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1.0 EXECUTIVE SUMMARY

In addition to providing recreation and exercise benefits, the availability of footpaths and shared paths provide essential access to such destinations as schools, shops and workplaces. Council already manages nearly 1,000 kilometres of formed paths to successfully meet these needs. However, there are parts of Frankston where the paths network has gaps that need filling in, or where roadside footpaths are absent entirely. In a few instances, access to destinations can also be improved by creating all weather surfaces through parks and reserves.

The principal purpose of the *Frankston Paths Development Plan (PDP)* is to assist Council in identifying and prioritising paths projects in order to program, fund and complete Frankston's pathway network.

The PDP catalogues potential paths projects identified through a comprehensive survey process. It then takes a systematic approach to prioritising the paths projects taking into account Council's funding options. This includes delivering the projects via Special Charge Schemes in which costs are shared between Council and benefitting property owners.

In 2009, Council identified 25 paths projects for construction over the following four years. By the end of 2014, 10 of these had been completed or substantially completed. Other Council paths have also been constructed since 2009, largely in response to resident requests or nomination by Councillors.

In developing the PDP, 153 possible pathway projects were identified or confirmed through a suburb by suburb review, taking into account principal pedestrian origins and destinations.

The cost of constructing these projects is estimated to be \$9.4 million, of which over \$180,000 is expected to be delivered by developers. There is also the potential for State Government to contribute funding as well. Council is expected to fund much of the remaining cost, but an option adopted by Council is to deliver a significant number of projects via Special Charge Schemes. Up to \$5.3 million worth of projects could be implemented in this way, subject to adhering to legislative requirements and Council approval of each Scheme on a project by project basis.

To assist with the scheduling of the paths projects, each of the identified projects has been ranked using a multi-criteria assessment (MCA) process based on such considerations as safety, access and completion of strategic networks. This methodology provides an ongoing systematic framework for assessing and ranking any new projects and for proposing projects for delivery through each future Council annual budget.

It is expected that the PDP and the adopted ranking framework will greatly enhance Council's ability to fund and deliver paths projects that improve pedestrian safety, increase pedestrian access and improve levels of community satisfaction with the Frankston's pathway network.

2.0 INTRODUCTION

Having safe, convenient and well designed and maintained pathways are core community expectations for meeting the day to day walking needs of residents and their families - particularly for walking to school, work and public transport, and for shopping and recreation. City pathways are also used by cyclists and by those in wheelchairs on mobility scooters.

City visitors, too, have the same expectations as Frankston's residents for using the City's on and off-road pathways.

Purpose of Plan

To meet these expectations, Frankston City Council is committed to planning, constructing and maintaining good quality paths throughout the City. The *Frankston Paths Development Plan (PDP)* assists in successfully carrying out these tasks. In particular, the Plan:

- Establishes an initial comprehensive list of potential pathway projects for delivery or advancement by Council; and
- Provides a sound methodology for ranking projects taking into account their relative benefits

The advantages of these features are that Council has a systematic and transparent basis for:

- Responding to community request for new paths
- Assisting in allocating funding for paths projects in annual budgets
- Seeking Federal and State Government funding for specific projects
- Coordinating with the planning of other paths that may be provided in the course of private, government or Council developments
- Maintaining and enhancing the existing pathways network
- Demonstrating progress towards achieving Council's Strategic Objectives

Strategic Objectives

Providing infrastructure for pedestrians and cyclists are important in achieving the following Council relevant objectives:

Expanding the pathway network, as identified in the Frankston City Council Plan 2013-2017 Council Plan Strategy 3.1– *'Plan, build, maintain and retire infrastructure to meet the needs of the city and its residents'* (Frankston Integrated Transport Strategy) Increase in trips made by walking from 11% (VISTA* 2009) to 14% of all trips by 2025

**VISTA is the Victorian Integrated Survey of Travel and Activity, undertaken by the Victorian Government that surveys households on ALL trips for ALL purposes.*

Plan Focus

The PDP focuses on identifying and prioritising pathway projects which primarily provide an access function (as opposed to, for example, paths primarily used for recreation or leisure located in parks and reserves). It incorporates all paths that are within Council's responsibility, outside of the Frankston Major Activity Centre (paths in this area will be covered in separate planning process).

Attachment Six contains more information on the paths that are outside the scope of this Plan.

Because further more detailed investigation is required, this first Frankston PDP does not address all the aspects of planning for, constructing, upgrading, maintaining and rehabilitating Frankston's pathways. Instead, the Plan focuses on identifying and prioritising projects which fill in missing links and extend the paths network in areas where pathways are absent or need concreting. Later versions of the PDP could be expected to cover paths upgrading and duplication.

Finally, the PDP is not a fixed plan but is a starting point for the future planning and delivery of Frankston's pathways. As noted earlier, the methodology adopted for the identification and prioritisation of potential pathway projects provides a sound systematic framework for assessing and ranking any new projects, and for proposing projects for implementation through future Council annual budgets

3.0 CITY PATHWAYS AND PATHWAY USERS

3.1 City Pathways Network

Pathways in Frankston comprise those which are the responsibility of the Frankston City Council and the Victoria State Government and its agencies.

In all, there are currently 994¹ kilometres of pathways within Frankston managed by the Frankston City Council.

State Government pathways mainly comprise the 25 km long Peninsula Link Trail and paths in the Pines Flora and Fauna Reserve, Langwarrin Flora and Fauna Reserve and Frankston Nature and Conservation Reserve.

