Frankston Integrated Transport Strategy 2022 – 2042 Connecting Communities

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Glossary

ABS – *Australian Bureau of Statistics.*

VISTA – *Victorian Integrated Survey of Travel and Activity.*

20-Minute Neighbourhood - *The 20-minute neighbourhood is all about 'living locally'—giving people the ability to meet most of their daily needs within a 20-minute return walk from home, with access to safe cycling and local transport options.*

Behaviour change programs – *an intervention designed to promote smarter car use and greater use of alternative modes, such as walking, cycling, public transport and shared mobility.*

Micro mobility – *Small, lightweight vehicles, under 250kg, such as bicycles, e-scooters, e-bikes and cargo bikes.*

Mode share – *the proportion of trips done by a particular mode of transport.*

Electric vehicle – *A vehicle that has an electric motor and a battery, rather than reliant on petrol or diesel.*

FMAC – *Frankston Metropolitan Activity Centre.*

DTP – *Department of Transport and Planning.*

LGA – *Local Government Area.*

LATM – *Local Area Traffic (or Transport) Management. An approach to managing local transport issues within defined neighbourhood areas.*

Net Zero – *A target to negating all greenhouse gas emissions produced by human activity.*

Open Street – *A term used to describe the act of closing a street to through traffic and opening it up for other modes of transport, especially walking and cycling. This action has developed into a standalone program for active travel to schools in the UK and in parts of Australia.*

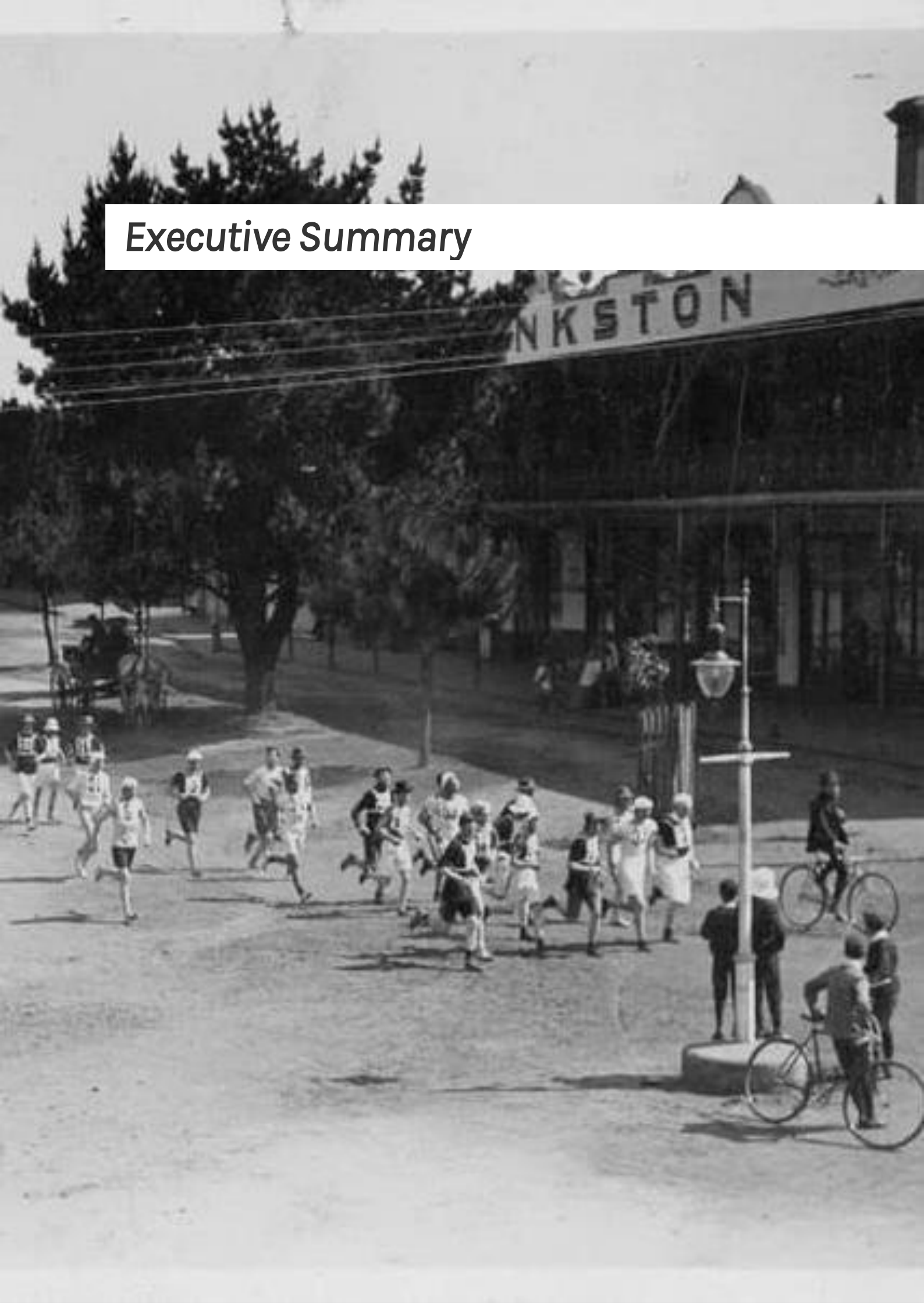
PTV – *Public Transport Victoria.*

Safe Systems – *A holistic view of the transport system that aims to create a safer road environment for people and vehicles. It recognises the need to design streets to safely accommodate human error.*

Turn up and go – *A public transport timetable that is frequent enough that users do not need to check the timetable to effectively plan their journeys. Often cited as 10 minutes or less between services.*

Vision Zero – *A multi-national project to eliminate death and serious injuries in the transport system.*

Executive Summary



What is the Integrated Transport Strategy?

Connecting Communities is the new Integrated Transport Strategy for the City of Frankston. It is the key strategic document that acts as our blueprint for guiding transport planning and decision-making over the next two decades. The pressing challenges are outlined, and the big moves required to make getting around Frankston convenient, safe, and more sustainable are identified. This is our vision for the transport network of the future. Connecting Communities highlights our current travel patterns, and a set of targets and actions designed to respond to the community's concerns and aspirations regarding transport and accessibility.

Our process

Connecting Communities has involved a close engagement with key stakeholders and the community. The graphic below provides a snapshot of the different phases in the development of the Integrated Transport Strategy.

Developing the Frankston Integrated Transport Strategy

Why do we need an Integrated Transport Strategy?

Connecting Communities creates the framework and direction to align transport investment and policy decisions with the aspirations the community hold for Frankston's future. A well implemented Integrated Transport Strategy ensures we are all moving in the same direction, to get the outcomes we want, to create a Frankston that is:

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

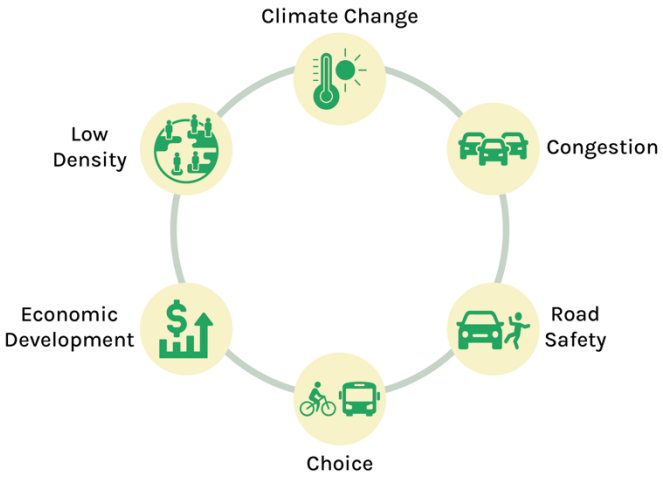
Frankston currently has a population of 142,147 and is projected to grow to 163,610 by 2041. As one of the most car dependent communities in Greater Melbourne, it is difficult to overstate the magnitude of the challenge Frankston faces. Around 92,000 car trips take place every day in Frankston that are under 3km. We have heard the community want more options to get around without having to always get in their car.

> **Creating more walkable neighbourhoods, a great cycling network, and integrated public transport will all help Frankston grow more sustainability and protect the liveability that help makes Frankston great.**

This can only be achieved through the creation of a coordinated approach to transport planning. Connecting Communities provides the strategic blueprint to guide transport investment, policy, and advocacy actions.

The big issues

The key challenges captured below summarises some of the big issues facing Frankston that Connecting Communities tackles.



Big issues facing Frankston our Integrated Transport Strategy tackles

Connecting Communities will also help improve local air quality by supporting low and zero emission vehicles, including electric vehicles, e-bikes, and electric buses.

The case for change

The traditional approach to transport planning has not delivered the best outcomes for the community. Traffic and parking congestion remains a pressing issue. Growing risks from climate change requires a decrease in emissions from transport. Frankston is already largely developed, with little room to expand or widen roads. Melbourne's population continues to increase, and Frankston will need to accommodate some of this growth.

Growing risks from climate change requires a decrease in greenhouse gas emissions from transport.

We have largely reached the maximum supply for our road network. Connecting Communities is designed to help get people where they need to go more efficiently by providing a more diverse set of transport options. The following graphic captures the benefits of more sustainable transport options.

Benefits of sustainable mobility for Frankston

Developing a suite of actions that make it easier for people to leave the car at home and jump on a bike or take a stroll to the shops will help replace many of the ~92,000 car trips under 3km that take place every day in Frankston. This will allow us to absorb a growing population without increasing the number of cars on our roads. Without the actions to encourage more walking, cycling and public transport that are included in

Connecting Communities, we'd see an estimated extra 15,000 car trips everyday by 2041.

To ensure Frankston remains a great place to live, work and visit, Connecting Communities' target is to reduce trips by car by 20% from current levels. Doing so will free up space on our roads and car parks for those who need to drive. It will also allow us to accommodate the future population growth while easing traffic and parking congestion.

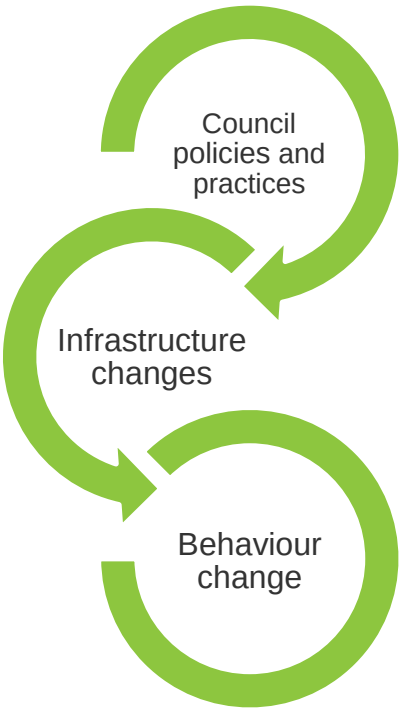
To ensure Frankston remains a great place to live, work and visit, we aim to reduce trips by car by 20%, freeing up space for those who need to drive and accommodating growth.

A unifying theme within Connecting Communities is the need to 'do more with less'. Better managing our transport assets with initiatives like real time information of vacant car parks and innovative treatments to ensure our streets are welcoming to all road users is critical to our approach. Connecting Communities also takes advantage of some exciting new transport technology. We're going to support the development of a network of electric vehicle chargers so that residents, businesses and visitors can begin to take advantage of electrified, clean transport.

A Frankston with a more diverse set of transport options means that when people do need to drive, that trip will be more reliable and less frustrating because there will be less competition for road space and parking.

What we are going to do

Modifying the transport system, and the way in which people use it, requires changes to occur in the right order. The below image outlines how we will implement change in Frankston's transport system.



Implementing change for Frankston's transport system

Council's policies and practices must be in-line with our transport vision and key outcomes. All new infrastructure projects are designed and built in a way that supports the changes we want to see. Policies and infrastructure will enable people to make the transport choices they want in moving around Frankston.

Short trips

Just over 40% of car trips in Frankston are 3km or less. Many of these could be completed by walking (less than 1km) or cycling (less than 3km) when the right infrastructure is provided.

Council will increase opportunities for people to walk and cycle to local destinations, including shops, schools, and train stations, such as the current e-bike share trial.

We will expand the current walking and cycling network to allow people the opportunity to walk and cycle safely. This will reduce local traffic and parking congestion, lower transport costs, promote health and wellbeing, and lower emissions.

Longer trips

Many residents work outside the municipality and access essential services across Greater Melbourne. Often, these trips are beyond comfortable walking and cycling distances.

We will advocate to the State Government for more frequent train and bus services that are better integrated, and a revamp of the bus network to ensure bus routes take people where they want, when they want.

These strategies will reduce pressure on our road network, ensuring that those who must drive can drive, while providing transport choice for everyone.

How Connecting Communities will work for Frankston

Connected Communities is our key strategic document that will guide transport projects, advocacy, and decision-making in Frankston. It will provide guidance, support, and evidence-based justification to a range of important projects and plans across the municipality. These include, but are not limited to:

- *Land Use Planning*
- *Structure Planning*
- *Level Crossing Removal Projects*
- *Advocating to State and Federal Governments*
- *Road upgrade projects*
- *Targeting local issues.*

Connecting Communities provides the blueprint for Council to work to improve transport, for all modes, throughout the next two decades. Implementing the actions in this document will make Frankston an even more attractive place for residents, workers, and visitors.

Connecting Communities will make Frankston an even more attractive place.

1. What the community told us

The communities' ideas and feedback have been critical to the development of Connecting Communities. We will continue listening to the community as we implement this strategy to ensure our actions continue to meet the community's expectations and ambitions. This section provides a synthesis of what we heard from the first round of community engagement. A full analysis can be found in the Background Report to this strategy.

Between 10 November and 13 December 2021, we undertook an online survey and collaborative online mapping to better understand the current issues facing Frankston's transport system and the communities' ambitions for transport. We asked questions about how people currently get around, for short and longer trips, how often they travel for specific purposes, and some of the barriers to using other modes of transport. We also provided an opportunity for people to tell us how they experience the transport system and what they would like to see in the future.

Overall, 74 survey responses were received and 199 mapping points from 64 mapping contributors. Almost all (98%) of the contributors were residents of Frankston. Another 14% worked in Frankston while 7% were Frankston business owners.

1.1 Overview

Walking was by far the most popular mode of active transport, and cycling was more of a recreational activity conducted on weekends. As a result, there were recurrent concerns regarding safety for pedestrians and cyclists throughout the online survey and social map. Recreational cyclists prefer separated and buffered cycle lanes, and along with pedestrians, wanted more lighting on shared paths for personal safety. Commuters raised safety issues while waiting and travelling on public transport. Respondents also cited gaps in infrastructure that added additional distance and duration to their travels as a reason for a preference to car use. Key themes established in the analysis from the community engagement are:

- *Lack of perceived safety*
- *Poor public transport (service coverage and frequency).*
- *Missing gaps in bike trails and footpaths.*
- *Frustration with parking availability in and around the City Centre.*

The majority of responses identified a dissatisfaction with the coverage and reliability of public transport. Most respondents said they were keen on taking public transport if the service was located closer to them, and transported them to key destinations (i.e., local shopping strips, Dandenong South, Mount Eliza, etc).

