

Integrated Transport Strategy

Engagement Report – February 2023





Contents

Overview	3
Purpose	4
Consultation highlights	4
Consultation feedback and outcomes	4
Key engagement statistics	6
Barriers to engagement	6
Weather	6
Recommendations and next steps	7
Appendix A - Stage 2 Community Engagement Responses.....	8



Overview

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 Council's 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.

Connecting Communities has been developed with involved 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.



This report provides a summary of consultation and demonstrates how it meets Council's engagement principles of purpose, informed, representative, supportive, influence and report.



Purpose

The purpose of this engagement was to ensure that the Frankston City community influenced the development, directions and priorities of the Integrated Transport Strategy.

Consultation highlights

This consultation was undertaken by Frankston City Council to inform the development of the Integrated Transport Strategy.

All consultation materials are available to view on Council's Engage Frankston page:
<https://engage.frankston.vic.gov.au/integrated-transport-strategy>

In late 2021 (Stage 1), we engaged our community through 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.

Further community engagement was carried out in mid-August 2022 to early October 2022 (Stage 2) to receive feedback on the Draft Integrated Transport. This feedback sought to ensure that the draft strategy met the needs and ambitions of the Frankston community. There was also further targeted consultation with schools and representatives of the community including youth, indigenous and cyclist groups.

Consultation feedback and outcomes

Stage 1

In Stage 1, we collected over 270 pieces of feedback from over 60 engaged individuals, and the outcomes are summarised in our Phase 1 Engagement Report, and below.

Our online survey, conducted at the end of 2021, asked the community about their experiences with transport in Frankston. The car was the most relied upon mode of transport, but there was a strong interest in growing opportunities for walking and cycling and a better public transport system.

From the feedback given, it was clear that:

- Respondents wanted to, and were willing to change their mode of travel. However, investment in better alternatives were required for this to occur.
- Enhanced safety was a recurring theme raised by respondents.



- Electrification of the railway line beyond Frankston, while also building an extensive off-road walking and cycling network were consistent themes to emerge from respondents' vision for the future of Frankston.

Feedback received in Stage 1 helped us to develop the Draft Integrated Transport Strategy: Connecting Communities. A full report of engagement findings from Stage 1 is available in our Engagement Report published at: <https://engage.frankston.vic.gov.au/integrated-transport-strategy>.

Stage 2

In Stage 2, a total of 45 responses were received via Engage Frankston on:

- Big Issues:
 - Do you agree with the issues identified?
 - If not, why not?
 - Are there any missing issues?
- Key Directions
 - Do you agree with the Key Directions for Change?
 - If not, why not?
 - Is there anything missing?

From the feedback given, we understand that the following issues were still a significant concern for our community:

- Congestion.
- Slow and unreliable public transport
- Homelessness, crime, youth crime, low economic status leading to crime
- Risk that other levels of government not be willing to invest.
- Rising costs of transport infrastructure and fixed council revenue base.
- Need for more bike paths and pedestrian access.
- New station should be referred to as Frankston heights instead of Karingal Station.
- Bus usage, access and safety in and around school zones.
- Bicycle safe storage at schools - possibility for a joint school and council approach.
- Need for greater access to the cycling corridors.
- Need for more pedestrian crossings and better access to the bike path both north and south of the train tracks near Bunarong Park in Frankston.
- Need for improvements to parking.
- Need for improvements to bus network, especially around Monterey Secondary College.
- Most local shopping strips have no bike parking at all, or one rack for the whole centre.
- Need for improvements to Frankston Station train platforms and bus connections.
- Need for more clearly defined targets and performance measures.
- Greater consideration needed to economic considerations.
- Questions about the proposed change from Nepean Highway to Boulevard.



- Need to advocate to State and Federal Government to get the 'Frankston rail extension' fully-funded.
- Need to address congestion around Frankston Station.
- Need to improve connectivity to and around industrial areas, and to include this in the state government's bus review.

Council's review of feedback received in Stage 2, found that the majority of issues and directions discussed had already been covered in, and supported by, the Draft ITS. Additions and changes made to the ITS as a result of this engagement, as they had not already been covered, included:

- Additional material to both the walking and cycling section to focus on overcoming the barriers to active travel.
- Changing the references to Karingal station to Frankston Heights Station.

A full outline of all responses received to the Stage 2 engagement, and how Council responded are included as Attachment B.