The main types of Council pathways are:

Roadside footpaths – constructed in concrete or asphalt and occasionally gravel surfaced and generally 1.4 metres wide but up to 2.5 metres in suburban areas and higher in shopping, school and service locations

Roadside Shared Paths – constructed of concrete or asphalt and mostly from 2.0 metres to 2.5 metres wide, but some up to 3.0 metres

Off-Road Formed Footpaths – constructed of concrete, asphalt or gravel and predominantly located in recreational and nature reserves, with some acting as connecting routes between roads/streets

Off-Road Shared Paths – of 2.0 to 3.0 metres in width with concrete, asphalt or gravel surfaces and predominantly located in recreational and nature reserves, with some acting as connecting routes between roads/streets

¹ As of 30 June 2014

3.2 Pathway Users

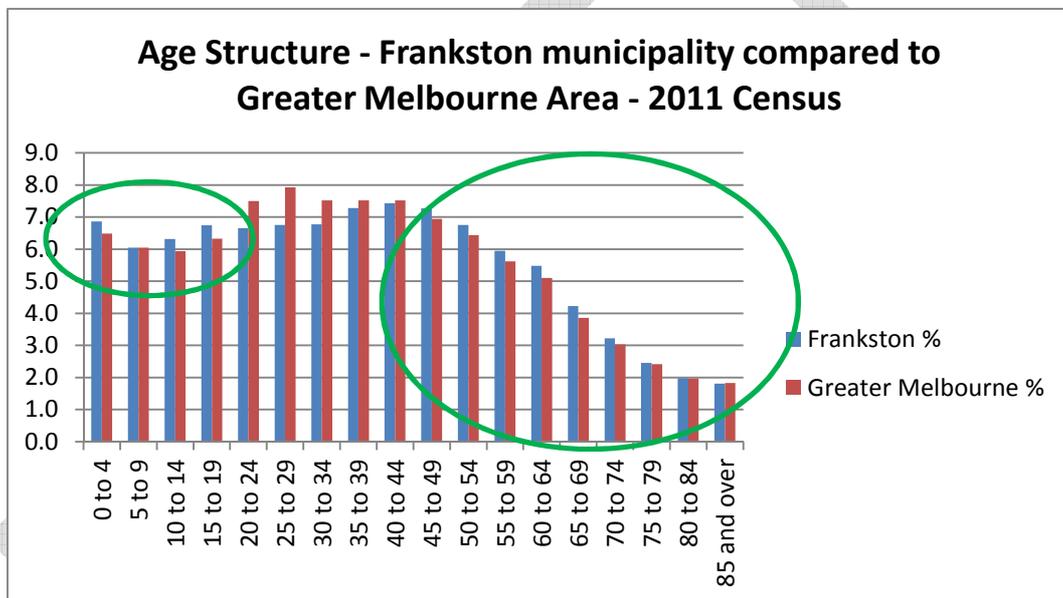
Daily Trips

From 2009/10, the Victoria Integrated Survey of Travel and Activity (VISTA), 10.6 percent of daily trips made by Frankston residents were by walking and one percent by cycling. This compares with 9.4 percent and one percent respectively two years previously.

Age Profiles

The following graph shows the age structure of the municipality's population according to the 2011 ABS Census in comparison to the Greater Melbourne statistical area.

TABLE 3.1 – Age Structure of Frankston residents



The graph above shows that compared to the Greater Melbourne area, Frankston has a higher percentage of young people (under 19 years). Young people, including school children and those who don't have access to a motor vehicle, often walk to access educational, social and sporting destinations.

Frankston also has a higher percentage of people over the age of 45 compared to the Greater Melbourne area. Older people often walk for recreational and/or social purposes and to maintain their fitness. These people also require a connected footpath network.

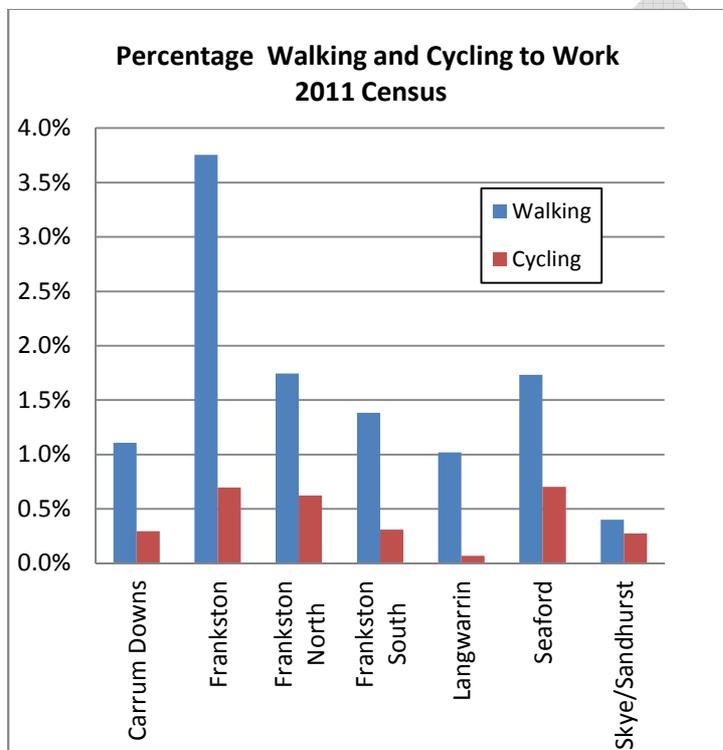
Journey to Work

According to the 2011 Census, only 1.6 percent of people living in Frankston City walked to work.

Whilst the proportion walking to work is low, a low proportion of employed residents (31.6 percent) work in the City. Assuming that only residents who live and work in Frankston walk to work, the percentage of these residents walking to work is much higher – about five percent.

Walking to work is highest in the areas of Frankston with the largest proportion of employment. In 2011, Frankston suburb residents recorded the highest percentage walking to work.

Table 3.2 - Percentage Walking to Work from Each Suburb



Source: ABS Census of Population and Housing 2011

Frankston Transport Management Association

From 2008-10, Frankston City Council, Monash University, Chisholm Institute of TAFE and Peninsula Health worked together with the support of the State Government to encourage staff and students to use sustainable transport methods. As a part of this process, each organisation developed a travel plan identifying current travel behaviour and barriers to sustainable transport use. Key findings included:

On average, less than 10% of staff and students walked to work/study
Focus groups showed a willingness by some staff and students to consider walking if sufficient infrastructure was provided

Walking and Cycling to School

Over 20,500 attend 41 schools in Frankston. Of the school pupils approximately 8,500 attend State primary schools, and 7,500 attend State secondary schools. Children aged 12 years and under are permitted to cycle on footpaths under Victoria Road Rules, therefore it is appropriate to consider cycling to school in the development of this Plan.

