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FRANKSTON CITY BIKE RIDING STRATEGY 2024-2039

FRANKSTON CITY COUNCIL

16 JULY 2024



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EXECUTIVE SUMMARY

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

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

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

Guiding principles have also shaped the strategy, including:

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

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

VISION

A safe and connected bicycle network for Frankston that encourages bike riding for transport and recreation

Connected bicycle network

Safe bike riding experience

Supporting facilities

Education and promotion

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1 INTRODUCTION

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

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

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

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

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

1.1 STRATEGY DEVELOPMENT

The development of this Strategy has included:

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

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

1.2 IMPLEMENTING THE STRATEGY

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

2 STRATEGIC CONTEXT

2.1 STATE STRATEGIES

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

Victorian Cycling Strategy 2018–2028

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

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

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



Movement and Place Framework



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

Cycling classifications

- C1 Primary routes
- C2 Main routes
- C3 Municipal routes
- C4 Neighbourhood and local links

Specialised classifications

- CD Direct routes
- CH High stress routes
- CT Training routes
- CR Recreational routes

2.2 COUNCIL POLICIES AND STRATEGIES

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

Frankston Council Plan 2021–2025

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

Health and Wellbeing Plan 2021–2025

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

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

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



Integrated Transport Strategy 2022–2042 Connecting Communities

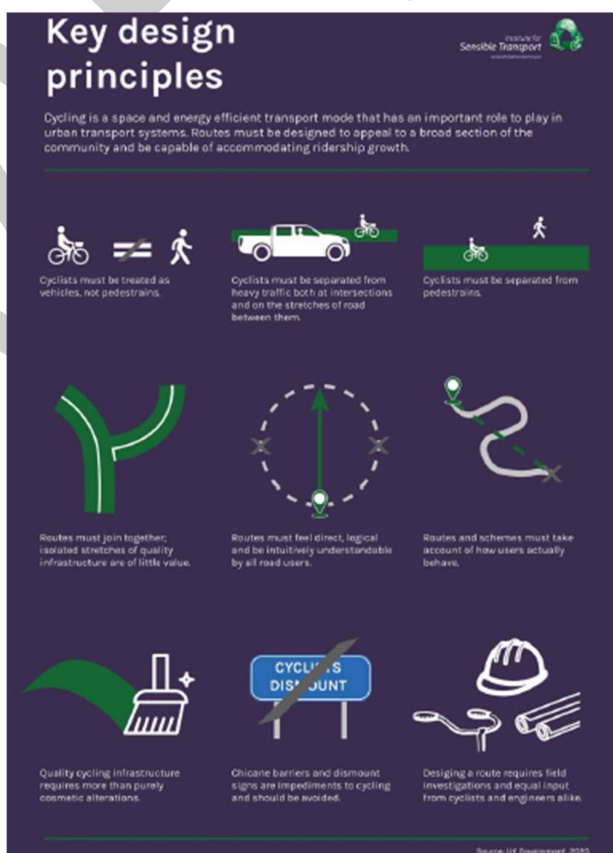
To achieve the Strategic Outcomes identified in the Council Plan, Connecting Communities sets the following targets:

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

Key directions for change include:

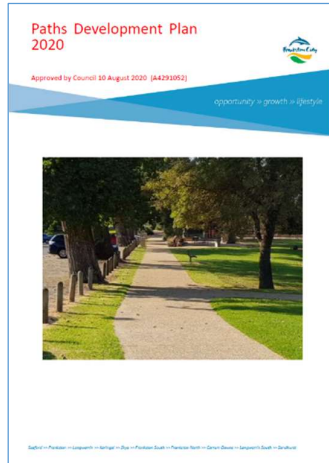
- Create a coherent, attractive, and safe cycling network
- Make walking and cycling to school the preferred choice in Frankston.
- Capitalise on major transport projects - including safer bike connections
- Highways and boulevards - improve the pedestrian and cycling paths along these corridors.

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



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

Paths Development Plan



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

Frankston Local Shopping Strip Plan 2021

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



CONNECTIONS

Direct Pathways, Public Transport Connections, Universal Access, Bicycle

Connections considers the ways in which a place feels safe, convenient and accessible for pedestrians and cyclists. This includes designated pedestrian crossings (line marking), provision of ramps, tactile indicators and disabled car parking for universal access and bike rails.

Frankston City Industrial Strategy, 2024

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

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

9. Pedestrian and Cycling connections

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

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3 BIKE RIDING IN FRANKSTON TODAY

3.1 PARTICIPATION

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

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

3.2 EXISTING BICYCLE NETWORK

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

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

3.3 BIKE PARKING AND AMENITIES

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

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

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

3.4 E-BIKES AND SCOOTERS

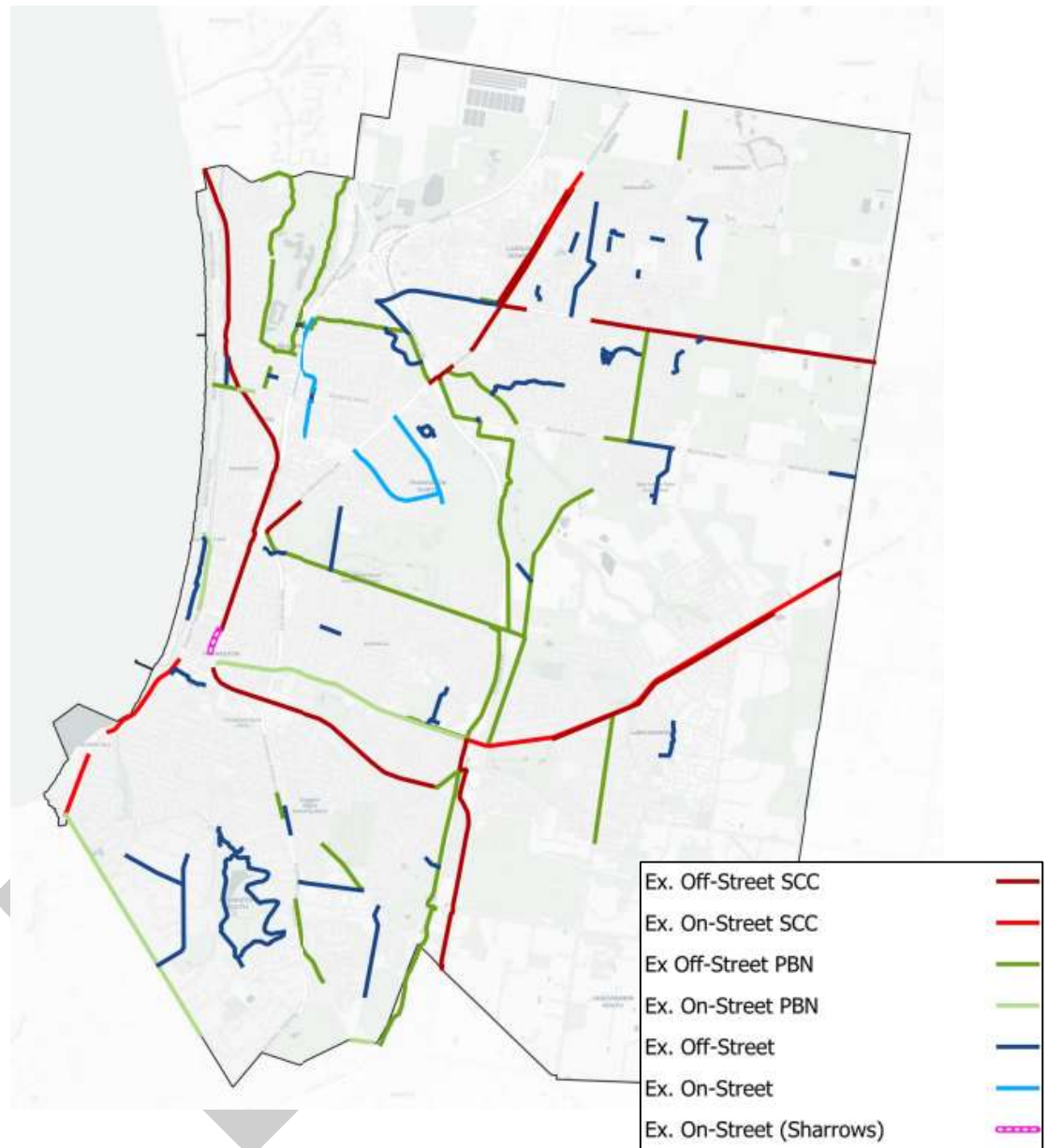
The use of electrically assisted bikes and scooters is becoming increasingly popular across the Melbourne metropolitan area due to their ability to provide convenient and affordable transport for a diverse range of users and trip types.

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

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

Some Councils are trialing higher powered e-scooters –capable of speeds up to 20 km/h – for use on bicycle lanes, shared paths and lower speed roads (≤ 50 km/h) within the trial

area. Currently, these e-scooters cannot be legally used on roads or paths in Frankston.



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FIGURE 1: EXISTING BICYCLE NETWORK

3.5 CRASHES INVOLVING BICYCLISTS

Over the last 5 years, there were 83 casualty crashes involving bike riders in Frankston City¹ (see Figure 2). This was approximately 6% of all casualty crashes.

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

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

Around half of the total crashes occurred on arterial roads². This included:

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

Multiple cyclist crashes occurred on the following Council roads:

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

The analysis also showed that:

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

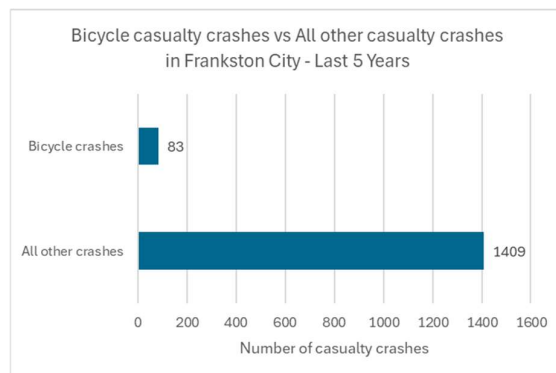


CHART 1: BICYCLE CRASHES VS ALL OTHER CRASHES

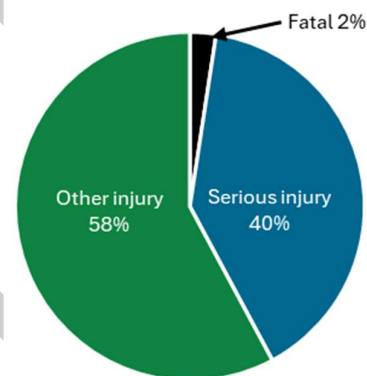


CHART 2: BICYCLE CRASH SEVERITY

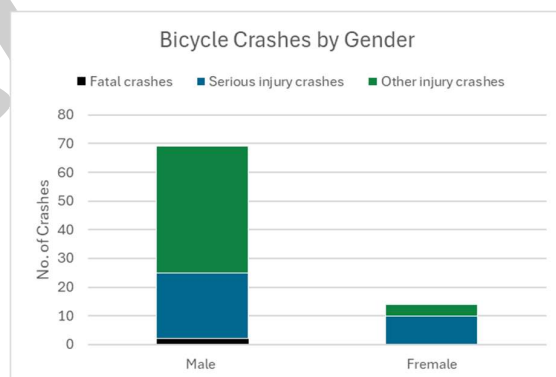
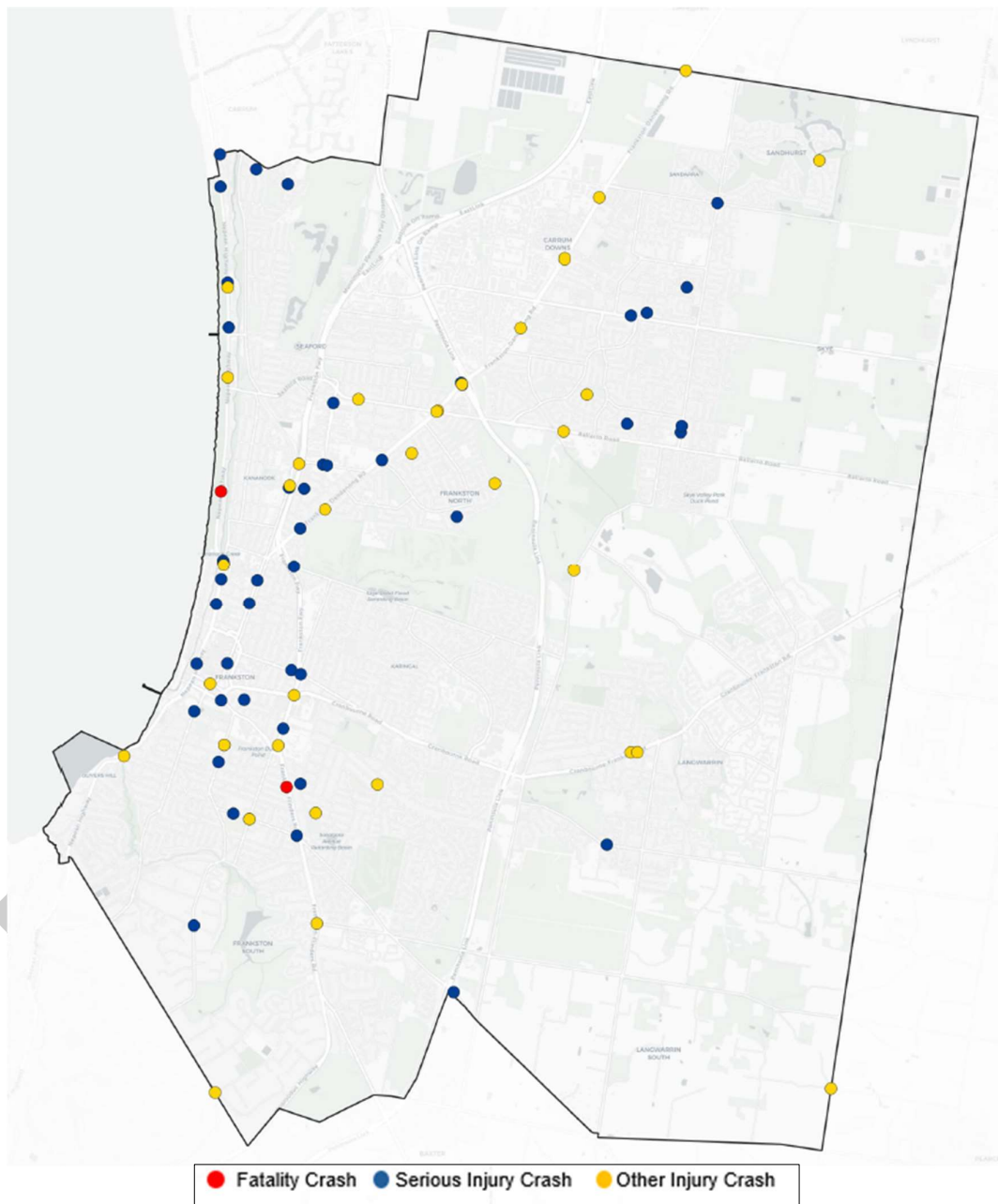


CHART 3: BICYCLE CRASH BY GENDER

¹ Based on Department of Transport & Planning casualty crash records for the period June 2018 – May 2023 (last 5 years of available data)

² Roads managed by the Department of Transport and Planning

- most crashes occurred in 50 km/h and 60 km/h zones.



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FIGURE 2: BICYCLE CRASH LOCATIONS IN FRANKSTON CITY

- Unsafe

CHART 6: BARRIERS TO RIDING

Interactive mapping identified

Missing links

- Between Caulfield Frankston Rail Trail and Baxter Trail
- Within FMAC
- Local connections to Peninsula Link Trail
- Local connections to Baxter Trail

“Need better bike riding facilities on Davey Street and the FMAC”

Safety issues

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

“Turning right into Nepean Highway from Davey Street is scary”

Other

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

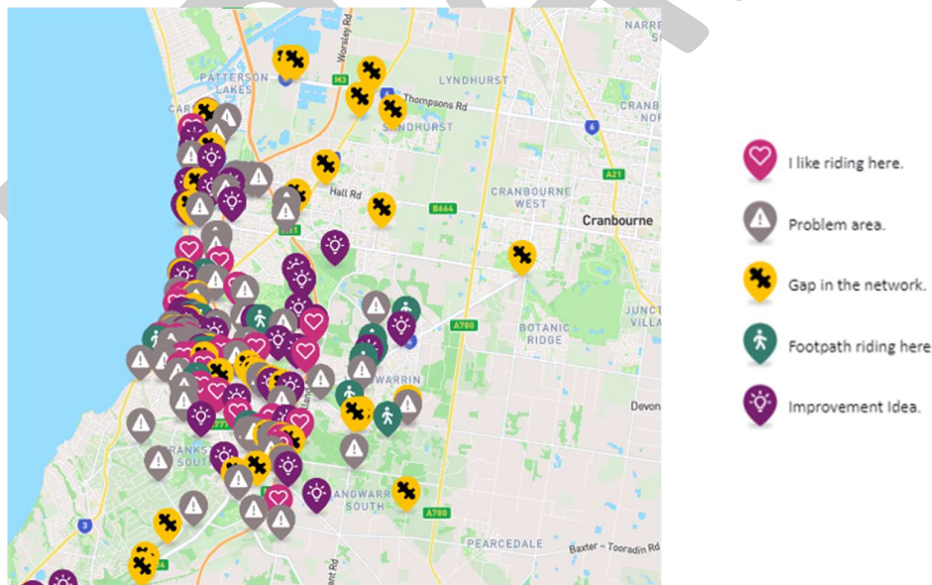


FIGURE 3: COMMUNITY CONSULTATION MAPPING RESPONSES

“Bikes should be ridden to schools and encouraged to students”

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

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

“Great section of shared path from Sky Road”

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

5 VISION AND STRATEGIC DIRECTIONS

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

VISION

A safe and connected bicycle network for Frankston that encourages bike riding for transport and recreation.

Connected
bicycle
network

Safe bike
riding
experience

Supporting
facilities

Education
and
promotion

Connected bicycle network

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

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

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

The SCCs should be prioritised and delivered in partnership with the State Government.

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

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



Ex. Off-Street SCC	Proposed Off-Street PBN	Ex. On-Street (Sharrows)	
Ex. On-Street SCC	Proposed On-Street PBN	OBT Proposed	
Proposed Off-Street SCC	Ex. Off-Street	SCC (no facilities)	
Proposed On-Street SCC	Ex. On-Street	PBN (no facilities)	
Ex Off-Street PBN	Proposed Off-Street		
Ex. On-Street PBN	Proposed On-Street		

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FIGURE 4: PROPOSED FRANKSTON BICYCLE NETWORK

Safe bike riding experience

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

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

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

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

Supporting facilities

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

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

Education and promotion

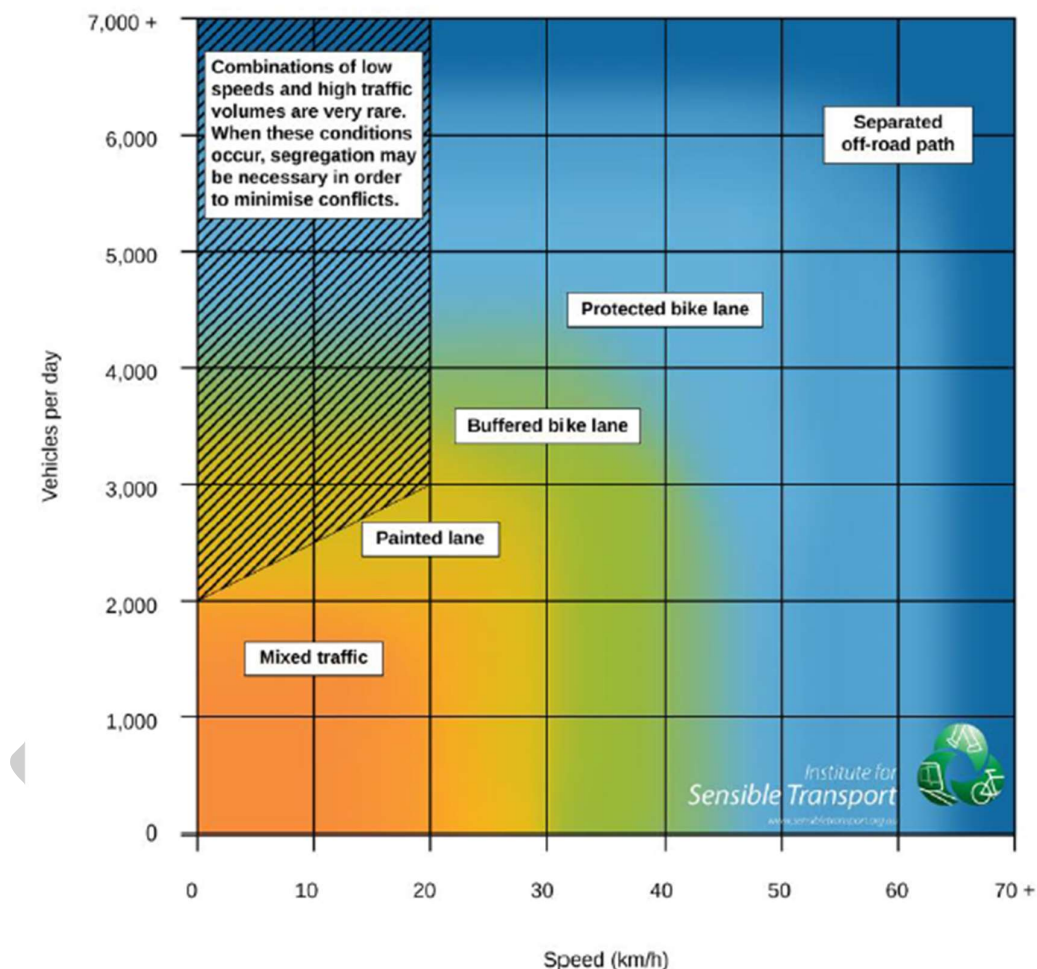
A key focus will be bike riding to school. Council will continue working with schools to encourage students to ride to school. A greater uptake of children riding to school will reduce traffic congestion around schools and improve student health outcomes. Riding bikes to school as a child will hopefully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

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

6 GUIDING PRINCIPLES

6.1 BICYCLE NETWORK DESIGN PRINCIPLES

To cater for all ages and abilities, the bicycle network will need to provide appropriate, safe infrastructure. Figure 5, taken from the *Integrated Transport Strategy*, will inform the development of the network by guiding the selection of infrastructure based on speed limit and number of vehicles along a given street.



Source: Frankston Integrated Transport Strategy Connecting Communities

FIGURE 5: APPROPRIATE CYCLING INFRASTRUCTURE MATRIX

Key elements of the network will include:

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

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

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

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

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

6.2 BIKE PARKING

Frankston has a range of bike parking hoops, many of which are no longer fit for purpose and should be progressively replaced. All new bike hoops should meet the requirements of Australian Standard AS2890.3.

6.3 ROAD CROSSINGS

Where priority shared path crossings are provided on road, the design should seek to reduce vehicle speeds. This can be achieved by provision of raised platforms or speed cushions.

