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TRANSPORT

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Overview

Frankston City Council values an integrated transport network that allows for the movement of people and goods in a safe and efficient manner. The provision of such a network provides economic, social and environmental benefits.

The municipality's road network includes the Mornington Peninsula and Peninsula Link Freeways and East Link Tollway, as well as numerous arterial roads managed by VicRoads and Council managed major, collector and local access roads.

The road network is largely complete with few large scale subdivisions forecast for the future.

Frankston City Council has over 1,000 kilometres of footpaths and shared use paths that generally run along roadways.

The municipality is serviced by the Frankston train line from Melbourne and is also the terminus of the Stony Point V-Line service. Twenty-four bus services operate within the municipality, with many utilising the Frankston Transit Interchange.

An integrated transport network that provides users with an effective choice of modes available to travel within and through Frankston is important to Frankston City Council.

Council is facing the challenge of maintaining and improving existing transport infrastructure for a growing population and adapting to changes in how the transport network is used, especially with increasing demand for cycling, walking and public transport infrastructure.

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Key issues

- Supporting public transport systems, including upgrading, extending and increasing the frequency of public transport services to meet the changing needs of the Frankston community, including advocating for the electrification of the train line to Baxter, and advocating for greater extent and frequency of public bus services.

- The Frankston Transit Interchange requires a significant upgrade to create a facility that provides safety, ease of transfer, and economic opportunities.

- Recognising a heavy and continued reliance on private transport and continuing to advocate for improved public transport services to address this issue.

- Deliver appropriate infrastructure for sustainable transport modes such as walking and cycling.

- Utilising the existing transport network efficiently, via the use of smart roads and travel demand management principles.

- Planning for a rail freight link between the Port of Hastings and a proposed "inland port".

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Objectives, strategies and implementation

Objective 1

- Provide a safe, effective and efficient transport network.

Strategies

- Establish priorities for upgrading the road network.

- Provide and plan for traffic circulation in and around activity centres to meet current and forecast needs so as to avoid traffic congestion.

- Ensure that development along arterial roads maintains the major transport role of those roads having regard to any access management policies of the road authority.

- Provide and advocate for the provision of sustainable transport infrastructure (rail, buses, cycling and walking) to reduce the reliance on private vehicles for transport.
- Improve public transport frequencies and network reach as a prerequisite to reducing parking requirements and private vehicle access.
- Ensure public transport provides universal access.
- Ensure development utilises rear laneways for vehicle access where appropriate to priorities frontages for pedestrians.
- Ensure redundant vehicle crossings are reinstated with kerb and channel, footpath and nature strip as appropriate.

Objective 2

Provide for and encourage the use of non-private vehicle transport.

Strategies

- Encourage increased housing densities along the principal public transport network and around public transport nodes.
- Provide for and encourage use of alternative modes of transport, utilising SmartRoads and Travel Demand Management practices .
- Continue to advocate for more efficient and effective public transport to serve all residents of the municipality.
- Encourage the use of shared parking facilities where appropriate.

Objective 3

Provide a safe and well connected cycling network.

Strategies

- Encourage safe cycling lanes in future road developments and re-developments.

Implementation

The strategies in relation to transport will be implemented through the planning scheme by:

Further strategic work

- Facilitate redevelopment of the Frankston Transit Interchange.
- Undertake an audit of bus services within the municipality in partnership with relevant State Government Agencies and bus companies.

Other actions

- Advocate for increased public transport services and funding.Advocate for improved public transport linkages between the Frankston MACand Frankston South, central Melbourne, Dandenong MAC, Cranbourne, Hastings and Mornington.
- Advocate for road infrastructure improvement.
- Continue to implement the Frankston Integrated Transport Strategy, April 2013.
- Continue to implement the Frankston Bicycle Strategy, April 2010.

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References

Frankston Integrated Transport Strategy, April 2013.

TRANSPORT FRAMEWORK

LEGEND

Municipal Boundary	Electrified Suburban Rail	Primary Bicycle Routes	
Freeway	Non-electrified Rail	Transport Interchange	
Primary Arterial	Railway Stations		
Secondary Arterial	Main Bus Routes		
Collector Roads			