Ride2School is a program run by Bicycle Network to encourage children to walk and cycle to school. Schools register to participate in the program, and conduct monthly 'Hands Up' surveys to identify how many children use active transport to get to school.

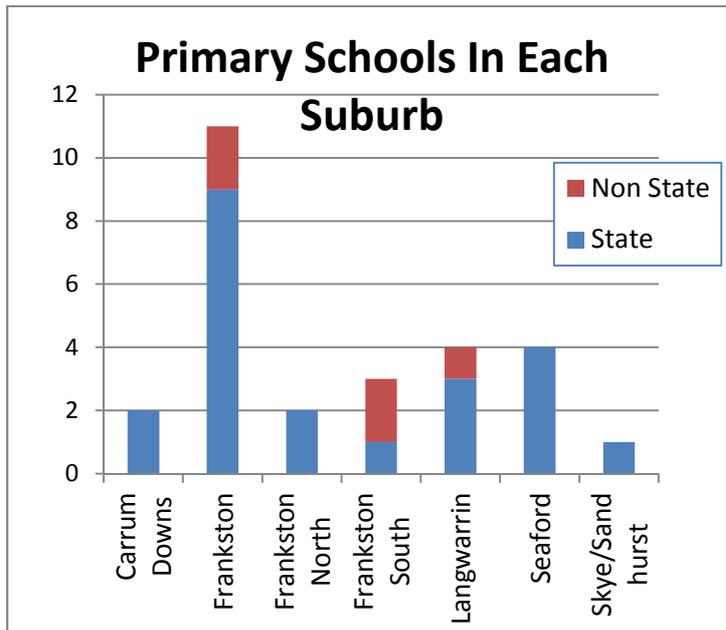
In 2014, six primary schools in Frankston participated in 53 'Hands Up' surveys. The data for the year showed that:

1,505 trips counted were by bicycle or scooter
5,423 trips counted were by walking
61.5% of all trips to school were by active travel

Walking is highest in the immediate areas surrounding primary schools with secondary schools having a larger walking catchment. Those suburbs with a higher proportion of schools per head of population are likely to see more pupils walking to school as walking distances will be generally shorter. Private schools have citywide catchments with a high proportion of students bussing, driving or being driven to school.

The following graph shows that the suburb of Frankston has by far the highest number of primary schools. The siting of State secondary schools is more evenly spread throughout Frankston, although Patterson River Secondary College is located on the northernmost boundary of the City.

FIGURE 3.3 - Primary Schools in Each Suburb



Frankston City Council commissioned Bicycle Network to undertake a 'School Active Travel Report' in March 2013. All schools were invited to participate, with just under 60% of schools responding to the survey. The survey was generally completed by the school principal or another senior member of staff. Key findings of the survey included:

52% of schools indicated a strong preference for children to walk to school over other modes of transport. This is likely to be due to the decrease in congestion around schools that this would create, as well as the health benefits for students.

38% of schools indicated a strong preference to encourage cycling to school

52% of schools identified incomplete paths or narrow paths and bike lanes as a barrier to encouraging children to walk and cycle to school

Schools estimated that generally between 20-50% of students currently walked to school and between 5-20% of students rode to school

The survey clearly revealed that schools value children walking and cycling to school, and that an incomplete pathway network was a barrier to encouraging children to use active transport to school.

4.0 RELEVANT POLICIES AND PLANS

As well as providing access to and from destinations within Frankston, walking and cycling on Frankston’s on and off-road pathways are not only great ways to keep fit and healthy, they are also free and enjoyable modes of transport that are great for the environment.

In fulfilling these purposes, the PDP aims to achieve Council's transport and non-transport objectives and targets within the context of Council and State policies and plans. These include:



Further information on these Strategies and their link to the Plan can be found in ATTACHMENT 1.

5.0 IDENTIFICATION AND PRIORITISATION OF PATHWAY PROJECTS

5.1 Currently Listed and Requested Projects

Paths identified during the development of this Plan came from a number of sources.

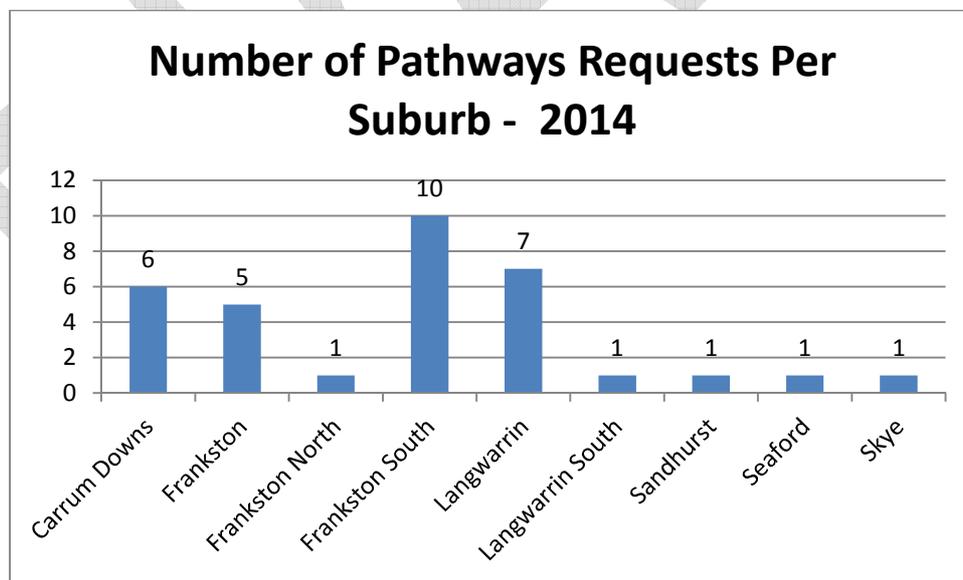
In 2009, Council endorsed the *Citywide Pathway Program*, a list of 25 pathway projects planned for completion over the following five years (of which 10 have been substantially or fully completed). See ATTACHMENT 2.