7 ACTION PLAN

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

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

Multi criteria assessment

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

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

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

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

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A CONNECTED CYCLING NETWORK				
	ACTION	MCA SCORE (RANK)	INDICATIVE COST	TIMEFRAME
1.1	Advocate and work with State Government for the implementation of bicycle facilities on all Strategic Cycling Corridors.	66% (14)	Very low	Ongoing
1.2	Continue to develop and deliver the Nepean Highway boulevard upgrade	58% (21)	High	Long (7 - 10 yrs)
1.3	Deliver following highest priority bicycle network projects:			
[1.31]	• SUP connection from Baxter Trail to Beauty Park via Clarendon Street and Hastings Road	75% (3)	High	Short (1 - 3 yrs)
[1.32]	• Fletcher Road SUP between Dandenong Road East and Playne Street/Baxter Trail	75% (2)	High	Short (1 - 3 yrs)
[1.33]	• Towerhill Road SUP	78% (1)	High	Short (1 - 3 yrs)
1.4	Deliver other high priority bicycle network projects:			
[1.41]	• Playne Street SUP from Fletcher Road/Baxter Trail to Young Street	64% (15)	High	Medium (4 - 6 yrs)
[1.42]	• Kananook Creek SUP from Beach Street to Davey Street/Nepean Highway	67% (12)	High	Long (7 - 10 yrs)
[1.43]	• Eastlink trail from Thompson Road to Boundary Road	60% (19)	High	V long (10 - 15 yrs)
[1.44]	• Colemans Road from Boundary Road to Lathams Road	66% (13)	Low	Long (7 - 10 yrs)
[1.45]	• Boundary Road from Colemans Road to Frankston-Dandenong Road	69% (6)	Low	Medium (4 - 6 yrs)
[1.46]	• Wedge Road from Carrum Downs Reserve to McCormicks Road	68% (9)	High	Medium (4 - 6 yrs)
[1.47]	• McCormicks Road from Sandhurst Blvd to Hall Rd	68% (8)	High	Medium (4 - 6 yrs)
[1.48]	• Warrandyte Road SUP from Maxwell Court to Robinsons Road	68% (7)	High	Medium (4 - 6 yrs)
1.5	Investigate opportunities to improve access from residential areas to the bicycle network:			
[1.51]	• across railway line to Baxter Trail between Ferndale Drive and Peninsula Link Trail	72% (4)	High	Short (1 - 3 yrs)
[1.52]	• Valley Road, McClelland Dr to Potts Rd	62% (18)	Low	V long (10 - 15 yrs)
[1.53]	• Potts Road (SUP), Ballarto Road to Gumnut Drive	67% (11)	High	Long (7 - 10 yrs)
[1.54]	• Potts Road (on street facility), Gumnut Drive to Cranbourne - Frankston Road	62% (17)	Low	V long (10 - 15 yrs)
[1.55]	• Ballarto Road (SUP), Skye Primary School to Maraline Road	67% (10)	High	Long (7 - 10 yrs)
1.6	Investigate local street bike route via Coolibar Avenue and Clovelly Parade to link Kananook trail to Wetlands	50% (28)	Very low	Short (1 - 3 yrs)

A CONNECTED CYCLING NETWORK				
	ACTION	MCA SCORE (RANK)	INDICATIVE COST	TIMEFRAME
1.7	Prepare design concepts for bike lanes/shared paths throughout industrial precincts and connecting to wider bicycle network (as per <i>Industrial Strategy</i>), including:			
[1.71]	• Access Way	48% (29)	Very low	Medium (4 - 6 yrs)
[1.72]	• Frankston Gardens Drive	48% (30)	Very low	Long (7 - 10 yrs)
1.8	Review streets included in re-sheeting program for low cost cycling upgrades in the form of line marking, bicycle markings.	62% (16)	Very low	Ongoing

A SAFE BIKE RIDING EXPERIENCE				
	ACTION	MCA SCORE (RANK)	INDICATIVE COST	TIMEFRAME
2.1	Advocate to State government to improve safety of crossing at Peninsula Link Trail at Frankston - Dandenong Road	59% (20)	Very low	Short (1 - 3 yrs) + Ongoing
2.2	Advocate to State government for signalised crossing at Nepean Highway near Gould Street	55% (25)	Very low	Medium (4 - 6 yrs) + Ongoing
2.3	Investigate and improve safety of Baxter Trail crossing at Hillcrest Road.	71% (5)	Very low	Long (7 - 10 yrs)
2.4	Undertake Road Safety Audits of locations on Council streets with more than one bike crash:			
[2.41]	• Towerhill Road/Foote Street	56% (24)	Very low	Medium (4 - 6 yrs)
[2.22]	• Yuille Street/Williams Road	56% (23)	Very low	Short (1 - 3 yrs)
2.5	Provide courtesy signage on shared paths to reduce conflicts between pedestrians, dogs and cyclists, in particular:			
[2.51]	• Peninsula Link Trail	56% (22)	Very low	Short (1 - 3 yrs)
[2.52]	• Kananook Creek Trail	52% (26)	Very low	Medium (4 - 6 yrs)

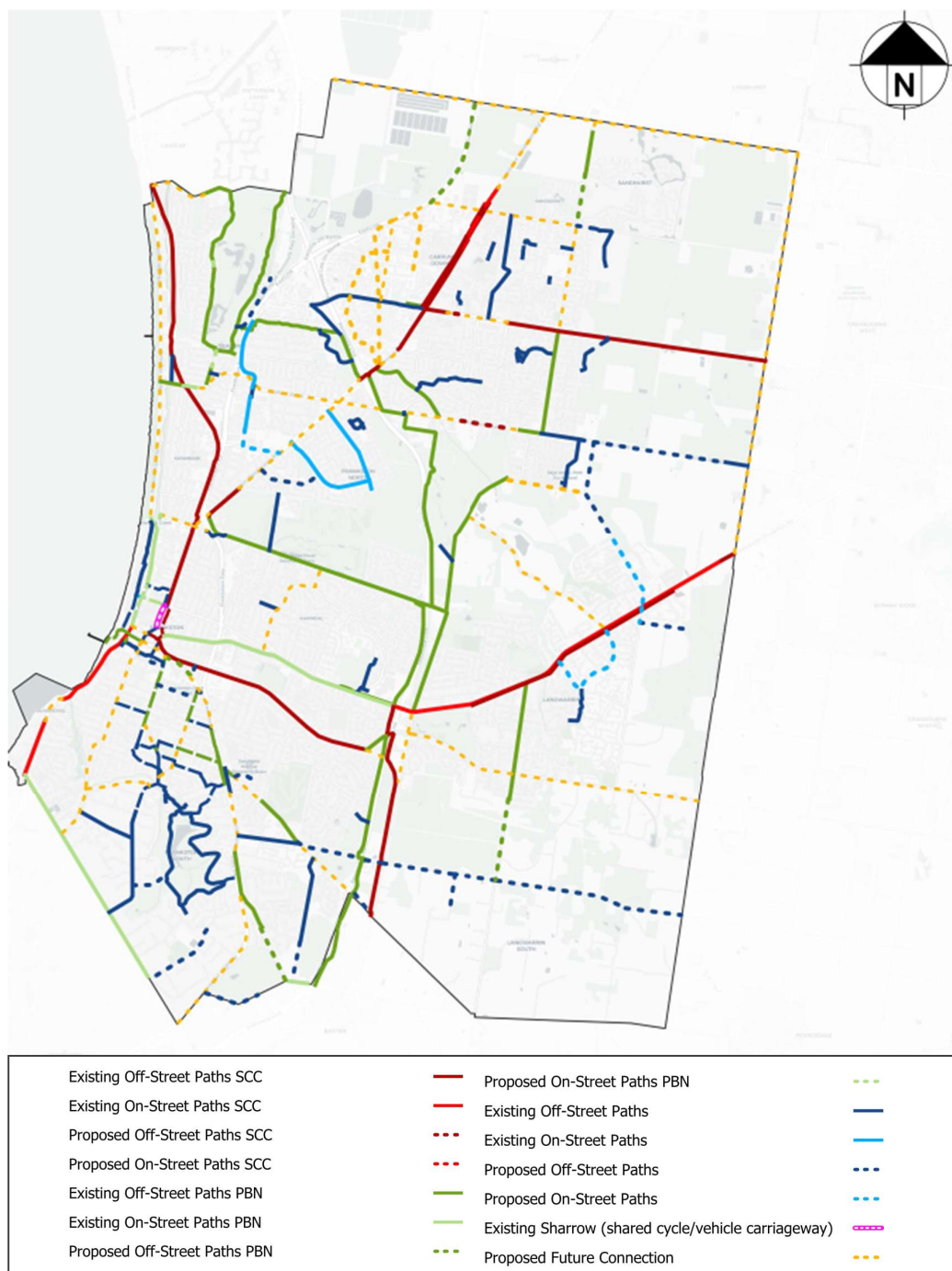
A SAFE BIKE RIDING EXPERIENCE				
	ACTION	MCA SCORE (RANK)	INDICATIVE COST	TIMEFRAME
2.6	Implement Safer Speeds Plan for Frankston in tandem with LATM Strategy, as per <i>Connecting Communities</i> Implementation Plan. Ensure bike riding is a key consideration in developing LATM plans.	42% (35)	Very low	Short (1 - 3 yrs) + Ongoing
2.7	Advocate State Government to connect existing bicycle lane facility on Cranbourne Road from Deane Street to Clarendon Street	36% (39)	Very low	Medium (4 - 6 yrs) + Ongoing
2.8	Seek changes to Road Management Plan to link classifications of shared paths to hierarchy shown in the Bike Riding Strategy bicycle network maps.	16% (50)	Very low	Medium (4 - 6 yrs) + Ongoing

SUPPORTING FACILITIES AND AMENITIES				
	ACTION	MCA SCORE (RANK)	INDICATIVE COST	TIMEFRAME
3.1	Implement consistent bike parking design standard	16% (49)	Very low	Long (7 - 10 yrs)
3.2	Provide bike parking at shopping strips as identified in the <i>Local Shopping Strips Plan</i> .	43% (34)	Very low	Ongoing
3.3	Advocate to DPT & LXP for Parkiteer cages at all railway stations in Frankston.	39% (37)	Very low	Medium (4 - 6 yrs) + Ongoing
3.4	Identify locations and deliver additional bike parking at other locations	43% (33)	Very low	Ongoing
3.5	Identify locations and deliver supporting infrastructure such as drinking taps, repair stations and e-bike charging stations.	43% (32)	Very low	Ongoing
3.6	Review bike wayfinding signage for destination-based route guidance	43% (31)	Very low	Ongoing

PROMOTION AND EDUCATION TO ENCOURAGE PARTICIPATION				
	ACTION	MCA SCORE (RANK)	INDICATIVE COST	TIMEFRAME
4.1	Update the Frankston TravelSmart Map and distribute to help bike riders plan journeys and encourage tips by bike.	23% (45)	Very low	Short (1 - 3 yrs)
4.2	Develop and promote maps of existing bike trails within Frankston to encourage bike riding for recreation.	23% (47)	Very low	Short (1 - 3 yrs)
4.3	Continue working with schools in Frankston to prepare an Active Travel Plan for the school, as per <i>Connecting Communities</i> Implementation Plan.	35% (42)	Ongoing	Ongoing
4.4	Implement safe routes to school for every school in Frankston, as per <i>Connecting Communities</i> Implementation Plan.	35% (41)	Low	Ongoing
4.5	Encourage schools to participate in Bike Ed programs.	28% (44)	Very low	Ongoing
4.6	Trial an 'Open Street' outside school gate at school drop off/pick up times to encourage active transport to school, as per <i>Connecting Communities</i> Implementation Plan.	51% (27)	Low	Medium (4 - 6 yrs)
4.7	Support a free trial of e-bikes for parents of primary school students, with the potential for expansion based on the results of the trial, as per <i>Connecting Communities</i> Implementation Plan.	40% (36)	Very low	Medium (4 - 6 yrs)
4.8	Support businesses that encourage workers to ride to work in Frankston, as per <i>Connecting Communities</i> Implementation Plan. This could include incentives for participation in Ride to Work Day.	23% (46)	Very low	Ongoing
4.9	Expand shared micro-mobility (eg. e-bike share) to be LGA wide through dialogue with commercial operator, as per <i>Connecting Communities</i> Implementation Plan.	33% (43)	Very low	Medium (4 - 6 yrs)
4.10	Add e-bikes to salary package options for Council staff, as per <i>Connecting Communities</i> Implementation Plan.	23% (44)	Very low	Short (1 - 3 yrs)
4.11	Develop and implement trial programs, such as shared streets to promote bike riding	35% (40)	Very low	Short (1 - 3 yrs)
4.12	Provide cycling safety messaging on VMS on 2 occasions per year	38% (38)	Very low	Ongoing

