Frankston Metropolitan Activity Centre Parking Precinct Plan

opportunity » growth » lifestyle

Adopted by Frankston City Council 8 August 2016 (Amended 14 May 2018)

Seaford >> Frankston >> Langwarrin >> Karingal >> Skye >> Frankston South >> Frankston North >> Carrum Downs >> Langwarrin South >> Sandhurst

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Acknowledgements

This Parking Precinct Plan has been informed by recent Activity Centre Car Parking Plans undertaken by other Councils in Victoria, including the Moonee Ponds Parking Amendment C123 prepared by Moonee Valley City Council and Wyndham City Council's Parking Amendment C151 for the Werribee town centre.

Part A: Summary Recommendations

Introduction

The provision and operation of car parking is an important consideration for any activity centre. In Frankston, car parking demand and supply are addressed within the expected range of uses and activities to be accommodated within the City Centre by 2031 and beyond.

The supply of a sufficient amount of well-located car parking opportunities is important to ensure the success of the Frankston Metropolitan Activity Centre. The physical demands of car parking infrastructure are intended to be balanced with close regard to the context of the efficient use of land and floorspace within the centre. However, as further development occurs in an activity centre, additional car parking supply must be appropriately provided.

This document has been prepared to support and implement the actions of the *Frankston Metropolitan Activity Centre Structure Plan* (FMAC) and *FMAC Activity Centre Zone* which set out the 20 year vision and the planning framework for the further development of the Frankston Metropolitan Activity Centre.

Purpose

The purpose of this Parking Precinct Plan is to set out a comprehensive strategy to facilitate the efficient provision of on-site and off-site car parking opportunities in the Frankston City Centre.

The major objectives of this Plan are to reduce vehicle congestion, actively manage the demand for car parking spaces and to enhance the use of the city centre's streets as places for pedestrians by:

- Improving streetscapes and street design to allow for equitable and safe access for pedestrians, cyclists and vehicles.
- Consolidating car parking into large, well located, easily accessible facilities.
- Improving pedestrian and off road cycling linkages throughout the FMAC
- Providing for the collection of financial contributions towards the construction of shared car parking facilities.

Parking Precinct Area

This strategy applies to the area within the Frankston Metropolitan Activity Centre Structure Plan Boundary shown (Area A) on Figure 1. This area extends over 318 hectares.

The blue lines shown on the map in Figure 1 represent the 1km and 2km walking distances from the Frankston railway station.

Area B (blue line) shown on Figure 2 is the area that was subject of the previous car parking studies undertaken for Frankston City in 2010 and 2014. This is the core of FMAC and contains the most intensive commercial and retail developments. This includes all the land both bounded by and abutting the Ring Road and Nepean Boulevard, Fletcher Road, Davey Street and the Nepean Highway. This area comprises a total of 30 hectares.

Area C (orange line) shown on Figure 2 was included in the 2014 parking study by Ratio Consultants and was used for the preparation of a Car Parking Overlay proposal at that time. This area comprises a total of 88 hectares.

This work formed the basis of the current initiative for a car parking overlay that now includes the whole of the FMAC area.

Both Area B and almost all of Area C are within the 1km walking catchment of the Frankston Rail Station.

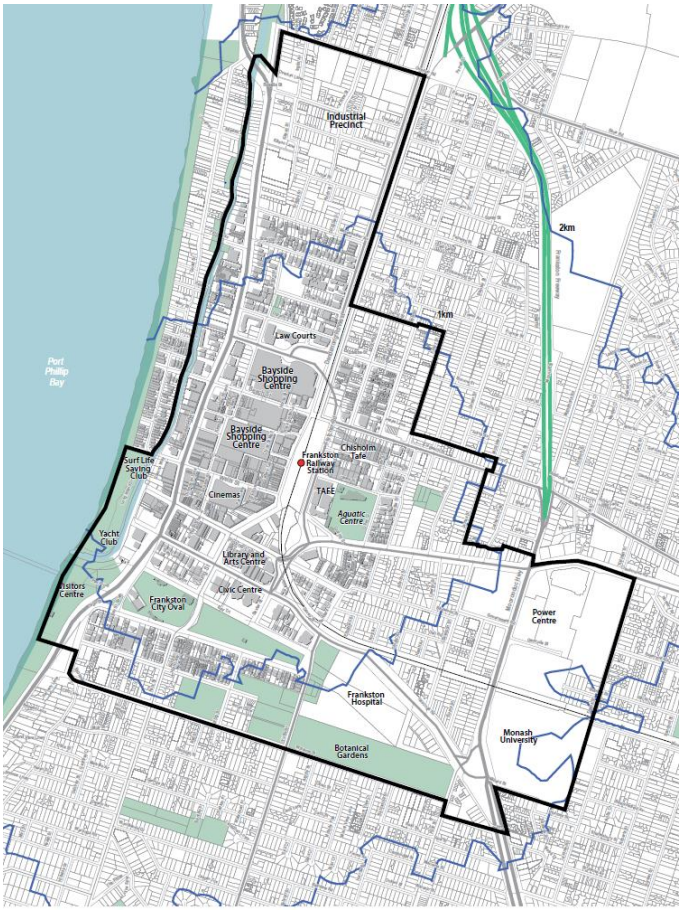

Figure 1- FMAC Parking Precinct Area – Study boundaries

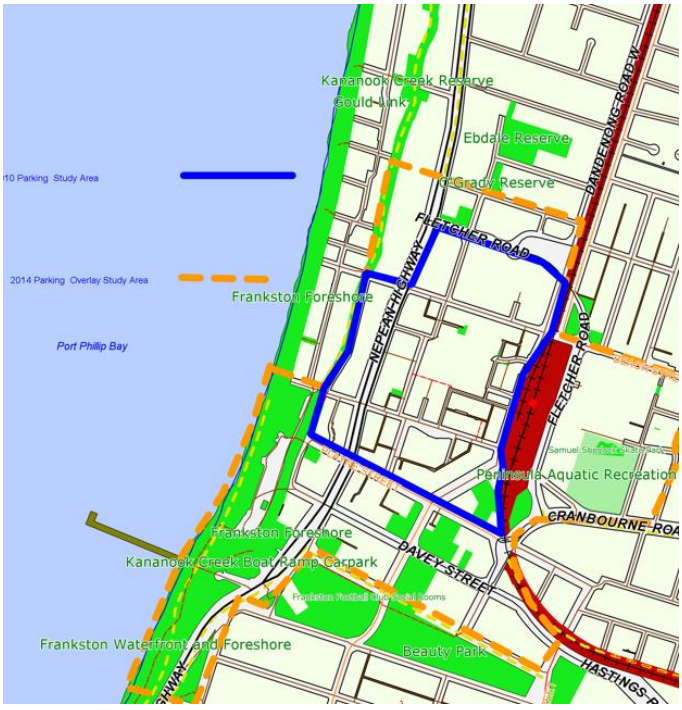

Figure 2 - Comparison of the 2010 and 2014 CAA Parking Study Areas

Supporting Strategic Documents

Council has undertaken extensive strategic work that supports and aligns with the recommended actions of this Parking Precinct Plan. The key studies that inform this plan include:

- Frankston Metropolitan Activity Centre Structure Plan (FMAC) MPA – adopted May 2015
- Draft Parking Overlay report (Ratio) - May 2014

FMAC Area Overview

The FMAC Structure Plan's objective is to encourage and facilitate higher density commercial, retail and residential development in and around the city centre. This will provide opportunities for employment and new development. It also provides for residential living in close proximity to jobs, public transport and entertainment.

Demographics

There were 3,103 residents living within the FMAC area at the 2011 census. This population is expected to increase significantly as new development occurs with the FMAC area. In 2011 there were approximately 2,000 dwellings in the FMAC area. Council has identified opportunities for the number of new dwellings in the FMAC to increase by 2,250 by 3031. Growth has been estimated as follows:

- a low growth scenario of an additional 700 dwellings (or 35 new dwellings per year)
- a mid-range scenario of 1,600 additional dwellings (or 80 new dwellings per year)
- A high growth scenario of 2,250 additional dwellings (or 113 new dwellings per year).

At the high growth rate, at current dwelling occupancies, this would represent a residential population increase of 3,600 persons by 2031 for the FMAC area.

Employment Growth

There were over 11,300 jobs located with the FMAC in 2011. This was forecast to have capacity to grow at around 240 jobs per year, suggesting a figure of over 12,500 in 2016 (Charter Keck Cramer, 2011)

There is considerable scope for redevelopment activity within the FMAC boundary under the existing planning controls. This will increase as new zones are introduced to implement the FMAC Structure Plan.

The new South East Water headquarters, completed in 2016, is the most recent major new office complex in the FMAC. It comprises an eight storey building featuring approximately 11,700 square metres of office space and approximately 550 square metres of retail space. The complex accommodates some 650 employees. This translates to a job density of 5.3 employees per 100 square metres of new commercial floor space.

Three new commercial buildings are currently nearing completion in the FMAC area: these are located at 336 Nepean Highway, 411 Nepean Highway and 49 Beach St.

Council has identified opportunities for increased development within the FMAC as follows;

- a low growth scenario of an additional 1,000 square metres of commercial floor space (and 53 new jobs) per year.
- a mid-range scenario of an additional 3,000 square metres of commercial floor space (and 159 new jobs) per year
- A high growth scenario of an additional 6,000 square metres of commercial floor space (and 300 new jobs) per year

At the high growth rate, at current floorspace occupancies, this would represent an increase of 6,000 jobs by 2031 for the FMAC area (This includes jobs growth in the health and education sectors).

Public Transport Infrastructure and Services

The Frankston Transit interchange located at the Frankston Rail Station is the main hub for public transport services with a train station, taxi rank, train commuter parking and bus interchange. This serves the majority of bus routes in Frankston. It is centrally located to the major office and retail areas, Chisholm Institute, Monash University and health providers. The greater part of the FMAC area is within 800m of the train station and 400m of bus stops.

Figure 3 shows that the FMAC area is well serviced with public transport with the entire area within 400m of bus stops. Figure 4 shows that the most of the FMAC is well within 800m of the train station.

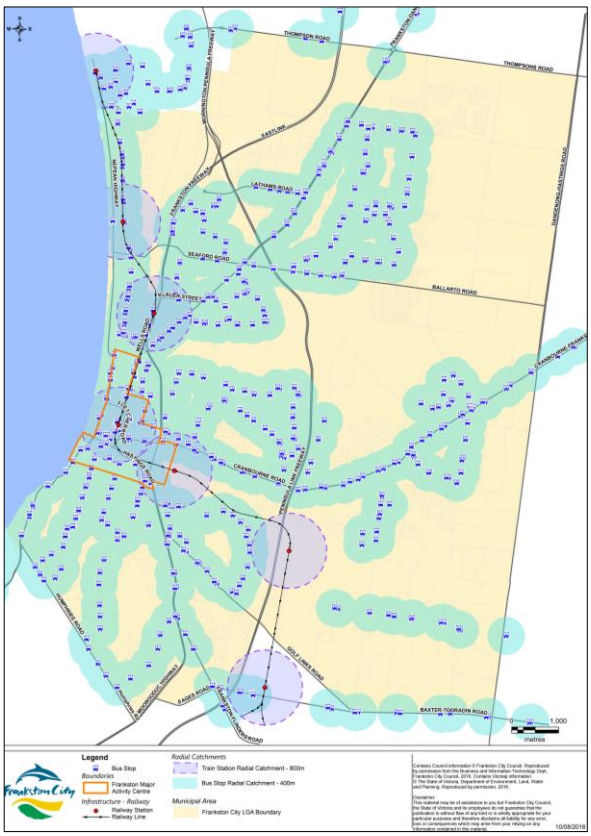

Figure 3- Public Transport in Frankston and FMAC area

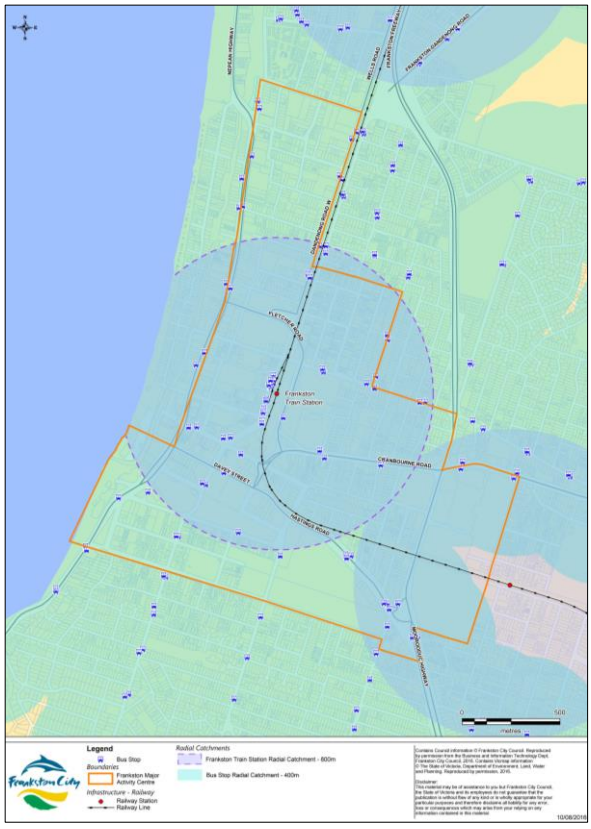

Figure 4- FMAC Area Public Transport Provision

Pedestrians and Cyclists

The provision of good pedestrian and bicycle access between attractors such as jobs, shops, services, transport and housing is one of the key factors in creating a successful vibrant city. Improved pedestrian and cyclist strategies will activate and enhance Frankston's street life, strengthen street based retail, and improve safety and surveillance.

