# Bike Riding Strategy 2024–2039

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# Executive Summary

This Frankston City Bike Riding Strategy 2024 – 2039 (The Strategy) provides guidance on decision making for the delivery of bicycle infrastructure and initiatives to encourage bike riding across the municipality of Frankston. The Strategy supports Councils ***Integrated Transport Strategy 2022-2042: Connected Communities*** which aims to reduce trips by car by 20% and create a Frankston that is safer, healthier, more connected, sustainable and inclusive through creating a network of safe and connected bike lanes and paths, and promoting riding in the community.

Development of the Strategy has built on existing Council policies and strategies as well as analysis of infrastructure and casualty crash data. Community consultation helped to identify barriers and factors that would encourage community participation in riding, as well as identifying key issues across the Frankston City Council.


The Strategy is built around a vision and four key strategic areas that will support Council achieve its long-term Strategic Outcomes.

Guiding principles have also shaped the Strategy, including:

- Consideration of **bicycle network design principles** to ensure the network caters for all ages and abilities
- Ensuring new **bike parking** is in accordance with current Australian Standards
- Providing safe **road crossings** for shared paths.

The Strategy includes an Action Plan which identifies future cycling infrastructure, advocacy and education initiatives to guide capital works and resourcing priorities over the next fifteen years.

# Contents

# 1 Introduction

The Frankston City Bike Riding Strategy has been developed to guide Council's decision making for the delivery of bicycle infrastructure and initiatives to encourage bike riding across the municipality over the next 15 years.

The Strategy supports Councils *Integrated Transport Strategy 2022-2042: Connected Communities* which aims to reduce trips by car by 20% and create a Frankston that is:

- Safer
- Healthier
- More connected
- Sustainable, and
- More inclusive.

The Strategy can help realise this vision by increasing bike riding in Frankston City. This can be achieved by:

- creating a network of safe and connected bike lanes and paths, and
- promoting safe bike riding behaviours in the community.

## 1.1 Strategy Development

The development of this Strategy has included:

- Consultation with the community
- A review of relevant strategies, plans and documents
- A review of the existing cycling network and infrastructure
- Analysis of the Department of Transport & Planning records of cyclist casualty crashes for the last five years.

The Strategy draws on relevant research, best practice and experience from other jurisdictions.

## 1.2 Implementing the Strategy

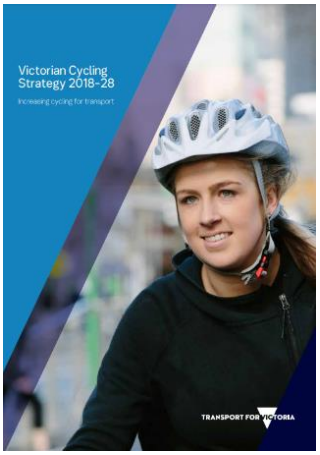
An Action Plan provides prioritised actions for implementation over the next 15 years. Council will collaborate with its partners, stakeholders and the community to implement the Action Plan.

# 2 Strategic Context

## 2.1 State Strategies

The Bike Riding Strategy is supported by various State strategies and frameworks.

### Victorian Cycling Strategy 2018-2028

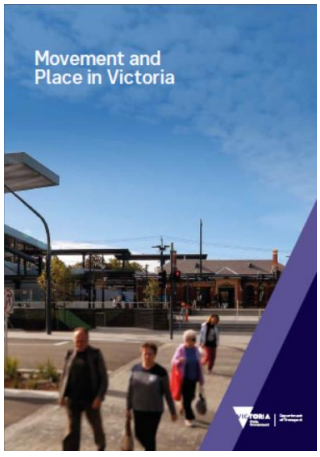



Victoria's Cycling Strategy 2018-2028 aims to increase the number, frequency and diversity of Victorians cycling for transport by:

- Investing in safer, lower stress, better-connected network, prioritising strategic corridors
- Making cycling a more inclusive experience.

The Victorian strategy prioritises strategic cycling corridors but recognises that neighbourhood cycling connections are essential to provide safe access to local destinations.

### Movement and Place Framework




The Movement and Place Framework defines movement classifications for each transport mode. Classifications are assigned to each transport link on the road network to guide the broad aspirational movement function. Cycling classifications have been developed for both on-road and off-road links as follows:

| Cycling classifications | Specialised classifications |
|---|---|
| C1 Primary routes | CD Direct routes |
| C2 Main routes | CH High stress routes |
| C3 Municipal routes | CT Training routes |
| C4 Neighbourhood and local links | CR Recreational routes |

## 2.2 Council Policies and Strategies

The Bike Riding Strategy aligns with, and is informed by, various Council strategies and plans.

## Frankston Council Plan 2021-2025

The Council Plan identifies the Strategic Outcomes Council wants to achieve long term. These outcomes are reflected in Council's various Strategies and Plans.

## Health and Wellbeing Plan 2021-2025


The Health and Wellbeing Plan is Council's strategic plan to 'create well planned and liveable environments with healthy, strong and safe communities'.

Objective 1.1 of the Action Plan is to 'Improve opportunities for walking and cycling' with the following strategies:

- Implement strategies to improve sustainable transport options that make walking, cycling and active travel easy, safe and accessible
- Improve walkability of our neighbourhoods through accessible footpaths and shared path networks that are connected with local neighbourhoods and key destinations
- Build partnerships to deliver community education initiatives and promotional campaigns that encourage walking and cycling and normalise travel
- Better meet the transport and movement needs of the local community within Frankston's city centre.

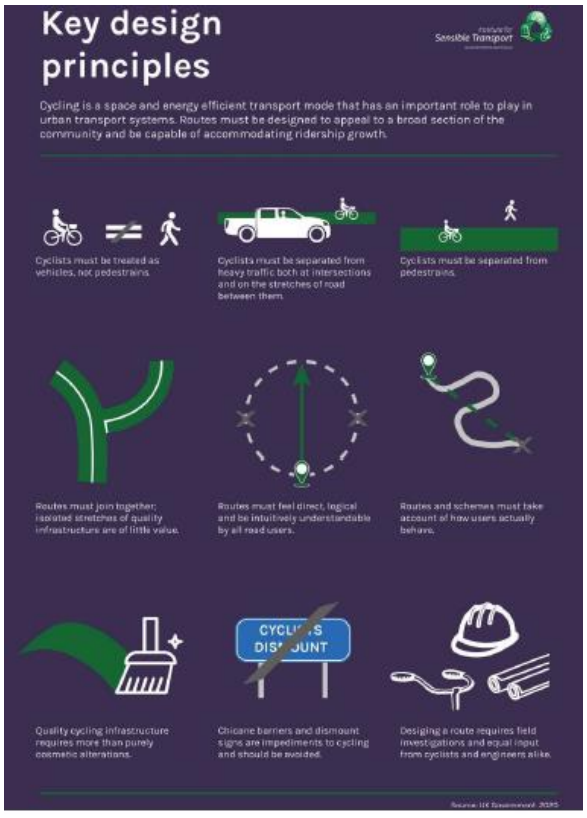
## Integrated Transport Strategy 2022-2042 Connecting Communities

To achieve the Strategic Outcomes identified in the Council Plan, Connecting Communities sets the following targets:

- Elimination of fatalities and lifelong injuries on Council roads by 2040
- Sustainable target for bicycle mode share of 10% of all trips and 5% of work trips.

Key directions for change include:

- Create a coherent, attractive, and safe cycling network
- Make walking and cycling to school the preferred choice in Frankston.



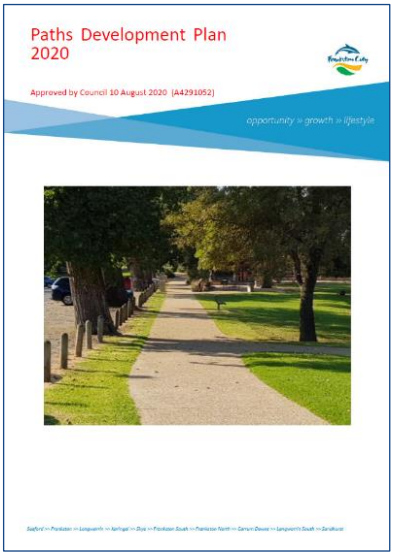
- Capitalise on major transport projects - including safer bike connections
- Highways and boulevards - improve the pedestrian and cycling paths along these corridors.

In relation to cycling, key design principles are outlined - and form the basis of this Strategy.

The Implementation Plan includes 11 actions to increase cycling in Frankston City, including the preparation and implementation of a bicycle strategy. Other actions relate to bike share, bike parking, e-bikes and provision of information on existing bike trails.

## Paths Development Plan 2019

The *Paths Development Plan* identifies and prioritises path projects in order to program, fund and complete Frankston City's pathway network. This includes shared paths along streets and in reserves.




## Frankston Local Shopping Strip Plan 2021


The *Local Shopping Strip Plan* identifies the need for consistent provision of bicycle parking in shopping strips as part of the Connections Guiding Principle. Priority locations for provision of bicycle parking are Frankston East, Kareela Road, Beach Street East, Lakewood Estate and Mahogany Avenue shopping strips.

**Frankston City Industrial Strategy, 2024**

The *Industrial Strategy* identifies streets and links for bike lanes or shared paths to improve cycling connections between industrial precincts and the wide bicycle network. These include:

- Brunel Laneway (connection to Maple Link Reserve)
- 50M-52M Lathams Road Reserve
- 499M Frankston Dandenong Road Reserve
- McClelland Drive.

**9. Pedestrian and Cycling connections**

Prepare design concepts and implement bike lanes / shared user paths throughout the industrial precincts. Ensure this links with broader active transport networks as defined in the *Frankston City Integrated Transport Strategy* (February 2023), Paths Development Plan (August 2020) and the upcoming *Bike Riding Strategy.*

# 3 Bike Riding in Frankston Today

## 3.1 Participation

The Victorian Integrated Survey of Travel & Activity (VISTA) data for 2022 indicates 1% of all trips made in Frankston City are by bicycle.

Consultation undertaken for Connecting Communities found 'the key barriers to cycling included lack of bike lanes and shared paths, as well as missing links and connections to cycling trails in other municipalities.' Rider safety was a key deterrent to riding.

The Super Tuesday Bike Count in March 2024[1] indicated that in Frankston City:

- ridership increased 25% compared to 2023
- 17% of riders were women while 82% were men
- the greatest growth in cycling was observed along Peninsula Link Trail, Eastlink Trail, Seaford Road and Skye Road
- Seaford Wetlands experienced the highest volume of riders.

## 3.2 Existing Bicycle Network

The existing bicycle network within Frankston City includes off-road shared paths, roadside shared paths and on-road bicycle lanes (see Figure 1). The bicycle network is made up of:

- State Government Strategic Cycling Corridor (SCC) – these are the cycling highways that connect key places (such as major activity centres and railway stations) to each other
- Principal Bicycle Network (PBN) routes - fill in the important municipal connections
- Neighbourhood and local links - provide connections to other routes and local destinations.

## 3.3 Bike Parking and Amenities

Bike rails are also provided at many locations, particularly near shops and railway stations. However, some bike rails are not up to current standards and some locations do not have any or enough bike parking.

Parkiteer cages are provided at Frankston and Seaford Railway Stations and provide secure parking for rail commuters arriving by bicycle.

A bike repair station is provided at the Lathams Road connection to the Peninsula Link Trail.

[1] Surveys undertaken at 13 sites across Frankston City on 5 March 2024 between 7am and 9am.

## 3.4 E-bikes and Scooters

The use of electrically assisted bikes and scooters is becoming increasingly popular across the Melbourne metropolitan area due to their ability to provide convenient and affordable transport for a diverse range of users and trip types.

E-bikes have similar performance characteristics as pedal powered bicycles and are subject to the same road rules. Low powered e-scooters, not capable of speeds greater than 10 km/h, may also be ridden on shared paths.

E-scooters capable of speeds greater than 10 km/h cannot be legally used on roads or paths (unless registered). Most newer model e-scooters exceed these thresholds but do not meet standards for registration.

Some Councils are trialling higher powered e-scooters –capable of speeds up to 20 km/h – for use on bicycle lanes, shared paths and lower speed roads (≤50 km/h) within the trial area. Currently, these e-scooters cannot be legally used on roads or paths in Frankston City.

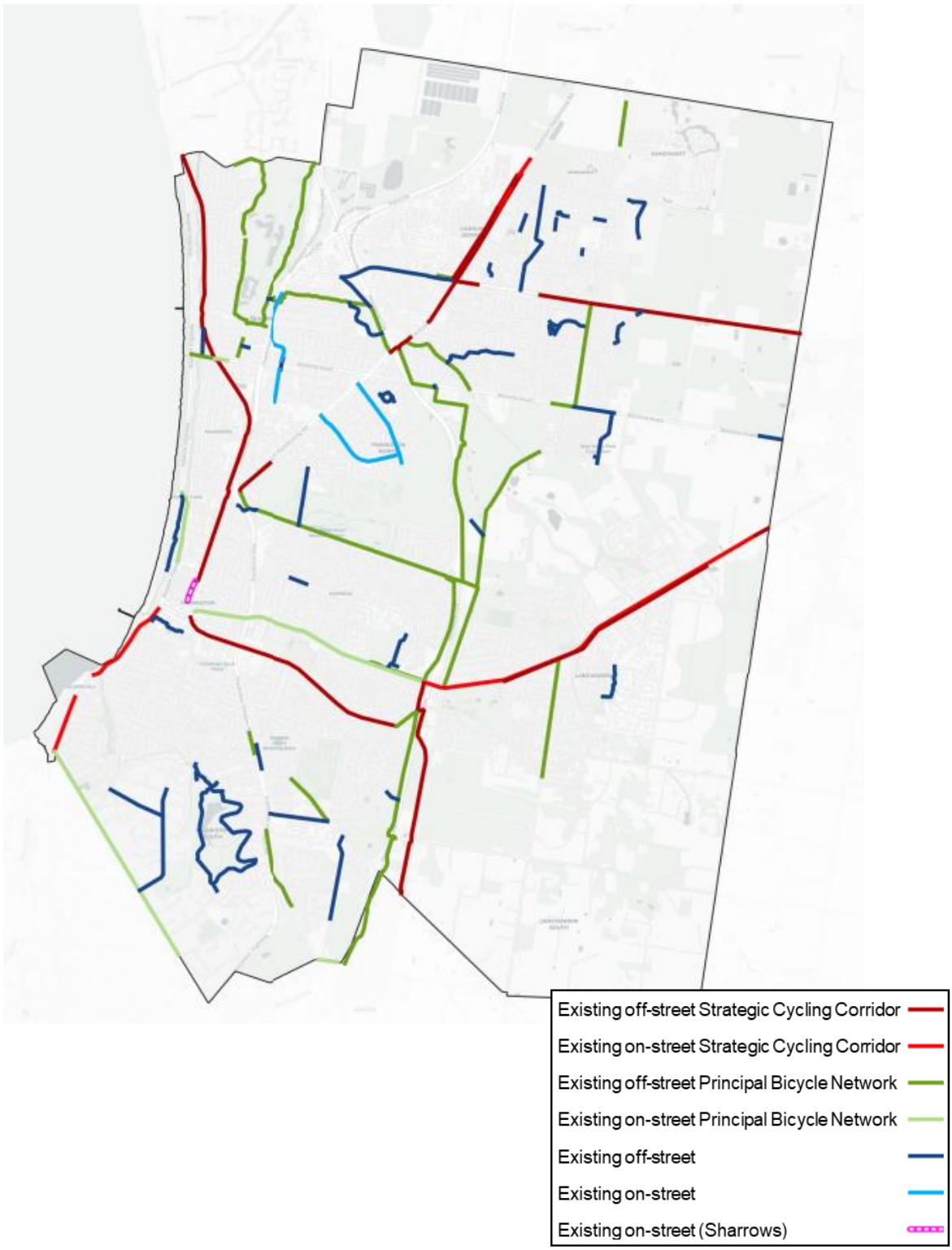



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**FIGURE 1: EXISTING BICYCLE NETWORK**

## 3.5 Crashes Involving Bicyclists

Over the last 5 years, there were 83 casualty crashes involving bike riders in Frankston City[2] (see Figure 2). This was approximately 6% of all casualty crashes.