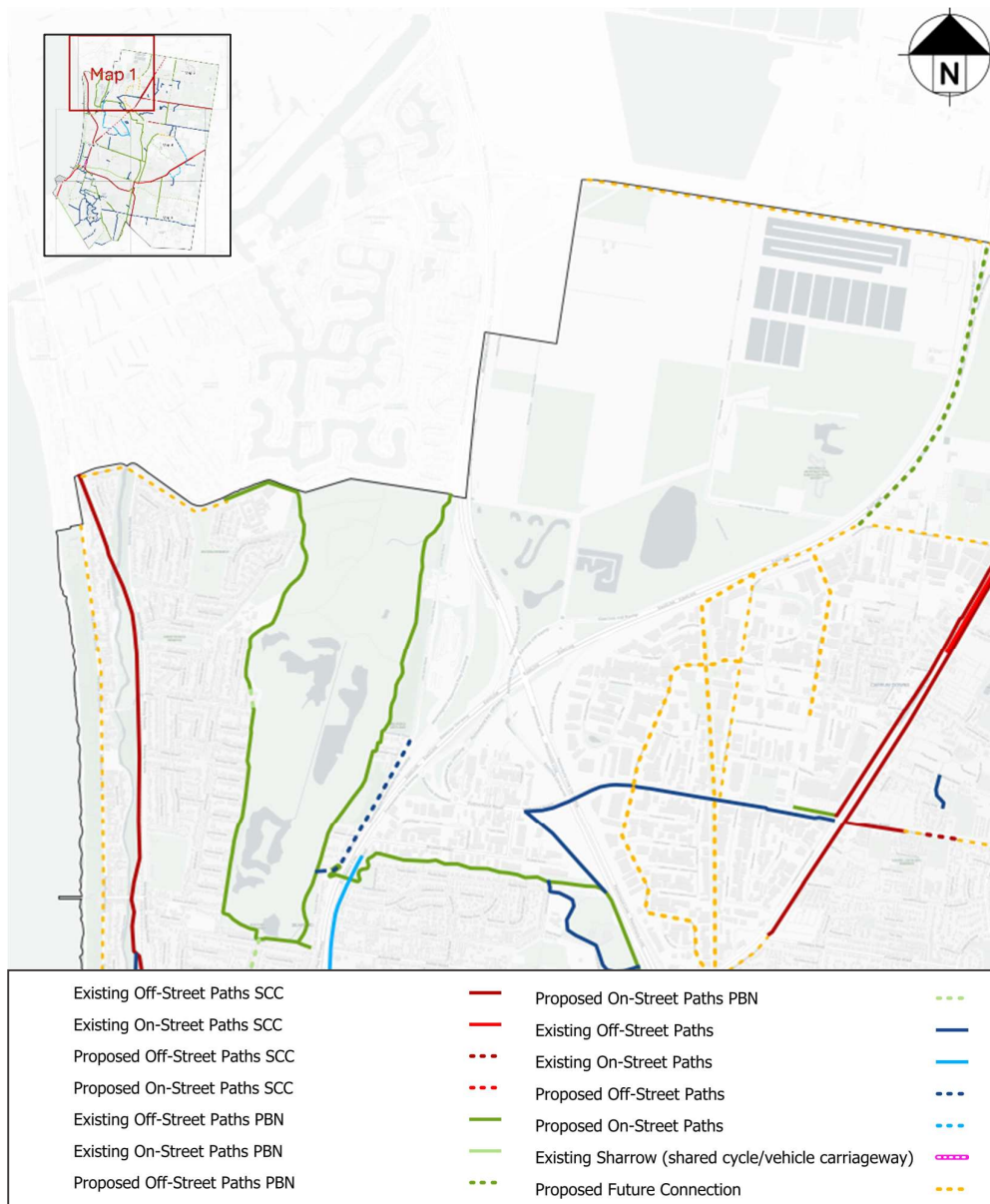
APPENDIX A

BIKE NETWORK MAPS



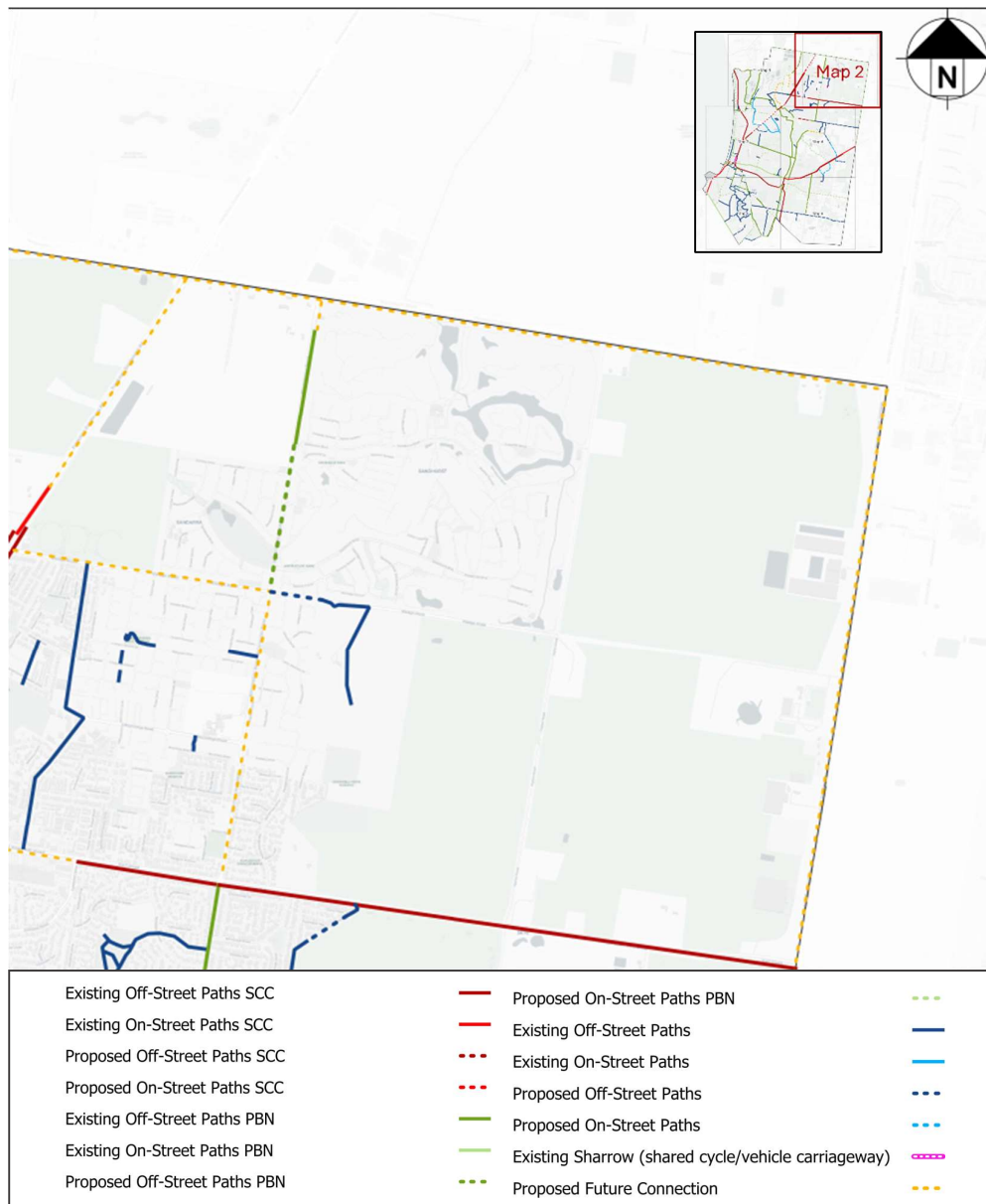
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FIGURE A1: PROPOSED FRANKSTON BICYCLE NETWORK - OVERVIEW



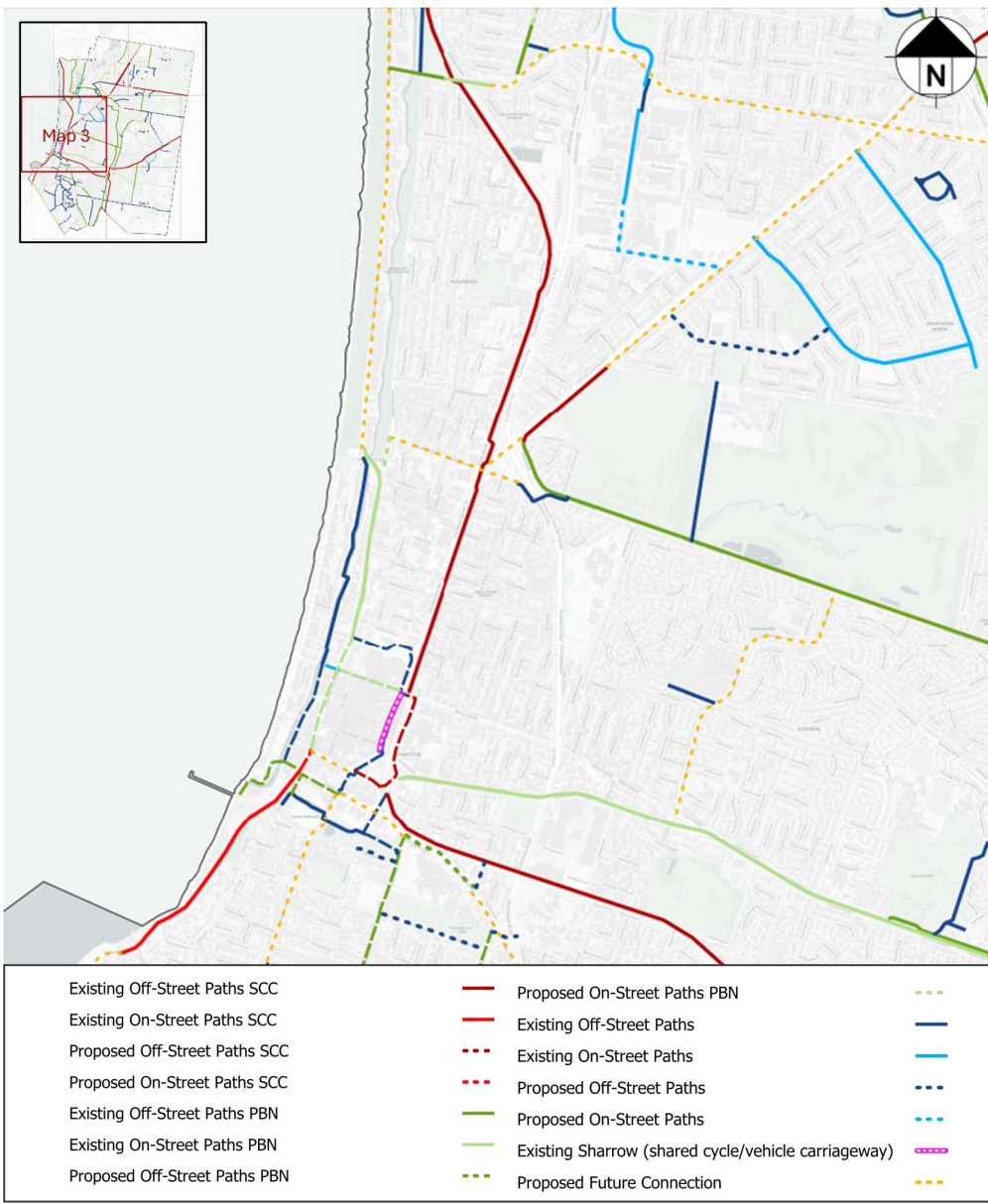
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FIGURE A2: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 1