Key engagement statistics

The core components of this consultation included:

- Stage 1:
 - Online survey – 73 responses.
 - Online mapping tool – 199 contributions from 64 contributors.
- Stage 2:
 - Online survey – 45 responses.
 - Targeted consultation with schools and representatives of the community including youth, indigenous and cyclist groups.

Promotion of the engagement was achieved via various communications methods, including social media, Frankston City News, media releases and E-News.

Barriers to engagement

During community consultations, there are often limitations to the engagement activities. The limitations of this consultation have been identified as:

Weather

A community pop-up planned for the Frankston City Council Mayor's Picnic on 17 September 2022 was cancelled due to weather. Unfortunately another pop up could not be arranged for the engagement period in place of this.



Recommendations and next steps

Council acknowledges and expresses gratitude to all the members of the community who have participated in engagement activities informing the Integrated Transport Strategy.

A final endorsed version of Connecting Communities will be published on Engage Frankston here: <https://engage.frankston.vic.gov.au/integrated-transport-strategy>.

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.

Appendices



Appendix A - Stage 2 Community Engagement Responses

Big Issues		
Source of feedback	Raised Issue/Comments	FCC Officer Response to Comments
Online Community Consultation (Via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>That main problem of congestion has been caused by Frankston Council's poor planning. Allowing too many subdivisions, the centralisation of facilities such as PARC and Frankston Shopping Centre to grow too large without a corresponding increase in size of roads or parking.</p>	No change required to draft ITS.
Online Community Consultation (Via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: Speed of accessing the city via public transport. There is no incentive to catch the train to the city when you can drive and arrive at your location much faster than catching the train then a connecting service or alternative transport method to your destination.</p> <p>Also train services between Frankston and the city can't be relied upon. They're frequently cancelled or changed which makes them very unpredictable. I know that by driving to work I can always be on time and that I'll have less disruptions compared to taking public transport.</p>	No change required to draft ITS.
Online Community Consultation (Via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing Issues: Homelessness, Crime, Youth crime, Low economic status leading to crime</p>	No change required to draft ITS.
Online Community Consultation (Via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: Risk that other levels of government not be willing to invest. Rising costs of transport infrastructure and fixed council revenue base.</p>	No change required to draft ITS.
Online Community Consultation (Via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues:</p> <p>I'd like to see more access to the bike path along the train tracks between Moorooduc highway and the Peninsula Link and better pedestrian access across the tracks included in the final draft. This would allow more people to safely cycle to get around, provide greater access to the Bus line along Heatherhill Road, and connect the residents on both side of the tracks.</p> <p>Unfortunately because of how the neighborhoods are laid out in this part of Frankston there are very few places where the neighborhoods on both sides of the track can be linked. There are a few options, however one spot in particular, should a pedestrian crossing be created under the tracks, in my opinion would be the most beneficial. This spot is off Baillie Court.</p> <p>Here there is access to the tracks on both sides (presumable for drainage purposes as a aqueduct travels under the tracks here) and is the closest point where major neighborhood roads Lipton Drive and Heatherhill meet. Additionally a footpath here would be quite flat and benefit cyclists who would otherwise have to climb up and down should a crossing be installed further up the bike path closer where pedestrians currently jump the track.</p> <p>Installing a crossing would go a long way for local resident to not have to rely on cars to get around, either by using the bike path more, catching the bus, or not having to get in the car to visit friends and family on the other side of the tracks.</p>	We have added additional material to both the walking and cycling section that focus on the overcoming the barriers to active travel you have raised. We also wanted to highlight that Section 7.3 specifically identifies the need to improve access to the existing Cycle Network.
Online Community Consultation (Via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES However I'd like to point out that the location of the proposed train station is not in Karingal. I never fully understood why Karingal always got special name recognition in Frankston, almost to the point it's considered its own suburb. I suppose it could be that it has major landmarks such as Ballam Park and Karinal Hub, where as Frankston Heights does not really have something to put it on the map.</p> <p>Missing issues: As a resident of Willow Road, my family and I are thrilled with the possibility of a new train station opening up in our neighborhood. It would really open my family and I's ability to get around and maybe more significantly make our suburban environment feel more integrated and connected the surrounding area and Melbourne as a whole.</p> <p>A train station certainly would be a major landmark and as such place it on the map and give the area an opportunity to develop an identity separate from that of Karingal and Frankston Central. Should the new station eventuate I feel like it would be a real shame and a missed opportunity if the station was named after Karinal instead of Frankston Heights where proposed station is actually located. Also I feel I'd be resigned to forever correct those who would understandably assume our neighborhood is part of Karingal should the new station be named Karingal.</p>	No change required other than changing the Karingal station to Frankston Heights Station, as identified in a number of the other comments.
Online Community Consultation (Via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: Bus usage, access and safety in and around school zones.</p>	The ITS does cover each of the issues raised, and introduces actions beyond what has been implemented previously in order to boost levels of bus use, and safety around schools for people walking and cycling. No change required.
Online Community Consultation (Via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: For there to be a meaningful uptick in cyclists using the strategic cycling corridors as outlined in the draft there needs to be greater access to the corridors for local residents. For example at present despite it running through a major residential area there are only a handful of connected access points to the path along the train tracks past Frankston Station, particularly past Moorooduc Highway towards the M11 Freeway.</p> <p>For local residents to use this corridor more bike friendly entry points are required, in particular for residents south of the tracks where there are only a couple due to the cycling corridor running north of the train line. For this reason to create more entry points and enable the greatest number of potential local cyclists to use the strategic cycling corridors pedestrian rail crossings are needed and should be included as part of the implementation of this draft.</p>	Additional material has been added to both the walking and cycling section that focus on the overcoming the barriers to active travel you have raised. Section 7.3 specifically identifies the need to improve access to the existing Cycle Network.


Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: Its great to see that instead of proposing reopening the closed Langwarrin Station across from the Flora and Fauna Reserve on McClelland Drive where the catchment would be limited to commuters traveling on the M11, two new stations are being proposed on either end of this stretch of train line which, in addition to commuters, local residents can also have access.</p> <p>Lastly the station on Willow Road is not in Karingal but in Frankston Heights. Additionally the proposed location sits between areas of Frankston Heights commonly referred to as Marylands and Lakewood Estates. For this reason I believe the station should be called something other than Karingal. But seeing that it would not sit squarely in either Marylands or Lakewood estate, it's probably best and easiest to simply name the new station after the greater area both these estates are part of, Frankston Heights. However to maximize the catchment of local pedestrians and cyclists, particularly in the proposed station on Willow Road, the bike paths traveling along the M11 and the train tracks require greater neighborhood access. At present there is only a handful of entry points to the bike path along this stretch, making it either impractical or impossible to access for local residents, limiting the number of local pedestrians and cyclists who would otherwise use the new train station.</p>	The reference to the station in the ITS has been changed to Frankston Heights, based on the consistent feedback we have received.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: Just a small detail. The draft states that the new station near the Mornington Peninsula Freeway is in Karingal. However it is actually in Frankston Heights near Lakewood. I think a more accurate name for the proposed station should be either Lakewood or Frankston Heights to avoid confusion.</p>	The reference to the station in the ITS has been changed to Frankston Heights, based on the consistent feedback we have received.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: I live in north of the train tracks near Bunarong Park in Frankston. I'd love to be able to walk to places south of the tracks, for example the Lakewood MCH for my kids appointments. However because there are no pedestrian crossings I have drive instead. Distance wise it would only be a 15 minute walk but because I can't cross the tracks, especially with a pram, I have no choice but to drive. It would be great if there were pedestrian crossings across this stretch of train tracks.</p> <p>Another issue too is better access to the bike path along the tracks. There is a perfectly good access point on Lipton Drive near Jindalee Court however it is locked behind a gate. I see a lot of people go under the gate but with a pram it's not possible for me. It would be so much better if this gate was simply not there.</p> <p>I have also noticed that there is a gap between the houses on the south side of the tracks where the power lines travel through which lines up with the bike path access point on Lipton Drive. This gap forms a path which leads down to Raphael Reserve, which is right next to the MCH! It would be amazing if the bike path access point could be linked up with the power line gap with a pedestrian crossing and form a path which a pram could be pushed. It would mean I could walk to the MCH but also improve access across the tracks for pedestrians (and cyclists) in general.</p>	Additional material has been added to both the walking and cycling section that focus on the overcoming the barriers to active travel you have raised. Section 7.3 also specifically identifies the need to improve access to the existing Cycle Network.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: As Frankston expands and more people how fantastic it is, it is important to stay true to our beach city roots. Increasing density is fantastic in some areas but we don't want to end up like our friends in Carrum, who have so many apartment complexes you can't drive down most of the streets due to too many cars.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: Need to price parking to ensure it is being used efficiently. That means the user has to pay for its use in spots where there is a lot of competition for parking. Sufficient disabled and tradie parking also required.</p> <p>Local buses need lots of work. Lots of bad routes, poor service etc. Would recommend a full review.</p> <p>Local bike paths need boosting - something council has a lot of power over. It would be good to have an Active Transport Action Plan put into play to work out where there's need for better and safer infrastructure.</p>	The ITS does recommend a review of the bus network in the detailed action plan delivered separately to the overall ITS document. In relation to the pricing of parking, if the main issue is deterring people to park, then the right solution is removal of car parking, which is not what the ITS has recommended. The detailed set of Action include many actions specific to active travel. No changes required.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>Missing issues: An essential part of encouraging people to cycle within 5km of home is providing BOTH separated cycle paths (built infrastructure not paint) and ample, well designed bike parking. Most local shopping strips have no bike parking at all, or one rack for the whole centre. Proper bike racks that maximise space exist (look at the Dutch models). They are not expensive to install, comparative to car parking infrastructure. This should be a no brainer.</p>	The ITS identifies the need for practical, easy to use bike parking that offers a consistent experience, in line with Australian Standards. No change required.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the issues identified? YES</p> <p>No further comments.</p>	No change required to draft ITS.

Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES No further comments.	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES No further comments.	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES No further comments.	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? YES No further comments.	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? NO I am a regular bike rider who lives around Heatherhill Road. The problem with where I live is the train tracks. They stop quick and easy access to Karingal Hub. And with the hilly terrain this makes travel rather difficult especially if you are shopping. Also I am not sure where you get that there is 720,000 parking spots in Frankston. (8 x 90,000 people in the MCG) Even the Melbourne Airport does not have that many. 64% of residents who live less than a 1km from a shopping centre need accessible parking. You are being very Frankston Centric. People who catch a train from down the Peninsula park at Frankston. This needs urgent addressing. The last State Government promise at election time was to have additional parking at the station yet it has not happened.	The hills are not something we are able to address, but the availability of e-bikes will make hills less of an issue. We have conducted a word search for 720,000 in relation to your comment about the number of car parks in Frankston. We could not find this figure. Additional car parking at the Frankston train station was not found to be a priority for this Integrated Transport Strategy. Better accessibility to the Frankston Train Station was a priority, and we have recommended measures that will enhance the quality of pedestrian access, bicycle access and bus integration, consistent with the principles of the ITS. No changes required.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? NO 8.1.1.1 Frankston Station The idea of closing platform 1 is short sighted and seems to only be beneficial for adding a second entrance to the UP (citybound) services planned. Fare compliance is an ongoing issue at Frankston station, a second entrance will add to the issue. A second entrance would most likely not be able to be staffed for a variety of operational, safety and union issues. As a major destination Frankston and the Metro rail system would be best served by operating 3 platforms out of Frankston if Baxter electrification is ever achieved, it will allow for more services and disruptions to be managed with best outcomes. Considering the station and bus connection are new, it should be highlighted in review just how poor the overall project of redevelopment is. Sure, it looks great but none of it is user friendly. Lessons must be learnt. Any designs must be optimised for the best result of the users and people employed in these spaces, not focused for appearance.	Fare compliance is a secondary issue to accessibility, especially for people with mobility issues. Revenue is not as important as accessibility and there are other actions the state government can take to enhance compliance. No changes required.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? NO The time taken on public transport. There's no express line through to the city, bus route timetables are sporadic at best and some lines don't run past peak hour. If you want to encourage residents to head out for dinner and enjoy the nightlife we need a way to get home that isn't an Uber or walking.	We agree with the issues raised, and the ITS supports these directions. No changes required.
Online Community Consultation (via Engage Frankston! Platform)	Do you Agree with the issues identified? NO If the Strategy is to drive change it needs: 1. Clearly defined targets which will enable future assessment of the degree of success. 2. Performance measures which are regularly monitored and for which progress is reported to the community. 3. Urban design needs substantial attention throughout the LGA. The blind use of speed humps without consideration of more attractive and quieter options suggests that urban design is not seen as an issue. 4. Quality of Assessments. It is impossible to form a view on whether converting the Nepean Highway to a boulevard at a cost of \$37M reflects value without a very detailed assessment. 