Of the 83 crashes, there were 2 fatal crashes and 33 crashes resulting in serious injury.

Males were more likely involved in these crashes; both fatal crashes involved male riders.

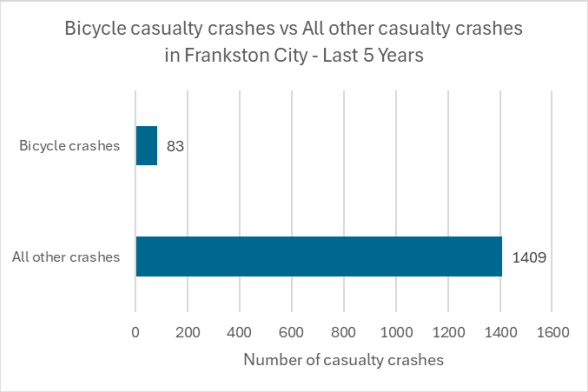


CHART 1: BICYCLE CRASHES VS ALL OTHER CRASHES

Around half of the total crashes occurred on arterial roads[3]. This included:

- Nepean Highway – 14 crashes (including one fatal crash)
- Frankston-Dandenong Road – 12 crashes
- Moorooduc Highway (McMahons Road, Frankston Flinders Road) – 6 crashes (including one fatal crash).

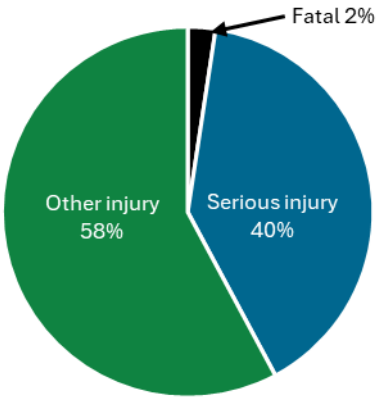


CHART 2: BICYCLE CRASH SEVERITY

Multiple cyclist crashes occurred on the following Council roads:

- Wells Road / Klaur Street (5 crashes)
- Towerhill Road (4 crashes, including 2 crashes at the Foot Street intersection)
- Yuille Street (3 crashes, including 2 crashes at the Williams Street intersection)
- McCormicks Road (3 crashes)
- Young Street (3 crashes).

The analysis also showed that:

- about 57% of crashes occurred at intersections and 43% occurred at midblock locations
- the most common crash types were:
  - Bike rider leaving the footpath struck by a vehicle on the carriageway – these are likely to be bike riders crossing the road

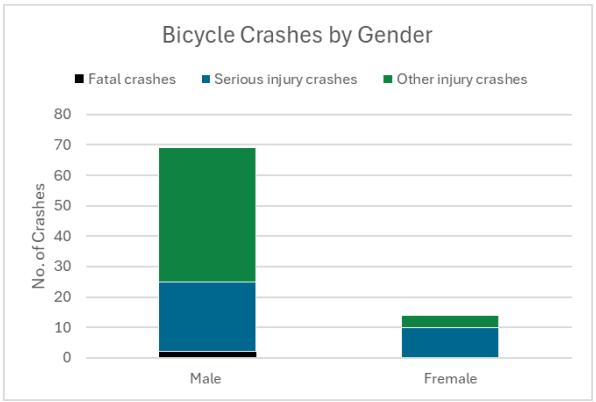


CHART 3: BICYCLE CRASH BY GENDER

[2] Based on Department of Transport & Planning casualty crash records for the period June 2018 – May 2023 (last 5 years of available data)
[3] Roads managed by the Department of Transport and Planning

    - Bike rider struck by a vehicle emerging from a driveway
    - Cross intersection crashes
- most crashes occurred in 50 km/h and 60 km/h zones.

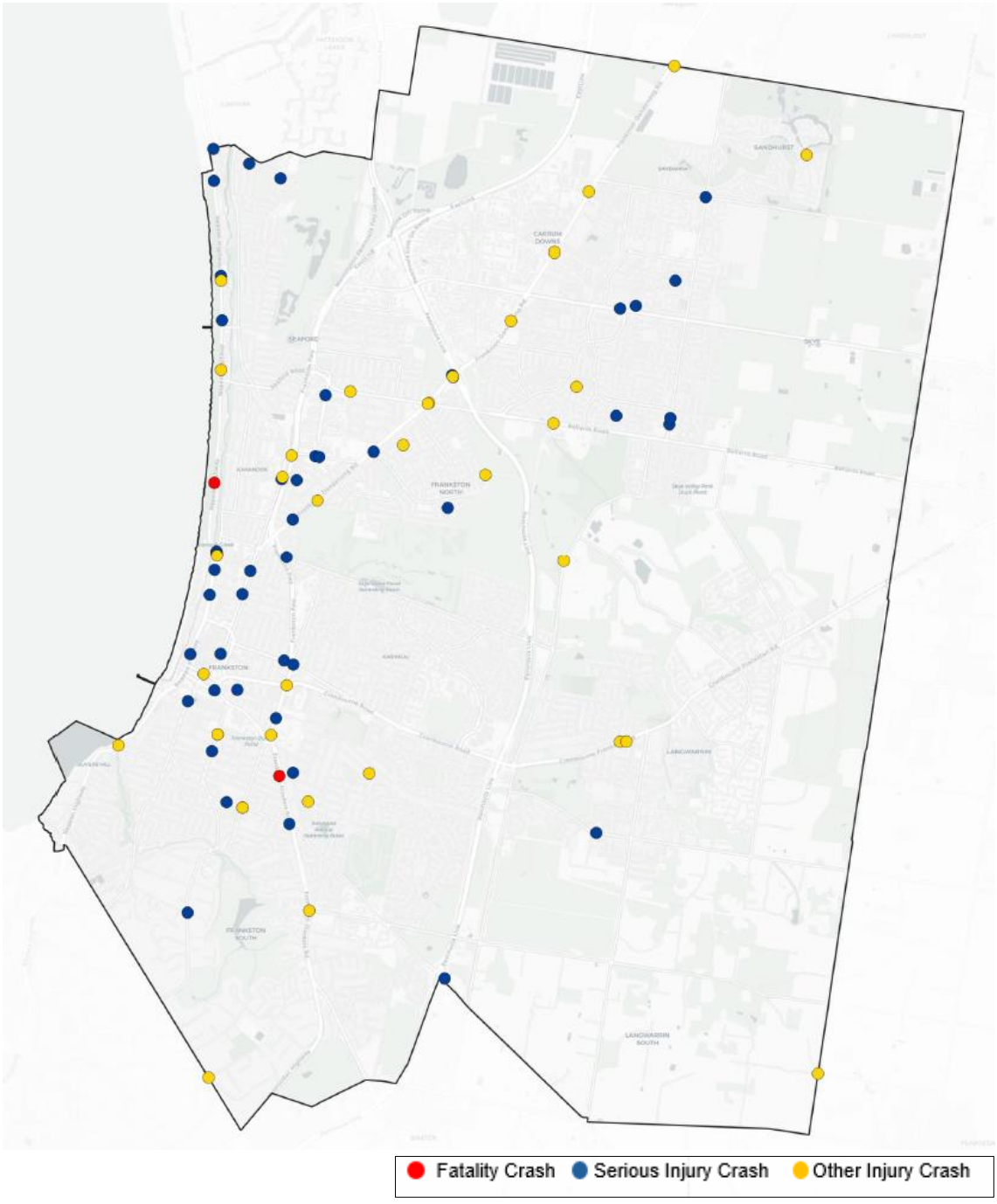


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**FIGURE 2: BICYCLE CRASH LOCATIONS IN FRANKSTON CITY**

# 4 What the Community Told Us

Council undertook an online survey and interactive mapping to better understand the experiences of bike riders between 5 October and 22 November 2023. Council asked questions about barriers to bike riding, and what would encourage people to ride more often. The mapping tool allowed participants to locate missing links, dangerous areas and good sections of bike riding infrastructure, as well as providing detailed responses.

Contributions were received from 688 people:

- 368 female, 318 male, 2 non-binary
- 427 questionnaire responses, 249 interactive mapping pins, 12 questions (Q&A tool)
- representing a range of bike riders.

In addition, pop-up sessions were held at six locations around the municipality.

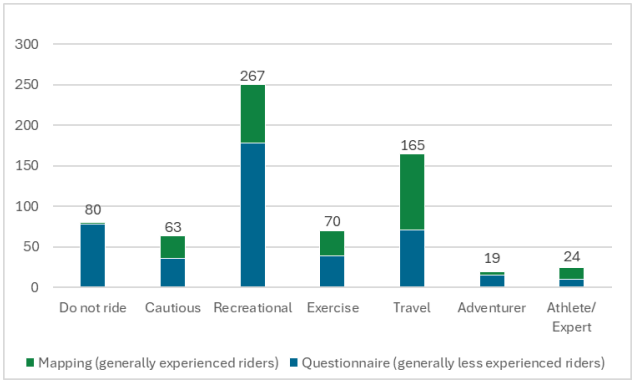



**CHART 4: BICYCLE RIDING IN FRANKSTON CITY**

## What would encourage you to ride for short trips?

### Female respondents

- Riding with friends
- More bike paths
- Smooth surface

### Male respondents

- Bike parking at local shops
- Bike path links between residential and commercial areas


**CHART 5: WHAT WOULD ENCOURAGE PEOPLE TO RIDE FOR SHORT TRIPS?**

## Barriers to riding for short trips

### All respondents

- Poor weather (raining, too cold
  or too hot)
- Birds swooping
- Hilly locations


**CHART 6: BARRIERS TO RIDING**

### Female respondents

- Fear of busy roads
- Don't want to ride alone
- Don't have a bike / bike broken
- Unfit / too far to shops
- Don't know where bike tracks are

### Male respondents

- Lack of secure bike parking
- Unsafe to ride on road with cars

## Interactive mapping identified

### Missing links

- Between Frankston Rail Trail and Baxter Trail
- Within FMAC (including Davey Street, Hastings Road, Nepean Highway, Baxter Trail, Fletcher Road, Beach Street)
- Local connections to Peninsula Link Trail
- Local connections to Baxter Trail

> *"Need better bike riding facilities on Davey Street and the FMAC"*

### Safety issues

> *"Turning right into Nepean Highway from Davey Street is scary"*

- Conflict between cyclists, pedestrians, and dogs on trails
- Unsafe road crossings at numerous locations
- Lack of rail crossings to/from Baxter Trail and Kananook Creek Trail
- Parked cars in bike lanes make it unsafe for riding

### Other

- Need more hoops for bike parking
- Debris and potholes in bike lanes

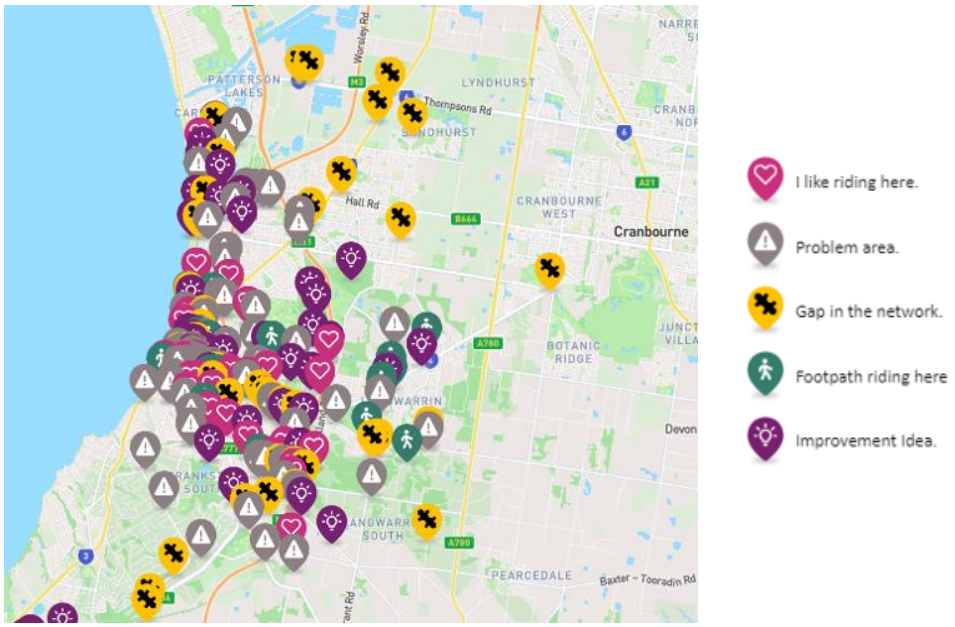



**FIGURE 3: COMMUNITY CONSULTATION MAPPING RESPONSES**

*"Bikes should be ridden to schools and encouraged to students"*

*"How about an underpass and shared bike path instead of having to cross the rail lines? (Beach Street)"*

*"Love that the shop renovation on Tower Hill includes plenty of bike parking at the front door. Would love to see more shops offering this"*

*"Great section of shared path from Frankston North to Skye Road"*

*"Lot of footpath riding happens in Tower Hill Road area because school traffic is heavy and dangerous"*

Additional consultation was undertaken to seek community feedback on the draft strategy. Council undertook an online survey between 18 July and 17 August 2024. Council asked questions about ideas that would help people feel safe when using the shared walking and cycling network, what would encourage people to ride more often, as well feedback on key projects proposed across Frankston City.

Responses were received from 62 people (22 female, 39 male, 1 non-binary), representing a range of ages and active transport participants (including walkers/runners, pedal and e-bike riders).

The top three responses to the questions regarding initiatives that would help people feel safe and encourage more bike riding participation are provided below.

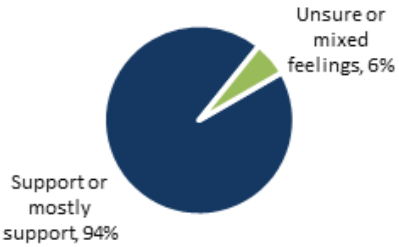
| QUESTION | TOP 3 COMMUNITY RESPONSES |
|---|---|
| What would help people feel safe when using the shared walking and cycling network? | • Provide courtesy signage on shared paths to reduce conflicts between pedestrians, dogs and cyclists<br>• Provide cyclist priority intersections at key locations<br>• Show different bike travel option on local area maps (e.g. bike only paths, shared paths, on-road, off-road) |
| Which facilities and amenities would encourage people to ride a bike more often? | • Provide bike parking at local shopping strips<br>• Secure bike parking cages at railway stations<br>• Signage showing bike routes to popular destinations |
| Which ideas would encourage people to ride a bike more often? | • Develop and promote maps of existing bike trails within Frankston to encourage bike riding for recreation<br>• Implement safe routes to school for every school in Frankston<br>• Encourage schools to participate in Bike Ed programs |

**TABLE 1: INITIATIVES THAT WOULD HELP PEOPLE FEEL SAFE / ENROUGAGE MORE BIKE RIDING**

## Proposed new bike riding connections

### Baxter Trail to Beauty Park via Clarendon Street & Hastings Road and Dandenong Road East to Playne Street

Support was very high for the proposed connections from Baxter Trail to Beauty Park via Clarendon Street and Hastings Road, and also between Dandenong Road East and Playne Street: 94% of respondents Support/mostly support vs 6% Unsure or mixed feelings.