1.2 Driving

Respondents overwhelmingly use the car for all purposes during the week regardless of distance. The survey found that those visiting parks, sports, and recreation facilities, typically travelled less than 3km and yet the car continued to be the dominant form of transport.

Despite the survey showing a high car dependency for all trip purposes, respondents were also consistent in wanting improvements to the current public transport network, with greater service coverage and increased frequency. There was clear indication that a significant proportion of respondents wanted to use public transport but were frustrated with the service quality.

Participants were asked what would encourage them to drive more. The most common facilitator to greater levels of car use was more parking.

'There is a good amount of parking in Frankston CBD, there may only need some maintenance of it in terms of design rather than in number.'

– resident from Frankston

1.3 Walking

People were asked what is discouraging them from walking for trips under 1km. Survey respondents indicated that gaps in infrastructure, feeling unsafe, and distance, were the most common significant barriers.

Participants were asked what factors would encourage them to walk more. The highest-ranking results were better street lighting and more direct walking routes and improved surfaces. These factors can all broadly be captured under 'a need for greater levels of safety' theme. Gaps in existing footpaths may be increasing the total distance residents have to walk, therefore increasing direct walking routes will result in higher participation for walking.

> 'would walk a lot more to my destinations if there were more connected shared paths.'
>
> – resident from Seaford

1.4 Cycling

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.

When asked what factors would encourage them to ride more, 'rider safety' emerged as a key, consistent theme. In particular, more off-road paths and better lighting were highlighted.

> 'Many people seem to think cycling is unsafe. So the point is to make cycle lanes/shared paths which will encourage them. The demand is there.'
>
> - resident from Frankston

1.5 Public transport

When asked about barriers to public transport, respondents noted that services take too long to arrive and are too slow. Many also responded that driving was simply quicker and more convenient.

When asked what factors would encourage a shift towards greater public transport use, faster, more frequent and direct services and live updates were common responses. Integration of bus and train services was also important to many respondents.

1.6 The future of transport in Frankston

When asked to think about the future of transport in Frankston, survey respondents highlighted a desire to focus on improving public transport, reducing car dependency and congestion, living more locally, and more electric vehicles and parking.

> 'Frankston needs to embrace its settlement pattern of small local service shops within walking distance ...'

1.7 COVID-19 influence on work travel

Participants were asked about their work from home habits since the emergence of COVID-19. More than half (51.6%) of the respondents started working from home during the pandemic, while 8.1% had already worked from home prior to COVID-19. Some 40% identify as essential workers that cannot work from home.

More than half of all respondents expect to work from home at least one day a week after COVID-19. It is likely this will impact traffic patterns considerably. For instance, if half of all workers work from home a day a week, this could potentially drop traffic volumes by 10%.

1.8 Social Pinpoint Map

Out of 64 contributors to the mapping component, a total of 199 contributions were provided and are shown in Figure 1. Most contributions were concentrated in the Frankston Metropolitan Activity Centre (FMAC), along the coast and railway line.

Many contributors were already using active transport and highlighted missing links and connections between footpath, shared paths and bike trails.

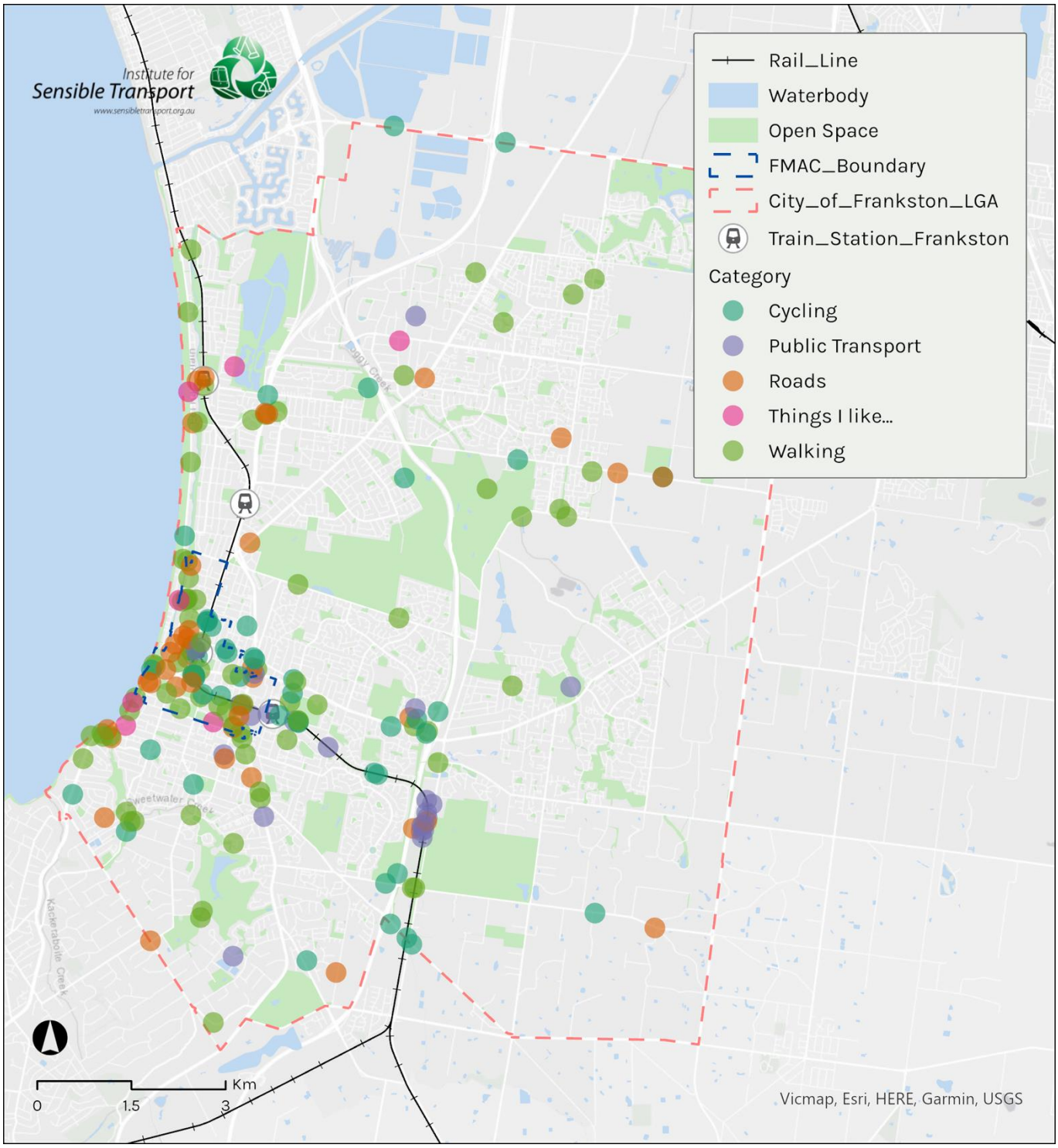


Figure 1 Social Pinpoint Map

2. Big issues facing Frankston

There are some big issues facing Frankston, as shown in Figure 2. Rising costs of living, the need to reduce emissions, population growth, car parking and road safety are all major challenges Connecting Communities seeks to address.

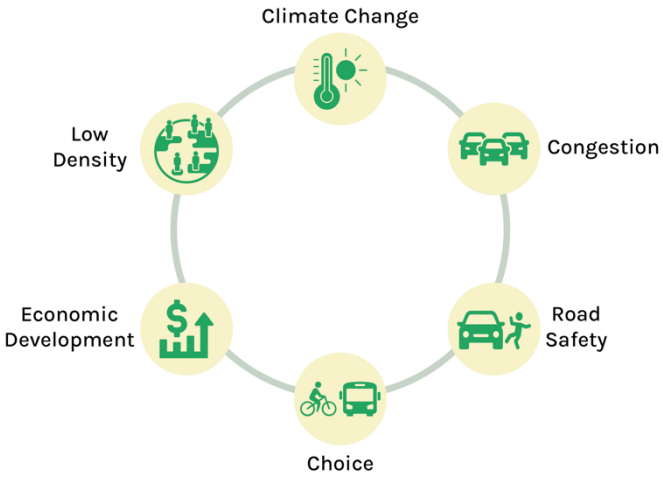


Figure 2 Big issues facing Frankston

2.1 Climate change

Transport is the second largest and fastest growing source of carbon emissions[1]. While electric vehicles, when charged with renewable energy, offer a potential solution, it will be many years before car owners in Frankston will own an electric vehicle. Connecting Communities not only provides an action plan for electric vehicle charging, but also helps people take advantage of a variety of other climate friendly transport solutions, such as walking, bikes and e-bikes, as well as public transport.

Reducing emissions also improves local air quality. Converting our private vehicles to electric and advocating to the State Government for all buses, including private buses to be electric, will make our air quality cleaner and our community healthier.

2.2 Economic development

Creating people-oriented and vibrant town centres and employment districts will bolster business activity in Frankston, helping locals and visitors support commerce in the region and attract investment.

2.3 Traffic issues associated with population growth

The dominance of car travel, even for short trips, exacerbates traffic congestion and parking issues. With Frankston's population expected to increase substantially over coming decades, Connecting Communities provides a blueprint to 'do more with less' which means our community can grow without diminishing the quality of life that has begun to attract people to our city.

2.4 Transport choice

Many of our trips are short, and most of these short trips are by car. Connecting Communities tackles this car dependence and helps provide a convenient set of transport options so that the car is not the only choice. Better footpaths, bike lanes and integrated public transport will give people the transport choice they desire.

Mobility is important for everyone in Frankston. Whether you are young, old, disabled, or low-income, everyone has the right to convenient and safe transport options to live full lives.

2.5 Low density

The low density of development in Frankston adds an additional transport challenge. By beginning to focus development in the areas with the best set of transport options, more people will be near their destination, and the quality parts of the public transport network.

2.6 Road safety

Road trauma has major social and economic impacts on our community. Connecting Communities supports the Vision Zero goal of eliminating traffic deaths in Frankston by designing safe streets and speed limits so that every road user can travel safely across the network.

[1] https://www.industry.gov.au/sites/default/files/April%202021/document/national-inventory-report-2019-volume-1.pdf

3. *Our strategic approach*

Connected Communities takes a strategic approach and is built around a vision. This vision is then supported by a set of guiding principles and can be measured through a range of strategic outcomes. The six strategic outcomes provide more substance to guide Council's pathway to turning the guiding principles into reality. Specific actions are then developed, that all together, will help realise our vision for Frankston's transport system by 2042. This structure is illustrated in Figure 3.

Figure 3 Strategic elements of the Integrated Transport Strategy

3.1 Vision

Transport in Frankston will support a healthy, liveable, safe, sustainable, and inclusive city that enables everyone to participate in our community and economy.

3.2 Guiding principles

Connecting Communities is guided by the following principles:

1. *Activity centres are vibrant and people-focused, allowing everyone to participate fully in our community and economy.*
2. *Public transport offers a viable transport option with fast, frequent, and accessible trains and buses.*
3. *Public transport hubs are connected with safe and convenient walking and cycling networks and encourage higher intensity develop around them.*
4. *Walking and cycling are the first choice for short trips, supported by safe, connected, and attractive networks.*
5. *Implementation of a Safe Systems approach will ensure our road network is designed to ensure everyone can travel safely across Frankston. Fatalities and lifelong injuries are no longer acceptable on our streets. We are committed to Vision Zero.*
6. *Ensure transport choice is available for everyone, so that for every trip, people can choose 'the best tool for the job'.*
7. *Demand for car use is reduced to support Council's vision and objectives.*
8. *We commit to Net Zero emissions in our transport network, including a transition towards zero emission vehicles and increasing sustainable mobility.*

3.3 Strategic outcomes

Connecting Communities has been designed to align and support the six strategic outcomes in Frankston's Council Plan, which are highlighted in Figure 4.

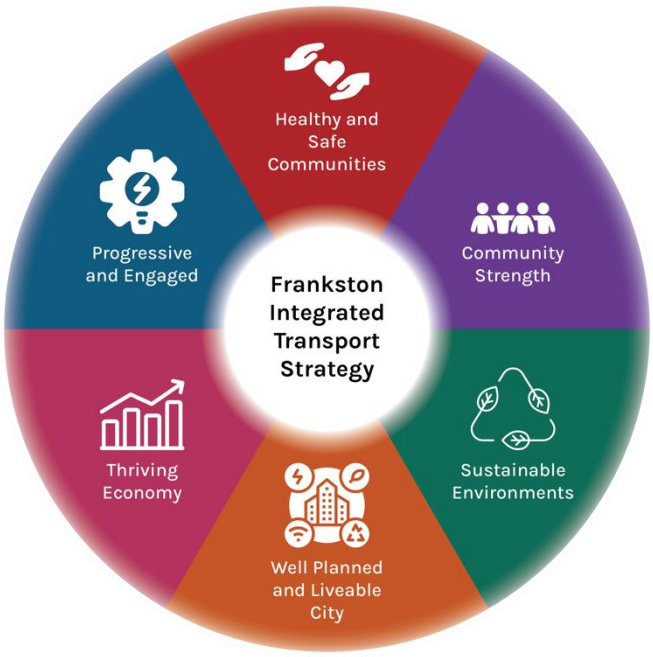


Figure 4 Frankston's Strategic Outcomes

The following highlights that by implementing Connecting Communities, by 2042 the following outcomes will be achieved.

3.3.1 Healthy and Safe Communities

Healthy travel modes, such as walking and cycling, are safe and attractive. The walking and cycling network connects people to key destinations along direct routes, supported by Council policies and behaviour change programs.

3.3.2 Community Strength

The community are provided with transport choices to undertake everyday transport trips to be able to participate fully in society. Areas of transport disadvantage are prioritised for new infrastructure that ensures everyone has the opportunity to engage fully in their community.

3.3.3 Sustainable environments

Transport infrastructure connects us to our diverse natural environments in a way that supports and protects these spaces. Our transport environment will be sustainable, including a net zero transport system by 2050.

3.3.4 Well-planned and liveable city

Our land-use planning and transport system works in tandem to ensure that areas with new development, and changes within built-up areas, reduce the distances we need to travel and make it easier to walk and cycle for everyday trips. This supports the 20-Minute Neighbourhoods concept.

3.3.5 Thriving economy

Our investments in transport infrastructure will be prudent and will create value for our community and economy.

3.3.6 Progressive and engaged

We will follow best-practice and use up-to-date data to inform our decision-making. We will work collaboratively with the community and other levels of government to deliver projects and build our future transport system.

3.4 Mode hierarchy

Mode hierarchies help us make decisions about changes to the road network. When faced with a tough choice about who should get priority, our mode hierarchies will guide our decision-making.

Figure 5 presents our mode hierarchies for urban streets and activity centres. Figure 6 provides the mode hierarchy for regional roads and highways. The reason walking and cycling are off to the side for the regional hierarchy is because the intensity of the traffic on regional roads means that pedestrian and bike riders are best served with separate infrastructure. The Peninsula Link and adjacent shared path are an example where the regional mode hierarchy is appropriate.