5. Vastly improved management of change is needed. The initial implementation of a 40 km/h limit on part of the Nepean Highway left a lot to be desired. When revised the signage on the Highway was significantly improved, but on the intersecting streets it is still sub-par. There are several issues in the strategy that warrant further consideration. They include: a. No consideration has been given to economic considerations regarding many ideas. b. The call for more and better public transport is frustrating. Who pays? Why shouldn't priority go to growth areas where far less public transport is available and new residents are conditioned to needing two cars before any public transport is available. The need to balance travel times for buses against achieving routes within 400 metres of as many properties as possible needs to be discussed. c. Cycling to shops is not realistic for many shopping trips. Australians aren't as well versed with innovation to carry substantial volumes of goods as occurs in some Asian and African towns and cities. d. Cycling to school is not a great option for primary school kids. e. The issue of e-scooters needs to be addressed. The current situation is very unsatisfactory and is getting worse. f. While the increase in electric vehicles sounds good from a percentage viewpoint, there are still a lot of issues to address if they become the major powering of cars. g. The comments about road safety are very limited. No data, no analysis and a generic State Govt goal which many professionals question. Where were the fatalities and what form did they take? h. LATM's The quality of some of these studies and schemes is below what can reasonably be expected e.g Sweetwater Creek LATM. Detailed comment has been forwarded to the Council previously. i. Twenty minute neighbourhoods are easy to achieve in growth areas. They can be achieved in some established areas with intelligent planning, but this is not addressed. j. Parking in the CBD is a non-issue from a capacity viewpoint. People are trying to avoid paying for off-	Thank you for your detailed set of comments. We have identified very clear mode share targets, linked to Census years, to 2041. This will provide a relatively straightforward way in which council can monitor its progress towards achieving a more sustainable transport system. The Nepean Highway upgrades are being handled in a separate process, more directly related to the FMAC Structure Plan. The proposed designs are generally in line with the objectives of the ITS. Regarding the economic considerations, a LGA wide ITS does not generally delve into economic considerations. It is difficult to respond whether without more specific points regarding economic matters. In terms of improved public transport and your question of who pays. The community pays, via taxes. In this sense, it is no different to the public health system. Improved public transport was one of the most consistent messages that arose from the community engagement element of this project. In addition to being something that many people in the community felt strongly about, high levels of public transport can assist people gain access to services, and social connections that make meaningful differences to the quality of people's lives. It is our view that based on these reasons, the inclusion of enhanced levels of public transport within the ITS will benefit the community. Cycling to shops is an option that the ITS attempts to provide for those willing to consider cycling as an option. The ITS does not rely upon everyone choosing to cycle to the shops, but rather that it gives people the choice to be able to cycle to the shops, and other destinations. This is in line with the community feedback we received as part of the engagement elements of this project that people wanted improved levels of cycling infrastructure. For those that would prefer to drive, or have a large number of items to carry, they may well choose to use a motor vehicle and the ITS allows for this. You are correct to point out that some people may not view cycling as a great option for primary school children. Conversely, many primary school children already cycle to school, whether accompanied by a parent, or independently. For children and parents that would prefer not to cycle to school, there are other options available, such as walking, or motor vehicle. The purpose of the ITS is not to dictate the mode of transport people should use, but rather to provide better