What should Council consider when planning the connection from Baxter Trail to Beauty Park via Clarendon Street and Hastings Road?

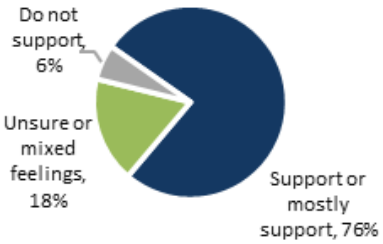
- Crossings to the south
- Good signage
- Safety (lighting, sufficient space on paths for walkers and riders, intersection infrastructure).

What should Council consider when planning the connection between Dandenong Road East and Playne Street?

- Wide/separated paths
- Good signage
- Safety at road crossings and near/at station car park.

## Towerhill Road Shared Use Path

Support was very high for this initiative: 76% of respondents Support/mostly support vs 6% Do not support, with 18% Unsure or mixed feelings.




What should Council consider when planning this connection?

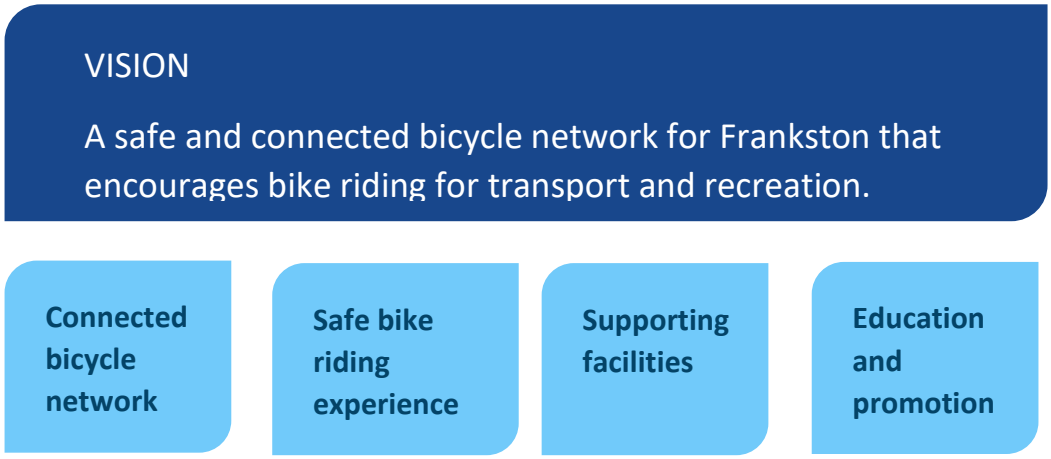
- Safety (separation from motor vehicles, separation between walkers and riders)
- Good signage and line marking.

## Other Considerations for the Strategy

- Rail crossing upgrade where the Baxter Trail crosses Hillcrest Rd
- Concerns regarding:
  - E-bikes and e-scooters on paths
  - Path maintenance (surface condition, debris, overhanging branches, etc)
  - Parked cars obstructing bike lanes.

# 5 Vision and Strategic Directions

The Bike Riding Strategy is built around a vision and four key strategic areas that will support Council achieve its long-term Strategic Outcomes.




## Connected bicycle network

Council will develop a connected bicycle network to make bike riding a safe and convenient way to get around Frankston City. The network will connect communities to key destinations, such as shops, schools and train stations, and provide opportunities for recreational riding. This will make bike riding more attractive for transport trips, encourage bike riding for recreation, and provide opportunity for a greater uptake of e-bikes and other forms of micro mobility.

Figure 4 provides an overview of the proposed bicycle network for Frankston City, with detailed maps provided in Appendix A and Appendix C.

The proposed bicycle network includes the Strategic Cycling Corridors (SCC), Principal Bicycle Network (PBN), municipal links and local connections.

The Strategic Cycling Corridors should be prioritised and delivered in partnership with the State Government.

Key cycling corridors along main roads such as Frankston – Dandenong Road, Frankston- Flinders Road, Cranbourne Road and Nepean Highway will be transformed into boulevards. Council will improve cycling paths along these corridors to make bike riding safer and more attractive.

Municipal links will enhance connections to local shops, schools, industrial areas and public transport, and seek to overcome barriers presented by major roads and rail.


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**FIGURE 3: PROPOSED FRANKSTON CITY BICYCLE NETWORK**

## Safe bike riding experience

A safe riding environment is necessary to encourage more bicycle trips. This can be achieved through more off-road paths and various types of on-road infrastructure chosen to suit the road environment. Lower speed limits can also play a role in mixed traffic streets or where there is little/no separation between bike riders and vehicles.

Where bike paths intersect with roads, Council will seek to make crossing points safer. At local streets this may include raised priority crossings.

Conflicts between bike riders, pedestrians and dogs on shared paths has been raised by the community. While the preferred option where volumes are high is separated paths for pedestrians and cyclists, this is may not feasible and other measures will need to be considered.

Maintenance is also critical to a safe riding experience, for both on-road and off-road paths. Maintenance activities are covered in the Road Management Plan.

## Supporting facilities

High quality, secure and well-located bike parking is essential to encourage bicycle trips. This may include parking for non-standard bikes (e.g. cargo bikes and e-bikes) at some locations. At Seaford and Frankston Railway Stations, secure bike parking provides peace of mind for commuters. Parkiteer cages could be provided at all stations.

Other facilities should be provided in some locations, such as drinking taps, bicycle repair stations and e-bike charging facilities.

## Education and promotion

A key focus will be bike riding to school. Council will continue working with schools to encourage students to ride to school. A greater uptake of children riding to school will reduce traffic congestion arounds schools and improve student health outcomes. Riding bikes to school as a child will hopefully lead to a lifetime of bike riding for transport trips due to riding confidence, familiarity and habits.

Initiatives can also target other groups to encourage bike riding and support travel change behaviour.

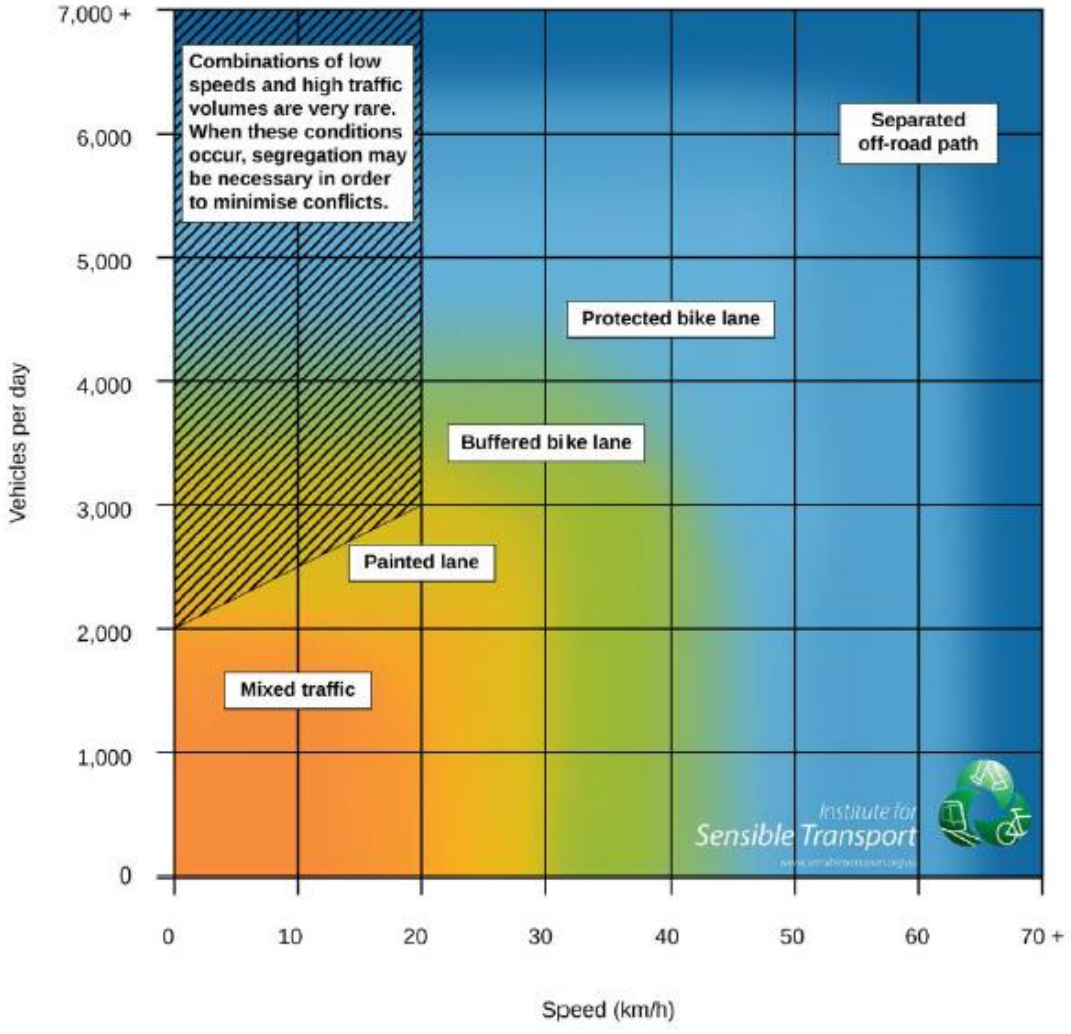
# 6 Guiding Principles

## 6.1 Bicycle Network Design Principles

To cater for all ages and abilities, the bicycle network will need to provide appropriate, safe infrastructure. Bike riders span a range of experience and competencies from experienced athletes and commuters, those who ride for exercise and recreation to inexperienced, cautious riders and children.

Provide a safe bicycle network that caters for all ages and abilities.

Figure 4, taken from the Integrated Transport Strategy, will inform the development of the network by guiding the selection of infrastructure based on speed limit and number of vehicles along a given street.




Source: Frankston Integrated Trasport Strategy Connecting Communities

**FIGURE 4: APPROPRIATE CYCLING INFRASTRUCUTRE MATRIX**

Key elements of the network will include:

- Extending the off-road network
- Providing separated bicycle lanes in the inner-city area
- Widening existing painted bicycle lanes
- Lowering traffic speeds in mixed traffic streets.

New bicycle infrastructure should be designed in accordance with the Austroads Guide to Road Design Part 3 and Part 6A and associated DTP supplements. In addition, the Road Management Plan specifies shared paths should desirably be asphalt or concrete and have the following desirable widths:

- Primary path – 3.0m width
- Secondary path – 2.5m width.

Supporting treatments to be considered for on-road bicycle lanes include green pavement at side streets and bicycle boxes at signalised intersections.

For the off-road network, a safe shared environment for all path users should be promoted through the use of courtesy signs and pavement markings. Access should be improved through provision of connecting paths and crossing infrastructure to overcome barriers.

Implementation of actions in the Strategy should also take into consideration Council's Gender Impact Assessment outcomes and recommendations[4].

## 6.2 Bike Parking and Supporting Infrastructure

Provision on high quality cycling facilities including safe and secure bike parking and supporting infrastructure (including drink fountains, repair facilities, e-bike charging facilities, etc) help to promote cycling participation.

Provide high quality parking and supporting infrastructure that helps to promote cycling participation.

Locations and type of bike parking and supporting infrastructure would be identified based on a range of factors such as:

- levels of riding activity
- age and abilities of riders
- targeted destinations /corridors that Council wish to promote (e.g. proactively installing facilities to encourage riding participation).

Parkiteer cages are provided at Frankston and Seaford Railway Stations and provide secure parking for rail commuters arriving by bicycle. Provision of Parkiteer cages at other railway stations in Frankston City would support increased cycling. Elsewhere across the municipality a range of bike parking hoops are provided, many of which

[4] A Gender Impact Assessment has been undertaken during development of this Strategy.

are no longer fit for purpose and should be progressively replaced. All new bike parking facilities should meet the requirements of Australian Standard AS2890.3.

## 6.3 Road Crossings

Crossings of roads and footpaths should incorporate good design practices, generally in accordance with design principles of Austroads Guides and DTP supplements. For example, where priority shared path crossings of roads are provided, the design should seek to reduce motor vehicle speeds. This can be achieved by provision of raised platforms or speed cushions on crossing approaches.

Provide safe road and path crossings.

# 7 Action Plan

An action plan has been developed to guide Council in the delivery of bicycle infrastructure, advocacy and education initiatives over the next 15 years. The action plan is presented in the following tables including the Multi Criteria Assessment score (and initiative rank shown in brackets), indicative costs and timeframe. The actions and initiatives are arranged under the headings 'A connected cycling network', 'A safe bike riding experience', 'Supporting facilities and amenities', and 'Promotion and education to encourage participation'.

While implementation of the proposed bicycle network will be staged over a significant period of time, the action plan includes higher priority projects that Council can deliver in the within the next 15 years, as well as initiatives to support safety and encourage bike riding in Frankston City. In addition, Council will advocate to State Government for projects that are outside of Council responsibility. The Action Plan will be reviewed periodically during the timeframe of the Strategy and revised if needed (including post-implementation of the Housing Strategy to improve connections where housing is increasing).

## Multi Criteria Assessment

To assist with prioritisation of actions, a Multi Criteria Assessment (MCA) was undertaken. MCA assists in comparing both quantitative and qualitative aspects, by assigning weights and scores to various criteria and their performance metrics. The MCA for prioritisation of actions in this Strategy included six criteria and associated performance metrics:

- **Alignment with local strategy and policy** – alignment with Council objectives and strategic directions
- **Feasibility / constructability**
    - project within Council land and able to be delivered without external approval/consultation
    - likelihood of need to remove trees to deliver project
    - do not require major construction or infrastructure upgrades
- **Connectivity** – connection within cycling network hierarchy (SCC, PBN, Local network), and consideration Movement and Place
- **Safety** – level of road safety improvement, including alignment with Safe System principles
- **Community sentiment** – project alignment with area/location of community concern
- **Indicative cost**
    - Very low: Less than $50,000
    - Low: $50,000 - $250,000
    - Moderate: $250,000 - $1 million
    - High: >$1 million

Some actions may be funded by partner agencies (e.g. DTP) or there may be opportunities to seek external funding (e.g. TAC funding).