Figure 5 shows where new and improved pedestrian links and access improvements are required. This infrastructure includes footpaths/shared path improvements and new pedestrian crossings.

The preferred locations of possible new multi-deck car parking facilities are proposed here to show a strong relationship to pedestrian and active transport improvements.

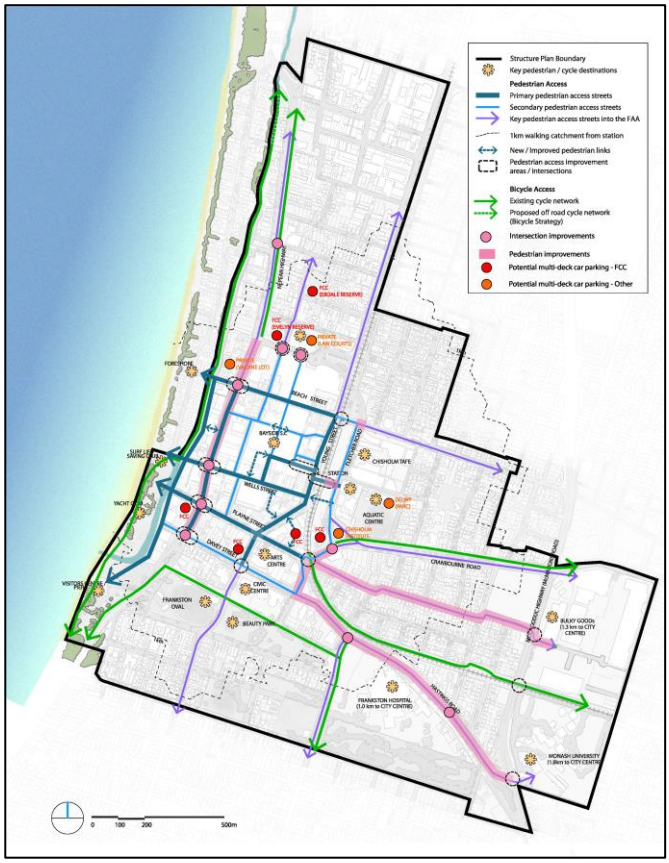

Figure 5- Potential new Multi-deck parking provision

Existing car parking supply

The FMAC area benefits from an extensive supply of car parking. The main types of car parking provided are:

- On and off street parking
- Public and private parking
- Long stay and short stay parking
- FMAC central business district and commuter parking

Car park usage studies have been undertaken for the wider FMAC area (Area A) in 2016 and for Areas B and C in 2010 and 2014. (Area C was also studied in 2016 to determine on-street parking turnover.)

The *2016 Frankston City Car Parking Study Part A – Frankston Metropolitan Activity Centre and Surrounds SALT* report analysed parking supply and demand across the whole FMAC area and the also the smaller 2014 survey area. Over the whole FMAC area there is a parking supply of 13,112 spaces (4,061 on-street and 9,061 off-street) and in the 2014 survey area a total of 7,457 spaces (1,075 on street and 6,382 off-street) was recorded (*See Figure 2 and Appendix A of that report*).

The total car space figure will increase by 500 spaces in 2017 with the completion of the Frankston Hospital's 750 spaces, multi deck car park. This car park replaces 250 at grade spaces.

Previously discounted early bird parking was available at Bayside Shopping Centre at $4.50/day and was used by approximately 450 users. This has recently been replaced (in 2016) by all day parking at $10/day or $1/hr. up to four hours where it increases to $7 up to 5 hours then $10/day with the hours from 06:00am to 01:00am.A number of parking facilities will become temporarily inaccessible when the Young Street and Frankston Railway Station redevelopment occurs in 2016 and 2017.

Existing car parking demand

For comparative reasons the 2016 Parking Study (SALT study) analysed two areas, one being the wider FMAC area and also the area covered by the earlier 2010 and 2014 parking studies.

Over the whole FMAC area peak parking occupancy occurred at 12 noon with 64% occupancy at this time.

Over the 2014 survey area the peak on-street parking occupancy of 80% occurred at 1pm. This approaches

Council's preferred 85% occupancy design value. The off-street car parks recorded peak occupancy of 64% at 12pm.

In the wider area (excluding the 2014 study area) peak on-street parking occupancy occurred at 1pm with 49% of spaces occupied. Peak off street car parking occupancy of 68% occurring at 1pm.

Within Area C on-street car parking occupancy has increased from 81% to 91% in conjunction with the loss of on-street car parking supply. The off-street car parking occupancy has decreased in particular within the Young Street East and the Station Street car parks which are both paid car parking areas.

Parking Precinct Policy

Overview

The actions and initiatives that are listed here are supported by the extensive background documentation and studies applicable to the FMAC area. To operate effectively these are adopted and implemented as an integrated package.

Centralised Parking

Where possible, the public car parking required as part of new developments is to be located within centralised public parking facilities in or near the locations shown in Figure 5. These facilities may be achieved through private investment, through public provision and/or private/public partnerships for development.

Figure 5 (*illustrated locations are indicative only*) shows a network of large easily locatable and evenly distributed public parking facilities, proposed to be established over time as development occurs utilising cash in lieu of providing parking provision.

These facilities are intended to be supplied in the form of multi-storey car parks, incorporating bicycle parking, public toilets and active ground level uses and preferably being sleeved by office or residential uses at above street levels, along street frontages.

This will ensure the car parking facilities are provided in the appropriate locations in a form that does not detract from the preferred amenity of the area.

These car parking facilities are intended to be directed to medium and long-stay parking users, in order to prioritise on street and at-grade parking for short stay parking users

Parking Provision Rates

The Parking Provision Rates set out below are applied via Schedule 1 to the Parking Overlay at Clause 45.09 and Column B of Clause 52.06. The default rate is Column B of Clause 52.06 except for the following. These rates have been designed to allow flexibility where change of use is proposed in the FMAC area. To clarify, where a change of use occurs and no increase in commercial floor space is proposed, no additional car parking provision will be required.

There is an additional requirement to provide 1 bicycle and 1 motorcycle space per 10 car spaces. This acknowledges the reduction in the parking requirements allowed here and is a deliberate incentive to encourage these forms of travel within the FMAC.

Table 1- Parking Provision Rates

Use	Rate	Measure
Food and Drink Premises	3	Car spaces to each 100 sq. m of leasable floor area
Office other than listed in Table 1 of Clause 52.06	3	Car spaces to each 100 sq. m of net floor area
Residential Building	0.3	Per bed provided on site.
Shop	3	Car spaces to each 100 sq. m of leasable floor area

Note: The rates for multi-unit dwellings remain consistent with the requirements of Clause 52.06-5

Financial Contributions Requirement

The policy for considering a financial contribution is as per Schedule 1 to the Parking Overlay at Clause 45.09 and repeated below.

> Within the precinct defined in this schedule, the responsible authority may, at its absolute discretion, consider accepting a financial contribution in-lieu of one or more car parking spaces required under this Clause 45.09 and/or Clause 52.06, provided the following criteria are met, to the satisfaction of the responsible authority:
>
> i. The applicant demonstrates that the car parking requirement cannot be practically provided on site or nearby;

ii. The small number of car parking spaces to be provided will not achieve on-site the objective of consolidating car parking into large, well located, easily accessible and locatable facilities; and

iii. The applicant agrees, under Section 173 of the Planning & Environment Act 1987, to the financial contribution being applied to the provision of public shared parking, at any site in or adjacent to the Frankston Metropolitan Activity Centre Area, as determined by the responsible authority.

A financial contribution is required in lieu of each car parking space that is provided.

The financial contribution rate is $19,500 (plus GST) for each car space. The amount of contribution for each space specified above requirements of Clause 52.06-5will be adjusted by the responsible authority on 1 July each year, commencing from 1 July 2017, by applying the Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook. If that index is unavailable, an equivalent index will be applied by the responsible authority.

The financial contributions specified above must be made before the use or development commences unless a permit condition allows payments by instalments under the Section 173 agreement provisions of the *Planning and Environment Act 1987*. This agreement may provide for the payment of the contribution in instalments plus an interest component equivalent to the interest payable on unpaid rates and charges under the Local Government Act 1989 and it must provide that all instalments and accrued interest are paid within 5 years of the first instalment.

Until Council is paid the contribution the permit must contain a condition to the following effect:

Prior to the commencement of the use or development allowed under this permit a payment of $19,500 excl GST (2016 figure, indexed annually by applying the Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook) must be paid to the responsible authority in respect of each car parking space required under the Scheme, but which is not provided on the land.

Or alternatively:

Prior to the commencement of the use or development allowed under this permit, the owner of the land must enter into an agreement under section 173 of the Planning and Environment Act 1987 with the responsible authority in which the owner agrees to a payment of $19,500 excl GST (2016 figure, indexed annually by applying the Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook) in respect of each car parking space required under the Scheme, but which is not provided on the land

The agreement may provide for the payment of the contribution in instalments, plus an interest component equivalent to the interest payable on unpaid rates and charges under the Local Government Act 1989 and it must provide that all instalments and accrued interest are paid within 5 years of the first instalment.

All funds collected by the responsible authority must be utilised on public parking projects within the Frankston Metropolitan Activity Centre or adjacent to the Frankston Metropolitan Activity City Centre in accordance with the Frankston Metropolitan Parking Precinct Plan, including (where appropriate) multi storey facilities.

The financial contribution cash-in-lieu rate per car space charged by Frankston City is less than the full cost of providing multi-storey car parking. This has been set as an incentive to facilitate development. It recognises the inherent benefits to multiple users of consolidating car parking into large publically accessible facilities. It also recognises the actions of this parking precinct plan to promote active transport and public transport enhancements in addition to the provision of increased supply of car parking spaces.

Frankston City may consider accepting a financial contribution at its full discretion and is not obligated to do so.

Parking Management

Parking time limits and restrictions are enforced to maintain car parking efficiency. Penalties are applied where allotted car parking periods are exceeded to maintain car park space turn over and the effectiveness of short term car parking provision.

Parking fees for long term car parking are set to encourage long term use in specified locations whether at grade or multi-level.

On-street time and use (resident) restrictions are to be regularly monitored and reviewed to ensure the effectiveness of these controls in terms of increasing utilisation of parking spaces.

Council will consider and review the introduction of paid on-street parking as demand for car parking within the FMAC area increases.

An on-street parking policy will be prepared and presented to Council to formalise changes to on-street parking including the potential introduction of residential or business on-street parking permits for selected areas with the FMAC.

Parking Information

A car parking signage plan for both private and public parking will be undertaken to determine the appropriate location and form of parking signage within the FMAC area. This integrated signage is intended to direct people to major parking areas and to increase utilisation of off- street parks. This signage plan will investigate the provision of Intelligent Transport Systems and dynamic parking signage.

New car parking signage is to be installed in the FMAC area in conjunction with new developments by private businesses.

Car parking information will be developed and made available to customers and visitors at key locations in the Frankston City Centre to inform them of parking options and availability. This will include working with external providers such as Public Transport Victoria (PTV), Chisholm Institute and Frankston Hospital along with Council's services to disseminate the information as widely as possible. Information methods will include websites, wayfinding signage, and promotional brochures and flyers.

Infrastructure Improvements

Existing parking areas will be evaluated and improvements undertaken to address any deficiencies such as lighting and directional signage which may be discouraging utilisation.

Cycling and pedestrian improvements are to be undertaken to improve lighting, safety perceptions and enhance the activation of streets along with improving access to parking facilities.

Additional and improved on-street car parking will be provided within existing areas (where possible) through amended road layouts including indented parking bays and new road markings to increase parking supply.

Public Transport Improvements

Council will advocate for public transport providers including PTV, VicTrack and State Government to:

- improve the frequency and routes of buses
- Increase parking availability at Frankston Station
- Provide 'Park and Ride' facilities
- Continue and improve the frequency of 24 hour bus and train services

Other Actions

The Parking Precinct Plan will be reviewed on a biennial basis. These reviews will consider its effectiveness by considering parking supply and demand changes, as well as updating building and planning permit data. The reviews will also assess the level of car parking waivers issued and the progress with contributions and expenditure of cash in lieu funds.

Council will provide the base data used for the 2016 parking supply and demand data as open source material to development applicants to ensure that they have access to standardised, accurate and up-to-date data. This will ensure that Traffic Impact Assessments utilise accurate and current data and may potentially result in savings by reducing unnecessary duplication of car parking studies.