	street parking. It is surprising traders have not expressed strong views on this issue.	choices so people can decide what mode of transport best meets their needs. E-scooters are not currently a legal method of travel on public roads in Victoria and are therefore not addressed in the ITS. The comment regarding electric vehicles too vague to understand what specific issue caused concern. Significant attention was given to road safety and the background data analysis report provided a geospatial analysis of the last five years of police reported crashes and the infrastructure and policy recommendations were based in part on the crash data analysed. We take issue with the idea that a 20 minute city is easily achieved in growth areas. It is our professional experience that they are more difficult to achieve in growth areas because of the zoned nature of development and the distances between residential areas and commercial areas. This is borne out in the VISTA travel data in growth areas versus inner city areas. No changes required.
--	---	--

Key Directions		
Source of feedback	Raised Issue/Comments	FCC Officer Response to Comments
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>Overall I agree with the draft transport strategy and look forward to more walkability and safety for pedestrians and cyclists. However, the Langwarrin community have been advocating for a train station for decades and I am disappointed to see that this is omitted from the draft plan. To catch a bus to Frankston station takes 25-30 minutes from Langwarrin, making a city worker's commute extremely long (2 hours each way in total by public transport). I was also disappointed to see very few Langwarrin streets marked for extra pavements. For example, Potts Road, a busy road with a high density population and many unit blocks, only has a pedestrian path on one side of the street. It is also very difficult and dangerous to cross during busy periods with no pedestrian crossings and only one safety island. I would love to purchase and ride a bike but as others have said during the engagement process, I don't feel safe to do so currently.</p>	Section 8.1.1.4 highlights the need for a new station in Langwarrin. The need for greater levels of safety for those that wish to have the option to ride was something many people raised during the community consultation. The actions include a range of measures designed to provide the infrastructure necessary to make cycling a more compelling option.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>No further comments</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>No further comments</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>Bus access, usage and safety in and around schools. (Could be a quick win!). Bicycle safe storage at schools - possibility for a joint school and council approach.</p>	The ITS includes measures to enhance safety around schools. This includes the content provided in Section 6.1 and the case study on the Open Streets program. Footpath safety upgrades are also included and are critical to enhancing the safety of people travelling to school.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>Yes! Public transport for people Living with disabilities.</p>	No action required.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>Thank you for putting together this transport plan draft.</p> <p>One area that I feel could use more attention was regarding access to and across the bike path that follows the train line from Leawarra station to the Mornington Peninsula Freeway. This stretch of train tracks divide a large stretch of neighborhood with no official way for pedestrians to cross over. This is particularly an issue for residents who live south of the tracks as they do not have a way to access the bike path north of the train tracks. At present residents and bike commuters simply walk across the tracks where possible, which is both impractical and unsafe. To improve walkability and connectivity and encourage bike use for local residents, not just commuters cycling through, more pedestrian crossings are required in this stretch of Frankston.</p> <p>Another comment was relating to the naming of one of the new proposed stations. Please don't name the new station near the Mornington Peninsula Freeway 'Karingal Station'. I understand that Karingal focused around Karingal Hub is a Major Activity Centre under Plan Melbourne 2017 & 2050 and has special significance for Frankston, including having 'Welcome to Karingal' signage despite not being its own suburb. However the proposed station is not located within the boundaries of Karingal. Rather it is south of Cranbourne Rd, Karingal's southern boundary, making it within Frankston Heights. Therefore naming the station after Karingal is inaccurate and not representative of the area it is located in. Instead it should be named 'Frankston Heights'. This naming could also be an opportunity to rename 'Frankston Station' to 'Frankston Central' as this is the name of the area containing the Frankston CBD. This would help distinguish it from 'Frankston Heights' but more importantly the new name would designate and signal the Frankston CBD as the hub/core of Frankston City and the wider region.</p> <p>Thank you for your consideration.</p>	No change required other than changing the Karingal station to Frankston Heights Station, as identified in a number of the other comments.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>No further comments</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>No further comments</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? YES</p> <p>No further comments</p>	No change required to draft ITS.
Online Community Consultation (via Engage Frankston! Platform)	<p>Do you Agree with the Key Directions for Change? NO</p>	No change required to draft ITS.