The raw outputs of the MCA comprising all identified projects and their ranking are included in Appendix B.

| A CONNECTED CYCLING NETWORK | | | | |
|---|---|---|---|---|
| | **ACTION** | **MCA SCORE (RANK)** | **INDICATIVE COST** | **TIMEFRAME** |
| 1.1 | Advocate and work with State Government for the implementation of bicycle facilities on all Strategic Cycling Corridors | 92% (4) | Very low | Ongoing |
| 1.2 | Continue to develop and deliver the Nepean Highway boulevard upgrade (including advocacy and collaboration with State Government) | 80% (16) | High | Long (7-10 yrs) |
| 1.3 | Deliver following highest priority bicycle network projects: | | | |
| [1.31] | • SUP connection from Baxter Trail to Beauty Park via Clarendon Street and Hastings Road | 96% (2) | High | Short (1-3 yrs) |
| [1.32] | • Fletcher Road SUP between Dandenong Road East and Playne Street/Baxter Trail | 98% (1) | High | Short (1-3 yrs) |
| [1.33] | • Towerhill Road SUP | 92% (5) | High | Short (1-3 yrs) |
| 1.4 | Deliver other high priority bicycle network projects: | | | |
| [1.41] | • Playne Street bike lanes from Fletcher Road/Baxter Trail to Young Street | 86% (8) | High | Medium(4-6yrs) |
| [1.42] | • Kananook Creek SUP from Beach Street to Davey Street/Nepean Highway | 86% (7) | High | Long (7-10 yrs) |
| [1.43] | • Eastlink trail from Thompson Road to Boundary Road | 76% (19) | High | Vlong(10-15yrs) |
| [1.44] | • Colemans Road from Boundary Road to Lathams Road | 80% (14) | Low | Long (7-10 yrs) |
| [1.45] | • Boundary Road from Colemans Road to Frankston-Dandenong Road | 80% (13) | Low | Medium(4-6yrs) |
| [1.46] | • Wedge Road from Carrum Downs Reserve to McCormicks Road | 84% (10) | High | Medium(4-6yrs) |
| [1.47] | • McCormicks Road from Sandhurst Blvd to Hall Rd | 84% (9) | High | Medium(4-6yrs) |
| [1.48] | • Warrandyte Road SUP from Maxwell Court to Robinsons Road | 92% (6) | High | Medium(4-6yrs) |
| 1.5 | Investigate opportunities to improve access from residential areas to the bicycle network: | | | |
| [1.51] | • across railway line to Baxter Trail between Hillcrest Road and Peninsula Link Trail | 80% (12) | High | Short (1-3 yrs) |
| [1.52] | • Valley Road, McClelland Dr to Potts Rd | 74% (22) | Low | Vlong(10-15yrs) |

| A CONNECTED CYCLING NETWORK | | | | |
|---|---|---|---|---|
| | **ACTION** | **MCA SCORE (RANK)** | **INDICATIVE COST** | **TIMEFRAME** |
| [1.53] | • Potts Road (SUP), Ballarto Road to Gumnut Drive | 78% (17) | High | Long (7-10 yrs) |
| [1.54] | • Potts Road (on street facility), Gumnut Drive to Cranbourne - Frankston Road | 74% (21) | Low | Vlong(10-15yrs) |
| [1.55] | • Ballarto Road (SUP), Skye Primary School to Maraline Road | 78% (16) | High | Long (7-10 yrs) |
| 1.6 | Investigate local street bike route via Coolibar Avenue and Clovelly Parade to link Kananook trail to Wetlands | 58% (27) | Very low | Short (1-3 yrs) |
| 1.7 | Prepare design concepts for bike lanes/shared paths throughout industrial precincts and connecting to wider bicycle network (as per *Industrial Strategy*), including: | | | |
| [1.71] | • Access Way | 56% (31) | Very low | Medium(4-6yrs) |
| [1.72] | • Frankston Gardens Drive | 56% (32) | Very low | Long (7-10 yrs) |
| 1.8 | Review streets included in re-sheeting program for low cost cycling upgrades in the form of line marking, bicycle markings | 74% (20) | Very low | Ongoing |
| 1.9 | Review cycling connections needs following implementation of the Housing Strategy (update Action Plan if required) | 58% (28) | Very low | Short (1-3 yrs) |
| 1.10 | Undertake data collection (pedestrian & bike counts) of usage of existing SUP network to support future advocacy | 58% (29) | Very low | Ongoing |

| A SAFE BIKE RIDING EXPERIENCE | | | | |
|---|---|---|---|---|
| | **ACTION** | **MCA SCORE (RANK)** | **INDICATIVE COST** | **TIMEFRAME** |
| 2.1 | Advocate to State government to improve safety of crossing at Peninsula Link Trail at Frankston - Dandenong Road | 84% (11) | Very low | Short (1-3 yrs) + Ongoing |
| 2.2 | Advocate to State government for signalised crossing at Nepean Highway near Gould Street / Overton Road | 78% (19) | Very low | Medium (4-6 yrs) + Ongoing |

| A SAFE BIKE RIDING EXPERIENCE | | | | |
|---|---|---|---|---|
| | **ACTION** | **MCA SCORE (RANK)** | **INDICATIVE COST** | **TIMEFRAME** |
| 2.3 | Investigate and improve safety of Baxter Trail crossing at Hillcrest Road | 96% (3) | Very low | Long (7-10 yrs) |
| 2.4<br><br>[2.41]<br>[2.22] | Undertake Road Safety Audits of locations on Council streets with more than one bike crash:<br>• Towerhill Road/Foote Street<br>• Yuille Street/Williams Road | <br><br>69% (25)<br>69% (26) | <br><br>Very low<br>Very low | <br><br>Medium (4-6 yrs)<br>Short (1-3 yrs) |
| 2.5<br><br>[2.51]<br>[2.52] | Provide courtesy signage on shared paths to reduce conflicts between pedestrians, dogs and cyclists, in particular:<br>• Peninsula Link Trail<br>• Kananook Creek Trail | <br><br>72% (24)<br>70% (23) | <br><br>Very low<br>Very low | <br><br>Short (1-3 yrs)<br>Medium (4-6 yrs) |
| 2.6 | Implement Safer Speeds Plan for Frankston City in tandem with LATM Strategy, as per *Connecting Communities* Implementation Plan. Ensure bike riding is a key consideration in developing LATM plans | 55% (33) | Very low | Short (1-3 yrs) + Ongoing |
| 2.7 | Advocate State Government to connect existing bicycle lane facility on Cranbourne Road from Deane Street to Clarendon Street | 57% (30) | Very low | Medium (4-6 yrs) + Ongoing |
| 2.8 | Seek changes to Road Management Plan to link classifications of shared paths to hierarchy shown in the Bike Riding Strategy bicycle network maps | 20% (52) | Very low | Medium (4-6 yrs) + Ongoing |

| SUPPORTING FACILITIES AND AMENITIES | | | | |
|---|---|---|---|---|
| | **ACTION** | **MCA SCORE (RANK)** | **INDICATIVE COST** | **TIMEFRAME** |
| 3.1 | Implement consistent bike parking design standard | 20% (51) | Very low | Long (7-10 yrs) |
| 3.2 | Provide bike parking at shopping strips as identified in the *Local Shopping Strips Plan* | 47% (37) | Very low | Ongoing |

| | | | | |
|---|---|---|---|---|
| 3.3 | Advocate to DPT & LXRP for Parkiteer cages at all railway stations in Frankston City | 43% (39) | Very low | Medium (4-6 yrs) + Ongoing |
| 3.4 | Identify locations for and install additional bike parking at new and existing locations | 47% (36) | Very low | Ongoing |
| 3.5 | Identify locations for and install supporting infrastructure such as drinking taps, repair stations & e-bike charging stations | 47% (35) | Very low | Ongoing |
| 3.6 | Review bike wayfinding signage for destination-based route guidance including bicycle parking | 47% (34) | Very low | Ongoing |

| PROMOTION AND EDUCATION TO ENCOURAGE PARTICIPATION | | | | |
|---|---|---|---|---|
| | **ACTION** | **MCA SCORE (RANK)** | **INDICATIVE COST** | **TIMEFRAME** |
| 4.1 | Update the Frankston TravelSmart Map (including locations of paths, drinking fountains, bike parking, repair facilities, e-bike charging) and distribute to help bike riders plan journeys and encourage trips by bike | 27% (48) | Very low | Short (1-3 yrs) |
| 4.2 | Develop and promote maps of existing bike trails within Frankston City to encourage bike riding for recreation | 27% (50) | Very low | Short (1-3 yrs) |
| 4.3 | Continue working with schools in Frankston City to prepare an Active Travel Plan for the school, as per *Connecting Communities* Implementation Plan | 33% (44) | Ongoing | Ongoing |
| 4.4 | Implement safe routes to school for every school in Frankston City, as per *Connecting Communities* Implementation Plan | 41% (41) | Low | Ongoing |
| 4.5 | Encourage schools to participate in Bike Ed programs | 33% (45) | Very low | Ongoing |
| 4.6 | Trial an 'Open Street' outside school gate at school drop off/pick up times to encourage active transport to school, as per *Connecting Communities* Implementation Plan | 43% (38) | Low | Medium (4-6 yrs) |
| 4.7 | Support a free trial of e-bikes for parents of primary school students, with the potential for expansion based on the results of the trial, as per *Connecting Communities* Implementation Plan | 27% (46) | Very low | Medium (4-6 yrs) |
| 4.8 | Support businesses that encourage workers to ride to work in Frankston City, as per *Connecting Communities* Implementation Plan. This could include incentives for participation in Ride-to-Work Day | 27% (49) | Very low | Ongoing |
| 4.9 | Expand shared micro-mobility (e.g. e-bike share) to be LGA wide through dialogue with commercial operator, as per *Connecting Communities* Implementation Plan | 37% (43) | Very low | Medium (4-6 yrs) |
| 4.10 | Add e-bikes to salary package options for Council staff, as per *Connecting Communities* Implementation Plan | 27% (47) | Very low | Short (1-3 yrs) |

| | | | | |
|---|---|---|---|---|
| 4.11 | Develop and implement trial programs, such as shared streets to promote bike riding | 39% (42) | Very low | Short (1-3 yrs) |
| 4.12 | Provide cycling safety messaging on VMS on 2 occasions per year | 43% (40) | Very low | Ongoing |

# Appendix A – Bike Network Maps

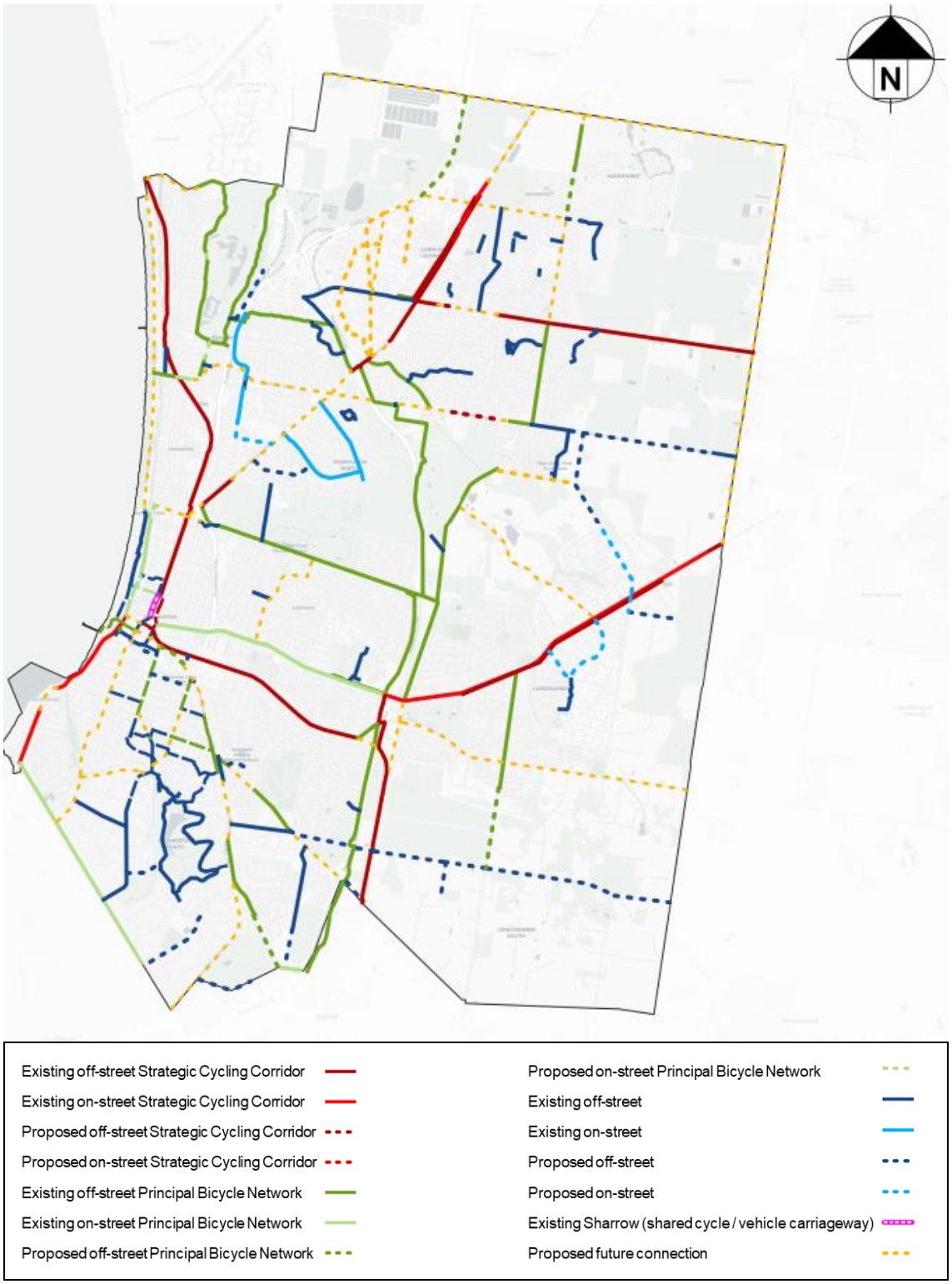



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**FIGURE A1: PROPOSED FRANKSTON CITY BICYCLE NETWORK - OVERVIEW**

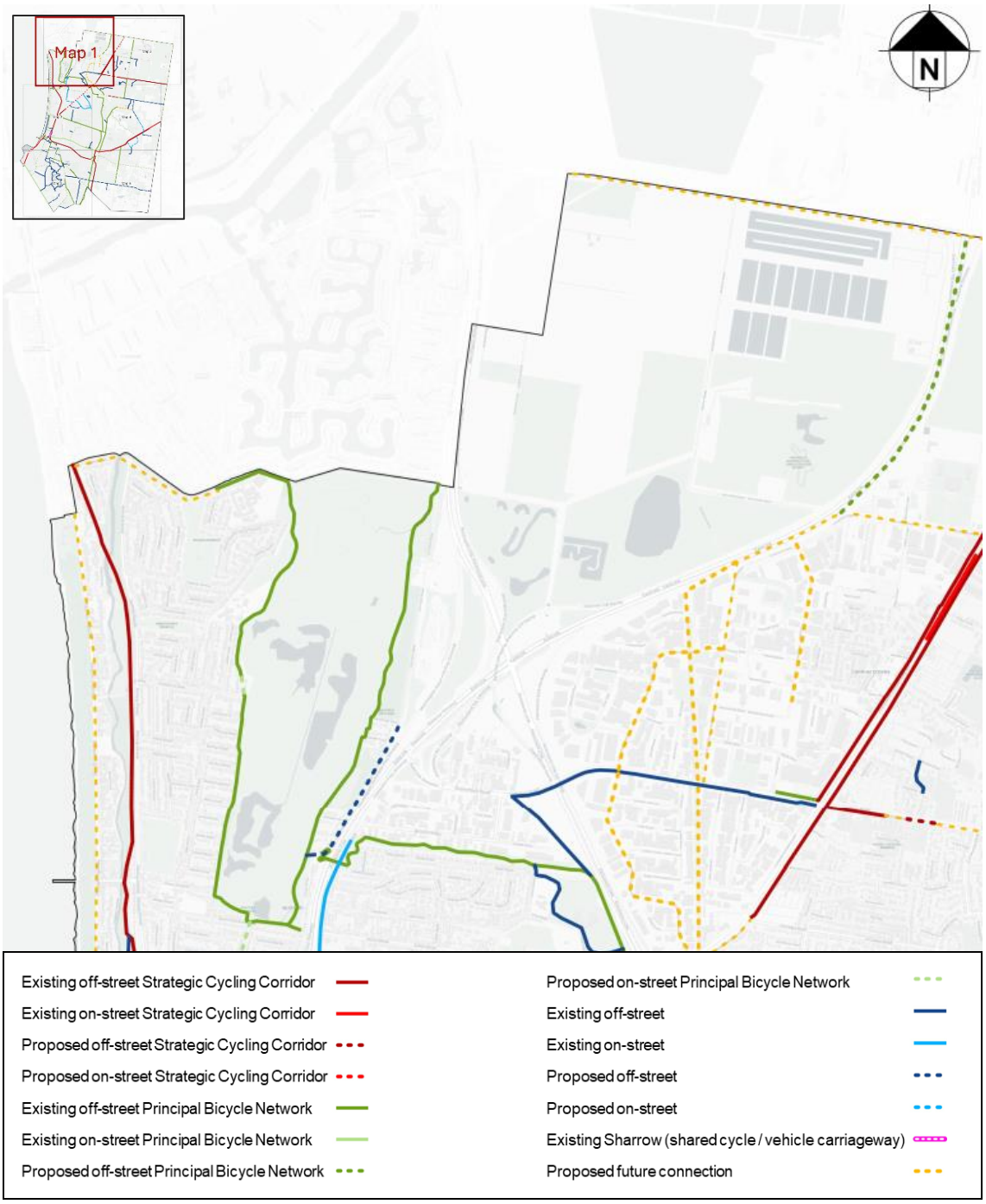


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**FIGURE A2: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 1**

