike paths; to schools and between Seaford and Frankston.
- Fix the links between Mornington to Carrum.
- Finish the bay trail.
- Unfinished work compromises access eg cutting corners (raised footpaths no ramps)
- Should introduce an 'AM' closure of Esplanade in Mornington on weekends for cyclists only.
- Remove car parking on Nepean Hwy, 7 days 5am-10am
- Cleaning of the commuter bike paths; especially if connected to roads - glass & metal with 110 lbs/inch tyres don't mix well
- One school out of 31 is in the ride to school program. Seaford has 41% participation. Need greater involvement in the program to reduce congestion. 1000s of trips per day are occurring
- The State government has allocated \$22 mill. to fund the issuing of free bikes to students under a generic model
- Lack of income requires fares are made more affordable. Perhaps introduce a special fare structure for those on benefits/financial assistance.

Theme Four (4) - Improving Access to Public Transport

- Langwarrin is disadvantaged with no train station. Need to explore if this is feasible.
- Train service
 - Frankston to Stony Point/Baxter/Hastings & Electrify line
 - Council Planning Scheme revision to encourage residential development along rail line
 - Shuttle buses integrated (Council operated)
- Security at train station car parks

- Provide dedicated parking at Leawarra station to relieve traffic through Frankston
- Bus services to Mornington Peninsula to be increased in numbers and frequency
- Electric bus/light rail combinations with freeways
- Disabled accessibility - transport and bike paths (integrated)
- Impact of oil resources on
 - Public transport
 - Private transport
- Council to lobby State & Federal governments to reclaim 'Public' transport
- Increase taxi numbers
- Increase disabled taxi numbers - Council to lobby issues at State level
- Direct bus lines to provide express services to Frankston & Dandenong
- Public transport between Langwarrin & Cranbourne Road - Shuttle links to main transport corridor
- Reliable/Accessible wheel chair access on trains & taxis
- Provide rail line along major peninsula route
 - Nepean Highway/Peninsula Freeway
 - Light rail along Freeway easement
- Provide dedicated 'transit' lanes

Theme Five (5) - Managing Visitor Peaks

- Need to better co-ordinate event and promotions between Councils e.g. Bay to Bay, Around the Bay in a Day, RACV rally, and sand castle sculpture etc. by sharing resources. This will improve the scope, and result in better outcomes for both Councils and tourists.
- Undertake sweeping of event routes prior to commencement date. Thumb tacks deliberately laid on Nepean Highway bike route, to give cyclists flat tyres and disrupt event.
- Better managed visitor peaks can be achieved by better inter-modal traffic; cars, buses trains
- Public transport is poor; needs to be improved
- People (non-locals, day trippers, tourists, and holiday-makers) are getting lost due to lack of, and inadequacy of signage; that can provide navigation.
- Work toward establishing tourist train service to Melbourne.
- Tourist campaigns off-peak – in an effort to stagger peak through incentives.

Theme Six (6) - Environment and Amenity Protection

- We need air quality data to understand the potential impacts of any increase (health - respiratory, asthma)
- Groundwater - consider this as a part of the planning of any infrastructure (eg salinity, acid sulphate soils, fuel geotechnical study).
- Environmental corridors need to be identified and well planned prior to any decisions on transport routes (link with green wedge). We will need causeways for wildlife over built infrastructure.
- Recognition/reward for selection of energy efficient vehicles - Ethanol, Electric, H, CNG - for fleets of factory vehicles, public transport, shuttle buses, community buses etc. not just Council.
- Cycling should not just focus on recreational cycling but also to consider vital commuter cycling
- Lacks a focus on alternate transport - cycling, walking (no linkage for cycling commuting)
- Environment - don't like it to be separated. Should be considered in TBL approach
- Ecosystem service provided by private land holders should have rewards/recognition to support health and well being (air quality, amenity, GHG emissions).
- Consider the likely impacts of climate change and consider how this will affect planning
- Must include the long term impacts of population increasing, salinity, sea water level rises and how this will affect transport planning.
- Flora & Fauna - The EES for the Frankston Bypass must include a full flora and fauna study to inform decision-making (know you natural assets). Must include whole biodiversity eg. Invertebrates, pollinators etc.
- Any potential bypass - consider access affects of weeds (introduced).
- Transport - more frequent service, shorter destinations, more often
- Car pooling - incentives (reduction of insurance), transit lanes for shared occupancy vehicles.

- Increase drainage capacity (eg size of drains) for better flood mitigation.
 - Place powerlines & phone lines underground wherever possible.
 - Sensible placing of infrastructure.
-

Theme Seven (7) - Facilitating Efficient Freight Movement

- 40% of freight is on trucks going into municipality.
- Consider air quality impacts on increased freight (i.e. pollution due to diesel fuel) - road & train
- Western Port Bay - Potential impact and destruction to RAMSAR listed wetlands / French Island.
- Will potentially affect access to our industrial estates (eg Carrum Downs), as access to our industrial estates has not been given/considered.
- Warringine Park and Crib Point (recently founded remnant bush) not considered in the study (eg. Bandicoots and endangered species)
- Rail freight movements will impact the health and well-being of current and future residents (4,500 people in CAD alone).
This will affect Frankston City Council by:
 - Increase in rail routes alone
 - This also severely disrupts wildlife
 - Affects other transport services (eg Stony Point Line, 3rd line for Frankston railway)
 - Compromises Melbourne 2030 and the CAD development
- McMahons Road crossing NOT to be grade separated
- What is the likely impact from increased vibration? Infrastructure, built environment, human/animal health etc.
- Possible carbon tax - price not considered.
- No peak oil discussion.
- Interference of domestic transport due to rail crossing demands (McMahons Road).

MPAMS SUBMISSION PERIOD EXTENDED TO MON. 12TH MARCH 2007!

PROPOSED SECOND WORKSHOP, TUE. 6TH MARCH 2007