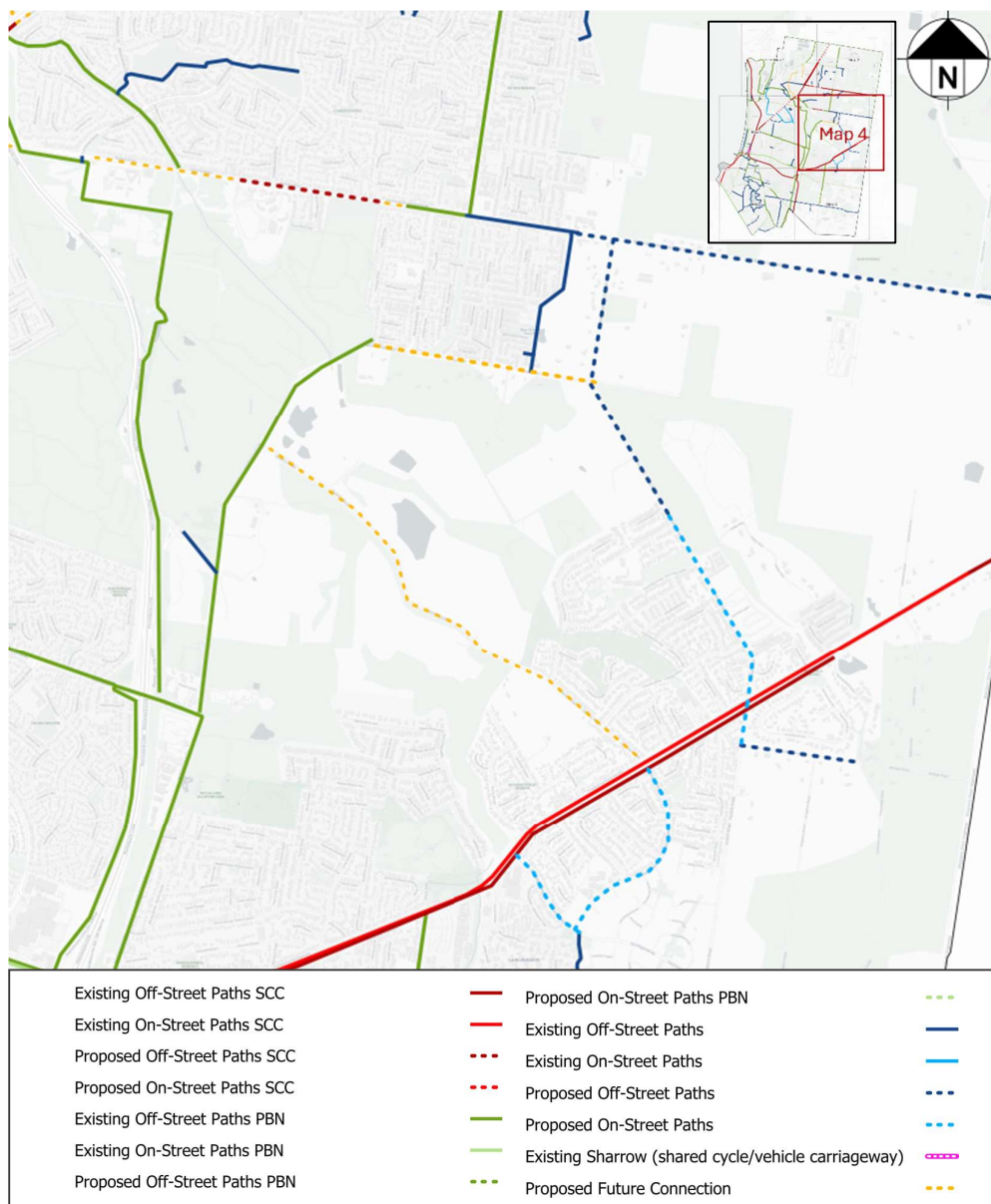
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FIGURE A3: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 2



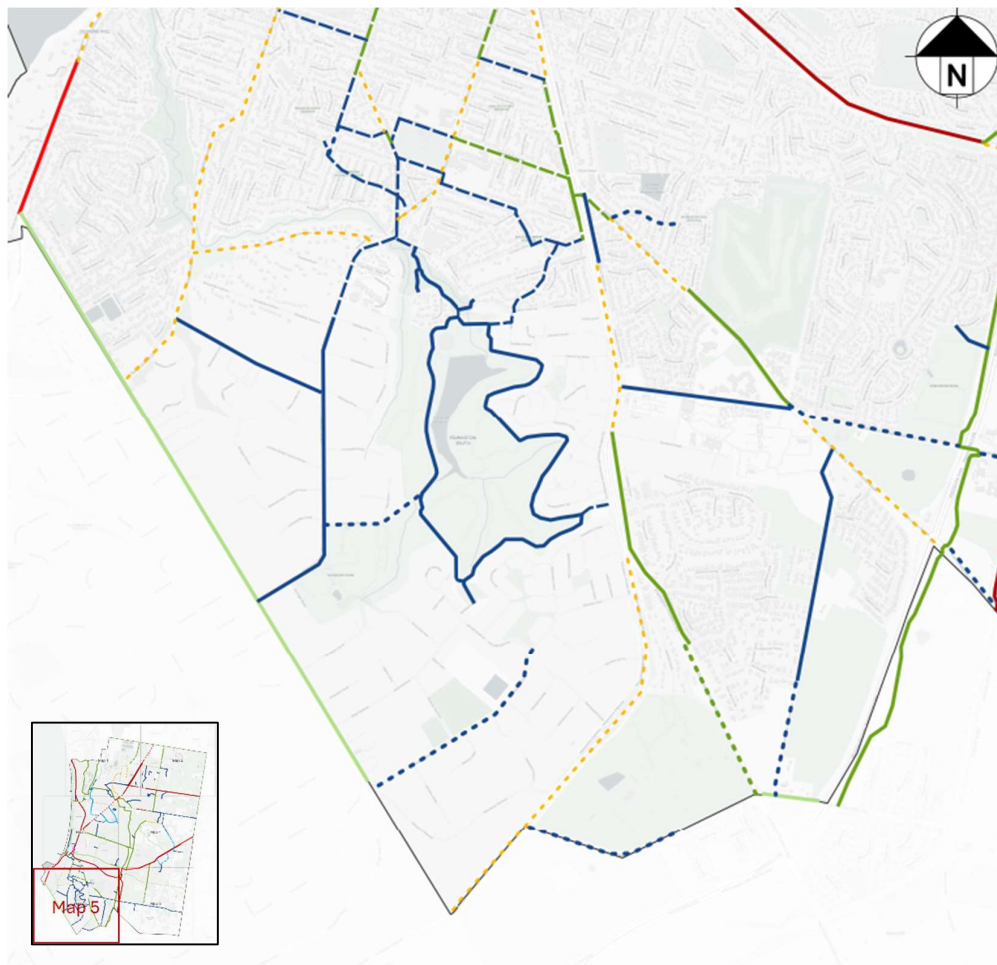
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FIGURE A4: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 3



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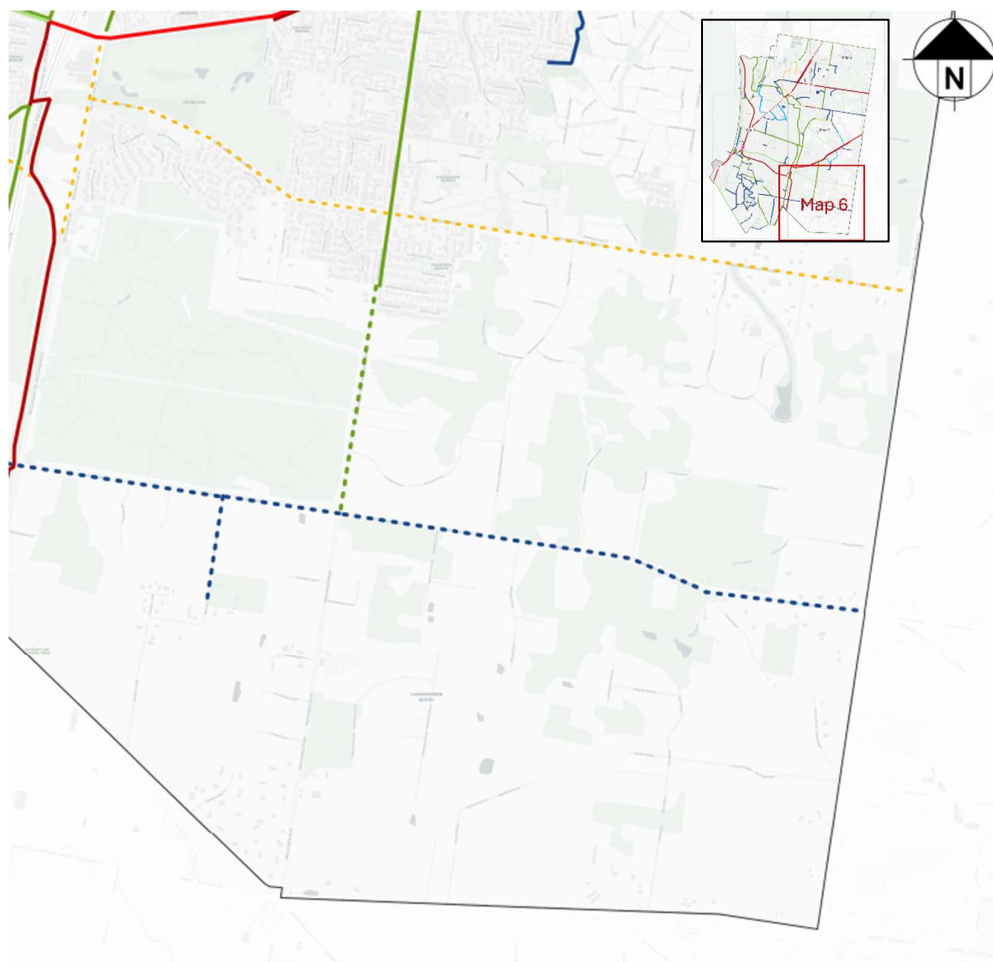
FIGURE A5: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 4



Existing Off-Street Paths SCC	Proposed On-Street Paths PBN	Proposed Future Connection
Existing On-Street Paths SCC	Existing Off-Street Paths	Existing Off-Street Paths
Proposed Off-Street Paths SCC	Existing On-Street Paths	Proposed On-Street Paths
Proposed On-Street Paths SCC	Proposed Off-Street Paths	Proposed Off-Street Paths
Existing Off-Street Paths PBN	Proposed On-Street Paths	Existing Sharrow (shared cycle/vehicle carriageway)
Existing On-Street Paths PBN	Existing Sharrow (shared cycle/vehicle carriageway)	Existing Sharrow (shared cycle/vehicle carriageway)
Proposed Off-Street Paths PBN	Proposed Future Connection	Proposed Future Connection

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FIGURE A6: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 5



Existing Off-Street Paths SCC	Proposed On-Street Paths PBN	Proposed Future Connection
Existing On-Street Paths SCC	Existing Off-Street Paths	Existing Off-Street Paths
Proposed Off-Street Paths SCC	Existing On-Street Paths	Existing On-Street Paths
Proposed On-Street Paths SCC	Proposed Off-Street Paths	Proposed Off-Street Paths
Existing Off-Street Paths PBN	Proposed On-Street Paths	Proposed On-Street Paths
Existing On-Street Paths PBN	Existing Sharrow (shared cycle/vehicle carriageway)	Existing Sharrow (shared cycle/vehicle carriageway)
Proposed Off-Street Paths PBN	Proposed Off-Street Paths	Proposed Off-Street Paths

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FIGURE A7: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 6