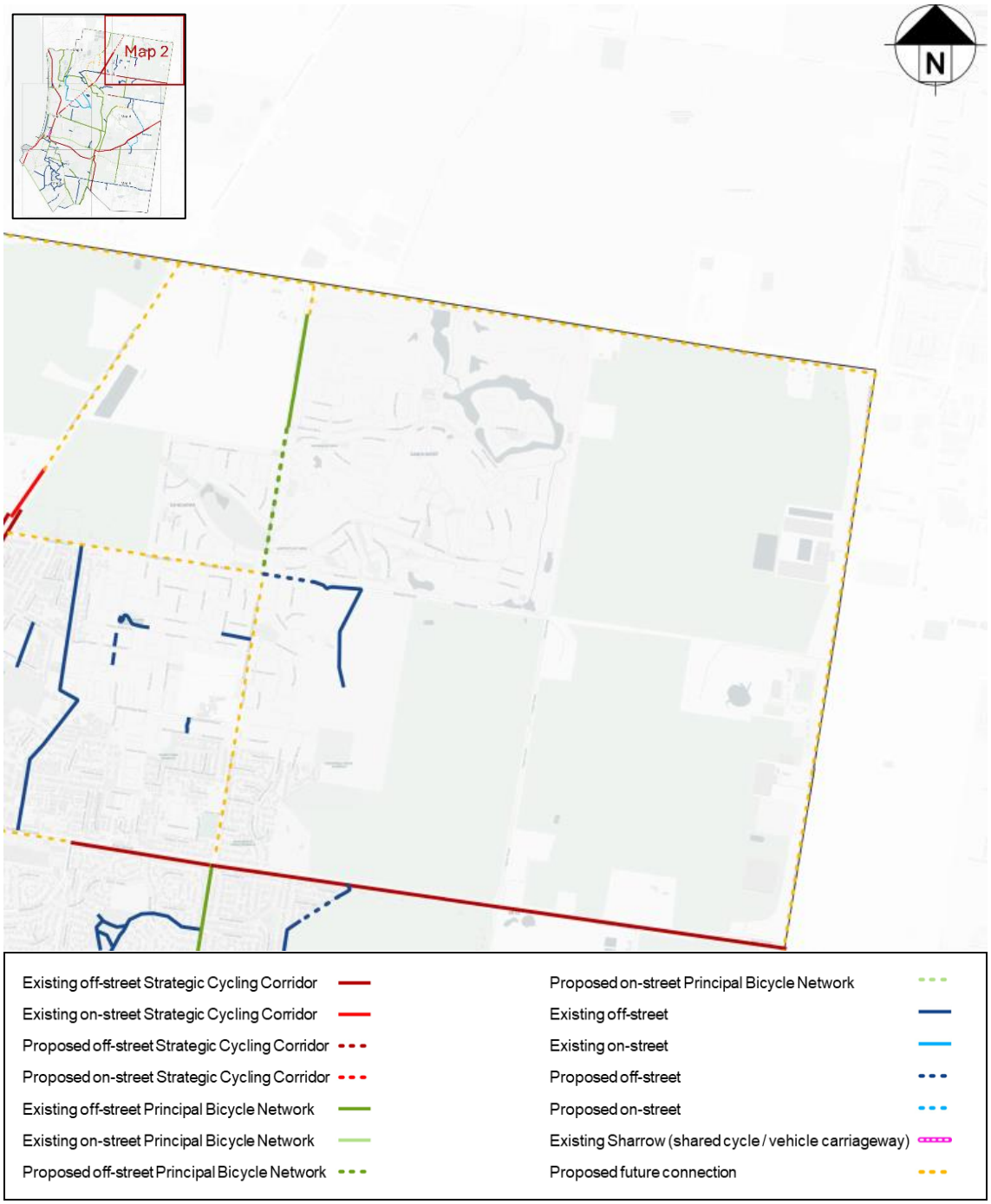


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**FIGURE A3: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 2**

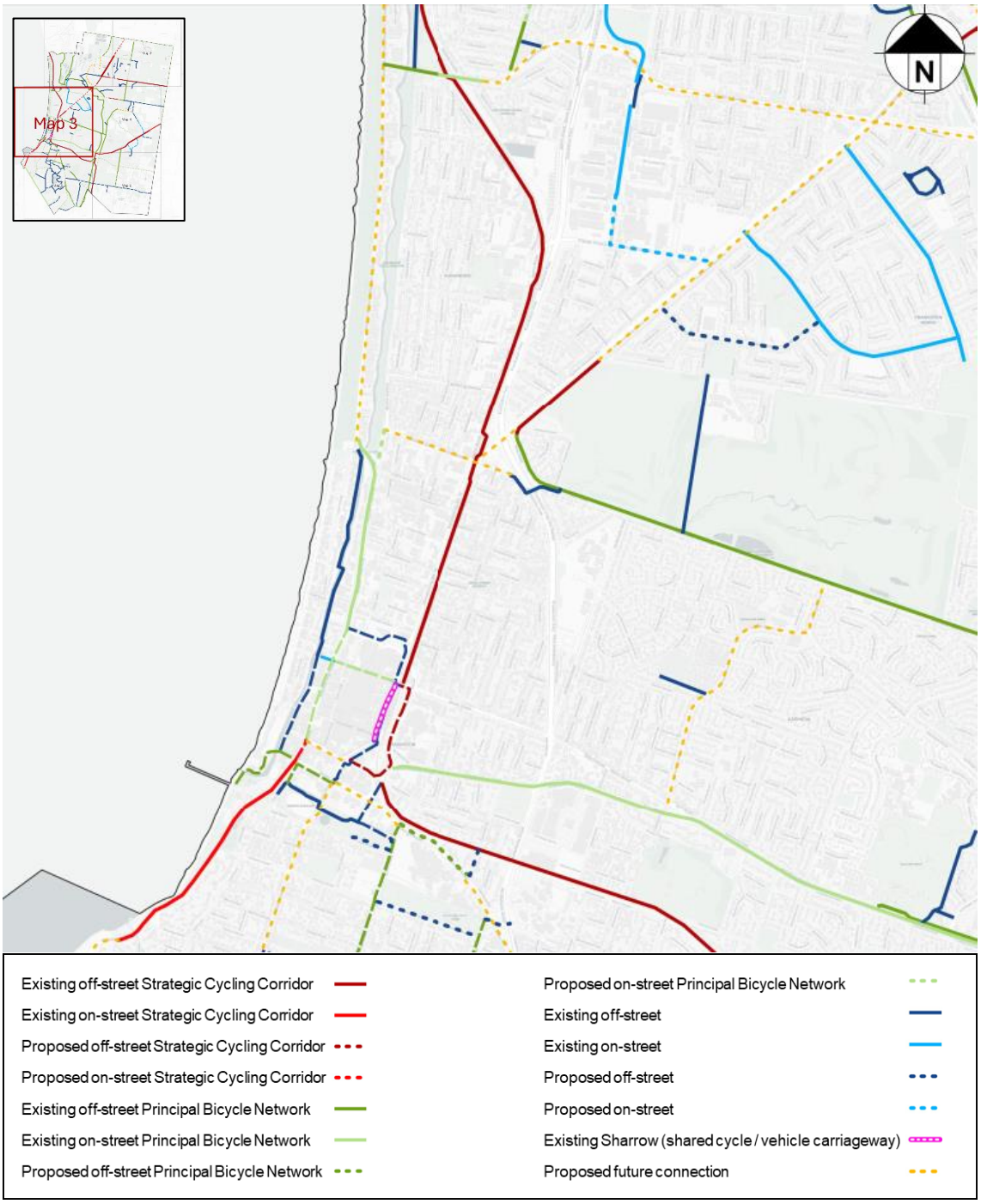


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**FIGURE A4: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 3**

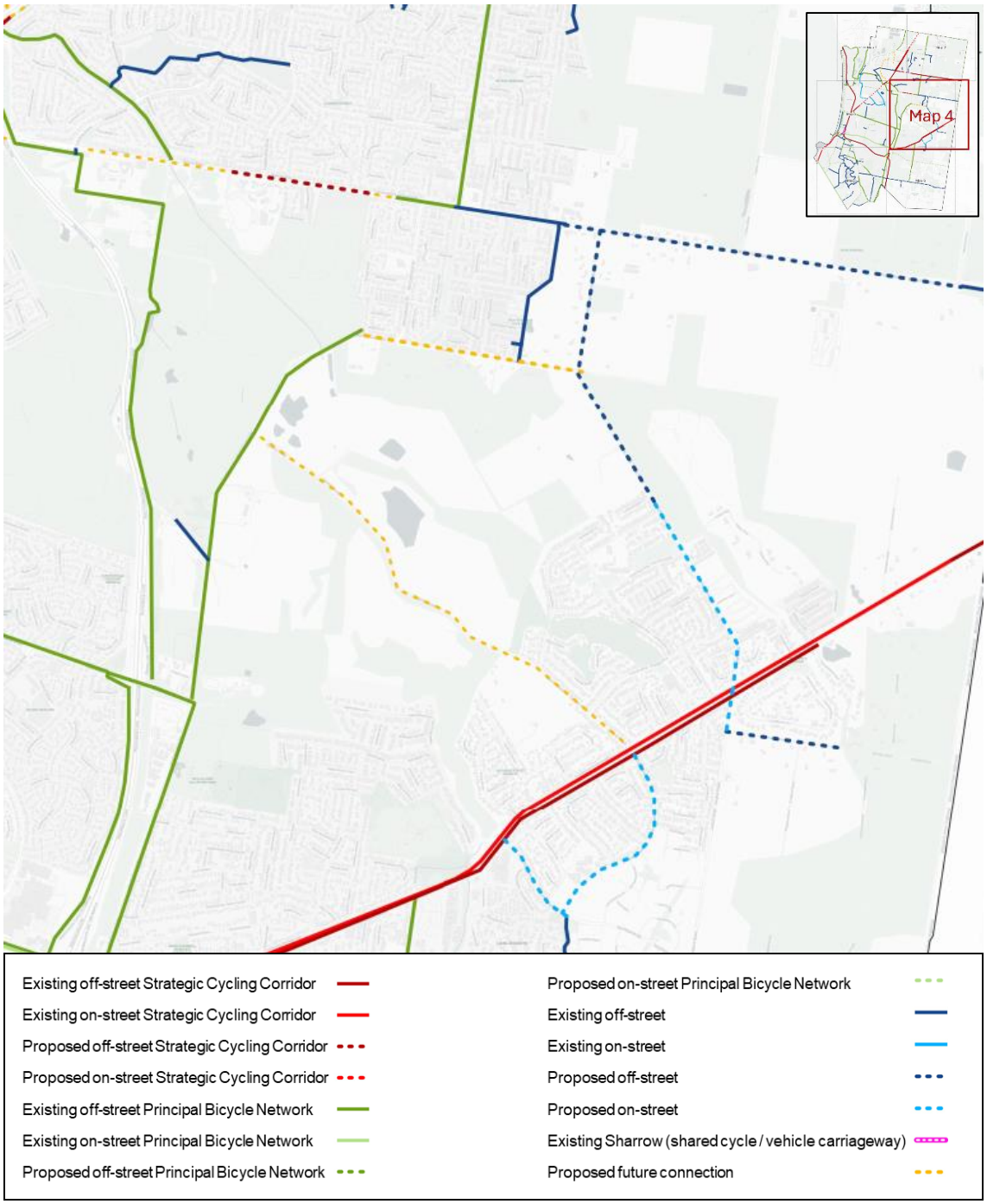


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**FIGURE A5: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 4**