In 2010 Council also approved the *Frankston Bicycle Strategy* which identifies 80 shared use path projects. Paths identified in the PDP that align with the recommendations outlined in the Bicycle Strategy will be constructed as Shared Use Paths.

Pathway Project Identification

Each year, Council receives requests for constructing new pathways throughout the City. Based on recorded requests since 2013; the annual number of requests has been in the order of 20 to 30 in recent years, with 33 recorded in 2014. A chart depicting the requests broken down into suburbs is below.

Figure 5.1 – Pathway Requests in 2014



The graph shows that Frankston South and Langwarrin, closely followed by Carrum Downs, were the areas with the most pathway requests, which is consistent with the number of network gaps identified in the review. Projects from the list of recorded requests were accessed to further identify missing links and potential extensions to the pathway network in each of the suburbs.

In the course of their day to day responsibilities, Council officers may also identify pathway projects, for example, because of perceived safety risks.

The actions of State Government, too, may lead to the nomination of pedestrian and cyclist pathway projects which are expected to be constructed. In other cases, Council needs to construct new paths to link with new State Government managed paths such as the recent Peninsula Link Trail shared path.

Finally, Councillors themselves may nominate new paths for planning and construction on behalf of the community. These may be recorded or noted for incorporation in capital works programs.

Many of the requests received for pathways from the above sources are not already identified in the *2009 Citywide Pathway Program* or *2010 Bicycle Strategy*.

5.2 Current Prioritisation of Pathway Projects

Citywide Program

At present, the Council endorsed list of 25 pathway projects is not programmed in prioritised order. Instead, projects for implementation are proposed for each budget year and approved by Council during the budgeting process based on immediate safety requirements, specific needs, community advocacy and Councillor priorities.

Frankston Bicycle Strategy

The *2010 Frankston Bicycle Strategy*, prioritised primary off-road bicycle projects according to the following criteria:

- Strategic
- Connectivity
- Economic
- Safety
- People and Communities

Secondary off-road projects are prioritised according to suburb only.

5.3 Need for a New Approach to Paths Planning

The current means of identifying paths projects is largely reactive and originates from resident, visitor, Councillor or other requests. Priorities for constructing the paths occurs through the annual Council budgeting process without recourse to any systematic comparative assessments being made between projects.

In developing the PDP, Council officers have developed new approaches to improve the identification and prioritisation of paths projects with Frankston. These are described in the following section of the Plan

The benefits of taking a more systematic and comprehensive approach to identifying and prioritising pathway projects include better assisting in:

- Responding to community request for new paths
- Assisting in allocating funding for paths projects in annual budgets
- Seeking Federal and State Government funding for specific projects
- Coordinating with the planning of other paths that may be provided in the course of private, government or Council developments
- Maintaining and enhancing the existing pathways network
- Demonstrating progress towards achieving Council's Strategic Objectives

The result of adopting the new approach is the list of prioritised proposed projects which form part of this Plan (see ATTACHMENT Four).

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6.0 STRATEGIC PATHWAY REVIEW

6.1 Approach

To comprehensively identify and list pathway projects a strategic review was carried out involving the following tasks for each suburb:

- Establishing areas of significant pedestrian demand
- Reviewing potential extensions to the pathway network
- Detecting gaps in the pedestrian and (off road) cycle networks.
- Proposing projects to complete and/or expand the pathway network
- Identifying current gravel paths for concreting or sealing
- Prioritising the proposed pathway projects