Figure 5 Urban mode hierarchy

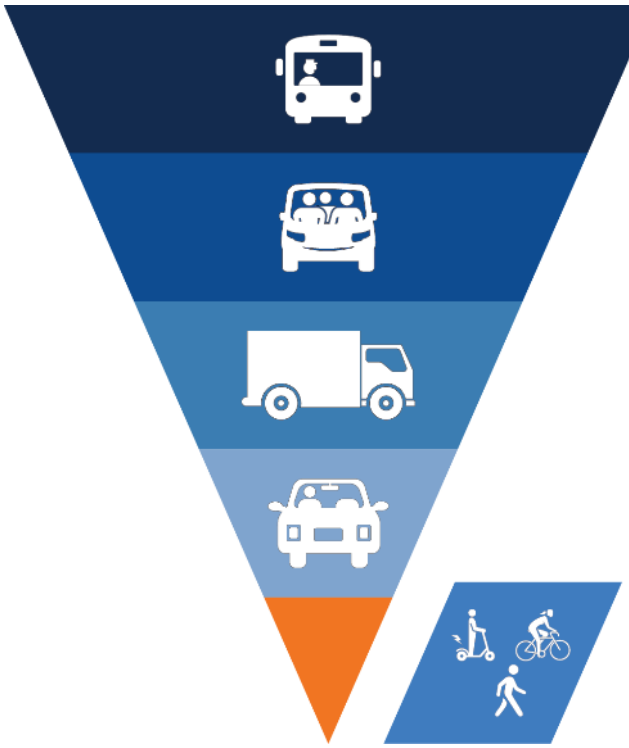


Figure 6 Regional / highway mode hierarchy

4. Our transport targets

We've set ourselves targets to help track our progress in implementing Connecting Communities. These include targets for mode share, emissions, and road safety.

By monitoring our progress, we can adjust our investment and policy decisions over time. Connected Communities includes a package of reinforcing, integrated actions to provide a clear set of implementable initiatives designed to help Frankston achieve its long-term vision.

4.1 Emissions target

Transport is the second biggest source of emissions in Greater Melbourne[1]. Unlike other sectors, such as electricity, transport emissions are still rising. Helping the community reduce their transport emissions is necessary to help avoid worsening climate change and to align with our emissions targets.

We are committing to net zero emissions by 2050, with an interim target of 50% reduction in CO_2 transport emissions by 2030.

Most transport emissions in Frankston are emitted by private cars. Connected Communities will help make it easier for people to switch car trips to walking, cycling, and public transport, and convert the remaining cars in Frankston to electric.

We will undertake transport emissions modelling to understand our current emissions profile and the steps required to align with our targets.

We will periodically audit our transport emissions in Frankston, in order to track our progress towards net zero emissions by 2050 and a 50% reduction by 2030.

4.2 Road safety target

In the period 2015-2020, 26 people lost their lives on roads in Frankston. Another 613 were admitted to hospital because of a crash. While many of the serious crashes in Frankston occur on roads managed by the State Government, others occur on our Council-managed roads.

We commit to eliminating fatalities and lifelong injuries on Council roads by 2040.

We will also continue to advocate strongly to the State Government for safety improvements on the arterial road network.

We will use State Government Crash Stats data to track our performance towards Vision Zero.

4.3 Access target

Increasing peoples' access to local shops and services within 800 metres of their home improves peoples' quality of life and reduces demand on our transport system.

We will monitor our progress towards improving access to shops and services at existing activity centres in Frankston. This will be done via infrastructure improvements, such as bike lanes and safe pedestrian crossings, in line with the State Government's 20-minute neighbourhood policy (see Section 11.1 for more details).

We will use a mixture of geospatial techniques to track our progress towards implementing 20-minute neighbourhoods across Frankston.

4.4 Mode share target

Frankston is a highly car dependent municipality. The most recent data available for all trip types shows that about 83% of all trips in Frankston are done by car (VISTA 2018). Even for trips easily done by foot or bike; 40% of car trips are less than 3km long.

Converting even a portion of these trips would have positive effects on local congestion and parking constraints.

We will use VISTA data to track our progress for all trip purposes and ABS Census data for journeys to work.

4.4.1 Transport scenarios

A series of transport scenarios have informed the development of Connecting Communities. We have used these scenarios to create achievable targets that will allow us to realise our vision for transport in our community and monitor our progress. These scenarios

are based on current transport patterns, from VISTA (2018) data (for all trips) and the latest ABS Census (2016) data (for work trips), scaled up to 2021.

Two future scenarios are offered – a business as usual scenario, which is what we would expect to happen if we do not change the way we plan transport and a sustainable scenario, which includes ambitious and achievable targets for making sustainable transport accessible to more of our community. Each of these scenarios have a forecast year of 2041.

4.4.2 All trips

All trip types are shown in Figure 7. As of 2018, 83% of all trips in Frankston were by car while 13% were done on foot. Few trips by other modes occur daily.

Due to population growth, the estimated number of trips per day will increase. Figure 8 shows that if vehicle mode share remains the same as it is today, 15,000 extra car trips per day can be expected on Frankston's roads by 2041.

Increasing walking, cycling, and public transport is necessary to reduce traffic congestion. Achieving the Sustainable scenario targets will reduce car trips by 17%. This will reduce congestion and parking pressure, while making our communities healthier, more sustainable, and more liveable.

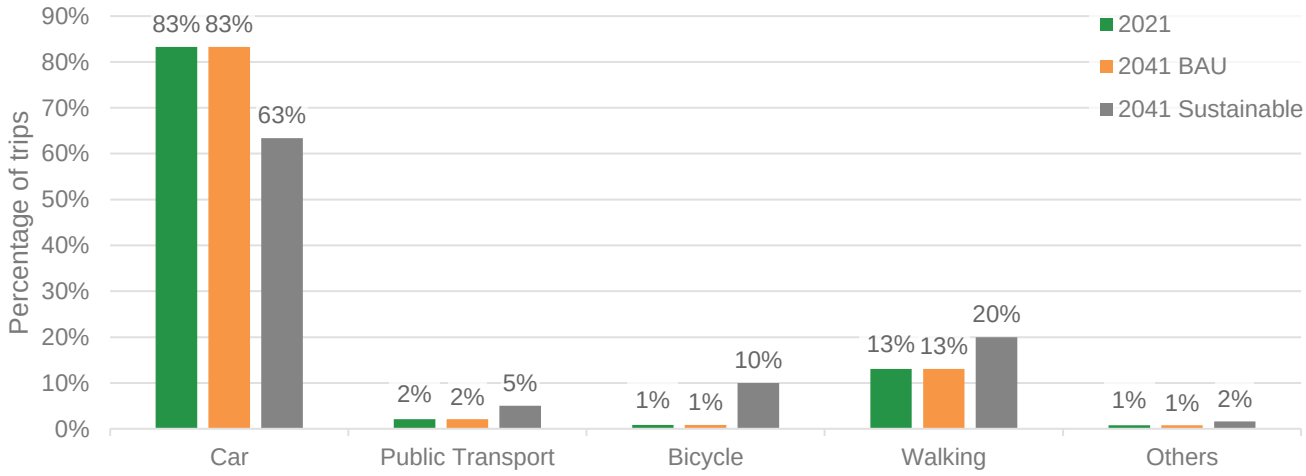


Figure 7 Mode share scenarios - All trips

Source: VISTA

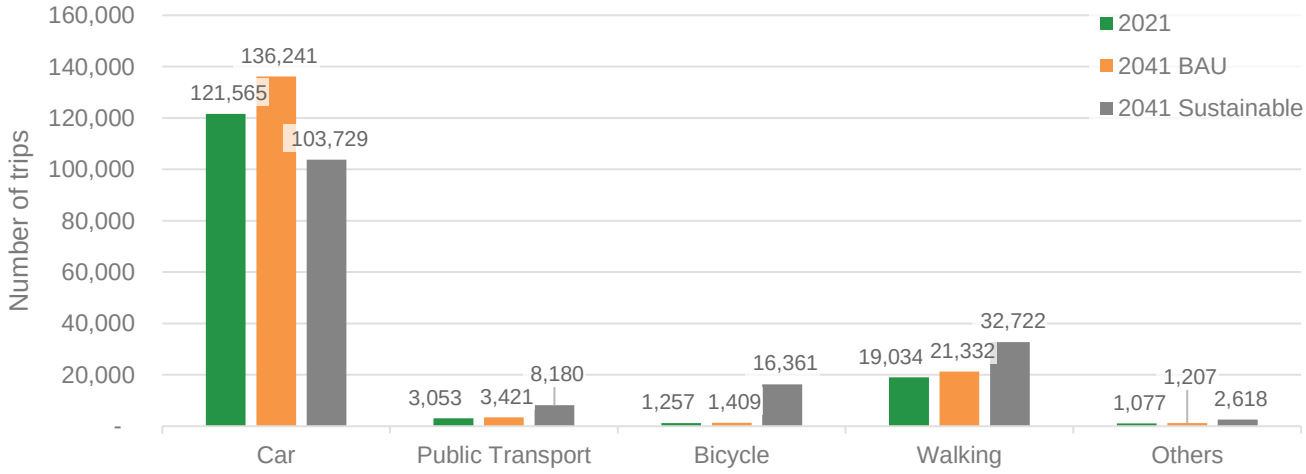


Figure 8 Trip number scenarios - All trips

Source: VISTA

4.4.3 Trips to work

The latest data shows some 90% of Frankston residents drive to work. With population growth increasing 12.3% by 2041, this will put another 7,000 car trips on Frankston roads every day, mostly during peak hour. We have set Sustainable scenario targets separate from all trip types because work trips are often longer than other trips.

For this reason, we have set a higher public transport target for commutes and relatively more modest active transport targets.

These targets will help guide the way we invest in the transport system, to ensure we create lasting change towards a more sustainable, healthier community with a better range of transport choices for everyone in the community.

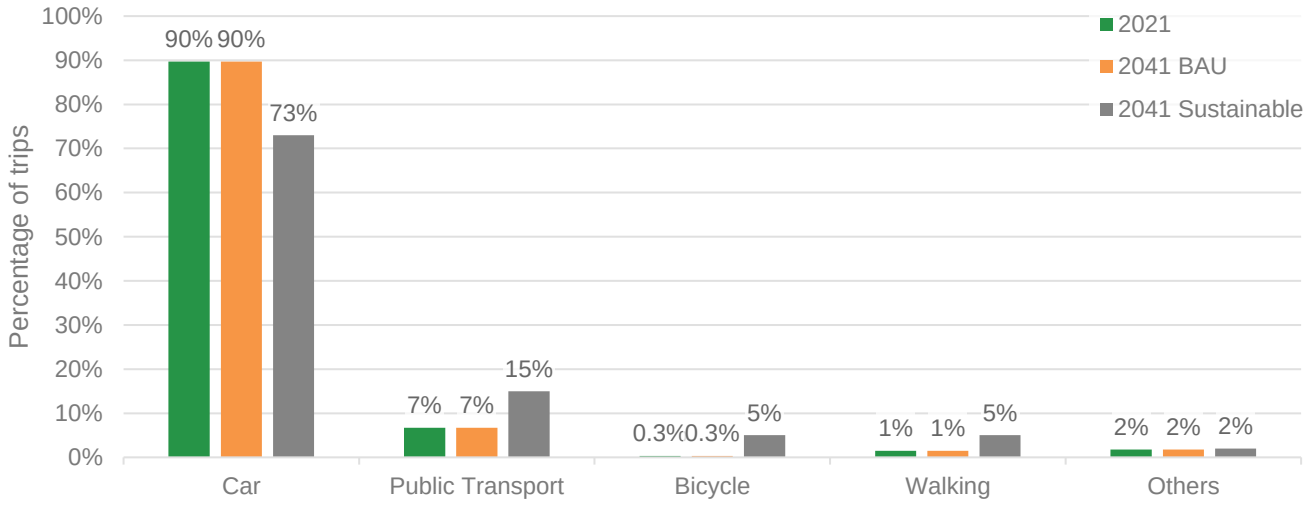


Figure 9 Mode share scenarios - Journey to work

Source: ABS

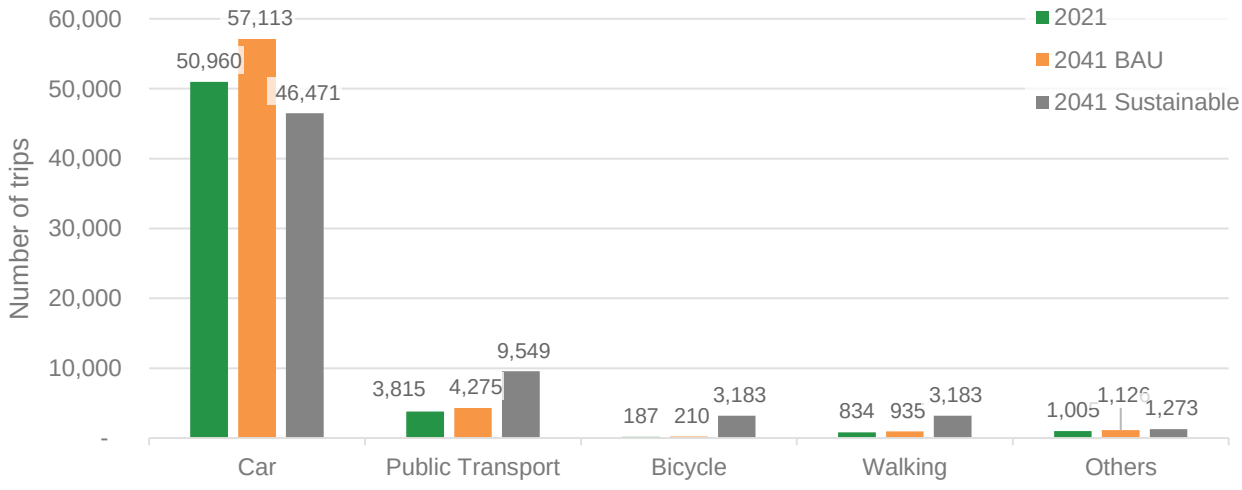


Figure 10 Trip number scenarios - Journey to work

Source: ABS

5. Key directions for change

We have identified several key directions for change in Frankston. Figure 11 shows how these changes would look, across all of Frankston. Details on these changes can be found in the following sections.

There is significant scope for us to improve the transport choice in Frankston. As shown in Figure 11, this includes upgrades to the road network, making it easier to get around while unlocking Frankston's potential. Safe cycling routes along convenient corridors, will connect all parts of Frankston. Extension of electrification of the rail will give more people more access to public transport. High-capacity public transport will run along our arterial roads, connecting communities to key destinations. Freight upgrades will bring trucks off our neighbourhood streets while supporting jobs.