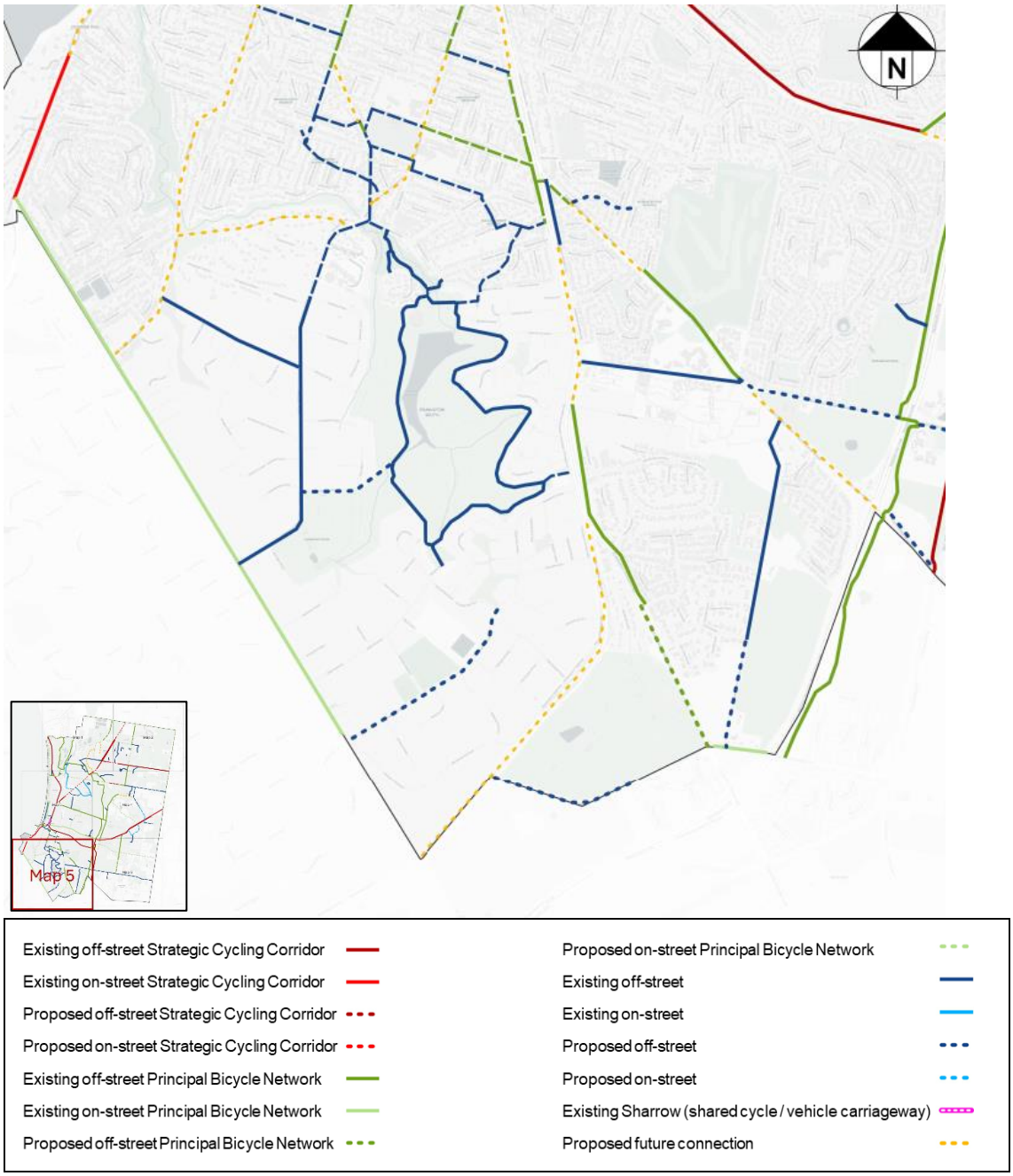


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**FIGURE A6: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 5**

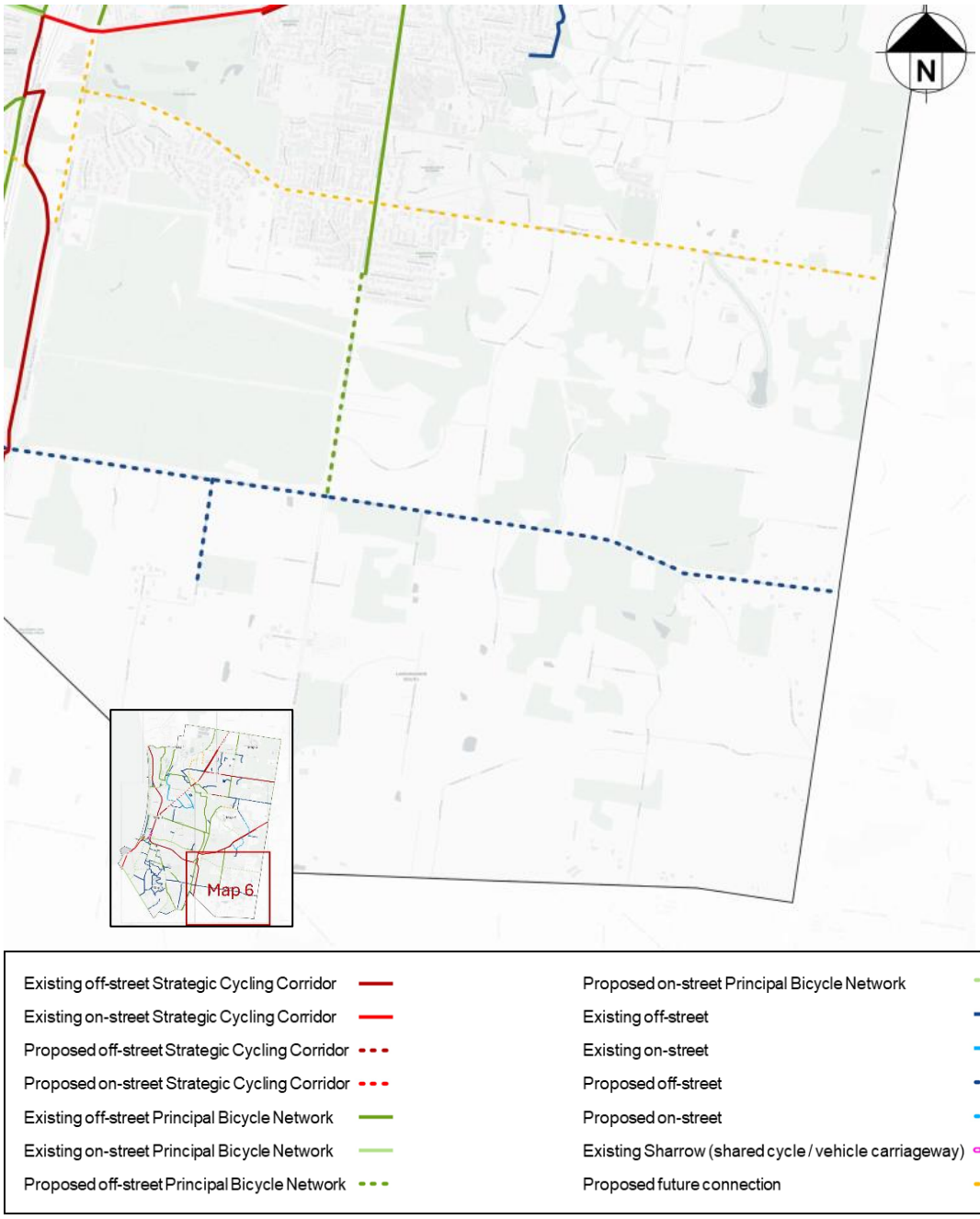


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**FIGURE A7: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 6**

# Appendix B – Action Plan Multi Criteria Assessment

## Action Plan Multi Criteria Assessment

- Priority rating table
- Prioritisation outputs

Each assessment criteria and performance metric was assigned a weighting based on its importance and scored between 1 and 5 based on a pre-established scoring guide. The scoring guide (Table B1) comprised factors that capture both the anticipated benefits (connectivity, safety, etc.) and implications (costs, environmental impacts, etc.). As such, the MCA ranking provides an objective ranking for each of the actions identified. Note, for assessing the safety criteria for initiatives in the Action Plan:

- Infrastructure projects that feature a shared path assigned ‘significantly improves safety’ rating
- Infrastructure projects that involve major road crossings as well as implementation of the Safer Speeds Plan assigned ‘improves safety’ rating
- Infrastructure projects that are local street bike routes (assumed cycling facilities not separated from motor traffic) and education initiatives assigned ‘slightly improves safety’ rating
- Projects that involve advocacy, planning, end of trip amenities or initiatives that encourage cycling participation assigned ‘neutral’ rating.

Table B2 presents the outputs of the MCA for all initiatives in this Strategy (ranked results according to MCA score).

**TABLE B1: MCA PRIORITISATION CRITERIA, WEIGHTAGE AND PERFORMANCE METRICS**

| KEY ASSESSMENT CRITERIA | CRITERIA WEIGHTING | KEY PERFORMANCE INDICATORS (KPIS) | KPI INDIVIDUAL WEIGHTING | KPI WEIGHTING GUIDE | RAW SCORING GUIDE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 0 | 1 | 2 | 3 | 4 | 5 |
| Feasibility | 25% | Arterial roads / rail corridors / non-Council land | 10% | Council will have less influence for change on non-Council land. | n/a | Requires approval from external authorities | n/a | n/a | n/a | Within Council land |
| | | Environmental impact | 5% | Is the project likely to require the removal of trees? | n/a | Major | n/a | Moderate | n/a | Minor |
| | | Significant infrastructure | 10% | Is major infrastructure required? | n/a | Major | n/a | Moderate | n/a | Minor |
| Connectivity | 25% | Proximity to essential services | 25% | Connection within cycling network hierarchy (SCC, PBN, Local network), and consideration of Movement and Place | n/a | No | n/a | Local network | PBN | SCC |
| Safety | 30% | Road safety | 30% | Does the project improve safety for all road users | Greatly reduces safety | Reduces road safety | Neutral | Slightly improves safety | Improves safety (Safe System aligned treatments) | Significantly improves safety (Safe System aligned treatments) |
| Strategic alignment | 10% | Aligns with relevant Council strategy | 10% | How well does the initiative align with Council strategic objectives? | Strongly goes against strategic objectives | Goes against strategic objectives | Does not support strategic objectives | Neutral | General alignment | Strong alignment |
| Community sentiment | 10% | Community sentiments | 10% | Does the initiative align with area/ location of community concern | n/a | No | n/a | n/a | Na/ | Yes |

**TABLE B2: MCA OUTPUTS (RANKED RESULTS ACCORDING TO MCA SCORE)**

| INITIATIVE ID | INITIATIVE / ROAD / TRAIL | PROJECT TYPE | FEASIBILITY | CONNECTIVITY | SAFETY | STRATEGIC ALIGNMENT | COMMUNITY SENTIMENT | MCA SCORE | RANKING MCA | START | END |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.32 | Fletcher Road | Shared Path | 17% | 31% | 30% | 10% | 10% | 98% | 1 | Dandenong Road East | Playne Street / Baxter Trail |
| 1.31 | Baxter Trail | Shared Path | 21% | 25% | 30% | 10% | 10% | 96% | 2 | Baxter Trail | Beauty Park |
| 2.3 | Baxter Trail | Local road crossing upgrade | 21% | 31% | 24% | 10% | 10% | 96% | 3 | Hillcrest Road | |
| 1.1 | Advocate for bicycle facilities on all SCCs | Advocacy | 11% | 31% | 30% | 10% | 10% | 92% | 4 | | |
| 1.33 | Towerhill Road | Shared Path | 17% | 25% | 30% | 10% | 10% | 92% | 5 | Frankston - Flinders Road | Overport Rd |
| 1.48 | Warrandyte Road | Shared Path | 17% | 25% | 30% | 10% | 10% | 92% | 6 | Maxwell Court | Robinsons Road |
| 1.42 | Kananook Creek Trail | Shared Path | 17% | 19% | 30% | 10% | 10% | 86% | 7 | Beach Street | Davey Street / Nepean Hwy |
| 1.41 | Playne Street | Shared Path | 17% | 19% | 30% | 10% | 10% | 86% | 8 | Fletcher Road / Baxter Trail | Young Street |
| 1.47 | McCormicks Road | Shared Path | 17% | 25% | 30% | 10% | 2% | 84% | 9 | Sandhurst Boulevard | Hall Road |
| 1.46 | Wedge Road | Shared Path | 17% | 25% | 30% | 10% | 2% | 84% | 10 | McCormicks Road | Carum Downs Reserve |

| INITIATIVE ID | INITIATIVE / ROAD / TRAIL | PROJECT TYPE | FEASIBILITY | CONNECTIVITY | SAFETY | STRATEGIC ALIGNMENT | COMMUNITY SENTIMENT | MCA SCORE | RANKING MCA | START | END |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2.1 | Peninsula Link Trail | Major road crossing upgrade | 9% | 31% | 24% | 10% | 10% | 84% | 11 | Frankston - Dandenong Road | |
| 1.51 | Baxter Trail | New connection across railway | 17% | 19% | 24% | 10% | 10% | 80% | 12 | Hillcrest Road | Peninsula Link Trail |
| 1.45 | Boundary Road | Local street bike route | 25% | 25% | 18% | 10% | 2% | 80% | 13 | Colemans Road | Frankston-Dandenong Road |
| 1.44 | Colemans Road | Local street bike route | 25% | 25% | 18% | 10% | 2% | 80% | 14 | Boundary Road | Lathams Road |
| 1.2 | Nepean Hwy boulevard upgrade | Route upgrade | 17% | 25% | 18% | 10% | 10% | 80% | 15 | | |
| 1.55 | Ballarto Road | Shared Path | 17% | 19% | 30% | 10% | 2% | 78% | 16 | Skye Primary School | Maraline Road |
| 1.53 | Potts Road | Shared Path | 17% | 19% | 30% | 10% | 2% | 78% | 17 | Ballarto Road | Gumnut Drive |
| 1.43 | Eastlink trail | Shared Path | 9% | 25% | 30% | 10% | 2% | 76% | 19 | Thompson Road | Boundary Road |
| 2.2 | Nepean Hwy | Major road crossing upgrade (Signalisation) | 9% | 25% | 24% | 10% | 10% | 78% | 19 | Gould Street | |
| 1.8 | Re-sheeting program | Local street bike route | 25% | 19% | 18% | 10% | 2% | 74% | 20 | | |
| 1.54 | Potts Road | Local street bike route | 25% | 19% | 18% | 10% | 2% | 74% | 21 | Gumnut Drive | Cranbourne - Frankston Road |

| INITIATIVE ID | INITIATIVE / ROAD / TRAIL | PROJECT TYPE | FEASIBILITY | CONNECTIVITY | SAFETY | STRATEGIC ALIGNMENT | COMMUNITY SENTIMENT | MCA SCORE | RANKING MCA | START | END |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.52 | Valley Road | Local street bike route | 25% | 19% | 18% | 10% | 2% | 74% | 22 | McClelland Drive | Potts Road |
| 2.52 | Kananook Creek Trail | SUP signage | 17% | 19% | 18% | 8% | 10% | 72% | 23 | | |
| 2.51 | Peninsula Link Trail | SUP signage | 17% | 25% | 18% | 8% | 2% | 70% | 24 | Maple Street section | |
| 2.41 | Towerhill Road | Road Safety Audit | 20% | 25% | 12% | 10% | 2% | 69% | 25 | Towerhill Road | Foote Street |
| 2.42 | Yuille Street | Road Safety Audit | 20% | 25% | 12% | 10% | 2% | 69% | 26 | Yuille Street | Williams Rd |
| 1.6 | Coolibar Avenue & Clovelly Parade | Planning & design | 15% | 19% | 12% | 10% | 2% | 58% | 27 | Kananook Trail | Edithvale-Seaford Wetlands |
| 1.9 | Review cycling connections | Planning & design | 15% | 19% | 12% | 10% | 2% | 58% | 28 | | |
| 1.11 | Pedestrian and cycling data collection | Planning & design | 15% | 19% | 12% | 10% | 2% | 58% | 29 | | |
| 2.7 | Cranbourne Road | Advocacy | 0% | 25% | 12% | 10% | 10% | 57% | 30 | Deane Street | Clarendon Street |
| 1.71 | Access Way (Industrial precinct) | Planning & design | 15% | 19% | 12% | 8% | 2% | 56% | 31 | | |
| 1.72 | Frankston Garden Drive (Industrial precinct) | Planning & design | 15% | 19% | 12% | 8% | 2% | 56% | 32 | | |
| 2.6 | | Implement Safer Speeds Plan with LATM Strategy | 0% | 19% | 24% | 10% | 2% | 55% | 33 | | |