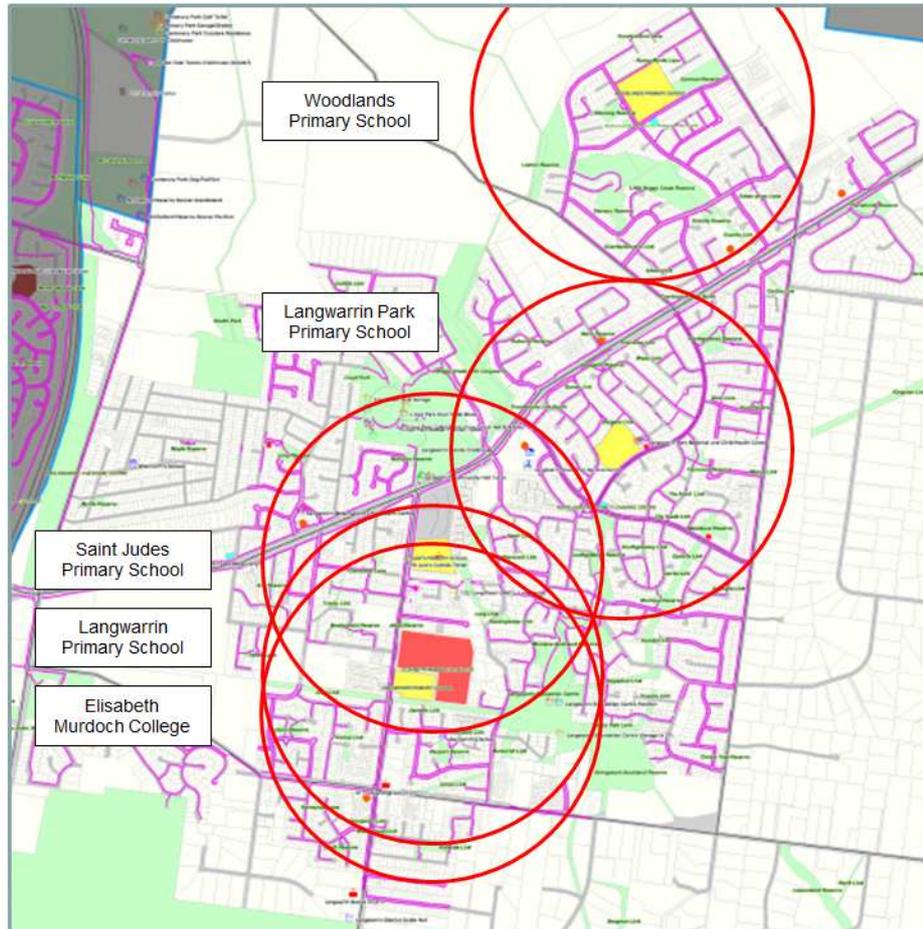
5.2 Pedestrian and Cycling Demand

In Section 2.2 a citywide description was made of pathway users. For the strategic review, the location of significant demand was established by focussing on the walking catchments for five main groups of pathway users, namely those accessing:

- Schools
- Tertiary education
- Shops and commercial areas
- Recreational destinations
- Railway Stations

The spatial catchments for each of the user groups was broadly defined by drawing a one kilometre circle around each school and 800 metre circle around other destinations such as shops as illustrated for Langwarrin below.

FIGURE 6.1: Walking Catchments for Schools in Langwarrin



Existing footpaths are shown in purple

6.3 Network Gaps and Potential Extensions

Network gaps and potential extensions were pinpointed through:

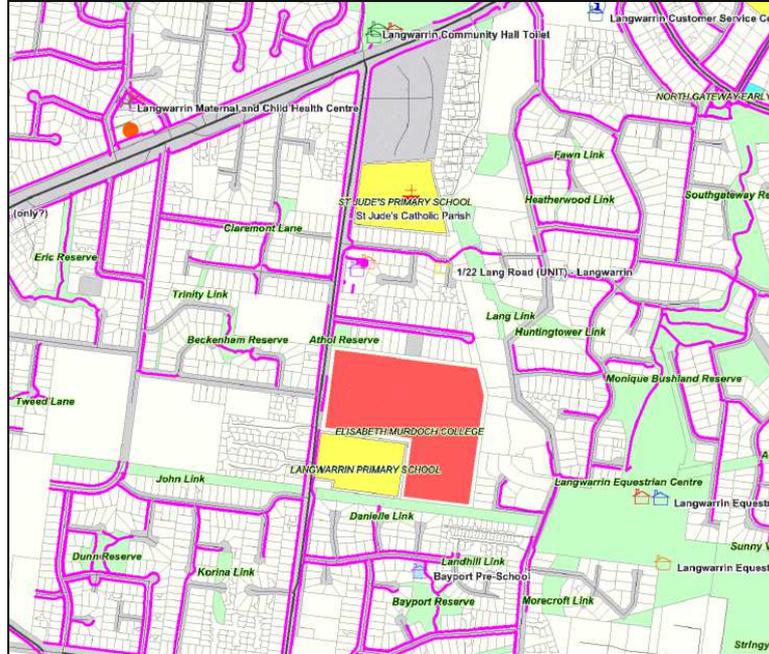
- examining Council's GIS database on current pathways;
- considering cycle network improvements recommended by the Frankston Bicycle Strategy;
- referring to current lists of projects; and
- reviewing resident pathway requests.

GIS Database

In January 2014, an initially verified GIS database was completed for Frankston's pathways. This was based on ground surveys and checked against aerial photographs. GIS maps were generated for each suburb showing the existing pathways as well rounds, parks and reserves, schools and shopping areas.

From the maps, gaps in the pathway network were highlighted and recorded. These were later inspected on the ground to verify the GIS information and to gauge the scope of potential improvement projects

FIGURE 6.2: Example of GIS Maps Showing Location of Existing Paths



Citywide – Council Endorsed List of 25 Pathway Projects

Yet to be constructed paths from the list of 25 projects endorsed by Council in 2009 were identified for each of the suburbs. See Attachment Two for more information on the status of these projects.

Frankston Bicycle Strategy

The Bicycle Strategy assisted in identifying missing pathways and to point to potential extensions to the pathway network. As an example, the following map for Langwarrin shows existing on and off-road cycle routes and records those recommended for construction. The Bicycle Strategy will inform the construction of paths as Shared Use Paths under the Paths Development Plan.

6.3 Upgrading of Gravel Paths

In some locations, primarily in parks and reserves, gravel paths provide an important connection to schools and shops. Providing concrete or asphalt surfaces makes it easier and safer to use for mobility scooters, wheelchairs and prams. Upgrading projects were identified where they linked with the wider footpath network and provided connections to higher demand destinations.