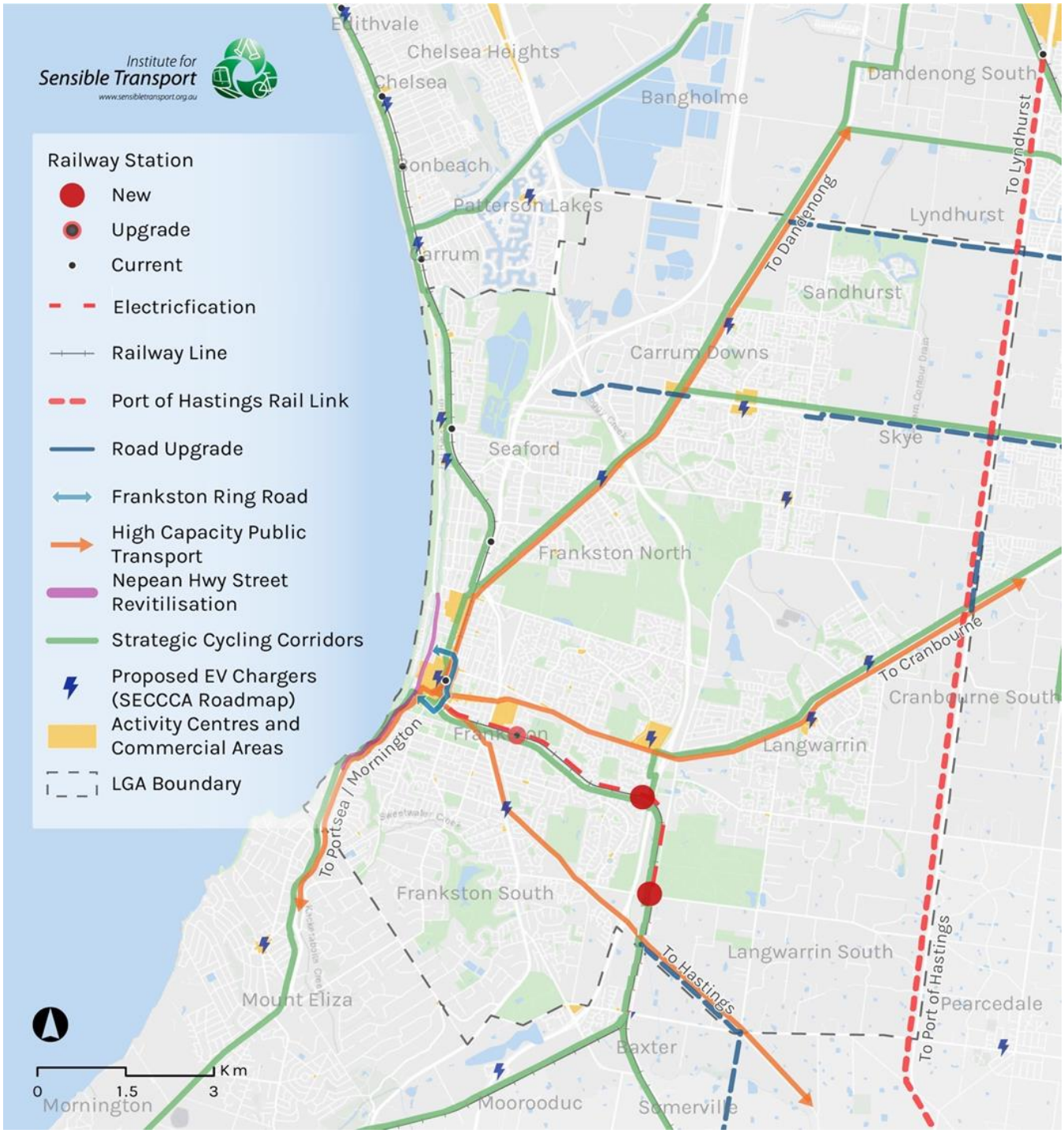


Figure 11 Future Frankston Transport System

5.1 Implement the Electric Vehicle Charging Roadmap project

We will advocate for funding and work in partnership to support the roll-out of public electric vehicle charging infrastructure per the Electric Vehicle Charging Roadmap project, developed with the South-East Councils Climate Change Alliance (SECCCA). We will further work to ensure that electric vehicle charging is powered by renewable energy and highlight the importance of doing so for any private EV chargers in our community.

5.2 Capitalise on major transport projects

Frankston has seen increases in State and Federal infrastructure projects, including the Level Crossing Removal Projects and Commuter Car Park Upgrades. These projects offer unique opportunities to make further improvements to local transport networks, including advocating to the State Government, and undertaking projects ourselves. This may include safer crossings and wider footpaths, safe bike connections, alternative traffic routes, bus network reviews, and other local improvements.

5.3 Real time car parking information

Finding a car park can be difficult and that's why we are going to investigate opportunities to install smart infrastructure to provide real time information on where available parking bays are. This will help people find a park sooner and spend less time circling.

5.4 Better integrate our train stations with the wider transport network

For many people in Frankston, the train station is their connection to the rest of Melbourne. Connecting Communities contains a series of actions designed to make it easier for people to transfer from one mode of public transport to another. Some of the key transport integration actions are introduced below.

5.5 Create high quality walking and cycling networks connecting the community together

We've heard that finding a car park at a train station is getting harder, and we know that building more car parks only goes so far. Connecting Communities makes it easier for more people to access everyday shops and services via sustainable modes.

5.6 Monitor and act on emerging transport technology

There are a range of new and innovative transport technologies likely to change transport patterns and behaviour in the near future. This includes more affordable electric vehicles, a wider range of shared transport options, trackless trams, and passenger drone technology. While many of these are still in their infancy, Council will investigate emerging transport policy opportunities to ensure we are able to capitalise on the technology that help us meet the targets set out in Connecting Communities. This will ensure we are well-placed to receive the benefits of new transport technology while protecting the natural and built elements that make Frankston the best place in the world to live.

5.7 Create a coherent, attractive, and safe cycling network

So many of the trips we make by car are surprisingly short – and cycling is a great way to get around for short trips. We will implement a comprehensive cycling network to enable more people to ride in a safe environment, connecting communities to shops and other key destinations. This will provide more opportunities for bike transport trips, and greater uptake of e-bike and other forms of micro mobility. We will develop and construct a Cycling Transport Network. Figure 15 provides an overview of different types of cycling environments.

5.8 Make walking and cycling to school the preferred choice in Frankston

Walking and cycling to school have steadily declined in the preceding decades. Currently, approximately 60% of students are driven to school. Children being driven to

school decreases opportunities for exercise and the development of child independence. It is also one of the bigger stresses on our road network, making up to 15% of all car trips. Working with schools in Frankston to create an Active Travel Plan, and supported by safe infrastructure upgrades, Connecting Communities will improve student health and learning outcomes while also reducing traffic congestion.

5.9 Highways to Boulevards

Many of the most direct routes in Frankston are along highways. While they are good at moving high volumes of cars, their design limits the ability for people to walk or cycle along them. These corridors are often lacking in street trees and green buffers between the busy road and abutting homes. Improving the pedestrian and cycling paths along these corridors will be key to efficiently moving people using all modes of transport and make them attractive boulevards to live on.

Nepean Highway has been identified as a key corridor to transform into a people-focused civic and economic corridor.

5.10 Quick Wins

We have identified a range of quick wins that will allow us to begin to make improvements to our transport system right away. These actions will provide the groundwork to build on the more lasting change we will deliver as part of our long-term actions.

1. *Provide more information on existing bicycle trails within the Frankston municipality*
2. *Trial an 'Open Street'*
3. *Expand shared micro-mobility to be LGA wide*
4. *High-capacity bus corridors as a 'turn up and go' service*
5. *Implement a consistent bike parking design standard*
6. *Adopt Vision Zero for road safety*
7. *Develop a road hierarchy based on the Movement and Place Framework*
8. *Provide educational resources to help the community in their transition to electric vehicles and e-bikes*
9. *Review freight access in industrial areas*
10. *Trial Parking Overstay Detector Systems and smart parking technology in Council owned car parks to improve parking management*
11. *Investigate car share options linked to new developments within the Central City (FMAC).*

6. *Walking*

Walking forms part of every transport trip we make, whether it's walking from the car park to our destination or walking to the railway station to get to work. A safe and comfortable walking network benefits us all. As highlighted throughout this strategy, the creation of a 20 Minute Neighbourhood is critical to give more people easy access to a diverse set of destinations within a short walk of their home.

6.1 Walk to school

As highlighted earlier, walking to school provides a range of benefits to students, as well as the wider community. Despite these benefits, the number of students walking to school is much lower than in the past. Car trips to school make up to 15% of all traffic during peak periods. Encouraging more students and parents to walk (or scoot or ride) brings health, educational, and transport benefits.

We will implement a targeted Active Travel Plan by working with each school in Frankston and their surrounding community to make active travel to school safe and enjoyable. This will include a mixture of infrastructure upgrades, and programs to encourage students and parents to actively travel. Steps undertaken as part of this program include, but are not limited to:

- *Analysis of where students live in relation to their school*
- *Analysis of current school travel mode share*
- *Workshop with parents and students to understand the local environment*
- *Site inspection to review local infrastructure and observe travel behaviour*
- *Mapping of key barriers and opportunities*
- *Assessing opportunities to lower the barriers presented by large transport infrastructure, such as Mooroodoc Highway and Peninsula Link.*
- *Mapping of key active travel corridors*
- *Upgrade of infrastructure to support active travel*
- *Programs, such as Open Streets (see Box 1), to drive long-term change in school travel*
- *Program evaluation.*

Box 1 provides a case study of the Open Streets program in Moreland.

Case Study: Open Streets

Open Streets, shown below is a pilot program run by Moreland City Council. By opening the street outside the school to walking and cycling (and closing the street to cars), parents felt more comfortable letting their children walk or ride. This pilot has seen an increase in walking and cycling for participating schools and significant positive feedback that has seen the program expanded to other schools requesting to take park in the pilot.

Source: Moreland City Council

Box 1 Open Streets

6.2 Footpaths for everyone

Many parts of Frankston have incomplete footpaths, with footpaths missing from one or both sides of some streets. Delivering a complete footpath network is important to ensure that no one is limited in their everyday transport options. A missing footpath or crossing point reduces independence and limits transport choice. Figure 12 shows the gaps in the path network that we will fill. Off-road footpaths are named reserved, minor paths are small gaps in the network that we will prioritise, before filling the longer path gaps.

These paths were identified and prioritised using a path prioritisation matrix. The full details of this can be found in the Paths Development Plan 2020.

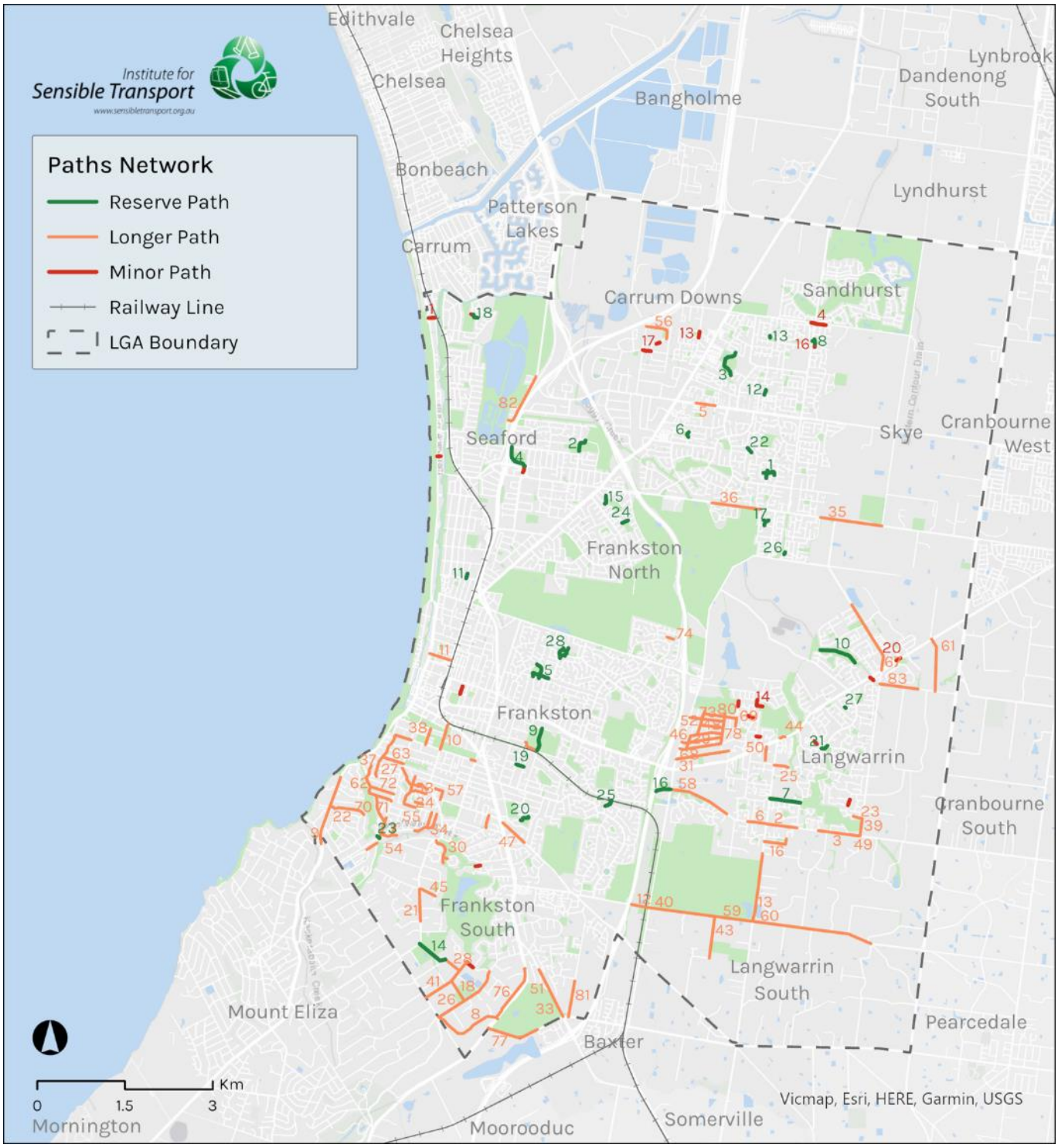


Figure 12 Path network by type and length

Source: Adapted from Paths Development Plan 2020

Note: Numbers relate to numbering in the Frankston Paths Development Plan 2020

7. Cycling

Cycling has the potential to be one of the best ways to get around Frankston. It's healthy, affordable, and sustainable. By filling the gaps in the network, Connecting Communities will give more people the choice to cycle. This will help reduce congestion, emissions and parking pressure, while helping us becoming healthier.

7.1 Cycle network design principles

We will implement a cycle network that supports those of all ages and abilities to cycle. Figure 13 and Figure 14 will help inform the development of the future Frankston Bicycle Strategy by guiding the selection of infrastructure capable of creating a safer, more attractive network of streets and paths in which to cycle. Figure 13 provides a matrix of appropriate cycling infrastructure, depending on the speed limit and the number of vehicles per day along a given street.