APPENDIX B

ACTION PLAN MULTI CRITERIA ASSESSMENT

- **PRIORITY RATING TABLE**
- **PRIORITISATION OUTPUTS**

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

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

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

TABLE B1: MCA PRIORITISATION CRITERIA, WEIGHTAGE AND PERFORMANCE METRICS

KEY ASSESSMENT CRITERIA	CRITERIA WEIGHTING	KEY PERFORMANCE INDICATORS (KPIs)	KPI INDIVIDUAL WEIGHTING	KPI WEIGHTING GUIDE	RAW SCORING GUIDE					
					0	1	2	3	4	5
Feasibility	25%	Arterial roads / rail corridors / non-Council land	10%	Council will have less influence for change on non-Council land.	n/a	Requires approval from external authorities	n/a	n/a	n/a	Within Council land
		Environmental impact	5%	Is the project likely to require the removal of trees?	n/a	Major	n/a	Moderate	n/a	Minor
		Significant infrastructure	10%	Is major infrastructure required?	n/a	Major	n/a	Moderate	n/a	Minor
Connectivity	20%	Proximity to essential services	20%	Connection within cycling network hierarchy (SCC, PBN, Local network), and consideration of Movement and Place	n/a	No	n/a	Local network	PBN	SCC
Safety	25%	Road safety	20%	Does the project improve safety for all road users	Greatly reduces safety	Reduces road safety	Neutral	Slightly improves safety	Improves safety (Safe System aligned treatments)	Significantly improves safety (Safe System aligned treatments)
Strategic alignment	10%	Aligns with relevant Council strategy	10%	How well does the initiative align with Council strategic objectives?	Strongly goes against strategic objectives	Goes against strategic objectives	Does not support strategic objectives	Neutral	General alignment	Strong alignment
Community sentiment	20%	Community sentiments	20%	Does the initiative align with area/ location of community concern	n/a	No	n/a	n/a	Na/	Yes

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

INITIATIVE ID	INITIATIVE / ROAD / TRAIL	PROJECT TYPE	FEASIBILITY	CONNECTIVITY	SAFETY	STRATEGIC ALIGNMENT	COMMUNITY SENTIMENT	MCA SCORE	RANKING MCA	START	END
1.42	Towerhill Road	Shared Path	17%	16%	25%	10%	10%	78%	1	Frankston - Flinders Road	Overport Rd
1.41	Fletcher Road	Shared Path	17%	20%	25%	10%	3%	75%	2	Dandenong Road East	Playne Street / Baxter Trail
1.31	Baxter Trail	Shared Path	21%	16%	25%	10%	3%	75%	3	Baxter Trail	Beauty Park
1.51	Baxter Trail	New connection across railway	17%	20%	25%	10%	0%	72%	4	Ferndale Dr	Peninsula Link Trail
1.32	Baxter Trail	Shared Path	21%	16%	25%	10%	0%	72%	5	Hastings Rd	Baxter Trail
2.3	Baxter Trail	Local road crossing upgrade	21%	20%	20%	10%	0%	71%	6	Hillcrest Road	
1.46	Boundary Road	Local street bike route	25%	16%	15%	10%	3%	69%	7	Colemans Road	Frankston-Dandenong Road
1.49	Warrandyte Road	Shared Path	17%	16%	25%	10%	0%	68%	8	Maxwell Court	Robinsons Road
1.48	McCormicks Road	Shared Path	17%	16%	25%	10%	0%	68%	9	Sandhurst Boulevard	Hall Road
1.47	Wedge Road	Shared Path	17%	16%	25%	10%	0%	68%	10	McCormicks Road	Carum Downs Reserve
1.55	Ballarto Road	Shared Path	17%	12%	25%	10%	3%	67%	11	Skye Primary School	Maraline Road

INITIATIVE ID	INITIATIVE / ROAD / TRAIL	PROJECT TYPE	FEASIBILITY	CONNECTIVITY	SAFETY	STRATEGIC ALIGNMENT	COMMUNITY SENTIMENT	MCA SCORE	RANKING MCA	START	END
1.53	Potts Road	Shared Path	17%	12%	25%	10%	3%	67%	12	Ballarto Road	Gumnut Drive
1.43	Kananook Creek Trail	Shared Path	17%	12%	25%	10%	3%	67%	13	Beach Street	Davey Street / Nepean Hwy
1.45	Colemans Road	Local street bike route	25%	16%	15%	10%	0%	66%	14	Boundary Road	Lathams Road
1.1	Advocate for bicycle facilities on all SCCs	Advocacy	11%	20%	25%	10%	0%	66%	15		
1.33	Playne Street	Shared Path	17%	12%	25%	10%	0%	64%	16	Fletcher Road / Baxter Trail	Young Street
1.8	Re-sheeting program	Local street bike route	25%	12%	15%	10%	0%	62%	17		
1.54	Potts Road	Local street bike route	25%	12%	15%	10%	0%	62%	18	Gumnut Drive	Cranbourne - Frankston Road
1.52	Valley Road	Local street bike route	25%	12%	15%	10%	0%	62%	19	McClelland Drive	Potts Road
1.44	Eastlink trail	Shared Path	9%	16%	25%	10%	0%	60%	20	Thompson Road	Boundary Road
2.1	Peninsula Link Trail	Major road crossing upgrade	9%	20%	20%	10%	0%	59%	21	Frankston - Dandenong Road	
1.2	Nepean Hwy boulevard upgrade	Route upgrade	17%	16%	15%	10%	0%	58%	22		
2.51	Peninsula Link Trail	SUP signage	17%	16%	15%	8%	0%	56%	23	Maple Street section	

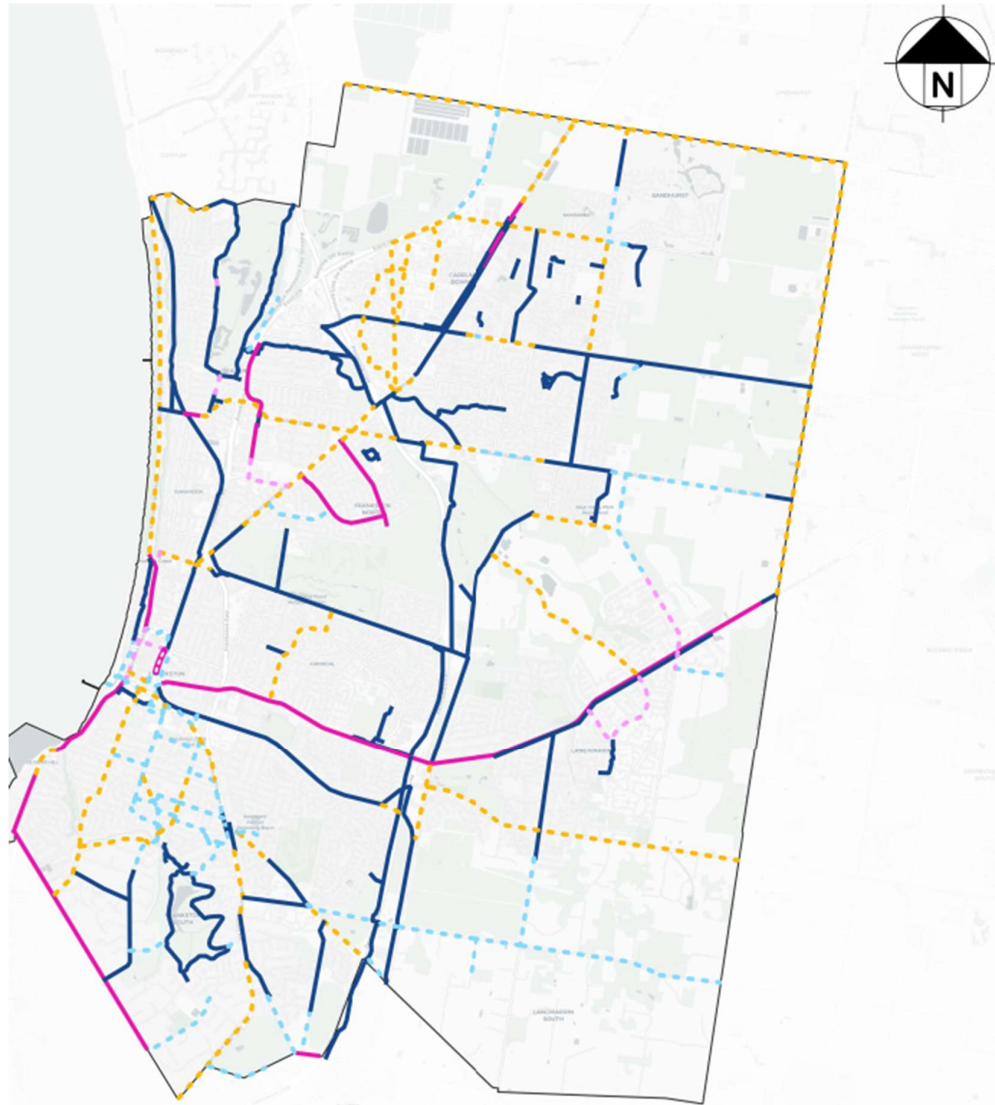
INITIATIVE ID	INITIATIVE / ROAD / TRAIL	PROJECT TYPE	FEASIBILITY	CONNECTIVITY	SAFETY	STRATEGIC ALIGNMENT	COMMUNITY SENTIMENT	MCA SCORE	RANKING MCA	START	END
2.4	Yuille Street	Road Safety Audit	20%	16%	10%	10%	0%	56%	24	Yuille Street	Williams Rd
2.4	Towerhill Road	Road Safety Audit	20%	16%	10%	10%	0%	56%	25	Towerhill Road	Foote Street
2.2	Nepean Hwy	Major road crossing upgrade (Signalisation)	9%	16%	20%	10%	0%	55%	26	Gould Street	
2.52	Kananook Creek Trail	SUP signage	17%	12%	15%	8%	0%	52%	27		
4.6	Trial 'Open Street' outside school gate at school drop off/pick up times	Education	15%	0%	15%	8%	13%	51%	28		
1.6	Coolibar Avenue & Clovelly Parade	Planning & design	15%	12%	10%	10%	3%	50%	29	Kananook Trail	Edithvale-Seafood Wetlands
1.71	Access Way (Industrial precinct)	Planning & design	15%	12%	10%	8%	3%	48%	30		
1.72	Frankston Garden Drive (Industrial precinct)	Planning & design	15%	12%	10%	8%	3%	48%	31		
3.6	Review wayfinding signage	Improved amenities	25%	0%	10%	8%	0%	43%	32		
3.5	Installation of cyclist facilities (drinking taps, repair stations, e-bike charging)	Improved amenities	25%	0%	10%	8%	0%	43%	33		

INITIATIVE ID	INITIATIVE / ROAD / TRAIL	PROJECT TYPE	FEASIBILITY	CONNECTIVITY	SAFETY	STRATEGIC ALIGNMENT	COMMUNITY SENTIMENT	MCA SCORE	RANKING MCA	START	END
3.4	Installation of bike parking at other key locations	Improved amenities	25%	0%	10%	8%	0%	43%	34		
3.2	Installation of bike parking at shopping strips	Improved amenities	25%	0%	10%	8%	0%	43%	35		
2.6	Implement Safer Speeds Plan with LATM Strategy	Speed limits and infrastructure	0%	12%	20%	10%	0%	42%	36		
4.7	Support free e-bike trial for primary school students parents	Promoting cycling participation	5%	0%	10%	8%	17%	40%	37		
3.3	Installation of Parkiteer bike parking at all train stations	Improved amenities	21%	0%	10%	8%	0%	39%	38		
4.12	VMS cycle safety messaging	Education	15%	0%	15%	8%	0%	38%	39		
2.7	Cranbourne Road	Advocacy	0%	16%	10%	10%	0%	36%	40	Deane Street	Clarendon Street
4.11	Implement trial programs e.g. shared streets	Innovation and trials	15%	0%	10%	10%	0%	35%	41		
4.4	Implement Safe Routes to School	Education	5%	0%	15%	8%	7%	35%	42		

INITIATIVE ID	INITIATIVE / ROAD / TRAIL	PROJECT TYPE	FEASIBILITY	CONNECTIVITY	SAFETY	STRATEGIC ALIGNMENT	COMMUNITY SENTIMENT	MCA SCORE	RANKING MCA	START	END
4.9	Expand shared micro-mobility (eg. e-bike share) throughout municipality	Promoting cycling participation	15%	0%	10%	8%	0%	33%	44		
4.3	Prepare Active Travel Plans for schools	Education	5%	0%	15%	8%	7%	35%	43		
4.10	Implement e-bike salary packaging for Council staff	Promoting cycling participation	5%	0%	10%	8%	0%	23%	46		
4.8	Support participation in ride to work day	Promoting cycling participation	5%	0%	10%	8%	0%	23%	47		
4.5	School bike ed programs	Education	5%	0%	15%	8%	0%	28%	45		
4.2	Develop and promote maps of existing bike trails	Promoting cycling participation	5%	0%	10%	8%	0%	23%	48		
4.1	Update Frankston Travelsmart map	Promoting cycling participation	5%	0%	10%	8%	0%	23%	49		
3.1	Bike parking design standard	Planning	0%	0%	10%	6%	0%	16%	50		
2.8	Shared path classification update	Planning	0%	0%	10%	6%	0%	16%	51		