Implementation Strategy

The centralised public car parking facilities are to be developed over time, subject to demand and funding. The development of these facilities is intended to occur in conjunction with new private development to maximise mixed use opportunities within the FMAC. Private and public sites will be considered for car parking developments subject to availability, suitability and economic return.

The *'Parking Provision Rates'* and *'Financial Contributions Requirement'* amounts will take effect upon (and subject to) the incorporation of *Schedule 1 to the Parking Overlay at Clause 45.09* and the *Frankston Metropolitan Activity Centre Parking Precinct Plan* as a reference document into the Frankston Planning Scheme. (*A Planning Scheme Amendment process will determine whether the Overlay and Plan are incorporated into the Frankston Planning Scheme in their current form or whether they are amended*).

The actions and policies identified under *'Parking Management'*, *'Parking Information'*, *'Infrastructure Improvements'*, *'Public Transport Improvements'*, and *'Other Actions'* will be progressively implemented at appropriate times, subject to funding and resources,

following approval of this Frankston City Metropolitan Activity Centre Parking Precinct Plan by Frankston City Council. These policies and actions are not dependent upon the Planning Scheme Amendment Process for implementation.

Part B – Background Report

Introduction

This document has been prepared to support and implement the actions of the adopted *Frankston Metropolitan Activity Centre Structure Plan* (FMAC) and *Frankston City Centre Activity Centre Zone* which set out the 20 year vision and the planning framework for the further development of the Frankston Metropolitan Activity Centre.

The parking objective of the FMAC Structure Plan which is to *'reduce vehicle congestion, decrease demand for car parking and activate the streets for pedestrians'* will be achieved by implementing the actions and policies in this plan.

This report has utilised the extensive background reports, studies and reviews prepared for Council and has also benefited from the best practice work undertaken by other Councils.

Purpose

The major objectives of this Plan are to reduce vehicle congestion, actively manage the demand for car parking spaces and to enhance the use of the city centre's streets as places for pedestrians by:

- Improving streetscapes and street design to allow for equitable and safe access for pedestrians, cyclists and vehicles.
- Consolidating car parking into large, well located, easily accessible facilities.
- Improving pedestrian and off road cycling linkages throughout the FMAC
- Providing for the collection of financial contributions towards the construction of shared car parking facilities.

Parking Precinct Area

This strategy applies to the area within the Frankston Metropolitan Activity Centre Structure Plan Boundary. This area is shown in Figure 6. The Central Activities Area (CAA) is the land contained within the Ring Road and Nepean Boulevard being Fletchers Road, Davey Street and Nepean Highway. (This term has been in common use over the past decade and preceded the identification of the enlarged area as the FMAC).

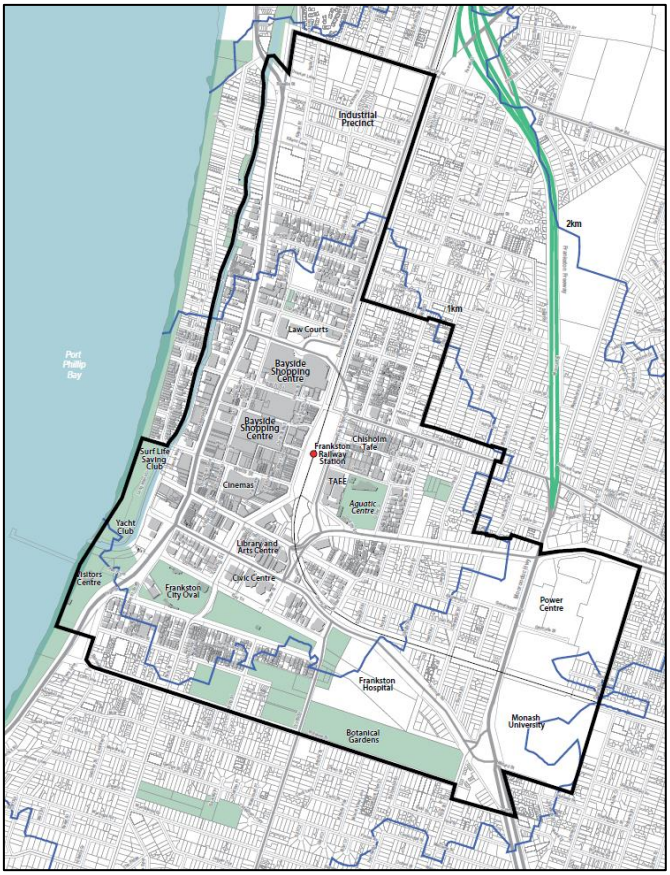

Figure 6 - Parking Precinct Plan base map

Supporting Strategic Documents

Council has undertaken extensive strategic work that supports and aligns with the recommended actions of this Parking Precinct Plan (see reference documents). In particular:

- Frankston City Car Parking Study – Part A – Frankston Metropolitan Activity Centre and Surrounds – (SALT)- May 2016
- Frankston Metropolitan Activity Centre Structure Plan (FMAC) – adopted May 2015
- Draft Parking Overlay Report (Ratio) - May 2014

This report draws on and is informed by these and other studies commissioned by Council and further related studies.

FMAC Area Overview

As a Metropolitan Activity Centre, the Structure Plan's objective is to encourage and facilitate higher density commercial and residential development in and around the City Centre by 2031. This will provide opportunities for residential living and employment in close proximity to services, public transport and entertainment. A key aim of the FMAC Structure Plan is to improve the retail and hospitality amenity to foster increased hours and offerings with the long term goal being a '24 hour precinct'. This precinct will require publicly accessible parking facilities outside the normal 8am to 5pm business hours.

The *Charter Keck Cramer – Market Feasibility Study (2011)* estimated that by 2031 there will be an additional demand for 13,170m^2 of retail floor space and 6,800m^2 of commercial space in the CAA. This translates to approximately 1,000m^2 of additional commercial floorspace per annum over the forecast period. Council has identified this rate as its conservative low growth scenario. The medium growth scenario is for 3,000m^2 of new commercial floor space per annum. The high growth scenario is for 6,000m^2 of new commercial floorspace per annum. Infrastructure investment and local and regional market conditions will impact on the likely growth scenarios for the FMAC. Annual monitoring and review of new development activity will continue to inform the actions of this Car Parking Precinct Plan.

In 2011 there were approximately 2,000 dwellings in the FMAC area. Council has identified opportunities for the number of new dwellings in the FMAC to increase by 2,250 by 3031. Growth has been estimated as follows:

- a low growth scenario of an additional 700 dwellings (or 35 new dwellings per year)
- a mid-range scenario of 1,600 additional dwellings (or 80 new dwellings per year)
- A high growth scenario of 2,250 additional dwellings (or 113 new dwellings per year).

At the high growth rate, at current dwelling occupancies, this would represent a residential population increase of 3,600 persons by 2031 for the FMAC area.

Annual monitoring and review of new development activity will continue to inform the actions of this Car Parking Precinct Plan.

The FMAC plan identifies 13 precincts as shown in Figure 7. For the purpose of this Parking Precinct Plan they will be treated holistically: *Clause 45.09 Parking Overlay Schedule 1* of the Frankston Planning Scheme applies over the whole structure plan area with actions responding to diverse locations experiencing the greatest demand. (Note that the recently exhibited amendment C123 introduces the Activity Centre Zone to those precincts located within the central parts of the FMAC.)

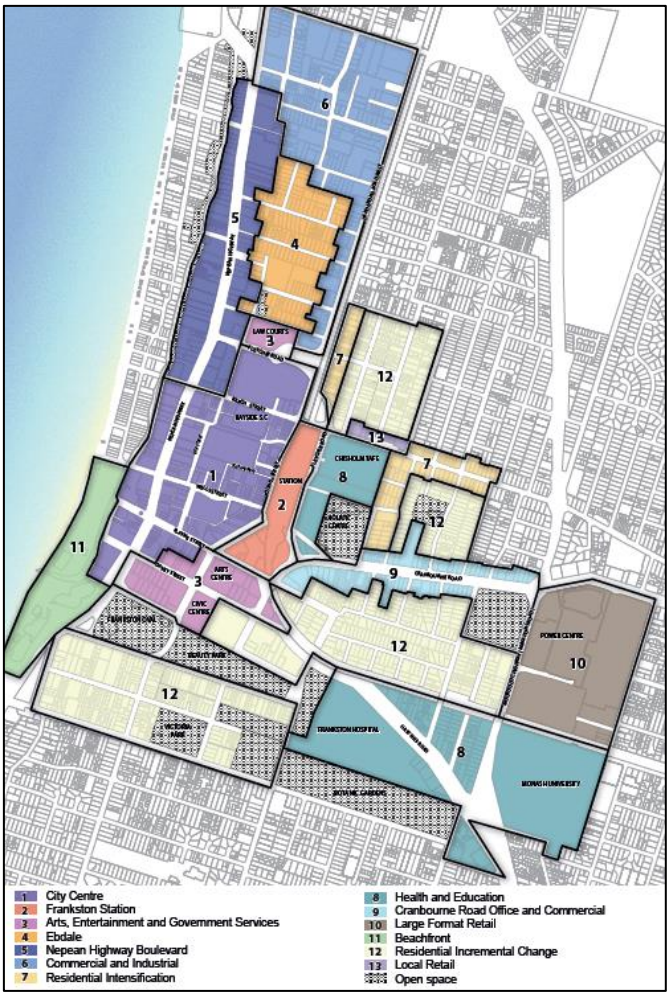

Figure 7 - Structure Plan Precincts

Car Parking Demand Issues

Considerations for the planning and management of car parking within the FMAC

Addressing the demand for car parking facilities in activity centres requires a balanced consideration of efficiency and equity matters. There is strong competition between different land uses and activities for both land and floorspace within diverse mixed use centres. Settling on the most appropriate level of supply of car parking spaces is more complex than in less dense, single land-use locations. Typically the provision and management of car parking facilities is designed to promote the overall social, economic and environmental objectives for the activity centre in an integrated way. This includes incentives to promote desirable traffic and transport behaviours within the activity centre.

Planning Scheme Requirements and implications for the FMAC

Developments are required to provide the amount of car parking specified by the Frankston Planning Scheme for residents, employees and visitors in response to the demand created by the development. Allowance is made for car parking credits that may legally apply to the site. Car parking for non-residential developments is usually shared, with spaces not necessarily allocated to particular types of users. Due to the concentration of uses within the FMAC not all car parking demand is accommodated on site. This may result in a residual demand for car parking for customers on the street nearby and for staff in suitable long term car parking locations elsewhere in the FMAC area.

Demographics

Residential land uses within activity centres produce quite specific car parking demands. There were 3,103 residents living within the FMAC area at the 2011 census. This population has been relatively consistent since the early 1990s.

Frankston City overall has a more pronounced aged population cohort with 11% of the population 14 years or younger and 19% aged 65 and over, compared to 19% and 13% respectively for metropolitan Melbourne respectively. This aging trend will create further demand for additional housing and infrastructure support. It also will result in demand for living alternatives with reduced demand for car use: this is the type of development for which the FMAC area is ideally suited due to the close proximity of health, retail and recreational destinations.

Currently the FMAC area contains a mix of existing detached housing, emerging townhouse and apartment developments with some limited aged care, student and affordable (boarding) residential dwellings. As the FMAC area further matures the opportunities inherent in its central city attractions are now being realised with significant development potential approved in high density apartments (inner precincts of the FMAC) and multi-unit dwellings (Ebdale and the Nepean Highway locations).

In 2011 there were approximately 2,000 dwellings in the FMAC area. Opportunities have been identified for the development of a further 2,250 dwellings within the FMAC area by 2031. The Ebdale precinct in particular is experiencing significant infill development. A number of developments in the Ebdale Precinct have recently been approved containing upwards of 20 dwellings on 1000m^2 lots: this results in average land densities of 50m^2/dwelling.

Car Ownership

Levels of car ownership in activity centre locations are usually lower than the municipal and metropolitan averages.

An analysis of car ownership patterns was undertaken by Ratio Consultants based on the 2011 Census responses to the question "*How many registered motor vehicles owned or used by residents of this dwelling were garaged or parked at or near this dwelling on the night of Tuesday, 9 August 2011*?". This Frankston residents' data has been compared to the car ownership of residents of Greater Melbourne.[1]

To provide a comparison of the Frankston Area, the FMAC area and Greater Melbourne the number of cars by the percentage of dwellings were multiplied to provide a weighted average.

1 Note: this data will be revisited in the 2016 Census.

Table 2 - Car Ownership Data for Frankston CAA area

Number of Motor Vehicles per Dwelling	% of Dwellings FMAC (2011)	Weighted number of motor vehicles	% of Dwellings Frankston City Council (2011)	Weighted number of motor vehicles	% of Dwellings Greater Melbourne (2011)	Weighted number of motor vehicles
No Motor Vehicles	15.7	0	6.8	0	9.0	0
1 motor vehicle	43.6	43.6	34.5	34.5	33.9	33.9
2 motor vehicles	23.1	46.2	36.5	73	35.5	71.0
3 or more motor vehicles	6.6	19.8	15.6	31.2	15.4	46.2
Total		**109.6**		**138.7**		**151.1**

The above data shows that Frankston CAA residents have only 73% as many cars as the Greater Melbourne average. This is possibly a reflection of the relative age of residents choosing a central city area location and the proximity provided to services and a facilities including public transport. The 2011 Census data identified that the wider Frankston City area has a car ownership rate of 1.39, which is still less than that of the Greater Melbourne area at 1.51.