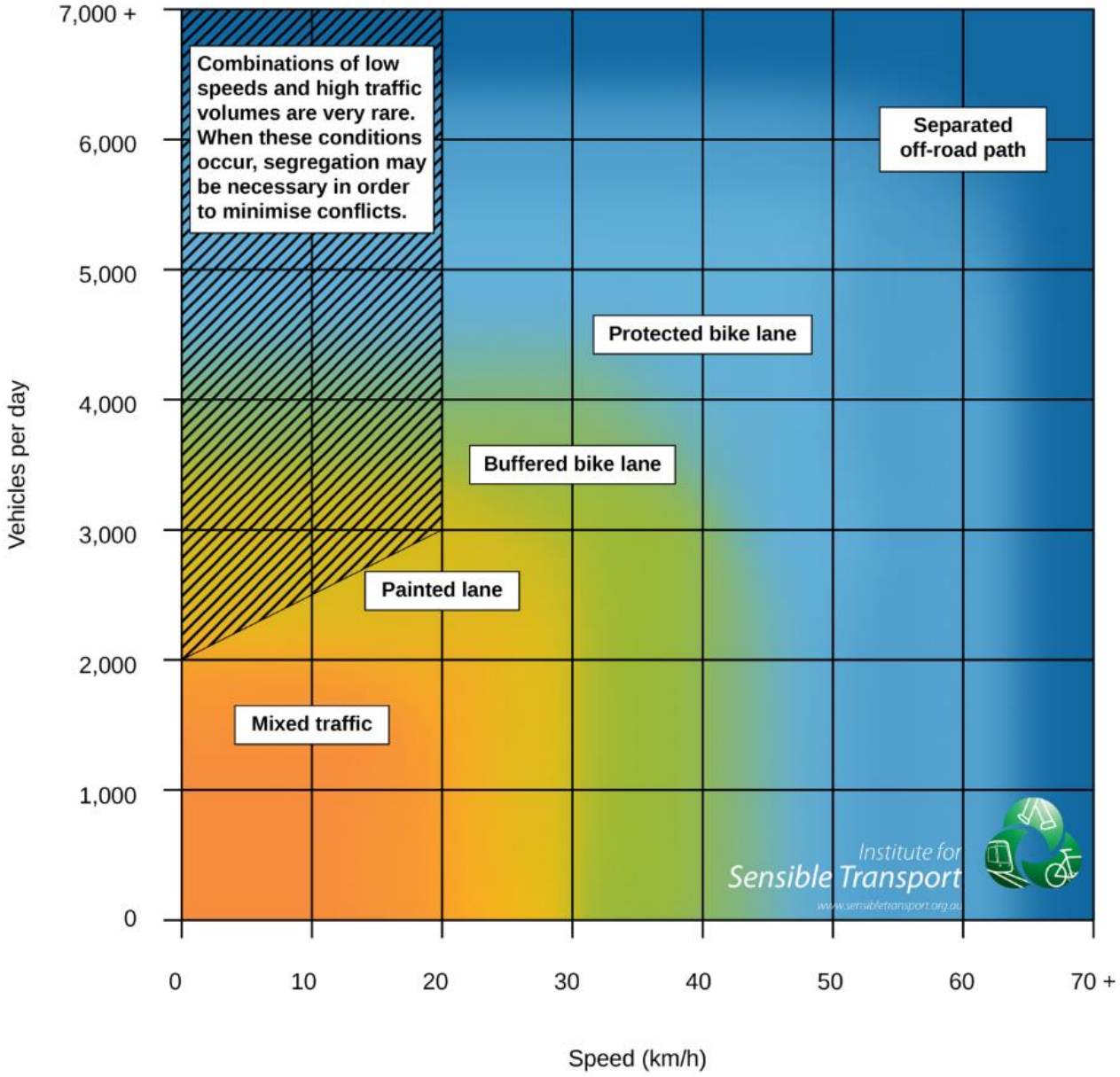


Figure 13 Appropriate cycling infrastructure matrix

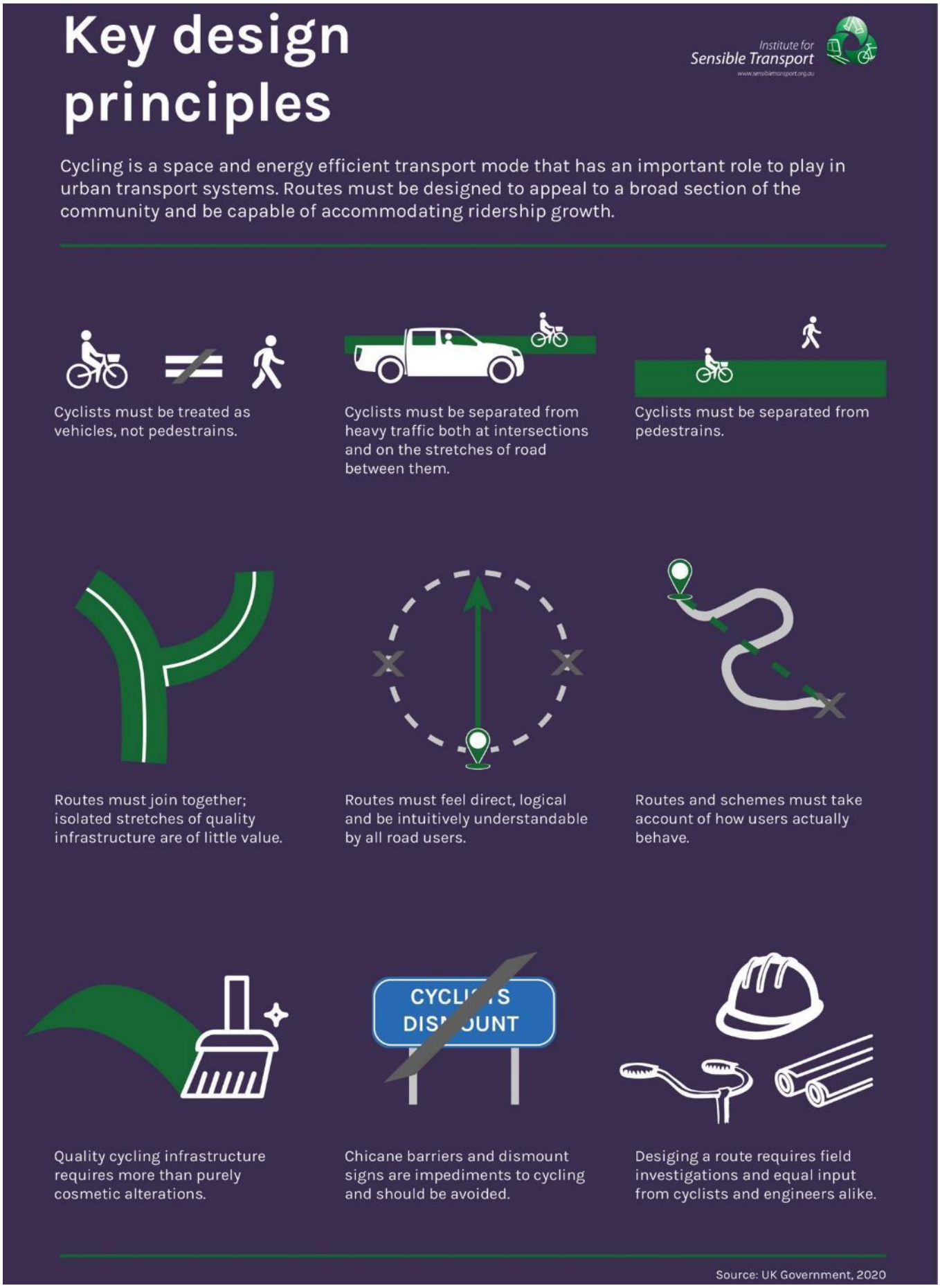


Figure 14 Bicycle network design - conceptual principles

Source: Adapted from work produced by the UK Government, 2020

When building the Frankston Cycle Network, we will enhance the value proposition cycling offers by:

1. *Extending the existing off-road network*
2. *Providing separated on-road cycle lanes in the inner-city area*
3. *Creating new pedestrian and cycle bridges*
4. *Making crossing the road safer where a path intersects with a major road*
5. *Widening existing painted lanes and lowering traffic speeds.*
6. *Enhancing cycling connections to schools and industrial areas, as well commercial zones and around public transport*
7. *Building connections that overcome the barriers presented by large transport infrastructure such as Moorooduc Highway and Peninsula Link.*

7.2 Shared two wheeled transport

Well over 1,000 cities have established bike share programs over the last decade, including Frankston. There are a number of reasons cities have supported bike share use, including:

1. *Increased transport choice, including enhanced integration with public transport (the last mile solution)*
2. *Reduced congestion*
3. *Lower greenhouse gas emissions*
4. *Increased physical activity.*

12. Bike share and e-scooter share are seen as a step towards what is known as a Mobility as a Service (MaaS) transport system, in which one does not need to own a bike in order to have access to it. Even for people that do own a bike, bike or e-scooter share is seen as attractive as it opens up the ability to use those devices for one-way travel.

We will continue to support new technological innovations in shared micro mobility. We will monitor our current e-bike share scheme and recent e-scooter trials in inner-Melbourne. We will seek to expand opportunities for greater use of shared micro mobility.

7.3 Improve access to the existing Cycle Network

Frankston has several pieces of off-road cycle infrastructure already. However, points of access along these corridors are often limited. This makes it difficult for residents to use this infrastructure.

As an example, the northern side of Skye Road has a continuous shared path. However, there is no ability for residents at side streets intersecting with Skye Road to access the shared path. Providing pram ramps or other crossing infrastructure at side streets will improve access to the existing cycle network. All existing paths in Frankston will be reviewed and improved access provided at all side streets.

7.4 Bike parking

Bike parking designs have changed a lot in the last few decades. Frankston now has many bike parking hoops that are no longer fit for purpose. Having a consistent bike parking design ensures a consistent parking experience for Frankston residents and visitors.

Street bike parking will follow Australian Standard AS2890.3 (2015) with additional guidance provided via Austroads Bicycle Parking Facilities research report[2].

7.4.1 Parkiteer

Frankston currently has secure bike parking at Seaford and Frankston Railway Stations. These provide peace of mind for rail commuters arriving by bike. Parkiteer cages could be provided at all railway stations including Kananook Railway Station.

7.5 Frankston Cycle Network

The proposed Frankston Cycle Network is shown in Figure 15. It shows the existing separated cycle infrastructure as well as the State Government Strategic Cycle Corridors (SCCs) and Principal Bicycle Network (PBN).

The SCCs should be prioritised and delivered in partnership with the State Government. These are the cycle highways that run along direct routes, connecting

[2] https://tinyurl.com/2krfsym8

key destinations to each other. The PBN fills in the important municipal connections.

Key cycling corridors along main highways, such as Frankston-Dandenong Road, Frankston – Flinders Road, Cranbourne Road, and Nepean Highway will be transformed into boulevards. We will improve walking and cycling and create more green spaces along these vital corridors. This will improve the safety and comfort of those using active transport while minimising impacts to the road network.

The design of the new cycle infrastructure will be based on the guidelines shown in Figure 13 and Figure 14.

Delivering the proposed Frankston Cycle Network will help us make more of our trips by bike. This will help reduce congestion, reduce emissions, and improve our health and wellbeing.

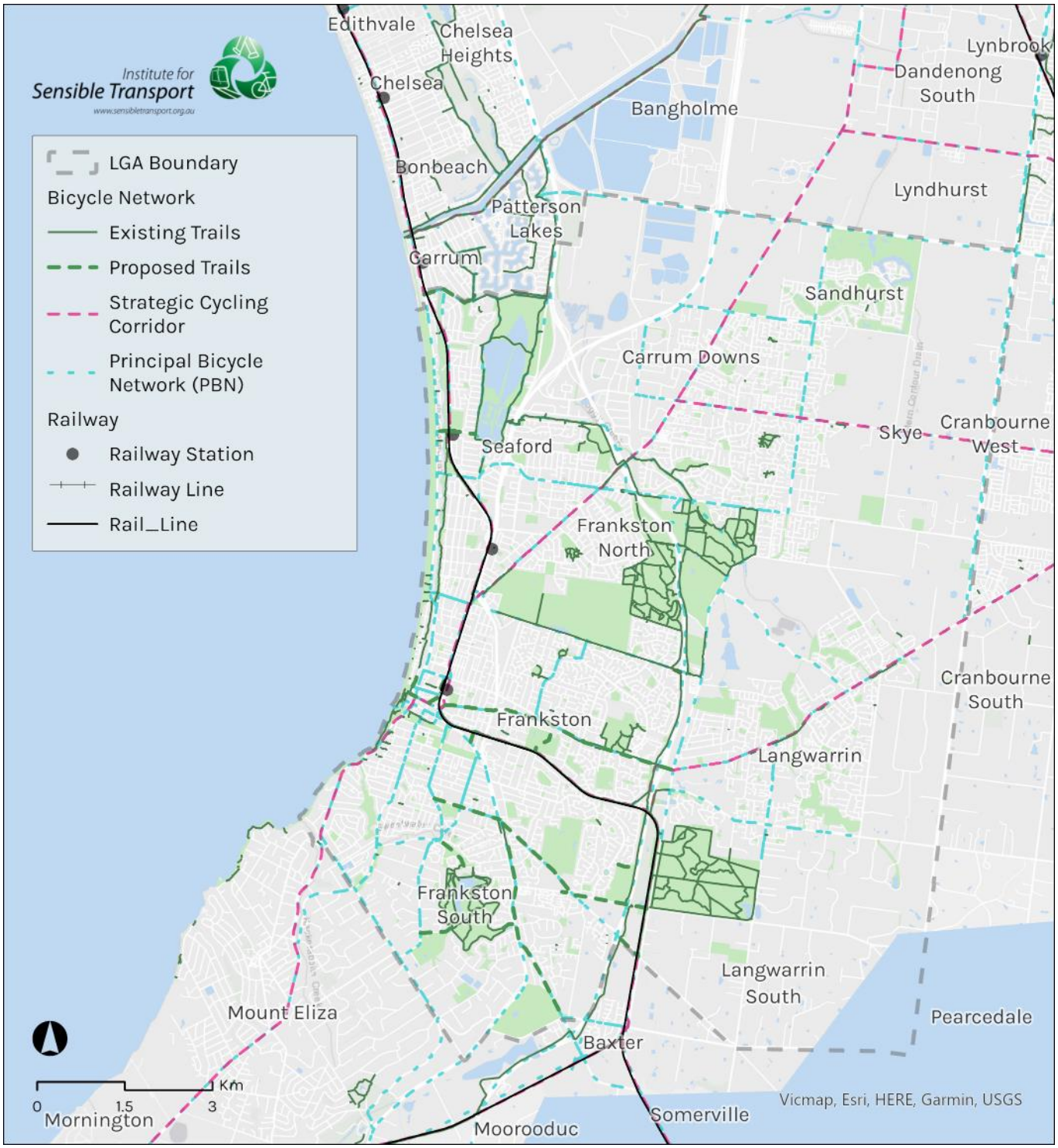


Figure 15 Proposed Frankston Cycle Network

8. *Public transport*

Frankston's public transport network provides access to the Melbourne CBD and inner-city while also connecting to the Mornington Peninsula. We will advocate to the State Government to improve our public transport network to better serve our residents and businesses.

Frankston has a public transport network comprising 26 bus routes, one metro rail service, and one diesel rail service. This section focuses on the actions required to increase public transport use in Frankston.

8.1 Rail

We will welcome opportunities for improvement to the Frankston rail corridor that help create better transport options for the local community and *better public transport services for Frankston.*

Extension of electrification of the railway line would create new opportunities for Frankston and the region. New areas would be connected to Frankston and the Melbourne CBD by high frequency, convenient rail.

8.1.1 Stations

8.1.1.1 Frankston Station

Extending electrification of the railway line opens opportunities to improve Frankston Railway Station, as shown in Figure 16. Frankston station would need an additional through platform to be constructed, allowing two-way travel southwards.