APPENDIX C

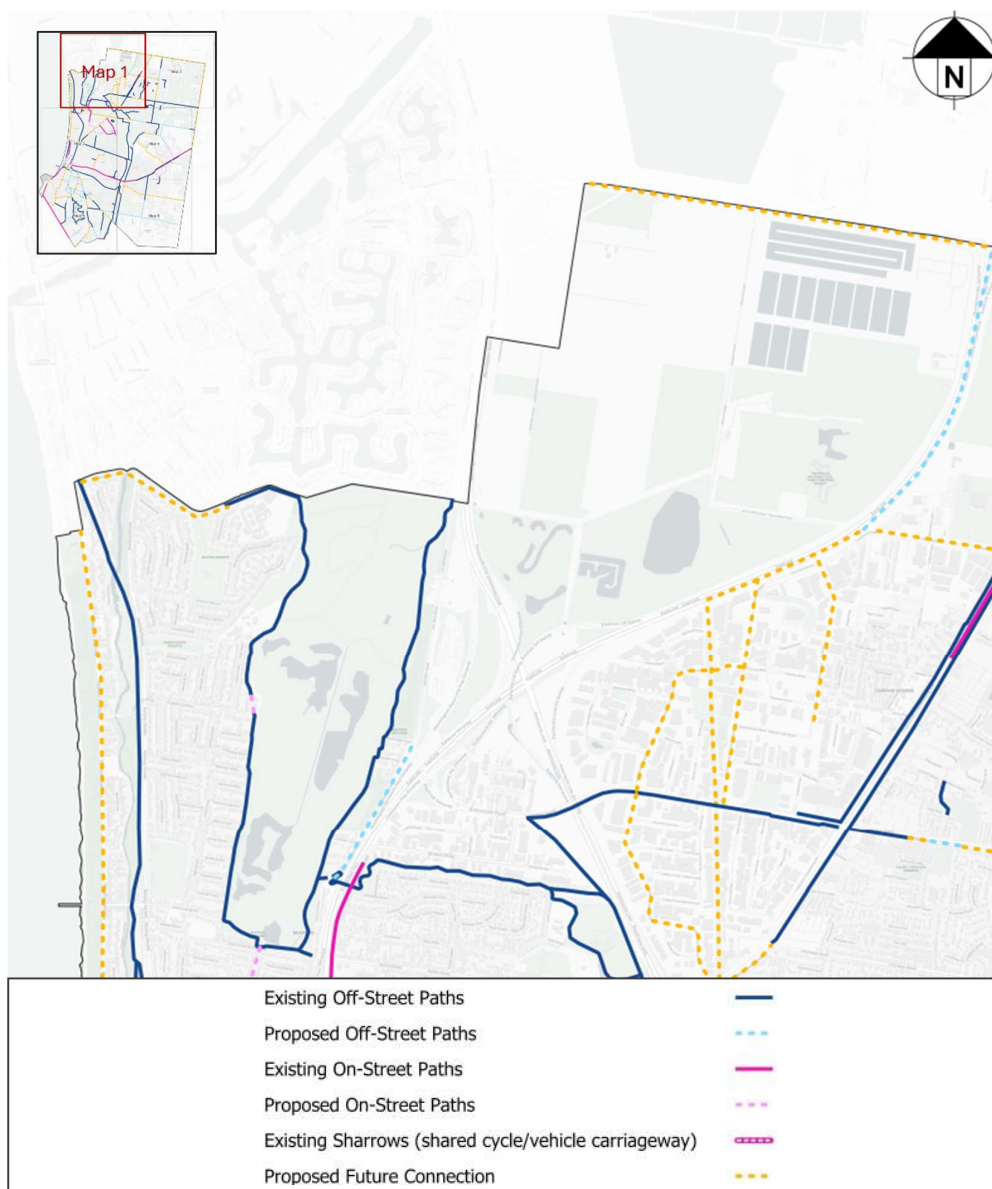
BIKE NETWORK MAPS SIMPLIFIED COLOUR SCHEME FOR PUBLIC CONSULTATION



Existing Off-Street Paths	
Proposed Off-Street Paths	
Existing On-Street Paths	
Proposed On-Street Paths	
Existing Sharrows (shared cycle/vehicle carriageway)	
Proposed Future Connection	

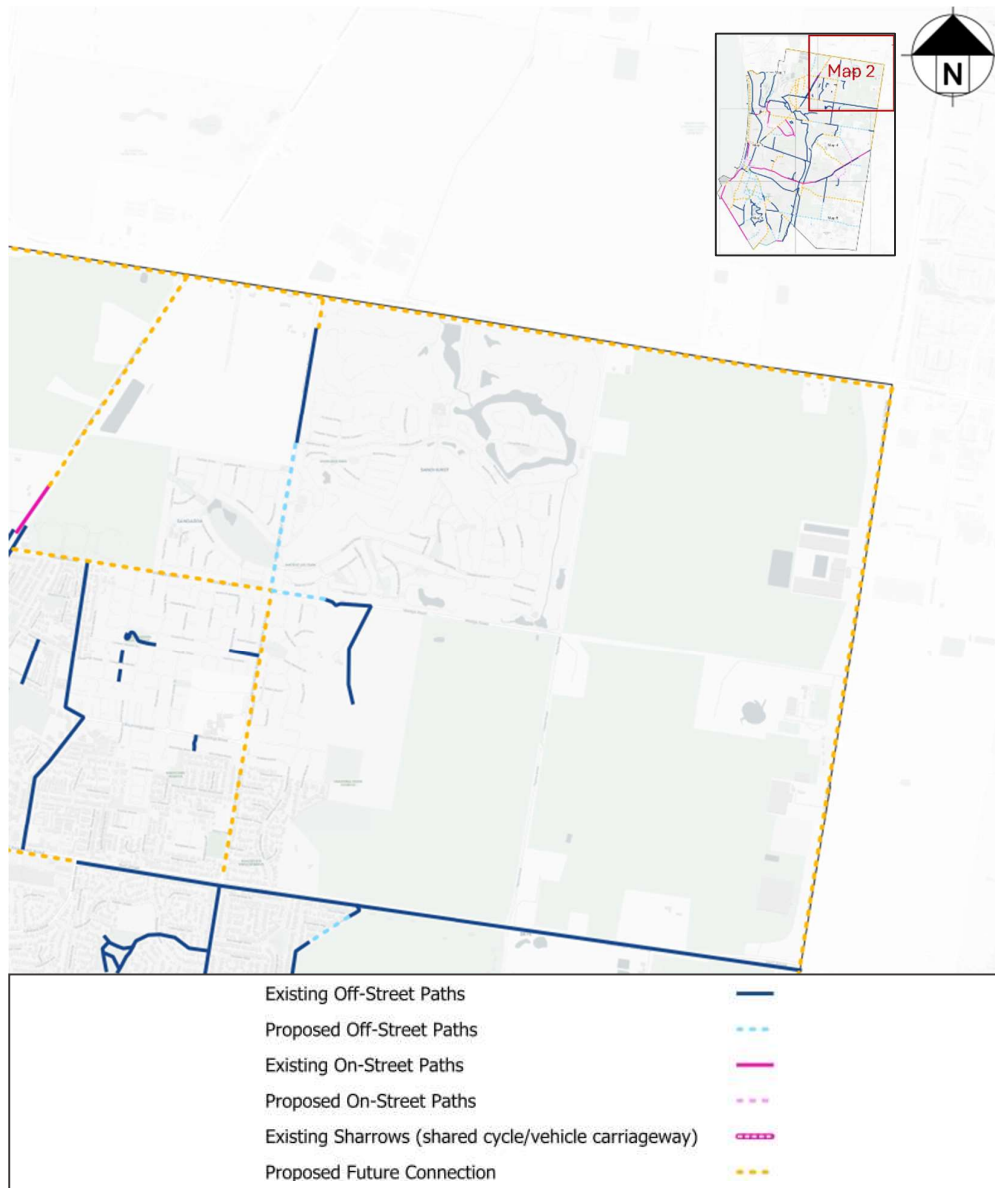
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FIGURE C1: PROPOSED FRANKSTON BICYCLE NETWORK – OVERVIEW



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FIGURE C2: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 1



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FIGURE C3: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 2