	<p>1. Our firm support for its honest acknowledgement of the inadequacy of the Frankston-Mornington Peninsula public transport network, and also the lynchpin role an extension of the electrified metro train service has in any future public transport network redesign.</p> <p>To provide an effective solution to Frankston's commuter parking congestion challenges, a minimum viable rail extension of the Frankston line must: go 5km past Monash's Peninsula campus; have a dedicated 'park-and-ride' at Langwarrin; and provide a support a minimum service frequency of 15 minutes. Council's draft Integrated Transport strategy suggest the additional inclusions of: 1) an optional Karingal station and 2) a further Baxter station- if achievable these would be well-support design bonuses. It is preferable, but not absolutely essential, that the proposed design of the extended track retains the future option for expanding the rail network further down the Peninsula, if required.</p> <p>Our community must urgently advocate to State and Federal Government to get this long overdue 'Frankston rail extension' fully-funded, today.</p> <p>The proposed Draft Integrated Transport Strategy acknowledges Frankston Council primary role to advocate for the Frankston Rail extension (and thus redesign of the regional public transport network). However, it is concerning that in 2022- a double election year- obtaining the Government funding and support necessary to extend the Frankston train line has not been one of Frankston Council's high-priority advocacy projects.</p>	<p>We are pleased that the rail extensions advocated for in this draft ITS align with your ambition for a rail service south of Frankston. No change required.</p>
	<p>2. Our firm support for the creation of a high-quality Boulevard through Frankston along Nepean Highway that separates 'local traffic movements and parking' from the 'bypassing traffic flows through Frankston. We note the existing 'Fletcher Street -Ring Road' has some major limitations at Miall's Gun Shop bridge/intersection that need to be rectified to accommodate additional traffic.</p> <p>Our community also requires strong advocacy for 'Fixing Nepean Highway'.</p>	<p>Thank you for these comments. No change required to draft ITS.</p>
	<p>3. We do not support keeping the "Frankston bus interchange" on Young street inside our CBD's business precinct and instead advocates that Frankston's Buses should be relocated onto the 'Fletcher Road' side of Frankston Station, so that bus-related congestion is removed to the Frankston's CBD perimeter, and the street ambience on Playne Street & Young Street is improved.</p>	<p>This perspective has been assessed as part of the development of the ITS. Keeping the bus interchange on the CBD side (Young St) aligns with the overwhelming desire that people have exiting the station. Most of those existing have a destination that is on the Young side of the tracks, and thus moving the bus interchange to the other side of the tracks will have the effect of increasing the distance people will need to walk. Background reports produced to support the ITS detail the reasons why moving the bus interchange will result in a reduced level of service for public transport users. The primary cause of congestion on Young street is private motor vehicles, in terms of metres occupied per person, and therefore it is private motor vehicles, not buses that are the primary contributor to congestion in this area.</p>
	<p>4. In Frankston, car parking affordability has hit crisis point and this prevents our economy from functioning efficiently.</p> <p>This major economic issue was clearly identified in council's Draft Integrated transport Strategy. However, no parking affordability solutions are mentioned in the DRAFT Integrated Transport Strategy's proposed recommendations.</p> <p>We advocate that Frankston car parking pricing structure needs to be redesigned so both council and privately-owned car parks consistently include:</p> <ul style="list-style-type: none"> • first two hours free for Frankston's visitors and shoppers • all-day parking prioritised first for CBD retail and office workers using a permit system, and be priced at, or below, \$4 a day. Any Frankston Council, or agent, discussions and correspondence with Vicinity about the FMAC's car park pricing strategy (including consistent pricing, price rises, reducing parking supply, time restrictions, and/or subsequent FMAC economic impacts) need to be referred to the ACCC to independently oversee. 	<p>During past consultation sessions we have had the opportunity to learn your views and that of your organisation. We have examined the views you have expressed, and the pricing/affordability issues you identify do not align with our assessment of car parking in the Frankston CBD. No objective assessment of car parking in Frankston (such as car parking bays per job, or cost of parking) support the position that there needs to be more, lower cost parking. Such a result would conflict directly with the overall strategic direction of council and the draft ITS, which seeks to encourage a greater use of sustainable mobility options and reduce the high use of unsustainable modes of transport.</p>
E-mail	<p>With relation to the Integrated Transport Strategy 2022, I want to bring to your attention that there is no bus that services the Monterey Secondary College students and future students that live within Seaford, despite a significant percentage of our school zone including Seaford.</p> <p>Current Bus Routes that provide reasonable access to Monterey Secondary College</p> <ul style="list-style-type: none"> • 833 Frankston Station > Carrum Downs (Via Frankston North) Green bus line • 832 Frankston Station > Carrum Downs (Via Frankston North) Purple bus line • 771 Frankston Station > Karingal (Access to Frankston North via Nat's Track) Gold bus line • Note that there is no direct access from Seaford to Frankston North <p>To get to Monterey Secondary College from Seaford via Bus</p> <ul style="list-style-type: none"> • 780 from Seaford > Frankston Station > 833 to Frankston North • For many Primary School Families, the decision to have their 12 or 13 year old wait at <u>Frankston Station</u> for a second bus to bring them to Monterey Secondary College is not desirable due to the risk attached to waiting at <u>Frankston Station</u>. • Also note the 780 Bus Line running through Seaford takes families zoned to Monterey Secondary College students directly to Patterson River Secondary College. Blue bus line 	<p>Thank you for highlighting the inadequacy of the bus network to connect with the Monterey Secondary College. The draft ITS highlights a number of key directions designed to increase the accessibility of schools by sustainable transport, including public transport. The action to advocate for bus network reform is a part of this. Connection of the bus network to schools will be included in this review. We encourage you to continue to advocate to the state government for enhanced bus services for your students.</p>