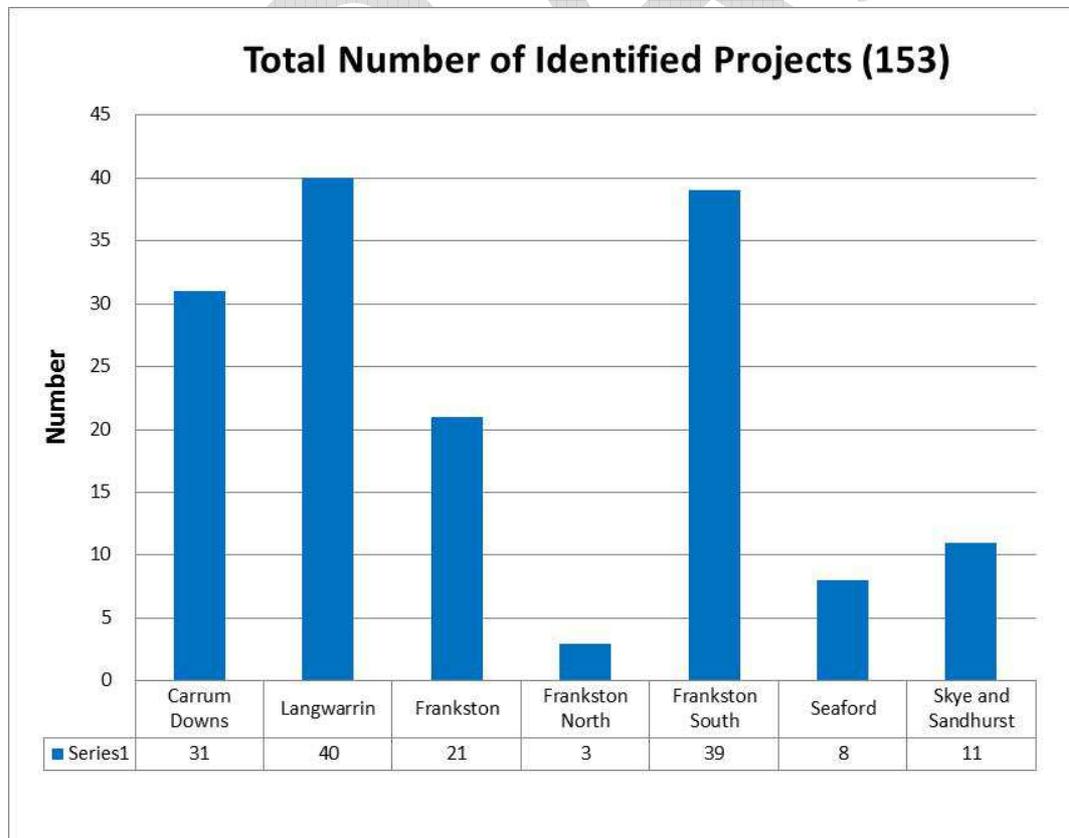
6.4 Results of Review

Suburb by Suburb Results

As a result of the suburb by suburb review, 135 potential pathway projects were identified. These projects are primarily located in Frankston’s built-up residential and industrial areas. Only a few proposed projects were identified and included in the Plan in semi-rural locations where they bordered built up areas. Pathways requests from the wider rural and semi-rural areas of Frankston have been noted, but have not been included in this initial Plan because of assessed low demand and the practicality or cost of construction.

The greatest number of projects identified through the suburb by suburb review are located in Frankston South, Langwarrin, Carrum Downs and Frankston

FIGURE 6.3: Identified Pathway Projects in each Suburb



Walkscore

Walkscore.com is a website that evaluates the walkability of neighbourhoods. It gives each suburb and/or address a score out of 100 that assesses how easy it is to walk to access goods, services, schools, employment and other destinations. Whilst some aspects of walkability are outside the scope of this Plan, connecting pathways with destinations is certainly an objective of the Plan.

The 'walkscore' for suburbs within Frankston are as follows:

Suburb	Walkscore
Frankston	55
Carrum Downs	53
Seaford	51
Frankston North	50
Skye	44
Frankston South	38
Langwarrin	38
Sandhurst	19
Langwarrin South	12

The above data is generally consistent with the findings of the Paths Development Plan, showing that areas in outer Frankston, such as Frankston South, Langwarrin, Langwarrin South and Sandhurst (which is excluded from this Plan) have poor walkability.

Comparison of How Well Demand is Met

The proportion of roads and streets with and without roadside footpaths provides a general guide as to how walking demand is met for each suburb.

TABLE 6.2 – Proportion of Roads with Footpaths

Suburb	Total Footpaths	Road Reserve Footpaths	Arterial		Sub-Arterial		Local		TOTAL	
	Total Length (km)	Total Length (km)	Total Road Length (kms)	Proportion with Footpaths (%)	Total Road Length (kms)	Proportion with Footpaths (%)	Total Road Length (kms)	Proportion with Footpaths (%)	Total Road Length (kms)	Proportion with Footpaths (%)
Carrum Downs	153.19	92.82	2.64	65.73%	3.65	198.67%	92.82	99.13%	99.11	93.66%
Frankston	334.85	167.48	8.47	59.04%	9.37	171.73%	167.48	143.88%	185.32	90.37%
Frankston North	63.41	27.40	1.32	28.98%	0	0.00%	27.40	165.70%	28.72	95.42%
Frankston South	92.02	90.84	2.18	18.29%	10.55	81.82%	90.84	71.05%	103.57	87.71%
Langwarrin	113.10	103.23	5.93	17.00%	16.43	44.27%	103.23	71.49%	125.60	82.19%
Langwarrin South	0.95	13.34	1.31	0.00%	8.42	1.95%	13.34	0.00%	23.08	57.81%
Sandhurst	27.46	23.46	0.17	0.00%	2.33	2.95%	23.46	67.74%	25.97	90.34%
Seaford	169.59	74.42	5.24	145.88%	0	0.00%	74.42	151.91%	79.66	93.42%
Skye	40.06	35.80	4.66	21.26%	5.87	79.56%	35.80	85.23%	46.33	77.28%
TOTAL	994.63	628.81	31.93		56.63		628.81		717.36	

This shows that of the nine suburbs in Frankston, four (Seaford, Frankston, Frankston North Carrum Downs) are well provided with roadside footpaths.

Sandhurst does not have as high a proportion as these four, but has a significant network of connecting off-road paths. The lower proportion for Skye and Langwarrin are influenced by the extent of rural roads in the east of the City – though the lower proportion for Langwarrin is also influenced by the lack of footpaths in the western part of the Woodside Estate bordering McClelland Drive. In two areas of Frankston South (between Kars Street/Baden Powell Drive and Nepean Highway and surrounding the Frankston Reservoir) many streets are without footpaths, resulting in a lower proportion overall compared to other established suburbs. Few footpaths exist in Langwarrin South because of its rural and semi-rural nature.

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7.0 PRIORITISATION

7.1 Prioritisation Methods

Council has finite financial resources and needs to balance competing community interests. A sound method of prioritising paths projects assists Council in developing a pathways construction program that will be funded and implemented over a number of years

There are many ways in which projects can be systematically prioritised. Most involve evaluating projects using criteria that reflect typical community concerns and expectations. These mainly relate to addressing safety issues, and improving access, connectivity and amenity.