Travel Patterns

The FMAC area is relatively well serviced by public transport. As the location for the Frankston Station, it is also an important commuter destination.

The Victorian Integrated Survey of Travel and Activity (VISTA) 2007 and 2012 survey data consistently shows:

- Most trips in Frankston both start and end within the municipality
- In order of listing the neighbouring municipalities of Mornington Peninsula, Casey, Greater Dandenong and Kingston generate significant trips to and from the Frankston City Council area.
- Frankston residents' public transport work journeys are significantly longer in terms of length and time than the average, probably due to the number and length of train journeys from Frankston to the Melbourne CBD
- A higher proportion of workers commute by car with lower proportions commuting by public transport and by foot relative to the outer Melbourne average

Car Running Costs and Infrastructure Requirements

Car Spaces

Provision of car parking spaces in central city areas is relatively expensive. It is generally considered that a car space within a building requires approximately $30m^2$ within a $75m^3$ 'room' including circulation areas such as access ramps and corridors to enable vehicles and users to access the car park. On street car spaces occupy a foot print of $15m^2$. Multi-level car park spaces cost between $25,000 -$47,000/space including land costs (taken from the Young Street site and Sherlock and Hay site investigations undertaken by Council). The provision of on street car spaces is considered to cost around $10,000/space (excluding land costs). Industry construction indices include the following cost structures:

Table 3 - General Car Parking Construction costs

	Low ($ per car space)	High ($ per car space)
Open deck multi-storey	$18,700	$31,500
Basement	$35,000	$75,000
Undercroft	$20,250	$24,750

Table 4 - Rawlinsons (2015) construction cost estimate

	Low ($ per car space)	High ($ per car space)
Surface, sealed open lot (Not including land cost)	$2,950	$3,205
On-street (equivalent to street construction costs)	$10,500	$11,700

Note: does not include land costs

Costs of running a car

A consideration for FMAC residents, visitors and workers is the relative cost of maintaining a private vehicle compared to active transport and public transport alternatives. The RACV in 2016 estimated the average cost of running a new car over 5 years and driving 15,000km/year or 41km/day. The rate varied from $40.6c/km for a micro car to $113.0c/km for a SUV. These rates equate to $16.60/day to $46.33/day exclusive of parking charges.

Parking Charges in Frankston City Council

On street car parking is free within the FMAC area however it is time restricted. Generally off street car parking is charged within the FMAC area.

Car parking charges vary in Frankston from $3.50/hr to $5.50/day at Council owned sites. The rates vary from to $1/hr and $11/day at private car park providers. There are long term leases available at approximately $400/quarter or $1,600/yr.

Frankston Health provides car parking with rates starting at $7 for the first hour to a maximum daily rate of $15.00.

For comparison, in the City of Melbourne on-street car parking is charged at $5.50/hr.

Melbourne off-street car parking rates vary from $8-$19/hr with all day parking varying from $55-$79 and early bird (before 9am) from $15-17/hr.

Public Transport

Overview

Public and non-motorised transport use is a key objective of the FMAC Structure Plan as it supports multiple desirable goals including a reduction in car travel (and its associated infrastructure needs) along with assisting in stimulating street activation. Improving public transport options and uptake creates a corresponding reduction in demand for car parking facilities. Relevant studies and traffic impact assessments consider that good accessibility to public transport and to diverse services warrants a reduction in car parking provision. The FMAC Structure Plan Vision sets out the following aspiration: *"Frankston is a great place to live, with a range of housing choices that are close to everything. Residents benefit from opportunities for walking, cycling or using public transport to access their daily needs."* It is important to note that the community members have raised concerns over perceptions of safety within the FMAC area. The attractiveness, vitality and amenity of the streetscape can contribute to a safer urban environment. Further work is required to build on the Wells and Young Street public realm redevelopments to improve street activation and safety.

This section details, where available, the costs of various transport forms and their location.

Public Transport Costs

Public Transport users pay with Myki for both buses and trains. The cost of all-day 'Myki money' for Zones 1 and 2 is detailed below. There is an option available of prepaying for a set period of travel using a Myki Pass which provides a discount of approximately 40% with an annual cost of $1,521 and equivalent daily cost of $4.68.

Table 5 - Myki costs (PTV website 2016)

Myki money 2 hour fare table (April 2016)			
2 hour	**Zone 1**	**Zone 2**	**Zone 1 +2**
Full Fare	$3.90	$2.70	$3.90
Concession	$1.95	$1.35	$1.95
Myki money Daily fare table			
Weekly rate 7 day Pass	**Zone 1**	**Zone 2**	**Zone 1 +2**
Full Fare	$7.80	$5.40	$7.80
Concession	$3.90	$2.7	$3.90
Weekly 7 day Myki pass fare table			
Weekly rate 7 day Pass	**Zone 1**	**Zone 2**	**Zone 1 +2**
Full Fare	-	$27.00	$39.00
Concession	-	$13.50	$19.50
Daily rate for 28-365 day Myki pass			
Weekly rate 7 day Pass	**Zone 1**	**Zone 2**	**Zone 1 +2**
Full Fare	-	$3.24	$4.68
Concession	-	$1.62	$2.34

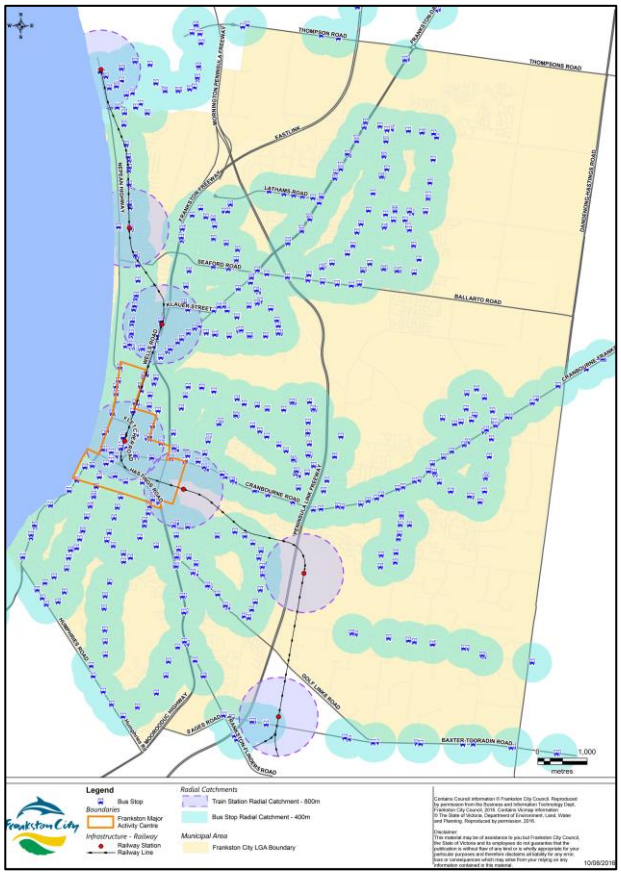

Figure 8 - Public Transport in Frankston and FMAC Area

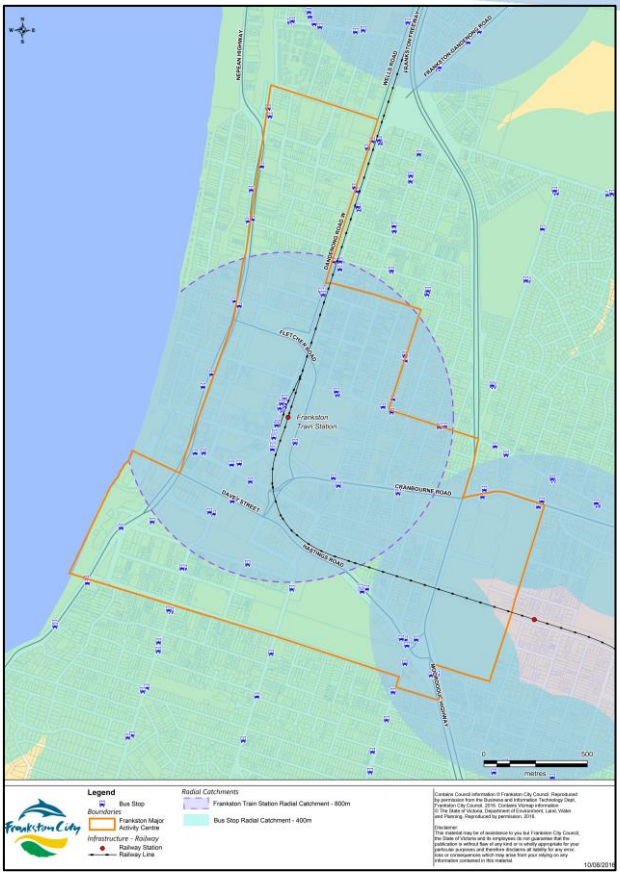

Figure 9 - FMAC Area Public Transport Provision

Public Transport Infrastructure and Services

The Planning Scheme under Clause 56.03 describes the following distances as walkable:

- 400m from bus stops,
- 600m from tram stops and
- 800m from railway stations.

Figures 8 and 9 show that most of the FMAC area can be characterised as being within these thresholds. Figure 10 shows where new and improved pedestrian links and access improvements are required. This infrastructure includes footpaths and separated or marked bike lanes to provide a safe and efficient means for FMAC residents to access schools and community facilities along with commuting to work.

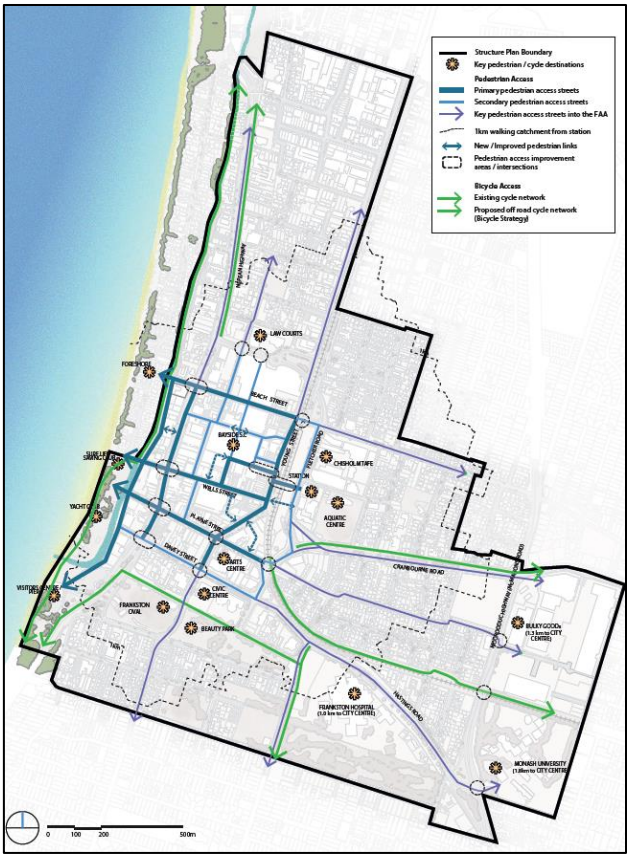

Figure 10 - Public Transport Initiatives and Multi Deck Parking Provision

Rail Services

The Frankston Transit interchange located at the Frankston Rail Station is the main hub for public transport services with a train station, taxi rank, train commuter parking, and bus interchanges serving the majority of bus routes in Frankston. It is centrally located to the major retail areas, Chisholm Institute, Monash University and health providers.

Weekday trains to Melbourne from Frankston Station run from 4:15am - 2:45am with services varying from intervals of 20 minutes to every hour outside the peak period of 5:45am to 7:45pm with services approximately every 10 minutes during this period.

Periodic weekend services run 24 hrs at 20-30 minute intervals from 5:40am to 1:45am and generally every 30 - 60 minutes outside this time.

PTV entry surveys from the Financial Year 2013 /14 (latest available) suggest that over an average weekday approximately 5,280 station customers enter the station with just under half of these occurring before 9.30am, two thirds of which occur before 7am. Of the weekday station entries, 41% occur by car which includes both car passengers and drivers (Aurecon, 2016)

It is estimated (Hale, 2015) that Frankston station will have 17,000 passenger movements per day (PAX) when the redeveloped station is opened in 2017, growing to 25,000 PAX at around 2028, and some 35,000 PAX by the year 2037 with approximate growth of 4% pa from 2015 predicted.

Bus Services

Most residential areas of Frankston are within 400m of a bus service with coverage gaps in Langwarrin, Carrum Downs, Frankston North, Sandhurst and industrial areas.