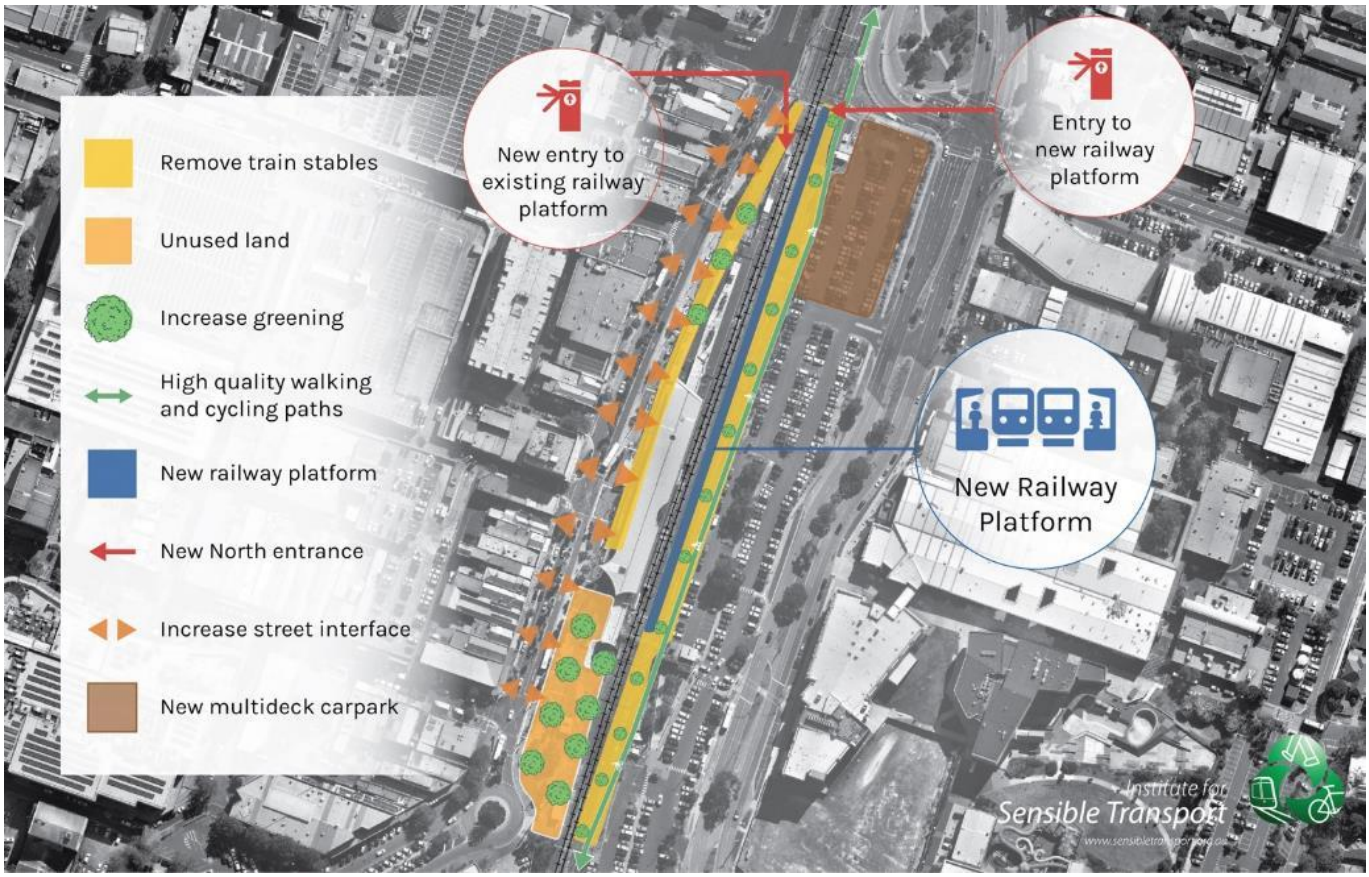


Figure 16 Future infrastructure upgrades for Frankston railway station

Source: Institute for Sensible Transport, Nearmaps

Platform 1 (closest to Young Street) is a dock platform, and connection south would be undesirable from an

urban realm perspective. A new platform could instead be built on the eastern side of the two through rail tracks, on space currently used as rail sidings.

Additionally, this would allow for the closure of platform 1 (closest to Young Street), providing increased open space for the activity centre.

Considering the increased car parking proposed for the northern end of the car park, near Beach Street, there will be increased demand for station access from the north. Providing a new northern station entrance will improve access to the station and for visitors to the northern end of the Frankston city centre.

8.1.1.2 Leawarra Station

Extension of electrification also precipitates upgrading Leawarra Station to accommodate metro rail services. With close proximity to Frankston's Monash University Campus, Frankston Hospital, and the home maker centre. Relocating the station west, closer to Moorooduc Highway would improve access to these key employment hubs, and grade separation would allow for station entrances on either side.

8.1.1.3 Frankston Heights Station

A new station at Frankston Heights, near the Mornington Peninsula Freeway, could increase transport choice. This station could be located near Willow Road and Aquarius Drive, providing accessible rail to nearby residents. Due to the residential nature of the area, and local catchment, minimal parking could be provided at this station.

8.1.1.4 Langwarrin Station

A new station in Langwarrin, north of Robinsons Road would give access to Bayside Christian College and surrounding residents. Due to the proximity to Mornington Peninsula Freeway and major arterial roads, this station would be a good location for a large park-and-ride facility.

8.2 Bus

8.2.1 Network coverage

Bus coverage across Frankston is relatively good. The wider area had a population of 134,143 at the 2016 Census. Of these, 39% live within 200 metres of a bus stop. Over 75% of the population live within 400 metres of a bus route. This indicates that we have a comprehensive bus network, which places almost all residents within walking distance of a bus route.

8.2.2 High-Capacity Corridors

There are several important desire line movements between Frankston and surrounding residential and employment hubs. This includes Cranbourne, Dandenong, and Mornington. We will advocate to the State and Federal Governments to deliver high-capacity public transport services between these essential nodes. This could be via trackless tram, conventional tram, Bus Rapid Transport, or other innovative public transport solutions. In the interim, we will advocate for better coordination of timetables, creating a turn-up-and-go system along key corridors. Delivering these corridors will better connect our community to jobs, shops, and services.

8.2.3 Frequency

There are some routes in the Frankston bus network with low frequency. Three of Frankston's 26 bus routes are classed as 'limited'; they only have less than 10 services per weekday, while an additional ten have less than 20 services per day; only five routes have 30 or more services per day. This means that while 75% of the population live within 400m of a bus stop, there is differing levels of service quality. Some 63% of the population live within 400m of a bus stop with ten or more services per day, while only 38% live within 400m of a bus stop with 30 or more services per day (approx. every 20-30 minutes, on average between buses).

There is significant scope to increase bus frequency, expanding the percentage of the population covered by a quality bus service. Recent timetable improvements along the 'Turn Up & Go' corridors are an excellent initiative, which should be expanded.

8.2.4 Interchange

Almost all bus routes in Frankston services Frankston Railway Station. The current interchange on Young Street supports buses that terminate and loop back in the direction they arrive from, with two roundabouts allowing buses to easily turn around. Likewise, the current arrangement has stops on both sides of the road, which allows buses to form a through-route (i.e., they run from one side of the urban area to the other, running through the city). The current interchange is also well located from a passengers' perspective, being close to Frankston CBD and the railway station.

Box 2 provides a brief snapshot of some international trends from best practice bus interchanges.

International interchange trends

Modern public transport systems have been moving away from terminus interchanges (e.g. the last stop is at the interchange) towards through routed interchanges (e.g. the last stop is outside the interchange). Through routed interchanges offer better connectivity with surrounding urban form, require less space, have more passive surveillance, offer vibrancy to waiting areas, and minimise diversion (shortening travel time), compared to centralised terminus interchanges.

Cities with successful Bus Rapid Transit Systems have similarly implemented interchanges along existing rights of way, which integrate with, and enhance the urban environment (via Bourke Street Mall style dedicated busways).

Box 2 International interchange trends

Given local and international context, it is best to leave the interchange in its current location, but remove through traffic which causes congestion and competition in street space with buses. There is significant scope to increase the amenity of the interchange following extension of electrification of the railway.

8.2.5 Accessibility

Implementation of any changes to improve accessibility of the bus network should be done in compliance with the Disability Discrimination Act 1992, the Disability Standards for Accessible Public Transport 2002, and the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications guidelines for developing accessible public transport. It is especially important to place the Department's four guiding principles at the fore in any reform or improvement programme (Department of Infrastructure Transport Regional Development and Communications, 2020):

1. *People with disability have a right to access public transport*
2. *Accessibility is a service, not an exercise in compliance*
3. *Solutions should meet the service needs of all stakeholders and be developed through co-design*
4. *Reforms should strive for certainty.*

8.2.6 Bike racks on buses

Bike racks on buses, like the one shown in Figure 17, increase the reach of the bus network for more people. The geographic reach of the public transport system can be greatly expanded by facilitating bikes as being part of passengers' journeys. Council will advocate to the State Government to introduce bike racks on buses, especially those routes which have more challenging topography and/or travel significant distances, as both are barriers to cycling. This allows passengers to use a bike for the journey from their home to the boarding bus stop, and/or the journey from the alighting bus stop and the destination.

Figure 17 Bike rack on a bus

Source: Star Mail – Upper Yarra

It is critical that bike racks should be fitted to all vehicles which service the route, providing consistency and certainty to users. Consideration in selection of routes should include turning circles, and how the added length may affect the ability of the bus to navigate the route. The implementation of bike racks on buses is an initiative that would fall under Metro's responsibility, rather than Council.

One of the main purposes of the racks is to offer the security to new cyclists that if circumstances arise that make it difficult to complete the trip by bike alone, they have another option. Poor weather, mechanical failure, and night-time security issues are just some of the reasons why having bike racks on buses can help boost cycling (and public transport usage). The benefit resides in the peace of mind that comes from knowing you can always put your bike on a bus if you need to.

Finally, it is noted that such an initiative will likely require changes to legislation (as has been the case in other Australian states), working practices of bus operators, and educating passengers. These should be

considered in partnership with the State Government, bus operators, and key stakeholders.

8.2.7 Increase bus priority

In heavily congested areas, bus performance can deteriorate significantly with buses stuck in traffic. Opportunities to provide bus priority, via bus lanes or bus-only turn lanes, could ensure buses are fast and reliable. We will work with the Department of Transport and Planning and local bus operators to identify opportunities to increase bus priority. Areas with high volumes of buses and local congestion, including in and within FMAC, will be a priority.

9. Motor Vehicles

As with many other cities, Frankston's road network reflects the legacy of decades past, when the movement of motor vehicles was the overwhelming transport priority of all levels of government. While shifting people out of cars and onto other modes of transport is vital to managing our future transport system, we will still require road improvements.

We will continue working to ensure our road network is safe and accessible for all road users. We will continue to work with the State Government on road project upgrades that provide value to the community, while positioning us to a future transport network that is electric and has more diverse transport choice.

9.1 A clear road hierarchy

Having a clear road hierarchy will help us make decisions about the road network, based on the size and function of any street or road. Using the State Government's Movement and Place categories, having all streets in Frankston mapped by their function will allow us to better manage the road network.

9.2 Work with State-government projects

Frankston contains a network of arterial roads and freeways that are managed by the State Government. Many of these roads will need to be upgraded in the future to support population growth and facilitate vehicle movements. We will work with the State Government to ensure Frankston gets good outcomes from these upgrades. Upgrades that are already planned include:

- *Upgrading roundabouts to intersections on the Western Port Highway*
- *Latham Road Upgrade*
- *Thompson Road Duplication*
- *Hall Road and Western Port Highway Upgrade*
- *Hall Road and Western Port Highway Upgrade*
- *Golf Links Road Upgrade.*

9.3 Local area transport management plans

We will implement change to local streets in Frankston via Local Area Transport Management Studies (LATMs). This will consider traffic and transport issues within a local area holistically.

We have developed a LATM Strategy, outlining the boundaries of each area, a consistent approach to implementing an LATM, budget, and priority sequence. As implementation of the LATM Strategy progresses, this will ensure day-to-day traffic and transport issues can be managed holistically.

9.4 Managing speeds

Setting safe speed limits within Frankston is key to ensuring it becomes an even more vibrant, safer, and pedestrian-friendly city. Introducing a default speed of 40km/h within residential and school areas, and lower within activity centres, will get us on the path to Vision Zero.

We will work to develop and implement our Safer Speeds Plan, in tandem with the LATM Strategy.

9.5 Electric Vehicles

Electric vehicle sales are growing rapidly. If charged from renewable energy, EVs can reduce transport emissions and improve local air quality. To accommodate the community's switch to EVs, a network of EV chargers is required.

To help the community in their transition to EVs, we will provide educational resources and support to assist residents and business owners gain a better understanding of EVs, including available models, range, price, charging time, etc.

9.5.1 Electrify the Council fleet

We have an important role to play as a leader in adopting new technologies. We are committed to converting all Council-owned vehicles to electric over time, where feasible. This will help drive down Council emissions and reduce operating costs.

9.5.2 Public EV chargers

We will support the roll-out of a public electric vehicle charging network to meet our growing charging needs. We have identified the optimal sites for this as part of a

project with the South East Councils Climate Change Alliance (SECCCA) and other councils in the region. The areas where new EV chargers will be prioritised for installation are shown in Figure 11. Where needed, we will advocate to and work with the Federal and State Governments and the private sector to deliver these chargers to help us transition to zero emission vehicles. We will continue to communicate the importance of the chargers being powered by clean, renewable energy.

9.5.3 Residential charging

Most EV charging will happen at home. However, dedicated charging infrastructure is required to ensure safe and regular charging can occur at home. Council will provide educational information to households regarding the installation of EV charging at home and the importance of powering EVs with the use of renewable electricity.

Council will hold 'come and try' community events with the EV community (e.g. Victorian branch of the AEVA) to showcase both Council and privately owned electric vehicles and other low emission transport options, such as e-bikes.

9.5.4 Car Share

We will work with car share operators to trial a car share fleet in high-demand areas within Frankston. This will complement the already popular peer-to-peer car share use in Frankston, CarNextDoor. This will improve access to a vehicle for those who don't have a car or allow a household to reduce their car ownership, saving them money.

9.6 Freight

Freight and heavy vehicle movements are vital to the functioning of our society. Trucks and trains move goods across and within Frankston and are vital to ensure our freight networks operate efficiently, and enable business and industry operation.

Figure 18 shows Frankston's key freight network, including a proposed rail freight line between Lyndhurst and the Port of Hastings. Frankston's major industrial precincts are generally well served by the arterial and freeway networks.

9.6.1 Freight by rail

Frankston has freight rail services operating between the Long Island Steel Company at the Port of Hastings and the Port of Melbourne. The Port of Hastings itself is likely to increase in trade into the future, increasing demand for land-side transport, particularly freight. There is no additional capacity to service growth in freight rail services on the Frankston line. Recent strategic work has been undertaken to determine the best alignment for rail freight between the Port of Hastings and the freight rail network.

Development of a new rail corridor to the Port of Hastings could increase metro service capacity for the Frankston Line and improve freight rail access between the Port and industry in the South-East.

9.6.2 Freight by road

As a gateway to the Mornington Peninsula, and with local industry requiring goods, there is a significant number of freight movements across our road network every day. While much of it uses the arterial road network that is managed by the State Government, many trips start or finish on local roads.

We will continue ensuring freight access to business and industry is safe and efficient while advocating for improvements to the Principal Freight Network. We will also review the local road network, ensuring that freight movements are supported within industrial areas of Frankston.