	 <p>https://www.ptv.vic.gov.au/assets/PTV-default-site/more/maps/Local-area-maps/Metropolitan/14_Frankston_LAM_.pdf</p>	Thank you for this contribution.
FCC Internal	<p>Transport initiatives/notes from the Frankston City Industrial Land Strategy Review 2019 & Industrial Discussion Paper:</p> <p>Frankston City Industrial Land Strategy Review 2019</p> <ul style="list-style-type: none"> • The Seaford Industrial precinct is the only precinct with direct access to fixed rail public transport and is therefore the municipality's most accessible precinct via public transport. For all other Precincts public access is via bus. • Private vehicle travel remains the most efficient and convenient travel mode for industrial workers. • Bus service frequencies and routes do not currently provide convenient access to the municipality's industrial precincts. Approximately 40-50% of workers live within 15 km of the municipality's industrial precincts in locations that are either directly east or south of industrial precincts. For these workers public transport access typically involves 50+ minute travel times via multiple public transport services. • There is a growing on and off road cycling network emerging throughout the municipality. There is, however, a lack of east west connectivity particularly from Cranbourne. The completion and expansion of council's bicycle network and the incorporation of bicycle paths through industrial precincts will aid worker connectivity. The 2019 review recommended: <ul style="list-style-type: none"> • Engage with Public Transport Victoria and the Department of Transport to advocate for a review of bus service frequencies and routes for buses that service industrial precincts, the provision of new bus stops in the northern portion of Carrum Downs (Frankston Gardens Drive as an example), more direct public transport connectivity from and to Cranbourne and other suburbs east of the municipality. • Develop a shared cycle route through Lathams Road that connects with the Peninsula Link Trail – then connecting the route to Seaford North precinct then the Seaford Precinct. • Develop east west cycling connectivity that supports accessibility from Cranbourne (Hall Road). 	Thank you for this contribution.
FCC Internal	<p>Frankston City Industrial Precinct – Discussion Paper 2022:</p> <p>There are key urban design opportunities for each of the precinct that focus on providing connected pedestrian and shared path connections. Rather than screenshotting every map & list, I have attached the Engage Frankston webpage which highlights potential pedestrian & bicycle paths</p> <p>https://engage.frankston.vic.gov.au/FCC-industrial-precincts</p> <p>I have attached the high resolution maps as well just in case & Initiative 9 from the Discussion Paper</p> <p>Electric Charging Stations to be considered with the Industrial Precincts and all other type of charging stations such as Hydrogen. This is more towards commercial vehicles, rather than private.</p>	Thank you for this contribution.
FCC Internal	<p>Assessment of Public Transport Connectivity (Transport Section from Industrial Land Review 2019) - Refer to attachment in e-mail from FCC's Strategic Planning Department On Integrated Transport Strategy & Industrial Strategy</p> <p>The public transport assessment investigated public transport options and travel times for workers within the municipality's industrial precincts. The assessment provides the basis for the following insights:</p> <p>- Service frequencies: The largest numbers of workers employed in the municipality's industrial areas work in Carrum Downs, east Seaford and Seaford North precincts. For these workers accessing these precincts by public transport entails the use of bus services 778, 779, 832, 833 and 901. Apart from route 901 which is a Smart Bus service, bus routes to industrial precincts are provided in 50 minute to 1 hour service frequencies. According to academic studies, this is likely to generate low levels of satisfaction in commuters and relatively higher levels of commuter related stress. Low service frequencies are also associated with low patronage levels while, in contrast, higher frequency services are known, in the long term, to increase patronage.</p>	Thank you for this contribution. We agree with your assessment and believe the bus review must look closely at improving bus service levels in the industrial precinct.
FCC Internal	<p>- High accessibility locations: The assessment demonstrates that residents in the suburbs of Frankston, Seaford and Frankston North have the most rapid and direct access to industrial precincts via public transport. These are also areas in which high numbers of industrial workers reside. Residents in these areas can generally access precincts within 30 minutes by public transport via a single service.</p> <p>- Low accessibility locations: Approximately 40-50% of workers live within 15 kilometres of the municipality's industrial precincts in locations that are either directly east or south of the precincts. For these workers public transport options typically involve 50+ minute travel times via multiple public transport services. Further to this, given the location of bus stops on the edge of Carrum Downs and to a lesser extent Seaford North, workers may need to then walk relatively long distances to access their workplace. For these workers public transport options are likely to generate low levels of satisfaction and higher levels of commuter related stress. When comparing public transport travel times in easter and southern suburbs with the accessibility provided by private vehicles, private vehicle travel is likely to appeal as a far more efficient and convenient travel mode.</p>	We agree with these comments in general.