Community consultation undertaken as part of the 2013 Integrated Transport Strategy identified that bus services are considered to be infrequent and require an increase in services along with more accessible and frequent public transport stops.

Pedestrians and Cyclists

The FMAC Structure Plan has identified the provision of good pedestrian and cycle access between attractors such as jobs, shops, services, transport and housing is a key factor in creating a successful vibrant city. Seven of the Structure Plan's top twelve priorities relate to improved streetscape amenity and connections. Improved pedestrian and cyclist strategies will activate and enhance Frankston's street life, strengthen street based retail, and improve safety and surveillance (SGS Economics and Planning, 2008). By increasing the amenity and activation of the streetscape it is expected that a behavioural change will follow, resulting in increased numbers of pedestrians and cyclists commuting to the FMAC area with a corresponding reduction in car parking demand. This is particularly so for those people who combine residence, recreation and work within this area. This will be important for encouraging reduced demand for car parking.

As a comparison, the Pedestrian Access Strategy *(DOT 2010)* identifies that the City of Melbourne and Yarra City had 70% of short trips (2km or less) walked. In other areas like Maribyrnong and Port Phillip this approximated 50% of short trips and in outer metropolitan areas it varied from 26% (Hume and Whittlesea) to 16% in Cardinia. That study also reported that in 1976, 8% of all journeys to work were by walking and that this had declined to 4% in 2006.

In Frankston approximately 11% of all trips are walked and the *Integrated Transport Strategy* sets a goal of 14% by 2025. There are significant opportunities to achieve this in the FMAC area through improvements to the pedestrian and cycling infrastructure in the area and in particular those improvements associated with Young Street and the Frankston Station redevelopment. This expected modal shift in transport choices will assist in freeing up the existing car parking resource for more geographically distant commuters with constrained travel choices.

There is currently reasonable provision of pedestrian facilities within the FMAC area. There are limited cyclist only or shared path facilities with frequent disconnections within the FMAC and wider Frankston area.

Car Share Services

There are a number of Councils in Victoria including Port Phillip and Melbourne City that actively encourage and support 'car sharing services' such as GoGet, Flexicar and GreenShareCar along with neighbour to neighbour car sharing platforms such as Car Next Door. These Councils do so on the basis that for each 'car share' vehicle there will be 7 to 10 fewer privately owned vehicles *(Phillip Boyle and Associates 2016)*. These share cars are available to be hired by the

hour or the day and have dedicated on-street car spaces set aside for them. The rental cost covers all expenses, including petrol, insurance, registration and maintenance.

Car Share Costs

Costs for memberships vary depending on usage and/or company and range from $49/yr to $30/month depending on usage. Hire rates range from $6.35-$13.50/hr and can include $/km charges i.e. $0.40/km (GoGet include petrol and insurance) or $55-85/day with 150km free travel included.

There are currently no car share services in the Frankston FMAC.

Recent work by Phillip Boyle and Associates for Port Phillip Council [2] identifies that:

- People who drive less than 5,000km per year will likely find car sharing will save them money.
- The service needs to be 'immediate and with convenient access'
- The benefits of car sharing are that every car share takes 7-10 cars off the road and that members reduce their car use by 50%.
- It reduces parking demand and the number of cars on our streets.
- The schemes work best in areas with high frequency public transport, residential densities over 30 dwellings per hectare and many households with low car ownership.

These car share services are suitable for use by businesses and in the established areas can provide a range of vehicles from small cars to vans.

Park and Ride

Park and ride amenities are car parks with connections to public transport that allow commuters to leave their vehicles and transfer to public transport services such as buses, trams (in Melbourne) or trains. The commuter car park provided on Victrack land adjacent to the Frankston Station operates as a park and ride facility.

Kiss and Ride (5min drop off zones)

These facilities are designed for convenience and provide a short term 2 to 3 min space directly adjacent to public transport or destinations to drop the user off. This allows for rapid turnover of vehicles.

There are three Kiss and Ride zones located within the FMAC area:

- corner Wells Street near Park Lane,
- Keys Street just off Wells Street and
- on Nepean Highway outside Quest.

A number of schools also have these zones to facilitate school drop off and pickups.

Private Shuttle Bus Services

Monash University runs a free shuttle bus for its Frankston Campus students and staff into the Frankston Station approximately every 30min from 7:45am to 5:30pm. This is intended to address a perceived shortfall in bus services and to reduce travel costs for their staff and students. Frankston Hospital is also considering a shuttle service during the Hospital car parking upgrade in 2016/17.

On Street Parking Permit

Currently Council has no formal 'On- Street Parking Permit' process or policy for the FMAC. Residents currently are required to write a letter to apply and obtain a resident parking permit within their street of residence. This street name is detailed on the permit affixed to the vehicle. Where restricted on-street parking is put in place existing dwellings may receive three permits upon request. It is common to have free restricted parking of 1 to 3hrs in those areas where resident parking restrictions exist.

On-street resident parking permit restrictions apply around the PARC facility and in Williams Street and are being investigated for Ebdale Precinct streets and the area bounded by Cranbourne Road, Hastings Road and Moorooduc Highway due to a high level of residential complaints.
In terms of employee parking, PARC staff have been issued 300 of these permits and Frankston Hospital is seeking a number for staff to address parking reductions arising from the new hospital car park construction.

Frankston Foreshore Parking Permit

Frankston ratepayers receive two foreshore permits per year and tenants receive one upon request. This allows the residents to park at nominated foreshore locations for free, subject to time restrictions.

[2] Research for the City of Port Phillip's Car Share Policy Review – Feb 2016, Phillip Boyle and Associates

Enforcement

Enforcement is a key component of car parking management to maintain the integrity, and safety of parking provisions. This ensures compliance and therefore effectiveness of restrictions which promote turnover and appropriate usage.

Enforcement data for two areas of the FMAC area has been analyzed. This shows that overall the number of infringements issued per year is increasing by between 4% and 8%. With the construction of PARC and its high usage numbers, the incidence of offences in that area has increased from 389 in 2014 to 575 in 2015.[3] The O'Brien 2015 parking study further analyzed parking turnover in this area and determined that it was generally compliant.

The number of fines issued and their location provides an indication of higher incidence non-compliance locations and can inform enforcement activities: this includes when, where and how often enforcement is required to be undertaken to ensure compliance with restrictions. This data is used to review on-street parking restrictions in terms of effective length of time of restrictions and numbers i.e. provision of more 5 minute parking spaces adjacent to public transport. It can also indicate the need to provide additional off-street car parking to meet the community's emerging requirements.

To be effective parking enforcement must be consistent with relevant processes and signage. Officers are aware of a number of areas where signage is not compliant and any infringements challenged in these areas would fail. Accordingly a necessary action is to undertake an on-site audit of existing signage to determine condition and compliance with relevant standards and where identified bring this up to standard. An estimated cost of an on-street parking signage audit for the CBD area is $12,500.

Information on car parking availability

A key limitation on the effectiveness and efficiency of car park use is inadequate information to inform users of the location, numbers, costs and availability of parking and alternative transport options. This information can be provided on-line, at information centres, businesses or public facilities. The current provision of information for the FMAC area is considered to be inadequate with its availability fragmented and out of date. It is a recommendation that the location, numbers and costs of car park spaces along with cycling and pedestrian facilities be incorporated into a comprehensive and professionally developed information package which should also identify locations and means of information dissemination.

Wayfinding Signage

An important component of information provision is Wayfinding Signage. Wayfinding information is important for drivers to identify, locate and access suitable parking facilities promptly and safely. Drivers looking for information are distracted and a risk to other road users.

In Frankston there are a range of car parking providers including Council and private operators. The signage provided for these facilities is often solely for an individual carpark, inconsistent in design styles, number and location. This can result in fragmented and inconsistent messages to intending car park users. Generally the access to parking facilities, particularly the smaller ones, is off the main streets with significant legibility issues to short term users.

The ideal wayfinding signage is *Integrated Traffic Signage* and/or *Dynamic Signage*. Integrated Traffic Signage incorporates **ALL** parking facilities, both public and private, within its signs and should be placed at the most visible and safe locations irrespective of land ownership. It is of a consistent format and therefore has strong legibility and is easily understood by car park users. Dynamic signage provides real time information on current availability of vacant car spaces.

All recent parking studies have identified that reviewing and updating Wayfinding Signage is a significant opportunity at a low cost to improve the efficiency of the existing car parking resource.

Provision of Integrated Traffic Signage and consideration of Dynamic Signage is an area where Council is best placed to lead the necessary coordination and to obtain agreements on signage style, cost sharing and locations.

[3] It is noted as well that Council provided approximately 300 on street 'resident parking permits' for PARC staff during 2014/2015 and the 2015/2016 years.

Paid On-Street Car Parking

The High-Williams Street study by TraffixGroup investigated the feasibility of paid parking on residential streets near the Frankston Hospital. It concluded in the absence of wider scale parking restrictions there would be a relocation of parking to streets where parking remains 'free' as users are price sensitive. This study identifies that commercial premises staff and commuters are willing to walk up to 800m to 1km for free car parking, and commercial and residential visitors up to 500m to avoid paying for parking. It recommended that there is merit in paid on-street parking where supply is constrained however it would need to apply to a sufficiently wide area so that users would be inclined to pay rather than seek free car parking spaces further away from the FMAC commercial centre.

The TraffixGroup study estimated costs for purchase and installation of machines, and associated signage at approximately $138 per machine along with maintenance costs of $36/per machine/per annum for the scenario. On the basis of the usage in the area and a fee scale of $1/hr. or $5.50/day along with minimal usage there would be a likely loss in the operation of paid on-street parking in this particular area.

Currently all off-street parking within the CBD area is paid with cash and card ticket machines used. Paid on-street parking within the CBD area along with on-street parking restrictions in nearby residential areas has the potential to be effective in managing demand by directing users to off-street car parks (improving their utilization) and minimizing vehicle circulation. There is the potential for any revenue surplus (after operating costs) to be directed towards the provision of high cost multi-level car parks. There are a number of issues that will need to be resolved before the introduction of paid on-street parking is viable, these are:

- Public acceptance – paid on-street parking has the potential to be contentious to members of the community without a strong and public business case. Any implementation must be transparent, measured and incremental to manage community concern.
- Cost effectiveness – a detailed study similar to that undertaken by TraffixGroup will be required for the CBD areas
- Consideration of car parking rates – the amounts charged will need to be set at a rate to be viable for operating costs to be met.

Cost of Parking

The price signals associated with free or cost parking are important behavioural levers. Users clearly prefer free car parking, then low cost car parking, then high cost parking in that order. It has been estimated by the O'Brien 2015 study that users will walk 800 metres - 1,000 metres for free parking. Using price signals to effect the type (short vs long term), utilisation, location and ultimately supply of car parking within the FMAC is important to manage parking supply and demand. Based on the current full day parking rates of $5.50/day it is unlikely to be economic to supply multi-deck car parks in the short term when these cost at least $20,000 per car space to construct. Council may determine that the provision of multi-deck parking is required and that it can use rate or grant funding, funds from other car parks or cash in lieu funds to make these new multi-deck car parking facilities affordable. Consideration of paid on-street car parking may be required in this context.

A consistent pricing structure across providers will assist in the location and utilisation of parking. However Council cannot require private providers to change their rates.

Review of Parking Rates

Council has undertaken a review of the parking rates set out in Clause 52.06 of the Frankston Planning Scheme. Reference has been made to relevant Planning Panels Victoria reports, VCAT decisions and Traffic Impact Assessments for the Frankston area. On the basis of this supporting information Council supports the Column 'B' rates in Table 1 to Clause 52.06 with some changes as specified below. The Column 'B' rates are accepted as reasonable to apply for Activity Centre locations due to the ready availability of public transport and a wide range of accommodation and commercial offerings in close proximity to each other.

The variance in rates for the land uses described below is to allow for flexibility of 'land Use' activities within individual developments. This helps improve responsiveness to economic conditions and reduces the requirement for Planning Permits when the sole

trigger is the change of use rather than any new buildings and works.

Table 6 - Car parking rates for selected land uses

Use	Rate	Measure
Food and Drink Premises	3	Car spaces to each 100m^2 of leasable floor area
Residential Building	0.3	Per bed
Shop	3	Car spaces to each 100 m2 of leasable floor area

Where developments propose to provide parking in excess of the specified rates there is no limitation set through the new Parking Overlay.

The above amendments and the new Parking Overlay provisions in tandem allow for flexibility by developments to respond to change in market conditions with a degree of oversight by Council to ensure that what is provided is adequate.

Cash in Lieu

The introduction of a cash-in-lieu requirement as part of a Planning Scheme Amendment is being undertaken in conjunction with the review of parking rates. Council's strategic work for the *FMAC Structure Plan* and the *Frankston Station Precinct Redevelopment – Master Plan* identified a range of actions are required to support the enhancement and further activation of the area.

A 'cash-in-lieu' payment scheme for the provision of car parking provides flexibility to developments on where car parking is located, either on-site or fully or partially off-site. The provision of off-site parking can be supplied privately or by a 'cash-in-lieu' payment to council.