Figure 18 Frankston freight network

10. Car parking

Car parking supply has been found to have a profound influence over transport mode choice, housing, and development costs, as well as the quality of public space.

10.1 Better management of car parking assets

Car parking, both on-street and off-street, constitutes significant land use within the Frankston city centre and surrounding urban area. There are over 2,300 off-street parking bays within walking distance of the Frankston city centre that are owned by Council. Approximately 2,400 private off-street parking bays are also available. We can improve the efficiency of these parking bays by implementing real-time monitoring and street-facing displays, to help people find an available bay more efficiently. This would encourage higher use of off-street parking bays and help us better understand current rates of use. Consolidating car parking can also help unlock better urban realm outcomes, such as providing more open space.

10.1.1 Decision-making framework

Parking constraints are a common issue we deal with at Frankston. Indeed, it is an issue well-known across Australia. We recognise that there are times where changing parking to other uses is beneficial, such as on-street dining. However, where we recognise parking to be an ongoing desirable use of land for an area, we will implement a clear decision-making framework to ensure consistent and fair outcomes. This will ensure we can get good outcomes from our car parking that meets community expectations.

Figure 19 outlines the process we will undertake when assessing a potential parking issue. First, we will collect data to understand if the issue raised meets Council's and the community's threshold for taking action. This will include data such as occupancy surveys but also the views from the local community.

We will then analyse these data, using the three key questions in the graphic to determine whether action is required or not. Should no action be required, we will inform the community of the outcome of the analysis, including a detailed rationale for why no action will be taken.

However, should there be a need to act, we will respond using the stages of actions outlined in Figure 19. These stages are a hierarchy. First, we will investigate opportunities to ***reduce demand****. This could include encouraging people to use alternative modes of transport or changing their parking behaviour. Once we have implemented actions that help reduce demand, we will again analyse the parking issue to see if the issue persists. If the issue is resolved, then the community will again be informed of the outcome and the resolution of the issue.*

Should the issue be found to persist, and we have exhausted all possible actions to reduce demand, then we will move down to the next stages. We will then repeat the sequence as above, but this time investigating all possibilities to ***manage supply*** *of the existing parking (such as using PODS and real-time parking signage explained below), and only then considering opportunities to* ***increase supply.***

As always, we will inform the community of the outcomes following each stage and provide opportunities for feedback throughout the process.

10.1.2 Parking Overstay Detection System (PODS)

PODS are small in-ground sensors linked to a central computer system that provides Council with precise data on the time spent by each car in a PODS parking space. It is used to increase parking enforcement and improve parking compliance. It is also useful for providing Council with detailed occupancy data for high-demand areas.

10.1.3 Real time parking availability information

PODS can be integrated with real-time parking information. This can improve the efficiency of existing parking supply by directing drivers to available parking spaces. This reduces congestion caused by cars cruising for a free space and provides the community with an accurate and up-to-date understanding of car occupancy in the area.

Other cities have integrated real-time parking information into apps and websites, improving the parking experience.

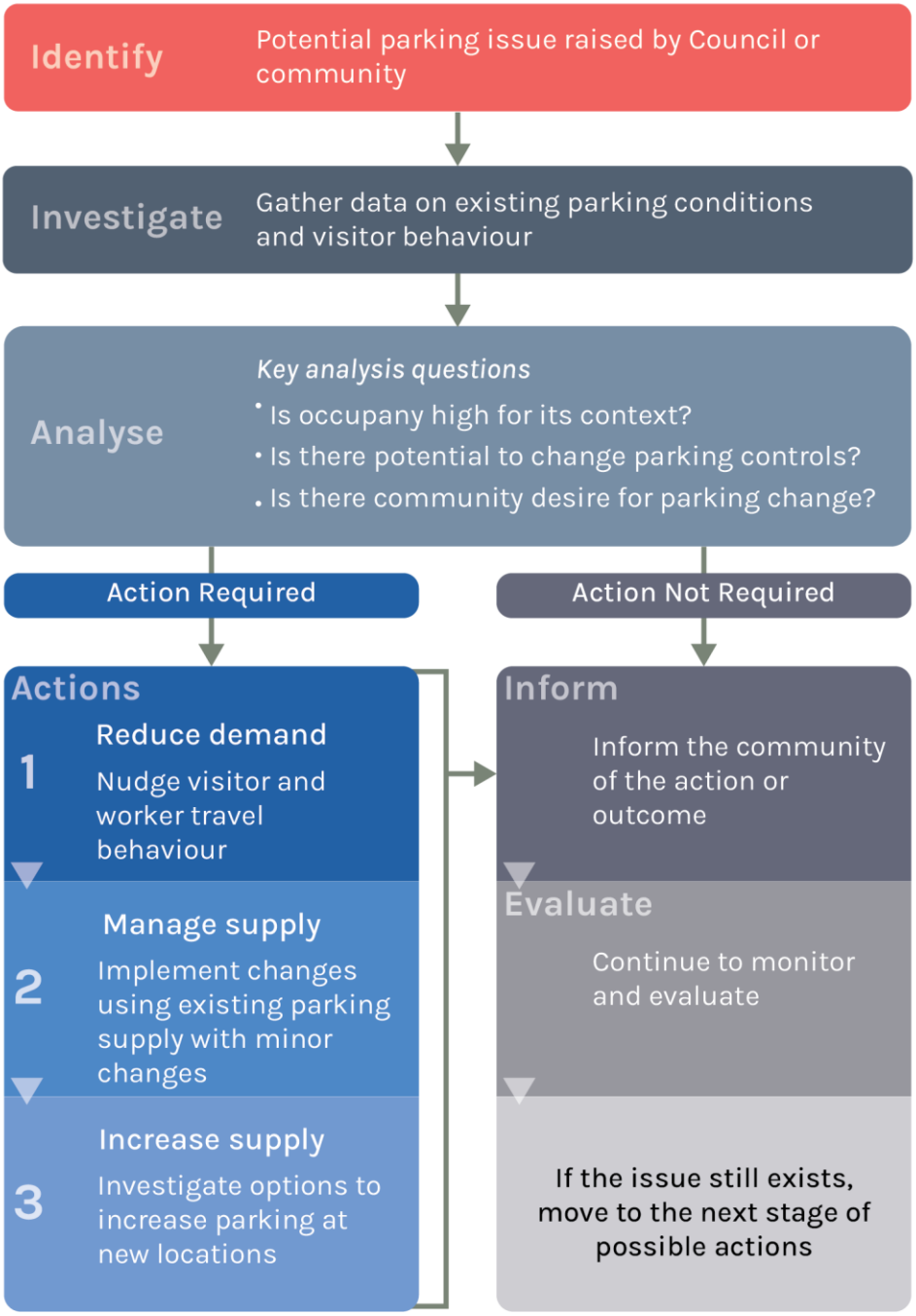


Figure 19 Car park decision-making framework

11. Built environment

11.1 20-minute neighbourhoods

Plan Melbourne 2017-2050, the Victorian State Government's plan for guiding change in Melbourne, is supported by the principle of 20-minute neighbourhoods. The 20-minute neighbourhood supports the concept of 'living locally'—giving people the ability to meet most of their daily needs within a 20-minute return walk from home, including access to safe cycling and local transport options.

The places we live have a direct impact on our health. By creating well-designed walkable neighbourhoods that are connected through a mix of land-uses, housing types and access to quality public transport, we can create more healthy, liveable communities. While many of our established areas have some built form features for a 20-minute neighbourhood, they are not always walkable and may not offer affordable housing options.

Figure 20 shows the elements that are key to being able to live locally.

We will work to improve access to existing activity centres for walking and cycling, shown in Figure 21. We will also identify opportunities to provide services that are missing in or near existing activity centres.

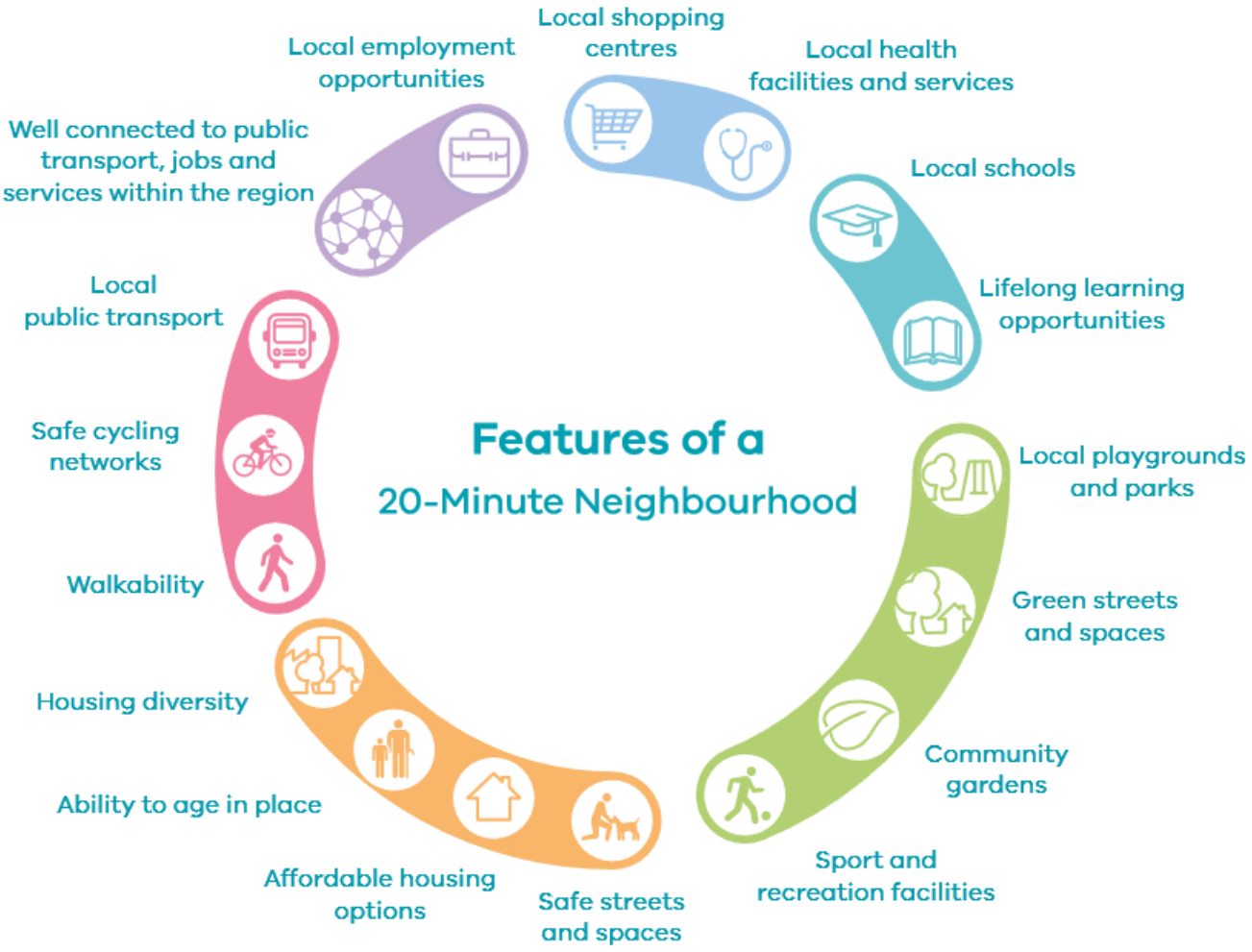


Figure 20 Features of a 20-minute neighbourhood

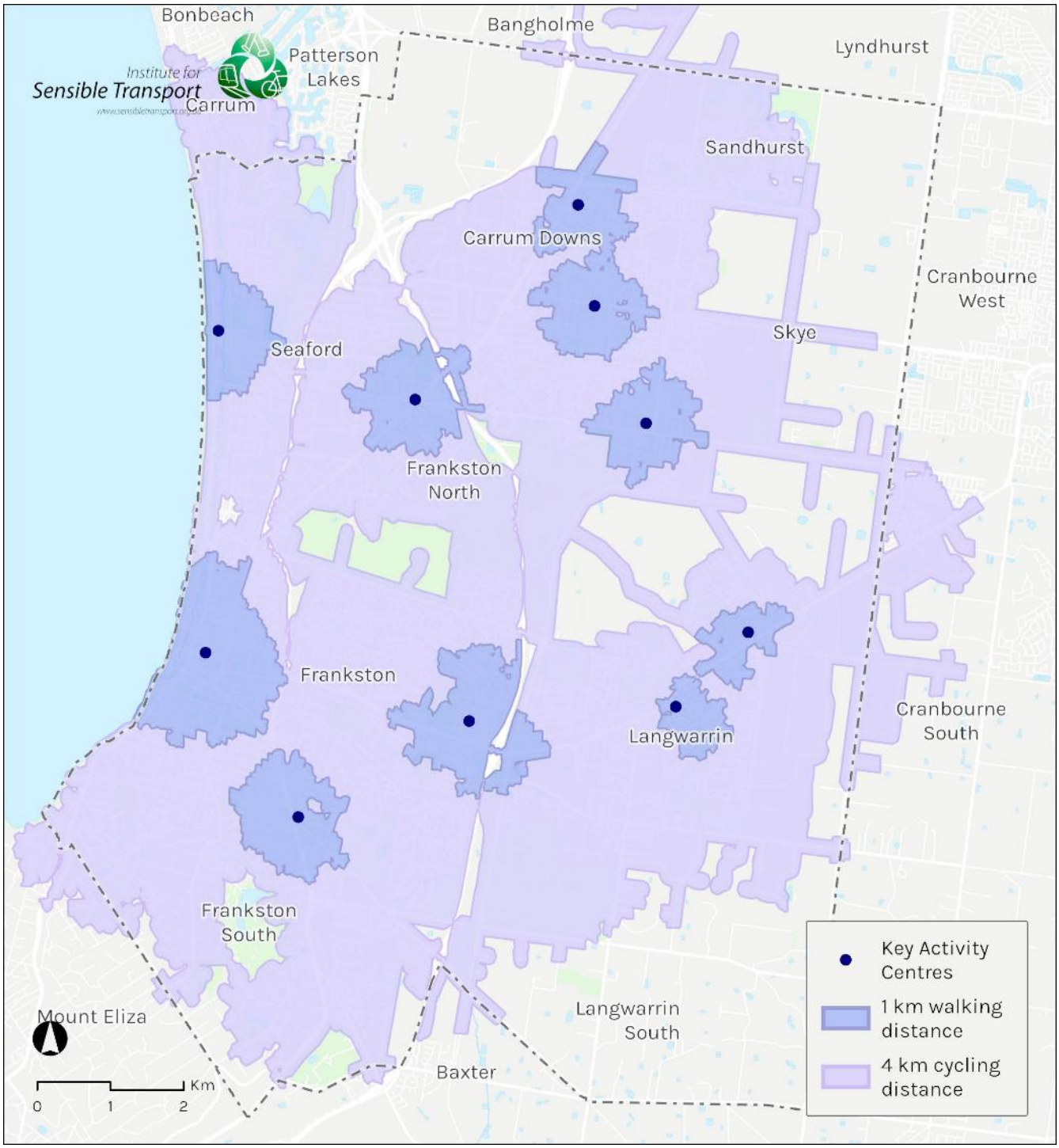


Figure 21 Walking catchment to key activity centres

12. Actions and Implementation

This section identifies each of the actions included in the Strategy, as well as their recommended timeframe for implementation, high level cost range and expected impact.