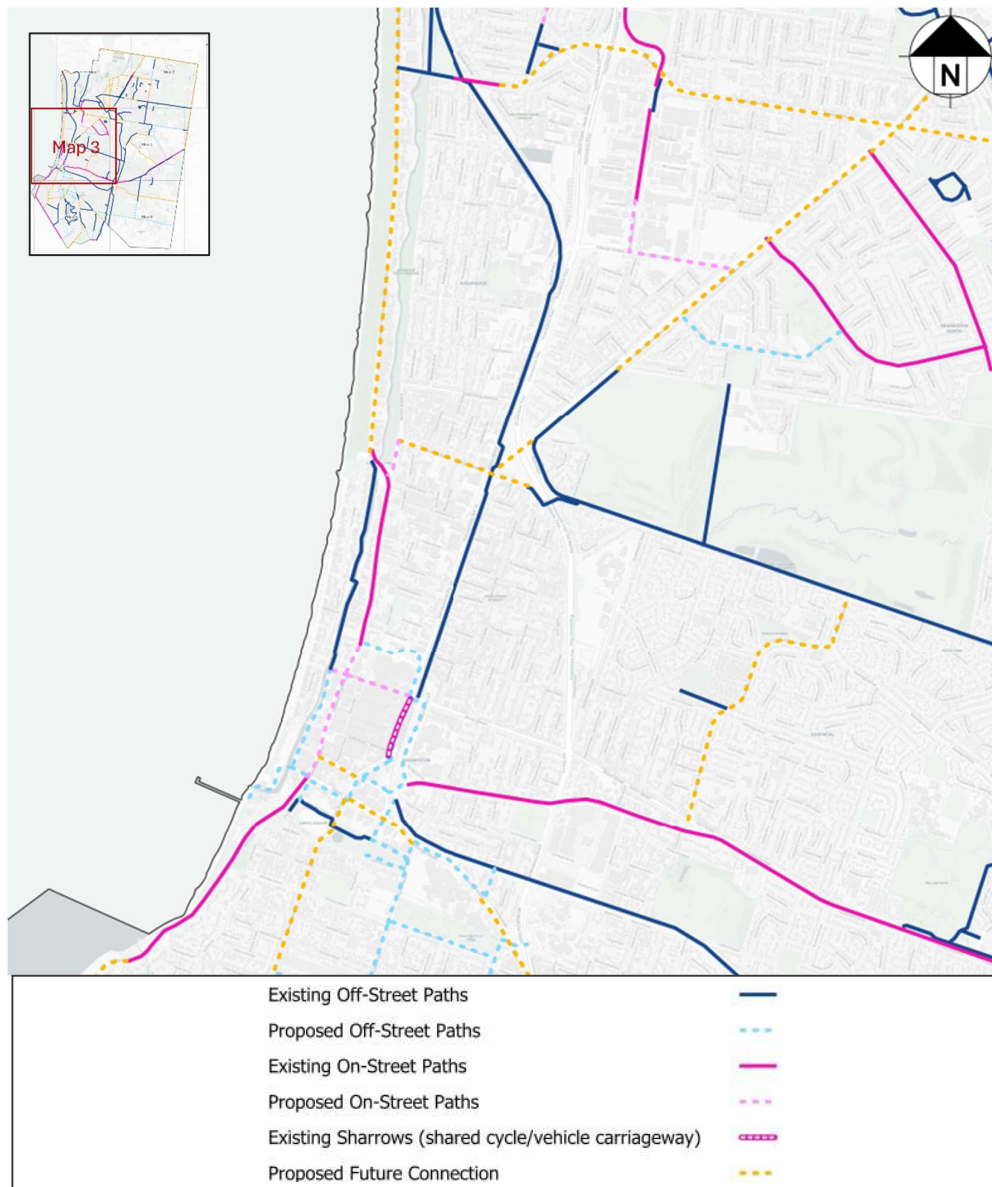
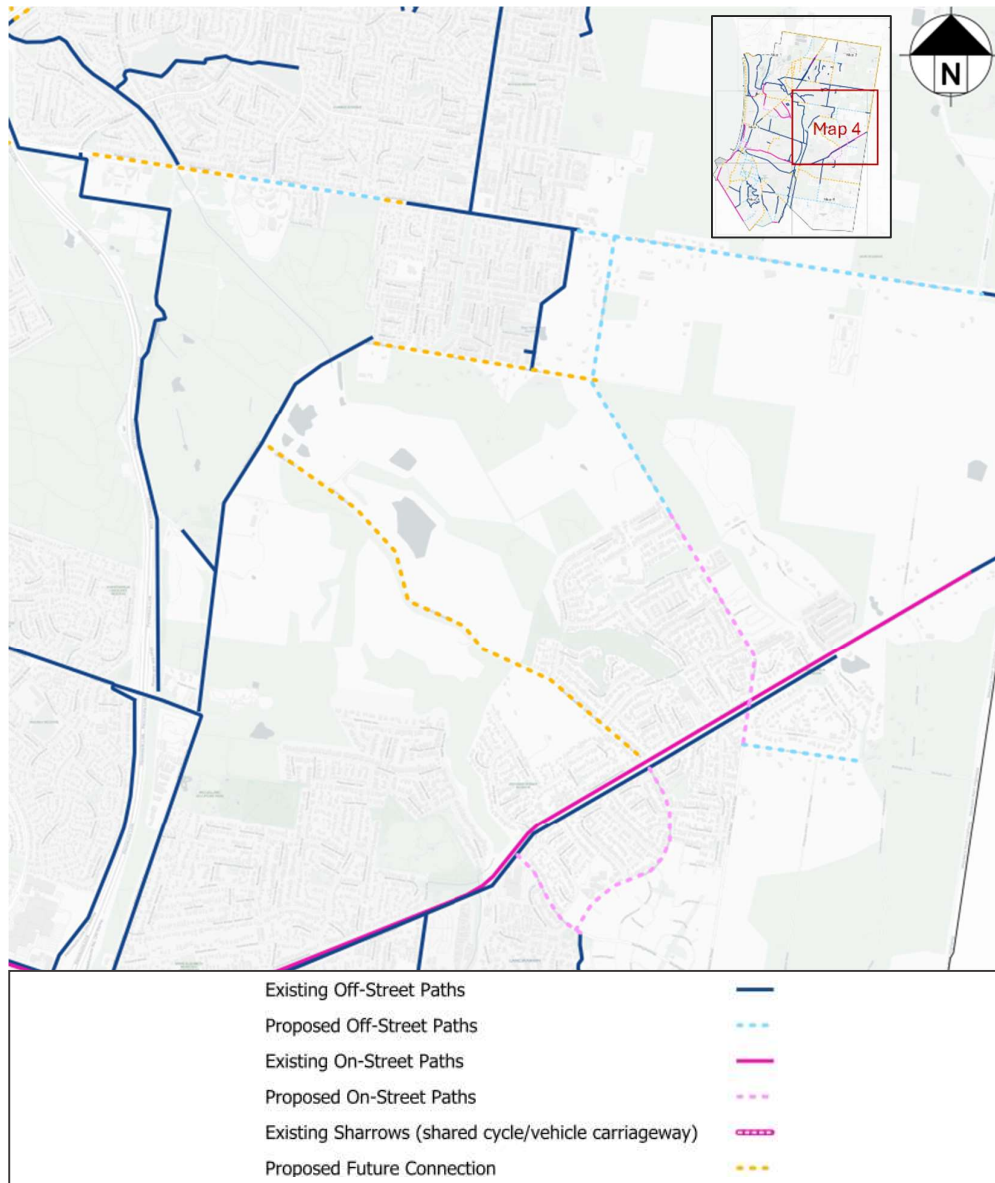
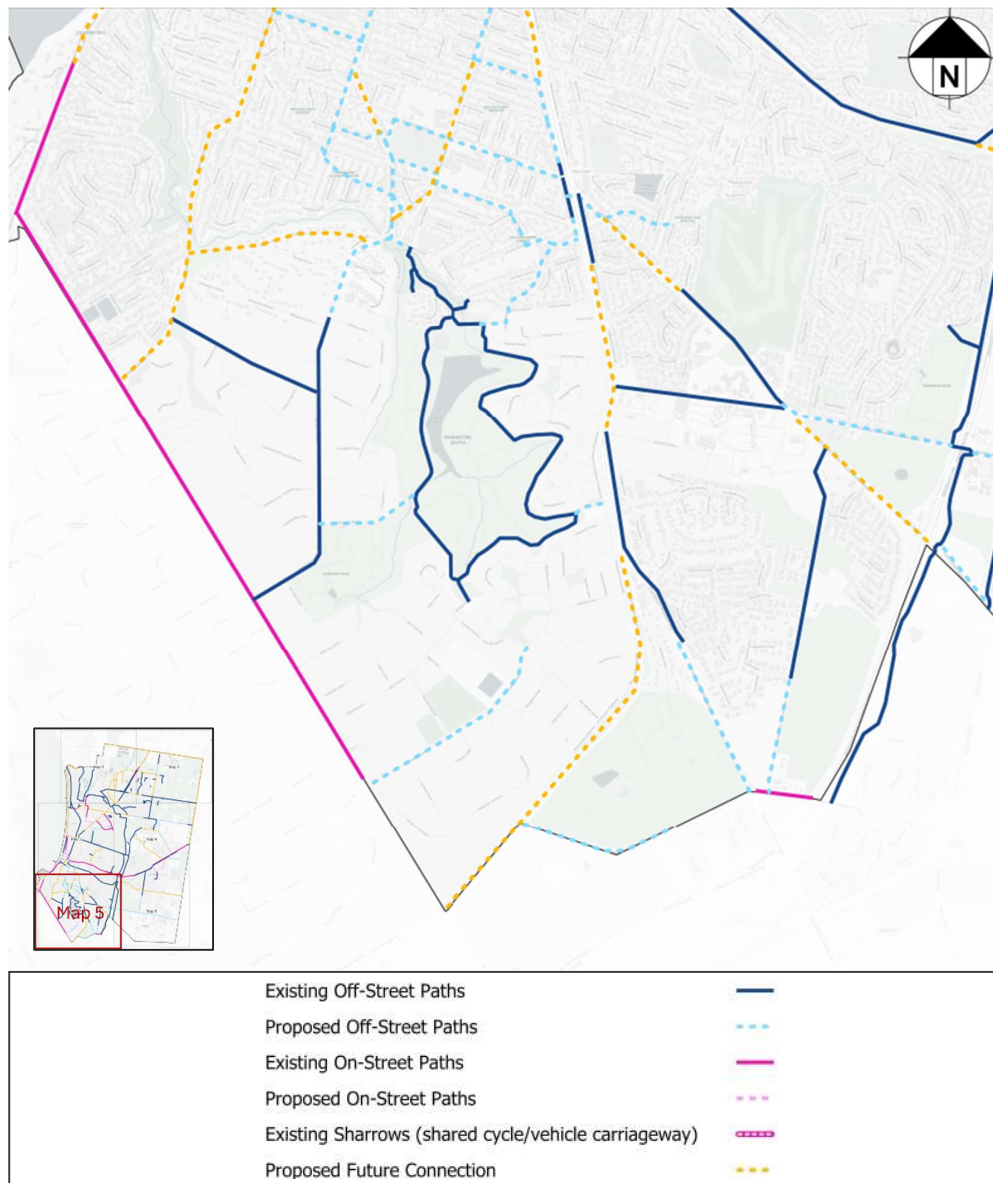


FIGURE C4: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 3



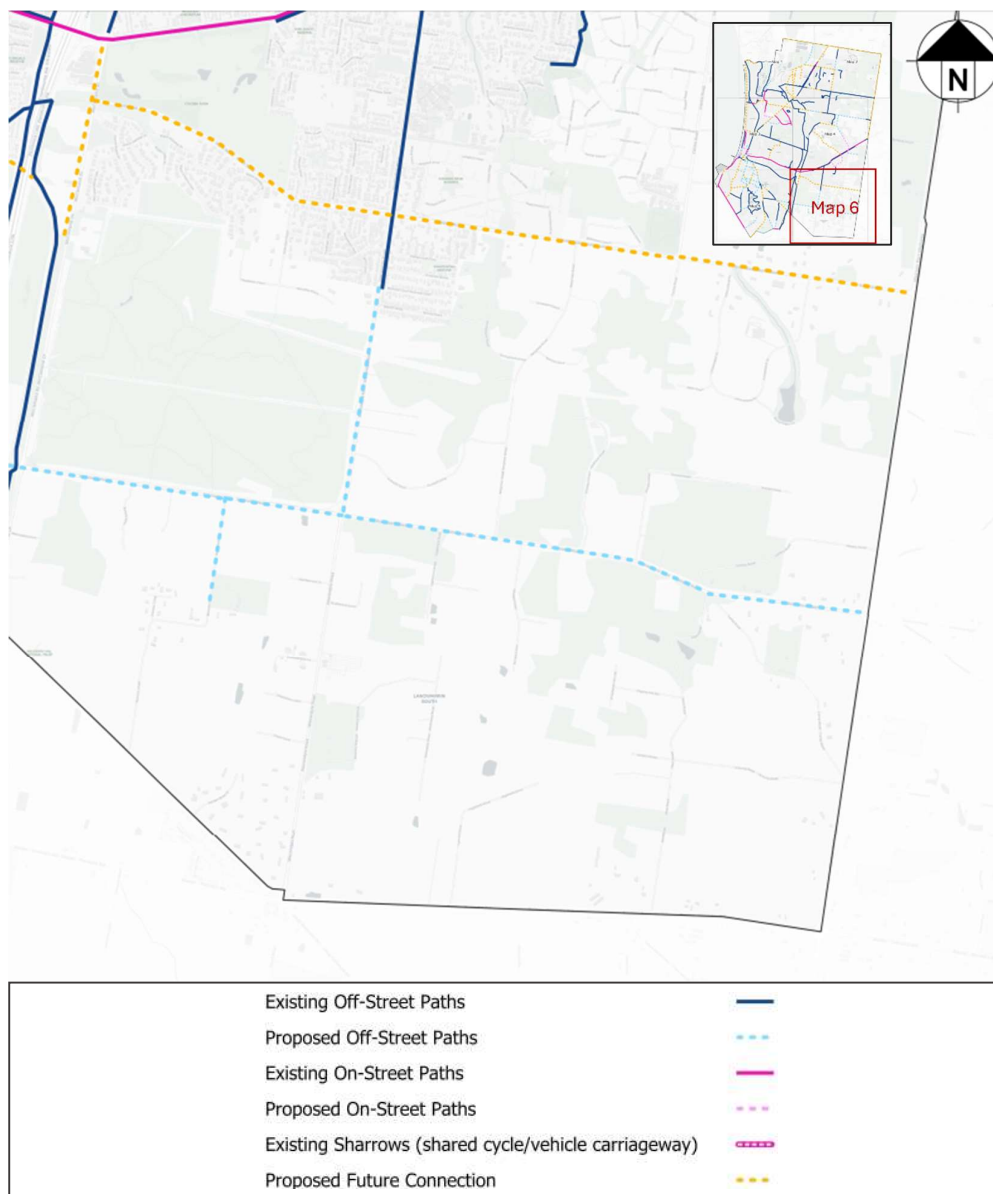
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FIGURE C5: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 4



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FIGURE C6: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 5



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FIGURE C7: PROPOSED FRANKSTON BICYCLE NETWORK – MAP SECTION 6