The rate of $19,500/space has been determined upon balance to reflect a number of factors being Frankston's market sensitivity, the efficiency benefits of amalgamating car parking, the ability for Council to undertake a wide range of initiatives not just multi-deck buildings. The Frankston market sensitivity report by Carter Keck Cramer (2011) discussed the sensitivity of the market to additional costs. The $19,500 sum is a conservative figure aimed at not being a barrier to the market and to incentivise the provision of centralised facilities.

The payments from the cash-in-lieu scheme are to be put towards the actions of this Parking Precinct Plan. This plan sets a range of projects which aim to either support the provision of parking facilities or support the use of alternative modes of travel. The decision to identify a range of projects is to provide flexibility to Council to respond to localised demand and undertake initiatives at the most appropriate time.

The list of projects and the cash-in-lieu rate is proposed to be reviewed biennially in line with the recommended parking occupancy review and development activity and linked to Council's budget and capital works programs. This will enable the flexibility for opportunities such as the Frankston Station redevelopment to be utilised.

Council has the option to borrow against future fund contributions if it so determines, in order to deliver projects earlier if available funds are insufficient.

Based on the number of planning permits that seek car parking reductions of waivers within the FMAC area, a mid-range estimate of take up of the cash-in-lieu option is 27 spaces per annum (see table 7 below).

This would contribute to the Cash in Lieu fund approximately $351,000 per annum to projects. (It is important to note that such funds are only normally received when developments are approaching completion and the new demand is likely to occur.)

Table 7 - Possible scenarios for collection of cash-in-lieu of car parking funds:

These scenarios are dependent upon sustained commercial development activity within the FMAC over a 10 year period and for the per-car space charge being set at a sufficiently attractive level for developers to consider it a viable option for their development projects.

Scenarios			
	Low growth 1,000m^2 net new commercial floor space per year	**Mid-range** 3,000m^2 net new commercial floor space per year	**High growth** 6,000m^2 net new commercial floorspace per year
No of new car spaces required by applicants per year	30	90	180
Assume 30% are nominated for provision by cash-in-lieu	9	27	54
Possible dollar contribution per year at 2016 values, based on a charge of $13,000 per car space.	$175,000	$526,500	$1,053,000
5 years accumulation at 2016 values	$875,000	$2,632,500	$5,265,000
10 years accumulation At 2016 values	$1,750,000	$5,265,000	$10,530,000

Existing Car Parking

Parking Surveys

Council has undertaken a number of traffic occupancy and turnover surveys in conjunction with previous parking reports and specific investigations. These have covered various areas of the FMAC precinct in the 2010 study to the whole of precinct study by SALT[3] in 2016 (Appendix 1). These surveys should be continued on a regular basis (biennially) to provide an ongoing snapshot of parking demand and supply. This will inform any proposed changes to parking restrictions and will influence the order of implementation actions and projects recommended under this plan.

Supply

Car parking is extensively provided throughout the FMAC area. Table 8 provides a list of Off-Street Parking Supply and Occupancy Comparisons.

The main types of parking are:

- Public and private parking,
- On-street and off-street parking.
- Long-stay and short-stay parking [4], and
- Frankston City Centre user and commuter parking.

[4] 'Short Stay Parking' is typically parking for 2 hours or less, relating to office activities and the customers of shops and restaurants. 'Long Stay Parking' is typically parking for 5 hours or more, relating to the commuters using the rail line, employees of offices, shops and restaurants, and the residents of dwellings.

Parking Supply Areas

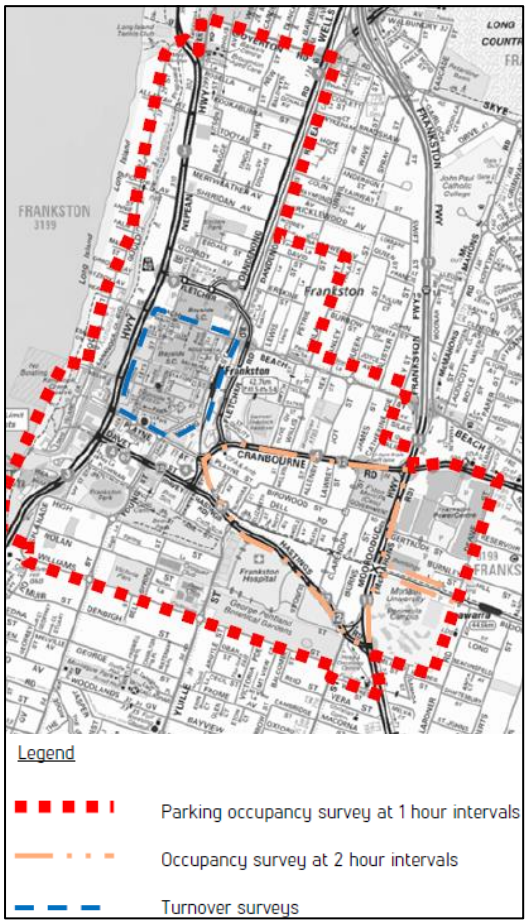

Figure 11- Parking survey area

Area A – Entire survey area including extended activity centre surrounds

A review of the survey data and background documents indicates there are currently approximately 13,276 spaces which can be considered for public use within the overall study area (Area A). However, due to various parking restrictions imposed the actual parking supply at a given time varies throughout the day from 12,953 to 13,198 spaces. Overall the peak parking occupancy for Area A occurs at 12 noon with a parking occupancy of 63%.

Area B – Area identified in previous studies

On-street parking occupancy within the previous studies area has increased from 81% to 95%. This in part can be attributed to the significant loss of on-street parking supply since the previous 2010 study. A review of the off-street car parks shows a decline of parking occupancy, in particular within the Young Street East and the Playne Street car parks which are both paid parking.

Area C – Bayside Shopping Centre Precinct

Analysis of survey data shows that the on-street peak parking occupancy occurred at 1pm with 94% of spaces occupied, and a peak off-street parking occupancy of 72% occurring at 12pm. Of the vehicles parked within 1P and 2P on-street parking, 548 of 2,918 vehicles overstayed the parking time limit, equating to a non-compliance of 18% which is considered to be high.

Table 8 - Area B Off-Street Parking Supply and Occupancy Comparisons

Area	2010		2014		2016	
	No. of Spaces	Occupancy Friday 12pm (%)	No. of Spaces	Occupancy Thursday 12pm (%)	No. of Spaces	Occupancy Friday 12pm (%)
Bayside Central	1,189	67%	1,189	60%	1,189	80%
Bayside Entertainment	387	54%	387	80%	387	61%
Bayside North	1,708	52%	1,708	50%	1,708	68%
Dan Murphy's	48	-	-	-	56	43%
Evelyn Street	125	72%	125	98%	125	100%
Frankston Arts Centre	326	44%	326	85%	326	63%
Fletcher Road	-	-	149	100%	149	73%
Kananook Creek/South East Water	73	-	90	-	PRIVATE^	PRIVATE^
Kananook Creek Boulevard	-	-	-	-	105	71%
Long Island	-	-	15	5%	7	29%
McDonalds	-	-	-	-	36	58%
PARC	-	-	220	-	231	79%
Railway Station	580	-	420	100%	420	95%
Sherlock and Hay/Young Street East	153	74%	153	90%	150	16%
Spare Change	-	-	-	-	88	58%
Station Street	106	92%	106	80%	106	44%
TAFE	247	-	-	-	362	89%
The Grand Hotel	-	-	-	-	53	0%
Wells Street	-	-	52	60%	55	56%
Young Street	50	76%	50	90%	50	90%
Young Street and Playne	67	100%	67	38%	160	58%
Total	**5,059**	**70%**	**5,057**	**72%**	**5,763**	**62%**

^Previously public parking now private for South East Water

On Street Supply

The 2016 study identifies a significant increase in publicly available on-street parking supply due to the extension of the study area. Restrictions are predominantly one or two hour with localized areas of 5-30min to foster rapid turnover.

All on-street car parking is currently time limited at no charge. The overall supply has increased from 766[5] to 1500[6].

Resident Parking

There are a number of areas that have residents only parking restrictions in combination with 1 to 3 hour parking restrictions. These localized areas are predominantly a response to CAA, PARC and Hospital commuter parking pressures. In a number of instances Council has provided 'residents only' permits to private businesses and businesses using Council owned facilities for their employees. This is an 'ad hoc'

[5] Ratio Report 2014
[6] SALT 2016 study

response and will be better managed as part of an integrated approach. Businesses will be required to either provide car parks at the time of development or source supply elsewhere.

Off Street Supply

There are approximately 5,057 car spaces available in off-street car spaces (Area B). The majority of this, 4,600, is paid with the remaining 420 in the Frankston Station car park. The available periods vary with approximately 87% available as designated 'long stay' or all day parking.

A number of providers supply parking areas that can be utilized for both long and short term parking. The cost of this parking varies from $1-3/hr. to $5.50 - $11/day.

Commuter or Long Stay Parking

There is significant demand for commuter and employee parking with developments generally supplying this onsite in conjunction with their operations.

The exception to this is the Frankston Station car park which provides 420 car parks for the use of train commuters.

The station commuter car parking demands cannot be accommodated within existing commuter car parks. There is evidence to suggest that commuters or long term parkers are prepared to pay a reasonable amount for all day parking – noting that the Fletcher Road car park where parking is charged at $4 per day is generally operating at close to capacity during the week (Aurecon 2016)

Both Council and private providers supply long stay parking within 400m of Frankston Station.

The Bayside Shopping Centre car parking facility opens at 6am and closes at 1am. It previously supplied 'early bird' parking for users however ceased this practice in 2016. It supplies long stay parking to its tenants and their staff by arrangement and 5+hr parking at $11/day.

There are long term car park lease arrangements available within the CBD for purchase and South East Water have undertaken this for its staff in the Evelyn Street facility owned by Bayside. The long term lease of this facility has removed 125 car spaces from public use.

Recent Parking Supply Changes

There have been a number of changes to parking supply as a result of recent developments including the construction of PARC and the South East Water site. The 80 space Kananook Creek all day car park was sold to South East Water in 2013 which reduced parking supply and in addition to meet its parking requirements South East Water leases for its own staff the 125 space Evelyn Street car park (previously public).

A further significant change is the removal of the 124 car spaces associated with the Oates Street skate park and oval and the additional demand associated with the operation of the PARC facility. The PARC facility contains 220 car spaces and allows 3 hr free parking for members and users.

Council has recently leased and constructed a carpark for staff members of PARC at 1 Cranbourne Road Frankston. This provides for approximately 38 car spaces.

The Frankston Yacht Club has been redeveloped and this has resulted in an increase of available parking in the area from 45 to 77.

Frankston Hospital is in the process of constructing a new 750 space car park which will be operational in early 2018. This will replace an existing 250 car spaces resulting in a net increase of 500 car spaces.

Previously discounted early bird parking was available at Bayside Shopping Centre at $4.50/day and was used by approximately 450 users. This has recently been replaced by all day parking at $10/day or $1/hr. up to four hours where it increases to $7 up to 5 hours then $10/day with the hours from 06:00am to 01:00am.
A number of parking facilities will become temporarily inaccessible when the Young Street and Frankston Railway Station redevelopment occurs.

Demand

Frankston Metropolitan Activity Centre User Car Parking

Car park usage surveys have been conducted over time by Frankston City Council to identify parking demand and usage rates within the FMAC area. These surveys have generally been conducted on Thursdays and/or, Fridays and Saturdays.

In each survey conducted to date, results have shown that, except for localized areas such as Frankston train station, Chisholm, PARC and free on street car parking, there is an adequate supply of car parking within the Frankston City Centre (See Appendix A of the SALT Car Parking Study 2016).