The implementation of Connected Communities is a staged, long-term program of work. This includes some low-cost initiatives that will be implemented entirely by Council within a short time frame, as well as longer term, more costly projects. Council will also advocate on behalf of the Frankston community to the State Government for projects outside of Council responsibility, such as much needed improvements to our public transport system.

12.1 Multi-criteria assessment

Each of the actions included in this Strategy have undergone a scoring process using a multi-criteria analysis framework using criteria based on the Guiding Principles included in Section 3.2 of this Strategy.

Each action was given a score 1 – 3, based on the action's capacity to support the criteria's objective, with 1 being 'not at all or to a very limited degree' through to 3 being 'to a large degree'.

Table 1 on the following page provides the actions included in this Strategy, as well as the combined impact score, cost estimate and implementation period.

Many of the actions that are township specific should be implemented in coordination with other key placemaking and strategic planning projects.

Figure 22 provides a representation of each of the actions in terms of cost range and impact. The top left quadrant is the area that has actions that are high impact, low cost.

12.2 Monitoring and evaluation

Monitoring and evaluation are critical to tracking Council's progress on delivering upon the objectives of the Strategy. The following steps will be undertaken to ensure Council remain on track in achieving our vision for the future of Frankston.

- *Key performance indicators: These will be developed for each action, to provide a clear metric Council can use to determine whether the action has been implemented.*
- *Data Collection: A method for collecting data and information relevant to each action will need to be developed.*
- *Reporting: An annual, internal review tracking the progress towards completing the actions of the Strategy will be conducted.*
- *Continuous improvement: Based on the annual reviews, identifying improvements that Council can make, to enhance its ability to achieve the vision of this Strategy will be undertaken.*
- *Responsibilities and Resources: Reviewing the roles and responsibilities for implementing the actions of the Strategy will be undertaken.*
- *Five year major review: Each five years, a major review and refresh of the Frankston Integrated Transport Strategy will be completed. This will include:*
  - *comprehensive review of the status of each action*
  - *an assessment of progress towards the vision, guiding principles and strategic outcomes of the Strategy.*
  - *an evaluation of transport patterns in Frankston and comparison with the mode share targets included in this Strategy.*
  - *a review of key challenges based on changes to the policy landscape and changes in technology that may require updates to the ambitions of the Strategy.*
  - *evaluation: A systematic process for evaluating the effectiveness and impact of the transportation strategy, including an assessment of whether the objectives have been met and whether the strategy has achieved its intended outcomes.*

The evaluation of the Strategy should be flexible and adaptable to changing circumstances and new information. The evaluation should also provide information that can be used to inform future decision-making and improve the design and implementation of future transport policies and strategies.

Table 1 Implementation Table

Action Number	Category	Action	Combined Score	Capital Budget	Timeframe
1	Built-form	Deliver the Nepean Highway boulevard upgrade.	19	High: >$1 million.	Medium: 4 - 9 years
2	Built-form	Support the establishment of co-working spaces in areas of high transport choice.	14	Very low: Less than $50,000	Ongoing
3	Built-form	Advocate and engage with the State government to ensure active transport and sense of place is improved during the planning of large scale infrastructure projects	17	Very low: Less than $50,000	Ongoing
4	Built-form	Develop a road hierarchy in collaborating with Department of Transport and Planning based on the Movement and Place Framework (QW)	18	Very low: Less than $50,000	Short: 1 – 3 years
5	Car Parking	Implement a parking decision-making framework to guide consistent and fair on-street parking management.	9	Very low: Less than $50,000	Short: 1 – 3 years
6	Car Parking	Consolidate car parking in high-use areas (fewer, larger lots) to lower congestion and frustration for those seeking a park.	11	High: >$1 million.	Medium: 4 - 9 years
7	Car Parking	Investigate changes to the planning scheme to support parking maximums in appropriate locations.	11	Low: $50,000 - $250,000	Short: 1 – 3 years
8	Car Parking	Trial Parking Overstay Detector Systems and smart parking technology in Council owned car parks to improve parking management (QW)	9	Very low: Less than $50,000	Short: 1 – 3 years
9	Cycling	Advocate to the State Government for the implementation of all Strategic Cycling Corridors.	22	Very low: Less than $50,000	Ongoing
10	Cycling	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.	10	Very low: Less than $50,000	Short: 1 – 3 years
11	Cycling	Review streets included in the re-sheeting program for low cost cycling upgrades in the form of line marking, bicycle markings.	15	Very low: Less than $50,000	Ongoing
12	Cycling	Improve access to the existing shared path network from residential areas, through the Paths Development Plan and future Frankston Bicycle Strategy.	15	High: >$1 million.	Medium: 4 - 9 years

Action Number	Category	Action	Combined Score	Capital Budget	Timeframe
13	Cycling	Support businesses that encourage workers to ride to work in Frankston.	12	Very low: Less than $50,000	Ongoing
14	Cycling	Prepare and implement Frankston Bicycle Strategy, including a Frankston Cycling Network for transport.	19	Low: $50,000 - $250,000	Short: 1 – 3 years
15	Cycling	Implement the Frankston Cycling Network with the design elements outlined in the ITS.	21	High: >$1 million.	Ongoing
16	Cycling	Provide more information on existing bicycle trails within the Frankston municipality as part of the future Frankston Bicycle Strategy. (QW)	10	Very low: Less than $50,000	Short: 1 – 3 years
17	Cycling	Expand shared micro-mobility (e.g. e-bike share) to be LGA wide through dialogue with commercial operator. (QW)	15	Very low: Less than $50,000	Short: 1 – 3 years
18	Cycling	Implement a consistent bike parking design standard. (QW)	14	Very low: Less than $50,000	Short: 1 – 3 years
19	Cycling	Provide sufficient, well located bike parking at railway stations.	14	Very low: Less than $50,000	Ongoing
20	Freight	Identify all preferred freight routes and infrastructure upgrades, taking into consideration road & rail opportunities.	11	Very low: Less than $50,000	Short: 1 – 3 years
21	Freight	Investigate opportunities to improve first and last mile freight within activity centres.	13	Very low: Less than $50,000	Short: 1 – 3 years
22	Freight	Review freight access in industrial areas. (QW)	9	Very low: Less than $50,000	Short: 1 – 3 years
23	Motor Vehicles	Strengthen the role the Frankston ring road, in order to reduce through traffic within the FMAC, via enhanced traffic signal priority and wayfinding, and traffic calming measures within central Frankston.	15	High: >$1 million.	Medium: 4 - 9 years
24	Motor Vehicles	Implement the Safer Speeds Plan for Frankston (in tandem with the Local Area Traffic Management (LATM) Strategy).	13	Very low: Less than $50,000	Short: 1 – 3 years
25	Motor Vehicles	Adopt Vision Zero for road safety. (QW)	11	Very low: Less than $50,000	Short: 1 – 3 years
26	Organisation	Add e-bikes to salary packaging options for Council staff.	11	Very low: Less than $50,000	Short: 1 – 3 years
27	Organisation	Monitor Frankston City's transport related greenhouse gas emissions each year to inform Council decision-making.	10	Very low: Less than $50,000	Ongoing
28	Organisation	Track road safety performance annually.	10	Very low: Less than $50,000	Ongoing

Action Number	Category	Action	Combined Score	Capital Budget	Timeframe
29	Organisation	Track and monitor mode share targets, linked to Census years and new VISTA data.	10	Very low: Less than $50,000	Ongoing
30	Organisation	Track and monitor progress towards creating 20 minute neighbourhoods across Frankston via analysis of VISTA data on trip length and mode choice.	11	Very low: Less than $50,000	Ongoing
31	Public Transport	Advocate for public transport improvements, to, from and within the City Centre, including the electrification of the railway line beyond the Frankston Train Station.	17	Very low: Less than $50,000	Long: 10 and over.
32	Public Transport	Advocate for a Frankston bus review, with a focus on more direct and frequent bus services.	18	Very low: Less than $50,000	Short: 1 – 3 years
33	Public Transport	Advocate for bike racks on buses.	15	Very low: Less than $50,000	Short: 1 – 3 years
34	Public Transport	Advocate for fully DDA-compliant bus stops and surrounding pedestrian environments.	18	Very low: Less than $50,000	Short: 1 – 3 years
35	Public Transport	Advocate for improved amenity at bus stops, including seating, shade, e-ink real-time displays, etc.	13	Very low: Less than $50,000	Short: 1 – 3 years
36	Public Transport	Implement railway station access plans for each station in Frankston.	20	Low: $50,000 - $250,000	Medium: 4 - 9 years
37	Public Transport	Work with DTP to improve the efficiency of the bus network, with a focus on Young and Playne Streets	19	High: >$1 million.	Short: 1 – 3 years
38	Public Transport	High-capacity bus corridors as a 'turn up and go' service (QW)	16	Very low: Less than $50,000	Short: 1 – 3 years
39	Transport Technology	Support the rollout of public EV chargers with external organisations in line with the SECCCA Roadmap, and install chargers where relevant to Council.	10	Low: $50,000 - $250,000	Medium: 4 - 9 years
40	Transport Technology	Support the community's EV transition with home EV charger installation information.	10	Very low: Less than $50,000	Short: 1 – 3 years
41	Transport Technology	Increase the uptake of zero and low emission vehicles within Council's fleet.	10	High: >$1 million.	Short: 1 – 3 years
42	Transport Technology	Investigate emerging transport policy opportunities	9	Very low: Less than $50,000	Short: 1 – 3 years
43	Transport Technology	Provide educational resources to help the community in their transition to electric vehicles and e-bikes. (QW)	12	Very low: Less than $50,000	Short: 1 – 3 years

Action Number	Category	Action	Combined Score	Capital Budget	Timeframe
44	Travel Demand Management	Develop and implement a car share policy.	13	Very low: Less than $50,000	Short: 1 – 3 years
45	Travel Demand Management	Deliver a Local Area Transport Management Plan to manage local transport issues across the LGA.	16	Low: $50,000 - $250,000	Medium: 4 - 9 years
46	Travel Demand Management	Work with schools in Frankston to prepare an Active Travel Plan for the school.	15	Low: $50,000 - $250,000	Medium: 4 - 9 years
47	Walking	Implement safe routes to school for every school in Frankston.	18	High: >$1 million.	Ongoing
48	Walking	Provide footpaths on all streets, in-line with the Paths Development Plan 2020, within a prioritisation framework.	12	High: >$1 million.	Ongoing
49	Walking	Convert all school crossings to zebra crossings.	10	Medium: $250,000 - $1 million	Medium: 4 - 9 years
50	Walking	Develop holistic accessibility plans, prioritising pedestrian and cyclist safety and accessibility, for each Neighbourhood to improve access to Local Shopping Strips.	20	Low: $50,000 - $250,000	Ongoing
51	Walking	Work with private shopping centres to improve active transport access from the street.	13	Very low: Less than $50,000	Short: 1 – 3 years
52	Walking	Improve tree canopy and shade along streets that have high pedestrian activity, in alignment with the Urban Forest Strategy.	11	High: >$1 million.	Ongoing
53	Walking	Trial an 'Open Street'. (QW)	15	Very low: Less than $50,000	Short: 1 – 3 years

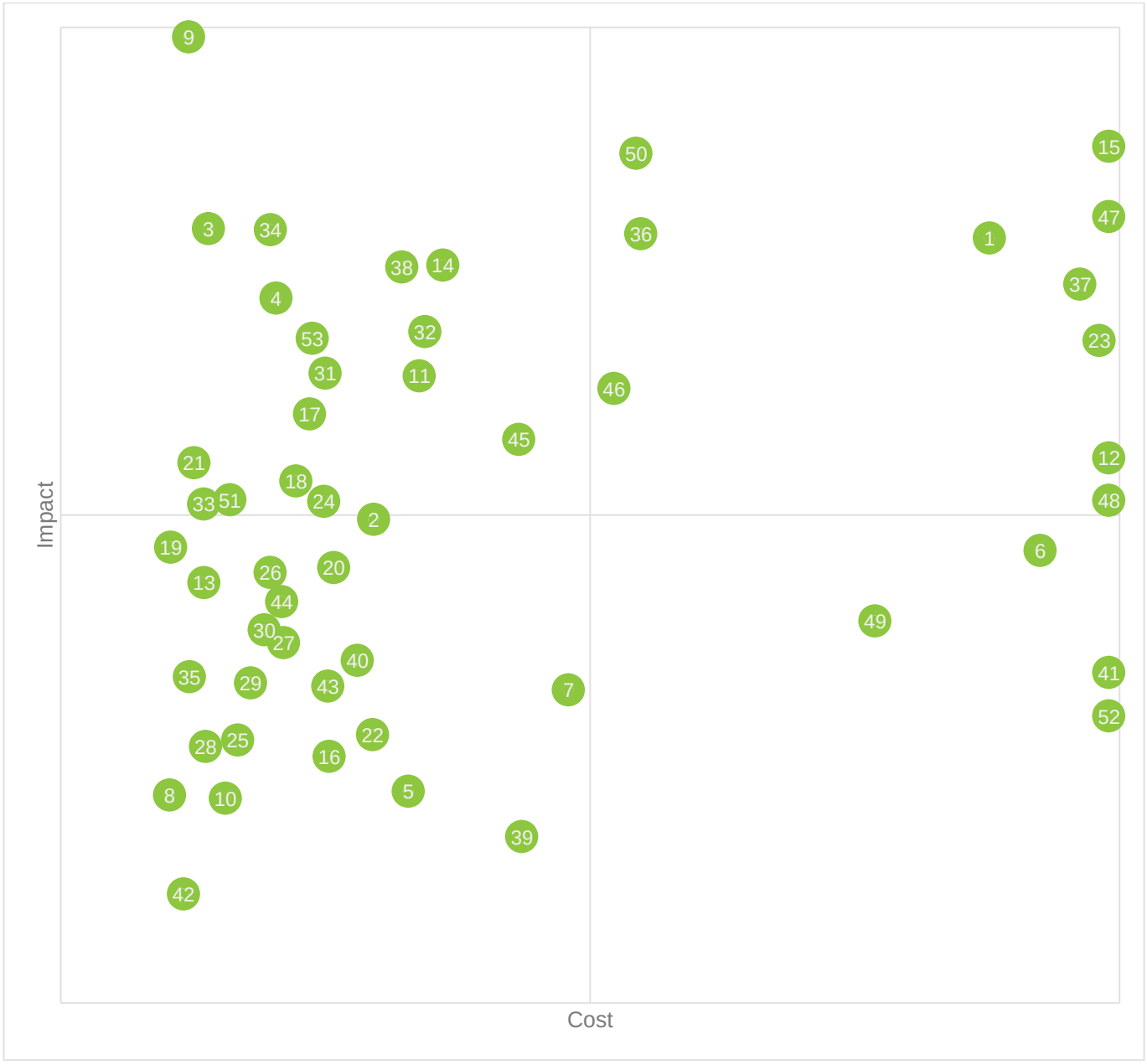


Figure 22 Impact and Cost mapping of Actions.

Note: Actions to the left cost least, while to the right cost more. Actions higher have a greater impact, while those lower have less. All actions have had a small jitter applied, to avoid overlapping.

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