| INITIATIVE ID | INITIATIVE / ROAD / TRAIL | PROJECT TYPE | FEASIBILITY | CONNECTIVITY | SAFETY | STRATEGIC ALIGNMENT | COMMUNITY SENTIMENT | MCA SCORE | RANKING MCA | START | END |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.6 | Review wayfinding signage (do we list specific ones?) | Improved amenities | 25% | 0% | 12% | 8% | 2% | 47% | 34 | | |
| 3.5 | Installation of cyclist facilities (drinking taps, repair stations, e-bike charging) (do we list specific ones?) | Improved amenities | 25% | 0% | 12% | 8% | 2% | 47% | 35 | | |
| 3.4 | Installation of bike parking at other key locations | Improved amenities | 25% | 0% | 12% | 8% | 2% | 47% | 36 | | |
| 3.2 | Installation of bike parking at shopping strips | Improved amenities | 25% | 0% | 12% | 8% | 2% | 47% | 37 | | |
| 4.6 | Trial 'Open Street' outside school gate at school drop off/pick up times (list specific ones?) | Education | 15% | 0% | 18% | 8% | 2% | 43% | 38 | | |
| 3.3 | Installation of Parkiteer bike parking at all train stations | Improved amenities | 21% | 0% | 12% | 8% | 2% | 43% | 39 | | |
| 4.12 | VMS cycle safety messaging | Education | 15% | 0% | 18% | 8% | 2% | 43% | 40 | | |

| INITIATIVE ID | INITIATIVE / ROAD / TRAIL | PROJECT TYPE | FEASIBILITY | CONNECTIVITY | SAFETY | STRATEGIC ALIGNMENT | COMMUNITY SENTIMENT | MCA SCORE | RANKING MCA | START | END |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4.4 | Implement Safe Routes to School (list specific ones?) | Education | 5% | 0% | 18% | 8% | 10% | 41% | 41 | | |
| 4.11 | Implement trial programs e.g. shared streets (list specific ones?) | Innovation and trials | 15% | 0% | 12% | 10% | 2% | 39% | 42 | | |
| 4.9 | Expand shared micro-mobility (e.g. e-bike share) throughout municipality (list specific areas or # per year?) | Promoting cycling participation | 15% | 0% | 12% | 8% | 2% | 37% | 43 | | |
| 4.3 | Prepare Active Travel Plans for schools (list specific ones?) | Education | 5% | 0% | 18% | 8% | 2% | 33% | 44 | | |
| 4.5 | School bike ed programs (list specific ones?) | Education | 5% | 0% | 18% | 8% | 2% | 33% | 45 | | |
| 4.7 | Support free e-bike trial for primary school students parents (list specific schools?) | Promoting cycling participation | 5% | 0% | 12% | 8% | 2% | 27% | 46 | | |
| 4.1 | Update Frankston TravelSmart map | Promoting cycling participation | 5% | 0% | 12% | 8% | 2% | 27% | 48 | | |

| INITIATIVE ID | INITIATIVE / ROAD / TRAIL | PROJECT TYPE | FEASIBILITY | CONNECTIVITY | SAFETY | STRATEGIC ALIGNMENT | COMMUNITY SENTIMENT | MCA SCORE | RANKING MCA | START | END |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4.1 | Implement e-bike salary packaging for Council staff | Promoting cycling participation | 5% | 0% | 12% | 8% | 2% | 27% | 48 | | |
| 4.8 | Support participation in Ride to Work Day | Promoting cycling participation | 5% | 0% | 12% | 8% | 2% | 27% | 49 | | |
| 4.2 | Develop and promote maps of existing bike trails | Promoting cycling participation | 5% | 0% | 12% | 8% | 2% | 27% | 50 | | |
| 3.1 | Bike parking design standard | Planning | 0% | 0% | 12% | 6% | 2% | 20% | 51 | | |
| 2.8 | Shared path classification update | Planning | 0% | 0% | 12% | 6% | 2% | 20% | 52 | | |

# Appendix C – Bike Network Maps (Simple Colour Scheme)

## Bike Network Maps

- Simplified colour scheme for public consultation

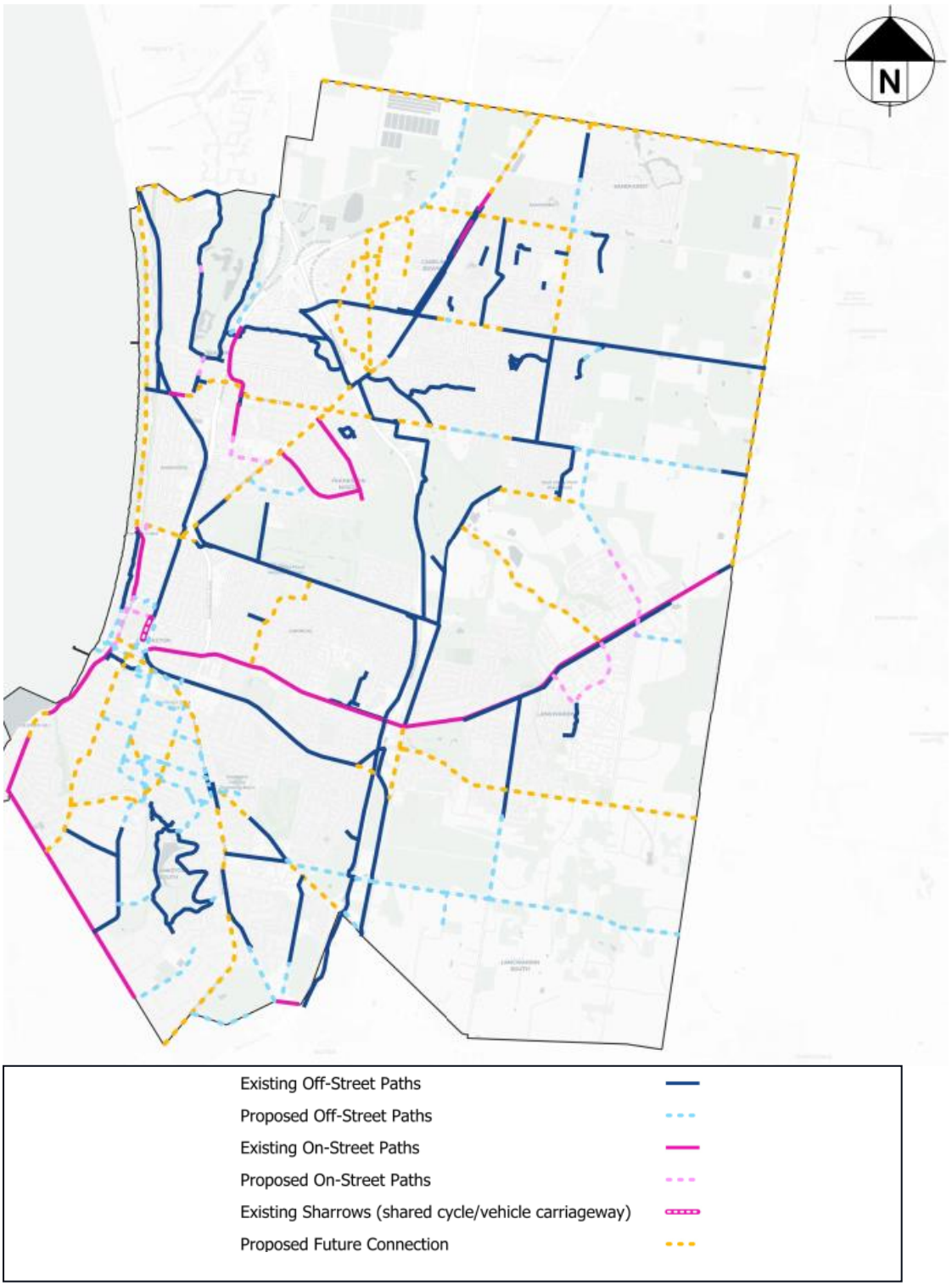


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**FIGURE C1: PROPOSED FRANKSTON CITY BICYCLE NETWORK – OVERVIEW**

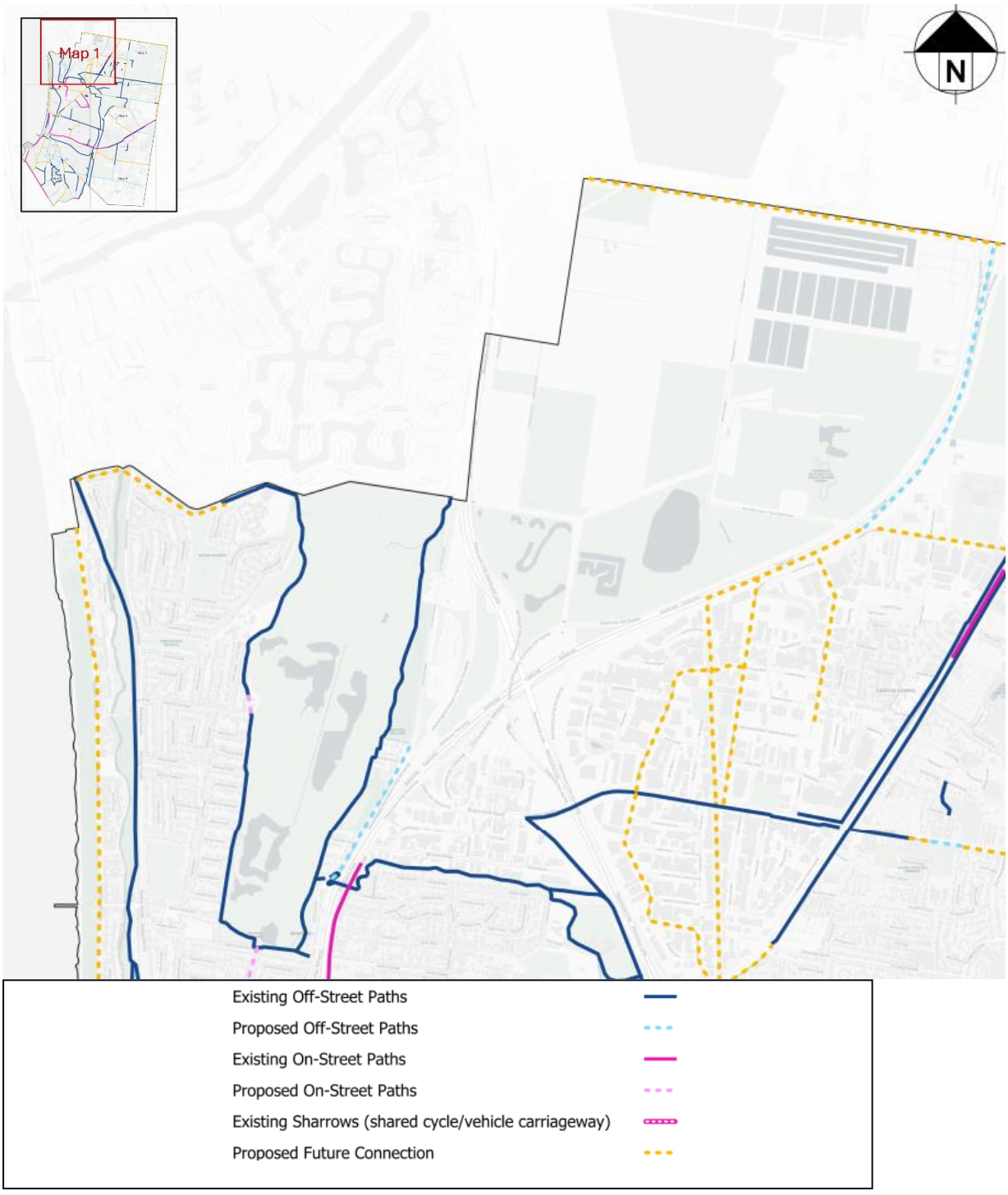


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**FIGURE C2: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 1**

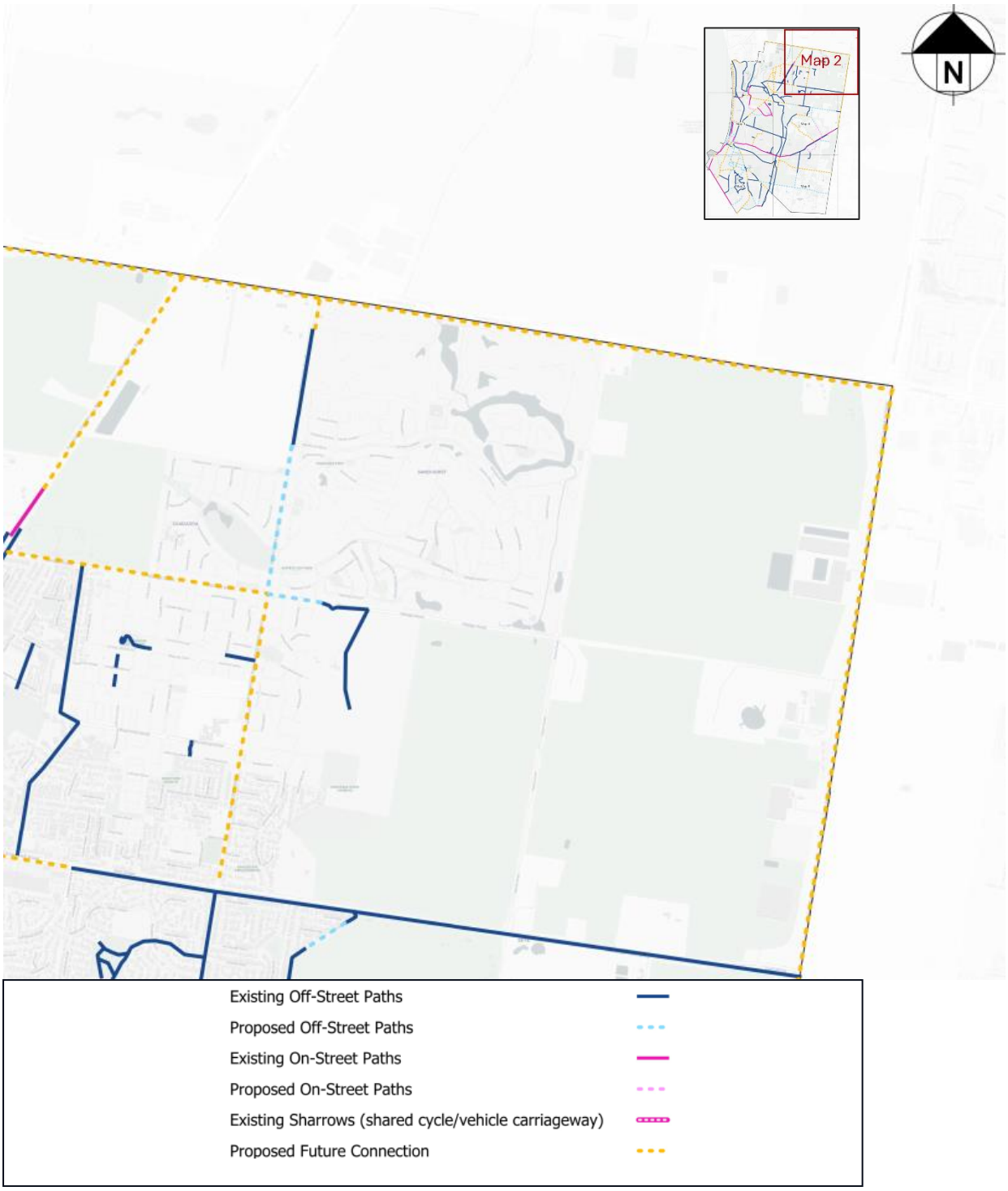


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**FIGURE C3: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 2**