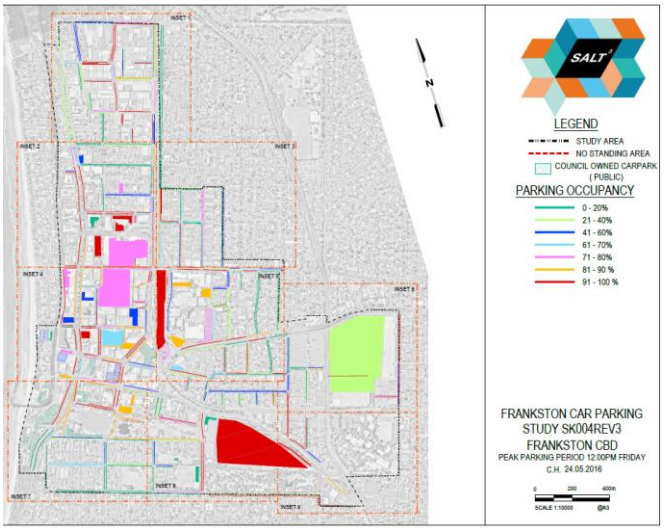

Figure 12 - Extract from Frankston Car Parking Study (overview)

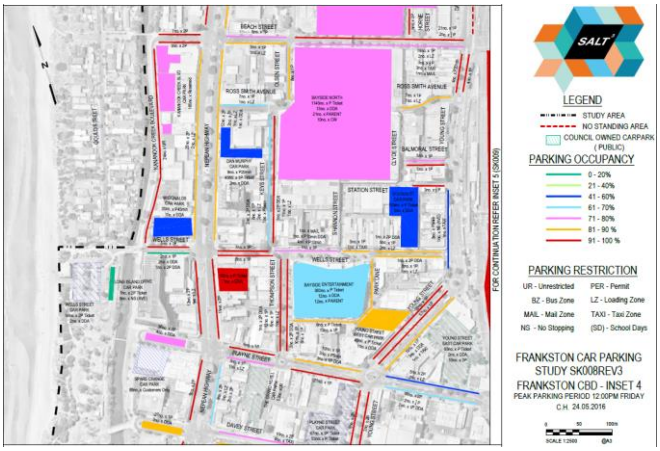

Figure 13 - Detail from the Frankston Car Parking Study 2016

In the vicinity of Chisholm TAFE, PARC and Frankston Railway Station the long term (free) off-street car parks are heavily occupied however there are available car parks at the paid long term parking at Council's parking facilities on Davey Street, Young Street East and at the Frankston Arts Centre. These underutilized car parking areas have average peak occupancies of 20%-60%. Both the TAFE and PARC are investigating the introduction of multi-deck parking.

Unpaid short term on-street car parking is at capacity within most the CAA area however there is capacity available within the paid off-street car parks, in both council and private facilities.
The CAA is an area where the price signal of paid on-street parking would likely increase the utilization of paid off-street parking.

Within the peripheral residential areas of the CAA area being O'Grady Avenue, Nepean Highway, Nolan Street, and the area contained between Cranbourne Road, Hastings Road and Moorooduc Highway there is significant long term commuter pressure on the unpaid on-street car parking. This is causing a degree of concern to the residents of these areas and is being addressed by Council through the further introduction of on-street parking restrictions and residential parking permit controls.

The results of these surveys have shown consistently that whilst free on-street parking within the core of the FMAC area is approaching capacity, surrounding on and off street parking areas are not fully utilized. There is therefore sufficient capacity within the existing overall supply of car parking, predominantly within paid off street parking, to meet medium term (5-10 year) demand. It is likely that there will always be unmet demand at an unconstrained level for free and convenient parking in close proximity to destinations such as train stations and outside employees businesses.

There are opportunities to direct long term car parking users to appropriate locations so as to better utilize the existing car spaces for short term users such as shoppers, customers and users of recreational

facilities. This would improve the efficient utilization of the existing car supply. It is considered that improved wayfinding signage and information will provide an immediate improvement in off-street parking utilization.

Indicative peripheral locations at the outskirts of the CBD as shown in Figure 5 would be appropriate for large well located facilities that would achieve significant cost benefits. The facilities could be developed on sites that would allow for commuter access from Primary roads without being required to circulate through the CAA area. These sites have been identified by Council as having increased development potential. Good car parking facilities at these peripheral locations would increase the convenience of long term and short term users in the FMAC area. With high quality pedestrian linkages and streetscapes from these locations to the central part of the CAA, this would result in an overall improvement of the pedestrian experience within the city centre. Council will be facilitating the development of multi-level car parking at these locations securing public car parking in these properties along with development of its own land holdings.

Commuter Car Parking

With the Frankston Transit Interchange located in the CAA there is a significant attractor for commuters. Public Transport Victoria provides approximately 420 car spaces for commuter purposes and this is at capacity with an occupancy rate of 100% reached before 8am on week days resulting in an overflow of commuter parking into surrounding commercial and residential areas. Advice from VicTrack is the station car park is solely for rail commuters and any other use is illegal, however enforcement by PTV is very limited.
The report by RMIT for the Level Crossing Removal Authority *'the Benefits of Level Crossing Removals' 2016* identifies '*that unconstrained demand for parking at stations is typically five times or more what is currently provided' and 'it would be impossible to build enough car parking without burying the station precinct in concrete* (RMIT, 2016, p. 8)'. Public Transport Victoria have advised that there are no plans or funding to provide additional parking at Frankston Station. The current policy is to encourage pedestrian, cycling, public transport and car parking facilities in this order.

There is additional car parking capacity located within 400m of the Frankston Station in off-street paid parking.

Additional *Park and Ride* facilities are being investigated for Langwarrin Station by Council as a long term option for reducing the pressure on the Frankston Station area. In the short to medium term the focus will be on utilizing and improving bus services to act as '*park and ride*' in the first instance.

There are a number of underutilised parking sites available during the week within the FMAC area that subject to further investigations of Planning Permit requirements and parking management could be suitable for long term parking. These sites include the Power Centre, the croquet and bowls club and St Francis Xavier Church. Any use of these sites swill need to be carefully monitored to ensure that the underlying use for which they are provided is not adversely affected. To enable the use of the Power Centre site a shuttle service would be required.

Areas north of the CBD in the Ebdale precinct, south of the Hospital and in proximity to PARC experience commuter parking pressure. Council has responded with resident and short term parking restrictions on an 'ad hoc' basis to address this. A more formal on-street parking policy is recommended to ensure that on-street parking utilisation in these areas by non-residents will be managed with an integrated approach including measures such as improved signage and education.

Car Parking Rates and Restrictions

On-street car parking restrictions

The on-street car parking within the FMAC area is free with the time restrictions varying from 5 minutes to 3 hours and is predominantly set at 1 hour.

Free all day on-street parking exists along High Street and Plowman Place within 600m to 1km of the Frankston Station. There are certain car parks that are designated as loading, taxi or disabled car spaces as well.

Part C – Frankston FMAC Car Parking Plan Key Actions

Key Action 1 - Integrated Car Park Cooperation and Management Parking Coordination Committee

Recommendation

Establishment of a coordinated management and liaison structure for the FMAC's major car parking facilities. This Parking Coordination Committee would be hosted by Council and include all the major stakeholders including Bayside Shopping Centre, Chisholm Institute, Monash University, Peninsula Health and PTV. Other interested representatives may be involved from time to time.

The PCC would be asked to consider and endorse a "parking location strategy" for the FMAC that would include:

- A consistent definition of the role of car parking, including definitions for commuter and visitor parking
- Identification of the limitations of different car parks for different users (e.g. the trust requirements for Bayside
- exploring the role of major car parks – noting that the most efficient solution may mean that the role of the car park changes through the week
- Joint initiatives such as park and ride facilities linked by shuttle bus services

The PCC could also have a role in responding to temporary parking demands arising from major construction works that are planned for the city centre. These would potentially reduce primary car parking supplies on a temporary basis. The PCC could assist in managing the impact of such temporary disruptions. It may also provide an opportunity to influence existing travel behaviours.

Supporting Document	Cost	Priority	Benefits	Area
Aurecon (2016); Salt (2016);	Low (Under-$5,000)	High - 1-2 years	This will: ▪ Allow for cooperation ▪ Coordinated management ▪ save costs by sharing knowledge and activity	Whole of FMAC

Key Action 2 - Open Source Data service

Recommendation

It is recommended that Council make available the raw data and format established by this study to the public, developers and interested parties. This release of data should involve a reciprocal agreement by the user that they provide for Council use any new parking studies they undertake in a similar format.

Supporting Document	Cost	Priority	Benefits	Area
Officer comments	Low (0-$5,000)	High 1-2 years	This will: ▪ enable the accurate and comparative assessment of development impacts by comparing exactly the same data ▪ set a standard for this data to be provided and assessed ▪ save costs for developers and council by data sharing and consistent data analysis	Whole of FMAC

Key Action 3 - Biennial Parking Review

Recommendation

To ensure an accurate and empirical assessment of current parking usage and supply it is recommended that a biennial parking occupancy and turnover study be undertaken within the FMAC area.

Supporting Document	Cost	Priority	Benefits	Area
Officer comments	Medium ($5,000-$50,000)	High 1-2 years	This will: This will provide a regular empirical and independent assessment of parking supply and demand for determining peak occupancy and plan to deliver the initiatives of this report. It will ensure a consistent assessment rather than piecemeal assessments.	Whole of FMAC

Key Action 4 - Time Restriction Review

Recommendation

It is important to review the time restrictions regularly in conjunction with turnover and enforcement data to ensure they are appropriate and consistent. Examples include consistent beach parking times, short term stays adjacent to shops, long term parking on peripheral areas. This ensures both immediate and wider parking needs are considered holistically. There are instances where limitations on enforcement resources result in officers being unable to check on longer stay compliances particularly in beach side parks.

Supporting Document	Cost	Priority	Benefits	Area
Officer comments	Medium ($5,000-$50,000)	High 1-2 years	▪ legibility to users ▪ limited parking resource fine-tuned to maximize occupancy/turnover ▪ enables enforceable enforcement action	Whole of FMAC

Key Action 5 - On-street (residential) Parking Permit Process

Recommendation

It is recommended that Council commence work towards a formal On-street Parking Permit Process similar to that used by Yarra and Port Phillip Council. It will provide a guideline to the community on when it is appropriate to consider the introduction of on-street parking restrictions for residents or businesses in activity centres and residential streets. This policy should clearly state that new dwellings arising from intensification are not eligible for on-street parking permits to ensure developments provide appropriate on-site parking.

The key issues to ensure a best practice policy is to be transparent and consistent, ensure demand is not relocated to inappropriate areas, changes are supported by survey data and community consultation is undertaken.

Supporting Document	Cost	Priority	Benefits	Area
Yarra and Port Phillip Council policies	Low (0-$5,000)	High 1-2 years	▪ Ensure developments plan for and provide the appropriate rate of car parking at the outset ▪ Reduce residential parking conflicts with business/commuter parking ▪ Ensure residential parking permits are for residents ▪ Be transparent ▪ Direct commuters to appropriate parking areas ▪ Provide parking revenue by directing users to paid parking areas to support commercial parking provision	Residential areas where demand is affecting residential supply.

Key Action 6 - Paid On-Street Parking

Recommendation

A key principle for managing parking is that all users should contribute to the cost of maintaining and providing the parking infrastructure they use.

While paid parking already applies in off street car parks streets there is currently no paid on-street car parking areas. This is a lack of consistency in the application of the user pays principle. Drivers can park free of charge in many of the streets in the FMAC as do local employees and commuters who can park all day in local streets.

With on-street parking occupancy approaching 95% (in excess of Councils benchmark 85%) it is recommended Council investigate the provision of paid on-street parking in the CBD area to ensure users meet costs and direct longer term car park users to underutilised off-street areas.

It is recommended that paid parking be reviewed biennially in conjunction with on-street parking surveys to identify areas and evaluate impacts. It should only be implemented if revenue exceeds costs.

Supporting Documents	Benefits	Area
December 2013 TraffixGroup 'feasibility report into the Introduction of Paid Parking for High Street and Williams Street'. Council has investigated the provision of paid on street parking in association with this report. This identified that in peripheral locations to the CBD that paid parking is unlikely to be suitable without the introduction of additional restrictions in the residential areas. It also discusses that that revenue under the current cost structure would be a net loss situation.	▪ Revenue contribution to off-street parking provision. This might enable marginal developments to become viable. ▪ The price mechanism and time restrictions support each other creating turnover critical for the success of business. Medium stay parking is extremely difficult to enforce with restrictions alone due to the shunting behaviour of motorists seeking longer term parking – (shunting means drivers who move their vehicles so that they can remain within the restrictions displayed. ▪ It allows for a consistent "grace period" which is set by Council. ▪ Clearly flags when a time limit has expired which encourages motorists to return to their vehicle prior to the time of expiry ▪ Provides a certainty of detection which may act as a deterrent to non-compliance	CAA area **Cost** High ($50,000+) **Priority** Medium 3-5 years

Key Action 7 - Parking Supply Opportunities: Additional public car parking on key Council owned sites and further 'on-street' car parking improvements

Recommendation

That Council's key landholdings within the FMAC be progressively investigated for achievement of additional public car parking supply. This could be through stand-alone public car park facilities as well as mixed use developments where Council seeks to retain a component of public car parking on the site

The supply of on-street parking has been maximized however Council will continue to review on-street car parking configurations with a view to achieving incremental increases to on-street parking supply.

Supporting Document	Cost	Benefits	Priority	Area
Hayball (2012) Strategic Sites Investigation. Hayball (2014) Sherlock and Hay Site Investigation. The Peninsular Aquatic Recreation Centre – Car Parking Study (O'Brien Traffic) July 2015 Frankston City Car Parking Study Part A – Frankston Metropolitan Activity Centre and Surrounds-SALT – May 2015	High ($50,000+) note some car park modifications may be as little as $7,000/space. Low – (0-$5,000) for altering parking restrictions	The key sites owned by Council within the FMAC are well located and potentially attractive for mixed use development. Council can control the release and development of these sites over time to ensure that multiple benefits can occur to the FMAC area overall. Council's program can be stages to respond to emerging needs while maximizing the use of these landholdings.	High 1-2 years	See below

Additional Off-Street Public Car Park Opportunities

A. Young St East car park: (former Sherlock and Hay)
Existing 170 car spaces to be augmented in a mixed use multi-storey development of the site

B. Playne St car park: (former Law Courts)
Existing 67 car spaces to be augmented in a mixed use multi-storey development of the site.