A common method for prioritising projects is to carry out a multi-criteria assessment (MCA). This generally involves “scoring” each project according to agreed criteria and ranking the projects based on their total score. In addition some criteria (and scores) may be given greater emphasis compared to others through a weighting process.

7.2 Project Priorities

For the PDP, a simplified multi criteria assessment (MCA) has been adopted to rank projects using the following criteria categories:

- Safety
- Connectivity
- Amenity
- Strategic Objectives

Information on the MCA criteria, how they are scored is found in ATTACHMENT 3.

The prioritised list included in the PDP is based on a weighting of Safety (40%), Connectivity (40) Strategic (10%) and Amenity (10%).

Desirably, projects which are in the higher priority categories and which score the highest MCA scores would be programmed for construction first as they are assessed to have the highest benefits.

ATTACHMENT 4 contains the list of prioritised projects based on applying the adopted prioritisation methodology.

8.0 COSTS and FUNDING OF PATHWAY PROJECTS

8.1 Estimated Project Costs

Derived engineering cost estimates are not available for most of the projects identified through the suburb by suburb review. Where they do not currently exist, costs have been allocated based on a current market rate of \$75 per square metre plus 30% contingency.

On these assumptions, the estimated total cost of the identified 153 projects is \$9.4 million.

8.2 Funding Sources

Just over \$180,000 of the estimated cost of pathway projects is expected to be paid by developers in the course of developing land blocks adjacent to identified paths. All of the remaining projects are likely to require all or part Council funding. Funding to complement or replace Council funding may come from two sources:

from State Government or its agencies; and
from benefitting property owners via Special Charge Schemes

Council Funding

Council funding for paths is provided via annual budgets which are informed by plans and strategies such as the PDP and Parks and Reserves strategies and Master Plans. Funding may also be provided where there are a whole of life maintenance or safety benefits as part of an asset renewal program. Two of the pathway projects identified in the PDP will be delivered as part of road upgrading works.

Because of potential overlaps in responsibilities for delivering paths projects, development of the PDP has involved cross consultation between the relevant sections of Council, namely:

Operations Department (which is responsible for maintenance and rehabilitation);
Public Space and Leisure Department (responsible for management, development and upgrading of open space);
Sustainable Assets Department (responsible for capital works programming); and
Infrastructure Department (responsible for strategic network planning).

Pathways Special Charge Schemes

A Special Charge Scheme can be applied to pathway projects by Council under section 163 of the *Local Government Act 1989*, when it is deemed that adjacent land owners will benefit from the proposed pathway. This involves land owners

contributing to the costs of the project, and requires support from land owners to proceed.

Council will consider implementing Special Charge Schemes to fund paths projects if contributions to a Scheme are at least sufficient to recoup the administrative costs of undertaking a Scheme. These can amount to \$25,000 or more due to the significant legal, consultation and administrative costs associated with the Scheme process.

The maximum amounts that Council contributes will depend upon the location of the paths projects. Where there are wider community benefits, Council will contribute higher amounts compared to paths projects in local streets in which only the immediate residents are the main beneficiary.

TABLE 8.1 shows the recommended maximum Council Contribution Special Charge Schemes based on this principle.

TABLE 8.1 – Maximum Council Contribution for Pathway Projects[^]

Pathway Classification	Council Maximum Contribution
Key Central Activities Area Footpaths	100%
Reserve Footpaths	100%
Key Access Footpaths	50%
Industrial Access Footpaths	50%
Local Access Footpath	35%
Primary Shared Use Paths	50% + additional costs*
Secondary Shared Use Paths*	50% + additional costs*

[^] The Maximum Council Contribution does not include any contributions where Council is also an adjacent landowner

* The Local Government Act 1989 prescribes that Council can only charge owners for a standard footpath. Any additional costs associated with construction of a shared use path must be borne by Council

In practice, each Scheme may be individually assessed to determine variation in Council's contribution based on the relative benefits to owners and the wider community.

By adopting the recommended maximum Council apportionments, and taking into account the expected practicalities of applying the Schemes, 54 projects listed in the

PDP could be funded by Special Charge Schemes. The estimated cost of the Schemes is \$5.3 million of which \$2.9 million could be funded by benefitting property owners and \$2.4 million by Council contribution.

If a proposed pathway goes through the Special Charge Scheme process and is unsuccessful, a new Scheme will not be considered for a minimum of 5 years unless majority support from landowners is demonstrated.

State and Federal Government Funding

Several State Government agencies, principally, VicRoads, TAC and Active Travel Victoria, have responsibilities for promoting active travel. This includes part or full funding of walking and cycling paths via grants or direct funding of projects. See ATTACHMENT 5 for information on potential State Government funding.

Six projects, totalling \$716,500 in cost, are located either in Melbourne Water or private land holdings. Council would need to enter into agreements with the landowners prior to the construction of these paths. Council would be responsible for funding the maintenance of these paths, but contributions could still be sought for the cost of construction.

Summary of Funding Responsibilities

As FIGURE 8.1 illustrates, the majority of funding required to construct the identified projects is nominally expected to come from Council (but as previously noted, may be eligible for potential State Government contributions).

Although some projects are feasible to be funded via Special Charge Schemes, there are still a significant number of projects which would not be eligible. These are because:

- Paths are located in parks or reserves;
- Paths are located in key central activity areas; or
- Owner contributions would not cover Special Charge Scheme administrative costs.

FIGURE 8.3 shows the years it will take to implement this Plan based depending on the annual funding contribution of Council.