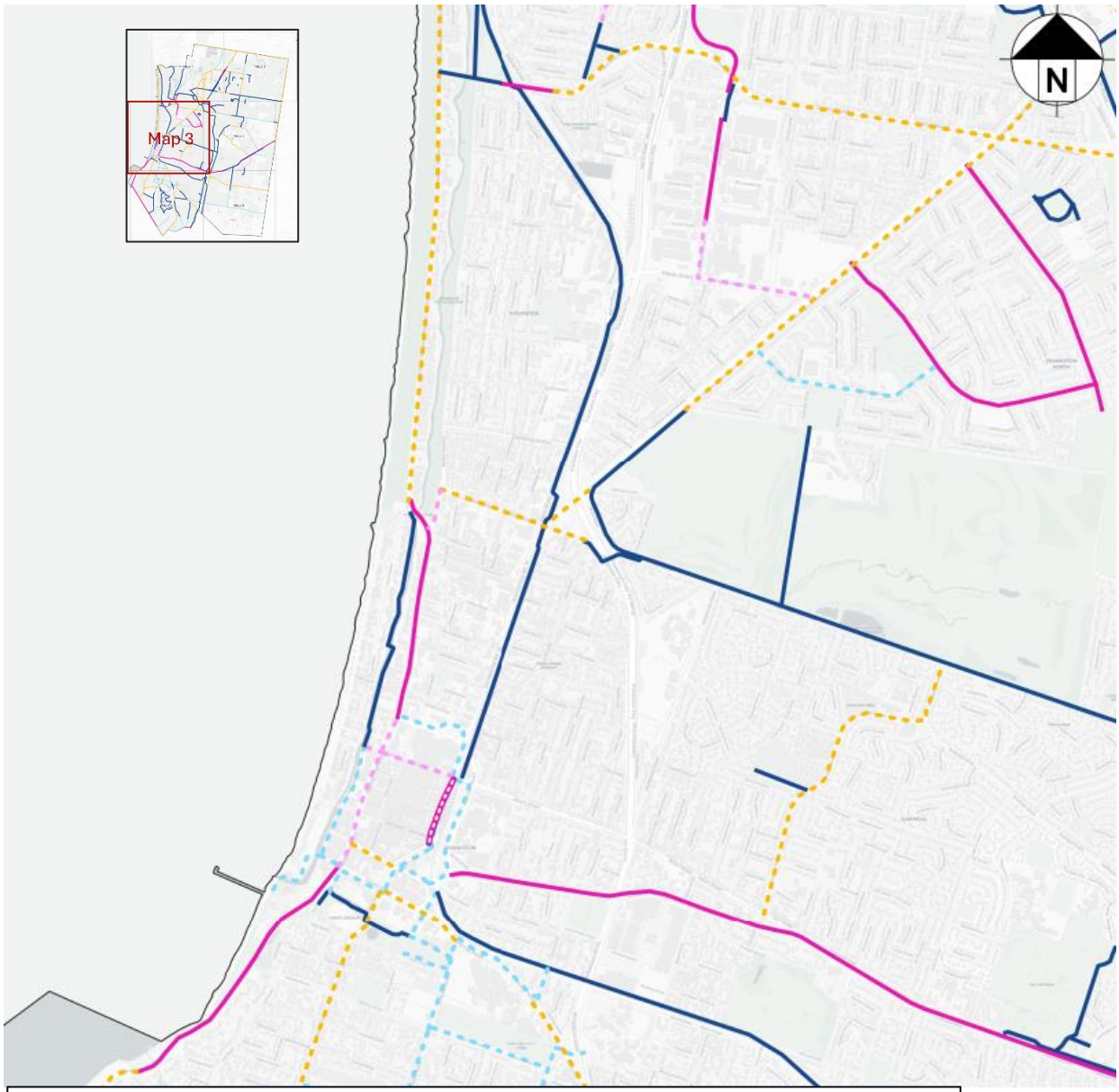


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**FIGURE C4: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 3**

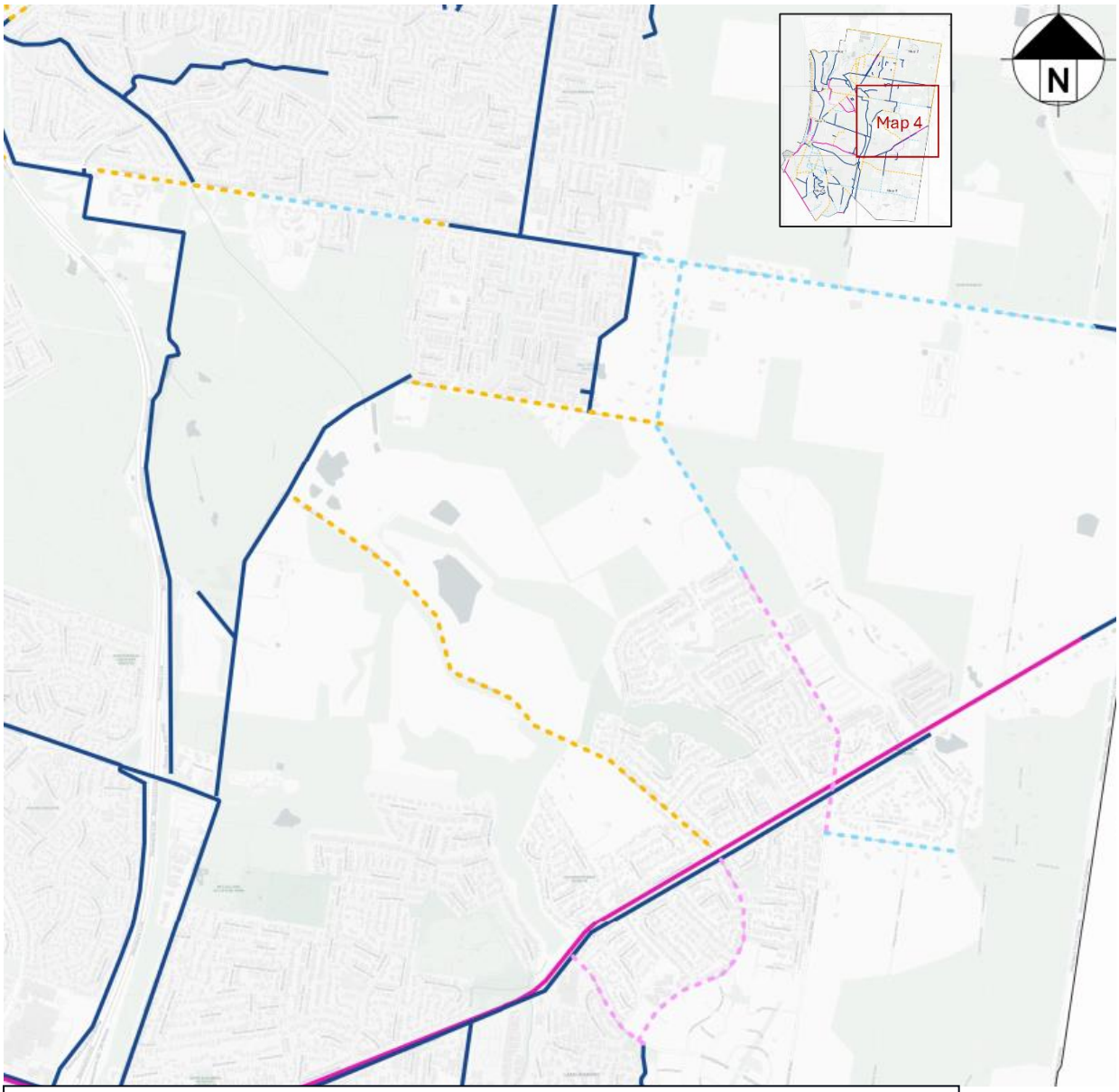


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**FIGURE C5: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 4**

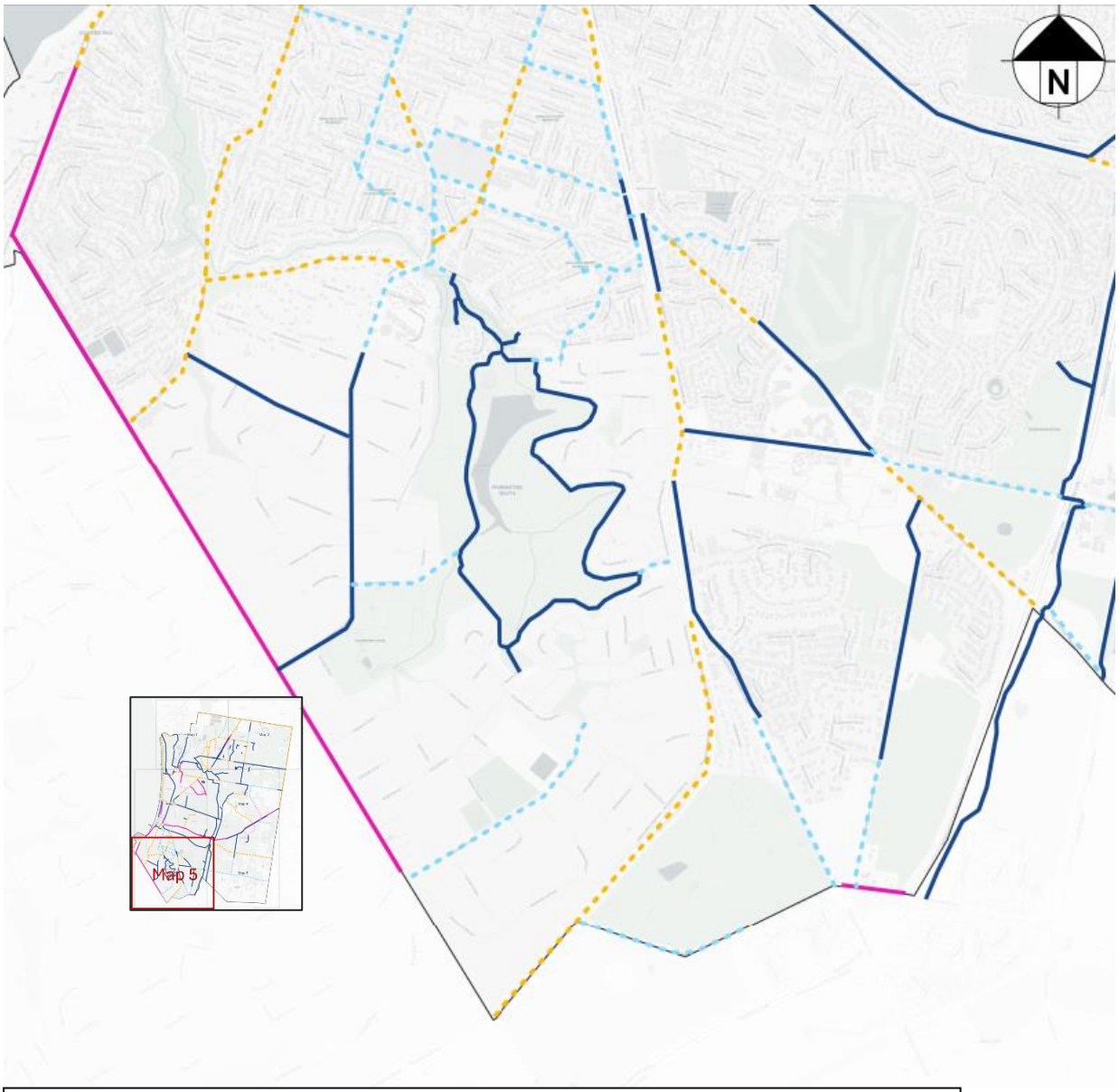


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**FIGURE C6: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 5**

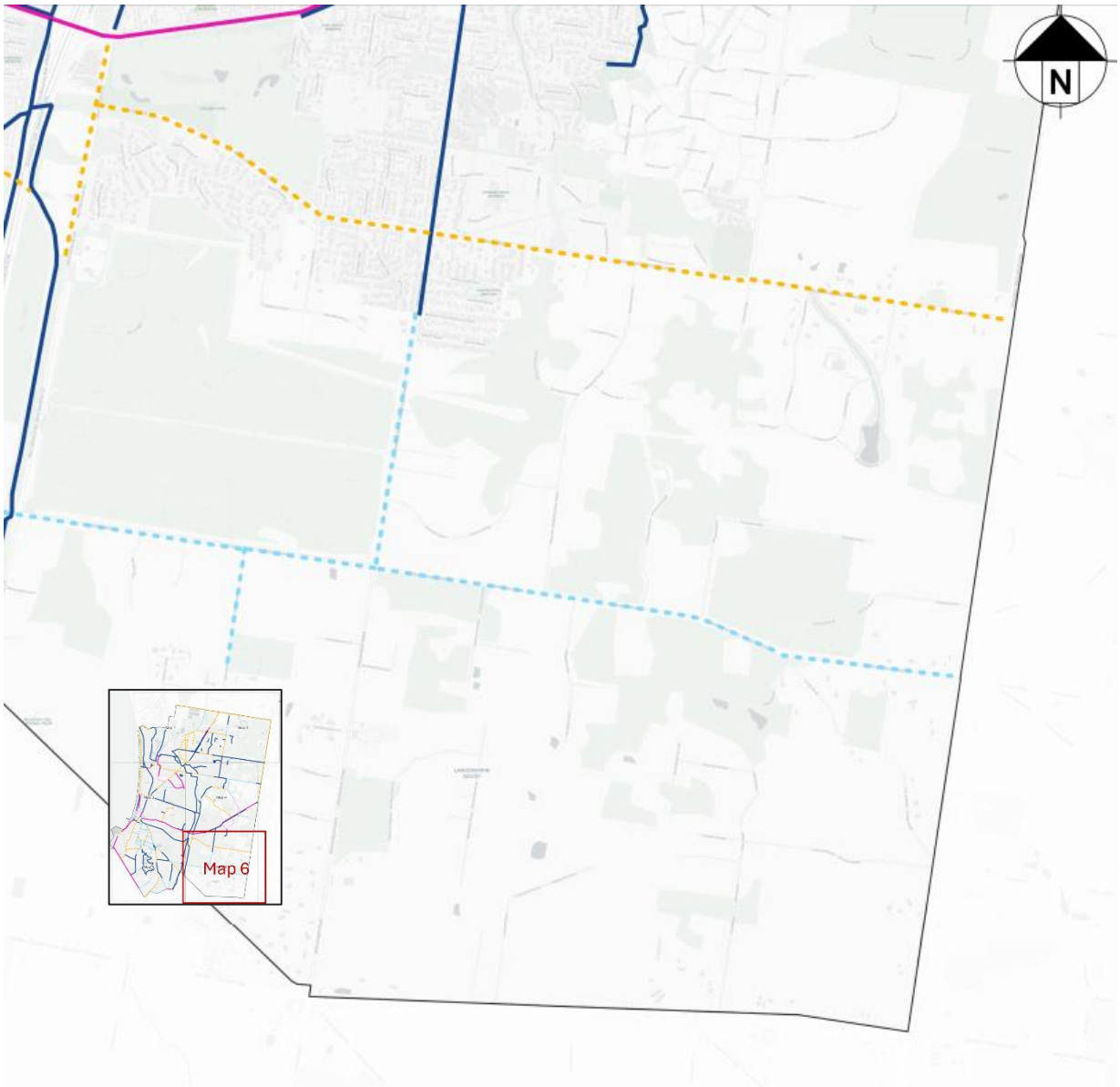


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**FIGURE C7: PROPOSED FRANKSTON CITY BICYCLE NETWORK – MAP SECTION 6**

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