C. Fletcher Road car park: (Sherlock and Hay)
Existing 149 car spaces to be augmented in a mixed use multi-storey development of the site

D. Quality St Road Reserve area
61 new car spaces could be constructed at grade on Quality Street subject to the reconfiguration of the existing clinic building and vacant land into a combined development site.

E. PARC complex (north side)
Some 67 new car spaces could be constructed north of the PARC complex subject to further site level investigation. This layout incorporates landscaping and footpath opportunities. Alternatively, part of the existing PARC car park area could be decked to provide additional car spaces.

F. Ebdale Reserve
A decked car park could be constructed on part of the Ebdale drainage reserve complex subject to further site level investigation. This could be part of an integrated landscaping, drainage, recreation and parking reconfiguration of the existing reserve area to support multiple objectives for this high growth area.

Key Action 8 - Car parking supply opportunities: Non-Council land

Recommendations

Opportunity 1 Decking part of existing Frankston Station rail car cark

Part of the PTV open lot car park to the east of the Frankston Rail Station could be decked to provide additional commuter car parking at this location.

Opportunity 2 Power Centre Shuttle service

Utilising remote parking that may not be heavily used Monday to Friday, such as the Power Centre on the CAA periphery can provide a reserve of long term parking which can help to relieve pressure.

However, this is an opportunity that would only prove effective once existing CAA car parking is operating at maximum efficiency with demand still not being met.

Opportunity 3 Langwarrin Park and Ride facility

Provision of long term (all day commuter) parking on land adjacent to the rail line at. McClelland Drive, Langwarrin (former Telstra site). This site would attract commuters from the Langwarrin area through to the Southern Peninsula corridor. It is regarded that park and ride would alleviate parking demand not only for commuters, but also for students, CAA workers and hospital staff. It is requested that funding be provided to investigate a park and ride option from the Telstra Site as noted abo

This would be aligned to the future electrification of the rail line to Baxter. In the medium term a park and ride shuttle would operate. In the long term a new Langwarrin Rail Station adjacent to the long term car park could service commuters with destination in the Melbourne CBD as well as the FMAC.

This has the advantage of free up more valuable land in the FMAC for more cost beneficial uses

Supporting Document	Cost	Priority	Benefits	Area
Frankston Station Precinct – Frankston Station Precinct Car Parking Review – Department of Economic Development, Transport and Jobs – July 2015 Aurecon (2016)	High ($1 million plus)	Medium 3-5 years	This will: ▪ Increased supply ▪ Staged development and delivery ▪ Improvements in accessibility	Whole of FMAC

Key Action 9 - Car Parking Information Strategy

Recommendation

It is recommended that new information be professionally prepared showing existing car parking and costs and that dissemination method and locations be reviewed and undertaken.

Promotion and education can take many forms, primary mechanisms considered suitable to change parking patterns would include:

- Poster campaigns – posters at the station and Council car parks informing travellers of different long term parking options or alternatives.
- Develop a Frankston CBD parking web site (should ITS be progressed this could be linked to the web site).
- Parking providers such as PTV to include more information on car parking availability for commuters on their website.
- Dissemination of information to major employers.
- Employers to encourage car share and car pooling.

Supporting Document	Cost	Priority	Benefits	Area
Frankston Station Precinct – Frankston Station Precinct Car Parking Review – Department of Economic Development, Transport and Jobs – July 2015 Aurecon (2016)	Medium ($5,000-$50,000)	High 1-2 years	▪ Improved legibility of information ▪ Clear and consistent message ▪ Locations that meet user needs ▪ Increased utilisation of off – street parks	Frankston wide and other organisation i.e. PTV, Bayside Shopping Centre, Monash, Frankston Hospital buildings and websites.

Key Action 10 - Wayfinding and Dynamic Electronic Signage

Recommendation

It is recommended that a Wayfinding signage be reviewed and a Dynamic Signage System be introduced to make the most efficient use of existing facilities.

The wayfinding audit will review siting, appearance and information content of wayfinding signage and identify opportunities for a coherent format and improved directional signals. A consistent format enhances the recognition and legibility of the signs and consequentially the effectiveness of these.

One of the major reasons city car parking can be inefficient is due to lack of information available to potential parkers about the different options that are available to cater for their parking needs.

Signage can be provided that monitors the available parking within individual locations allow visitors to be able to make decisions on appropriate parking locations based on both destinations and capacity on entering the CBD area. This can help to reduce vehicle kilometres to the most appropriate car parking

An investigation will then be undertaken into the location, form and costs associated with appropriate Dynamic Electronic Signage for Frankston.

Dynamic Parking Guidance Systems have become more popular as a means of ensuring both that car parks are used more efficiently and accessed efficiently.

ITS based PGS are linked to car parks in order to provide up to date information on parking availability as well as car park locations.

Key to this is understanding key routes to individual car parks and where signage should be located

Supporting Document	Cost	Priority	Benefits	Area
Frankston Station Precinct – Frankston Station Precinct Car Parking Review – Department of Economic Development, Transport and Jobs – July 2015 Aurecon (2016)	Medium ($5,000-$50,000)	High 1-2 years	▪ Real time update on location and numbers of available car parks ▪ Improved legibility of signage ▪ Clear and consistent message ▪ Locations that meet user needs ▪ Increased utilisation of off – street parks	Within Area C

Key Action 11 - Pedestrian and Cycling Improvements

Recommendation

It is recommended that streetscapes and road crossings be improved to remove barriers to use and increase utilisation of walking and cycling as forms of transport.

Supporting Document	Cost	Priority	Benefits	Area
Frankston Metropolitan Activity Centre Structure Plan (FMAC) MPA – adopted May 2015	High ($50,000+)	Medium 3- 5 years	Reduced car usage Increased pedestrian and cycle usage Increased street activation	Within FMAC area as shown on Figure 5. See below

Nepean Highway Boulevard

Reduction of the 6 lane portion of Nepean Highway in the FMAC area down to 4, with cycle lanes and increased pedestrian area. Improved landscaping to create pedestrian/cycling amenity clearly delineate priority of these users. Should also assist with directing cars outside CBD area ($4-6m).

Nepean Highway pedestrian crossings

Provide a minimum of one additional crossing near Mereweather Street. Improve existing crossings. Work involves raising road pavements and service relocations ($200,000/crossing).

Fletcher Road pedestrian crossings (near Law Court roundabouts)

Provide either signalised or zebra crossings to identify pedestrian priority. Signalised crossing $200,000 or zebra $50,000.

Baxter Shared Path improvements

Investigations by council staff have resulted in the removal of a crossing directly adjacent to the Cranbourne Road trail end due to sight distance/safety concerns. Instead there is a recommendation to improve the Fletcher/Cranbourne Road signalling to prioritise pedestrian/cyclists ($50,000).

Shared path on east side of Playne Street to Fletcher Road

Widen footpath on east side of Playne Street to Fletcher Road to a shared path with service relocations ($100,000)

Shared path on east side of Playne Street to Davey Street

Widen footpath on east side of Playne Street to Davey Street to a shared path with service location and street lighting improvements ($300,000).

Safety improvements on Baxter Trail

Improve Baxter shared path trail with lighting, surfacing and safety improvements from Playne Street to Moorooduc Highway ($200,000).

Signalized intersection at Hastings Road/Clarendon Street

Install signalised traffic/pedestrian intersection and left/right turn lanes at Hastings Road/Clarendon Street to provide a direct north-south connection ($1.5m)

Signalized intersection at Hastings Road/Yuile Road

Install signalised traffic/pedestrian intersection and left/right turn lanes at Hastings Road/Yuile Road to provide safe access for vehicles and a safe pedestrian crossing. Should be done when hospital undertakes upgrades at tennis court site ($1m).

Shared Path on south side of Hastings Road from Baxter Road to Moorooduc Highway

Widen footpath on Hastings Road south to a shared path extending from Baxter Road to Moorooduc Highway ($375,000).

Key Action 12 - Staged Implementation

Recommendation

It is recommended the implementation of this Car Parking Plan be phased, with a rolling ten year implementation plan to be reviewed by Council on a biennial basis

Immediate:

These are proposed to be undertaken in the first two years of implementation.

Medium Term:

These are proposed to be undertaken between years 3 and years 7

Long term:

(In response to development and associated demand)

This re listed for implementation from years 7 to 10

Benefits

- Progressive implementation of recommended improvements to parking supply, management of vehicle access and circulation together with enhancement of the quality of the pedestrian environment, with supporting improvements to active transport facilities and services
- Improved safety, legibility and amenity to all users of the FMAC
- Clear and consistent communication of progress with implementation of the FMAC Car parking Precinct Plan

Area

Within Area A, with key actions targeted to Areas B and C

Part D – References

Strategies

Aecom (April 2013) **Frankston Integrated Transport Plan –** Frankston City Council

Charter Keck Cramer – (December 2011) **Frankston Activities Area Structure Plan – Market Feasibility Study** – Frankston City Council

Cardno (February 2016) **Essendon Junction Activity Centre Car Parking Plan**, City of Moonee Valley.

Department of Economic Development, Transport and Jobs –(July 2015) **Frankston Station Precinct Car Parking Review** – Department of Economic Development, Transport and Jobs – Melbourne

Frankston City Council – (2011) **Cycling in the Frankston CAD Background Report and Action Plan** – Frankston City Council1

Frankston City Council and Metropolitan Planning Authority (May 2015) **Frankston Metropolitan Activity Centre Structure Plan (FMAC)** fCC and MPA

Frankston City Council (2015) **Frankston Paths Development Plan**, FCC.

SGS Economics and Planning – (July 2008) **Building the Environment for Business Prosperity**, SGS Melbourne

Victoria– Department of Transport- (2010**) Pedestrian Access Strategy, A strategy to increase walking for transport in Melbourne**. DoT, Melbourne

Best Practice

Phillip Boyle and Associates – (January 2016) **The Impact of Car Share Services in Australia –**

Hale Consulting – (March 2015) **Frankston Station – an independent appraisal of opportunities and transport scope** – Frankston City Council

Traffic and Parking Studies

Cardno – (November 2013) **Frankston Yacht Club application Traffic and Transport Assessment** Frankston City Council

Cardno (2013) **Frankston CAD Parking opportunities study** Frankston City Council.

Hayball (2012) **Frankston Strategic sites development** – Frankston City Council

Cardno (2010) **Frankston CAD car parking study** Frankston City Council.

Department of Economic Development, Transport and Jobs –(August 2015) **Frankston Station Precinct Redevelopment Master Plan** (DEDJTR)

Engeny Water Management (June 2016) **Investigation into the viability of building car parking over retarding basins. Ebdale Street and Peninsula Aquatic Recreation Centre (PARC),** Frankston City Council

Hayball – (December 2014) **Feasibility Study 79R-83R Young Street Frankston Strategic Sites Development** – Frankston City Council

O'Brien Traffic (July 2015) **Peninsular Aquatic Recreation Centre – Car Parking Study** Frankston City Council

Ratio (May 2014) **Draft Parking Overlay Report** Frankston City Council

SALT – (May 2015) **Frankston City Car Parking Study Part A** – Frankston City Council-

TraffixGroup (December 2013) **High Street and Williams Street, Frankston – Feasibility Study for the Introduction of Paid Parking** Frankston City Council

Part E – Frankston Car Parking Precinct Action Plan

Phase/Year	Project/Action
Stage 1	
Year 1	*Key Action 1* Parking Coordination Committee *Key Action 2* Open Source Data Service *Key Action 7* Parking Supply opportunities (adopt program) *Key Action 9* Car Parking Information Strategy (adopt and implement)
Year 2	*Key Action 3* Biennial Parking Review *Key Action 4* Time Restriction Review *Key Action 5* On-street (residential) Parking Permit Process *Key Action 10* Wayfinding and Dynamic Electronic signage - adopt strategy *Key Action 7* Parking Supply opportunities (commence project implementation)
Stage 2	
Year 3	*Key Action 6* Paid On-Street parking *Key Action 8* (Deliver on) Non-council land parking supply opportunities *Key Action 10* Wayfinding and Dynamic Electronic signage (commence project implementation)
Year 4	*Key Action 3* Biennial Parking Review *Key Action 11* Pedestrian and cycling improvements
Year 5	*Key Action 7* Parking Supply opportunities (deliver major new decked car park project on Council owned site)
Stage 3	
Year 6	*Key Action 3* Biennial Parking Review
Year 7	*Key Action 8* (Deliver on) Non-council land parking supply opportunities
Year 8	*Key Action 3* Biennial Parking Review
Year 9	*Key Action 7* Parking Supply opportunities (deliver next major new decked car park project on Council owned site)
Year 10	*Key Action 3* Biennial Parking Review

FMAC Parking Precinct Plan Map