FIGURE 8.1 : Potential Sources of Funding for Identified Projects

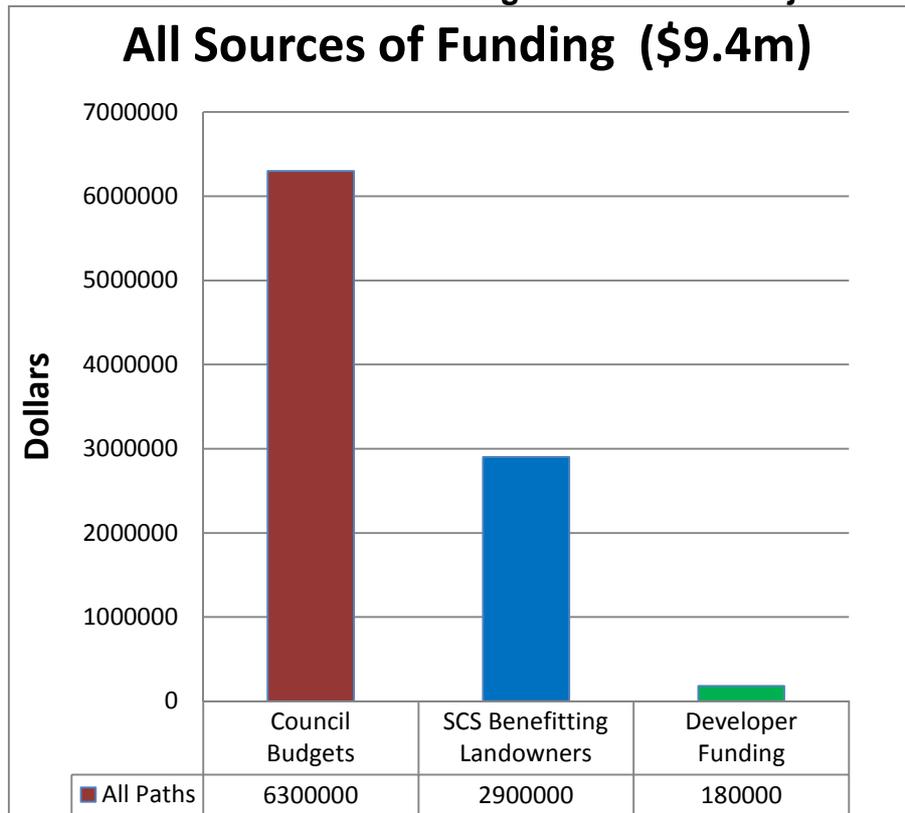


FIGURE 8.2 : Estimated Cost of Identified Projects by Suburb

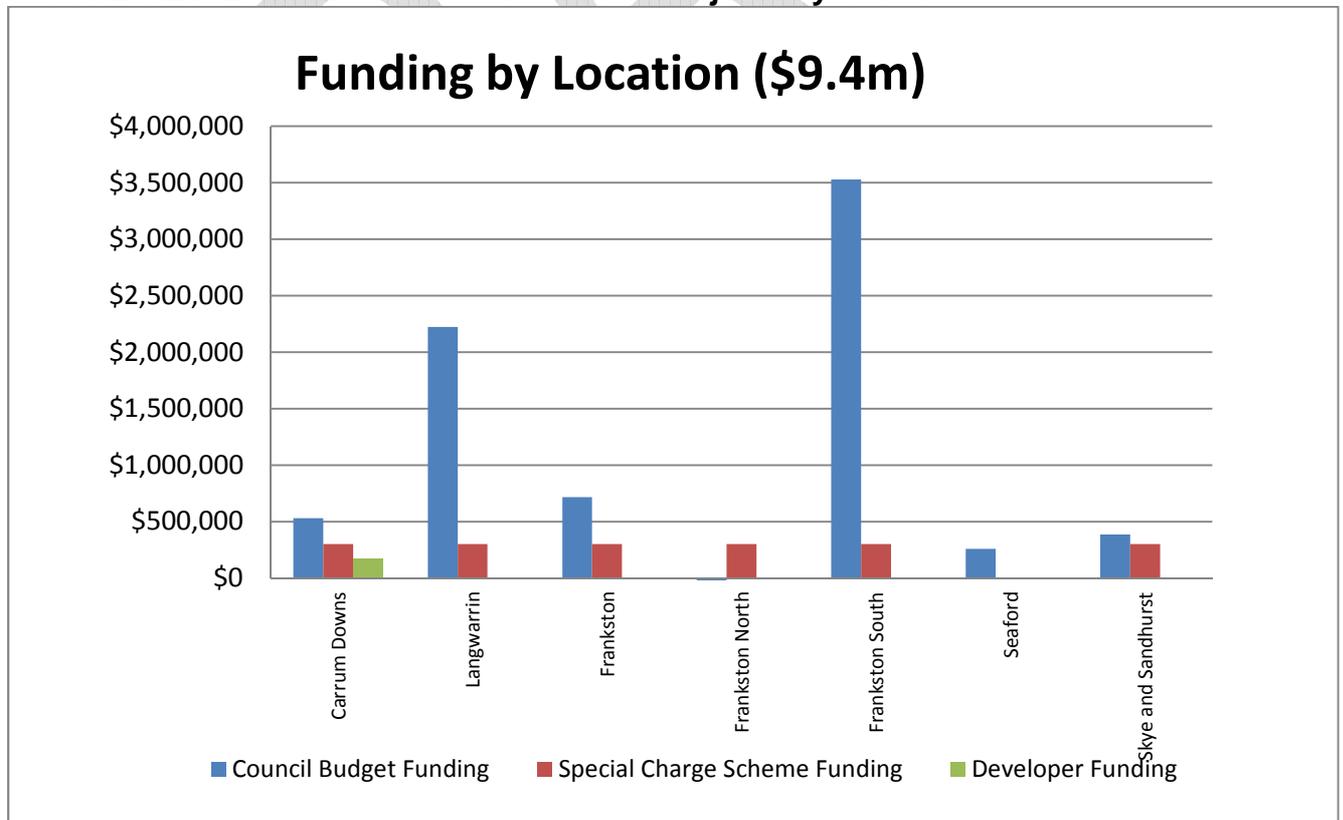
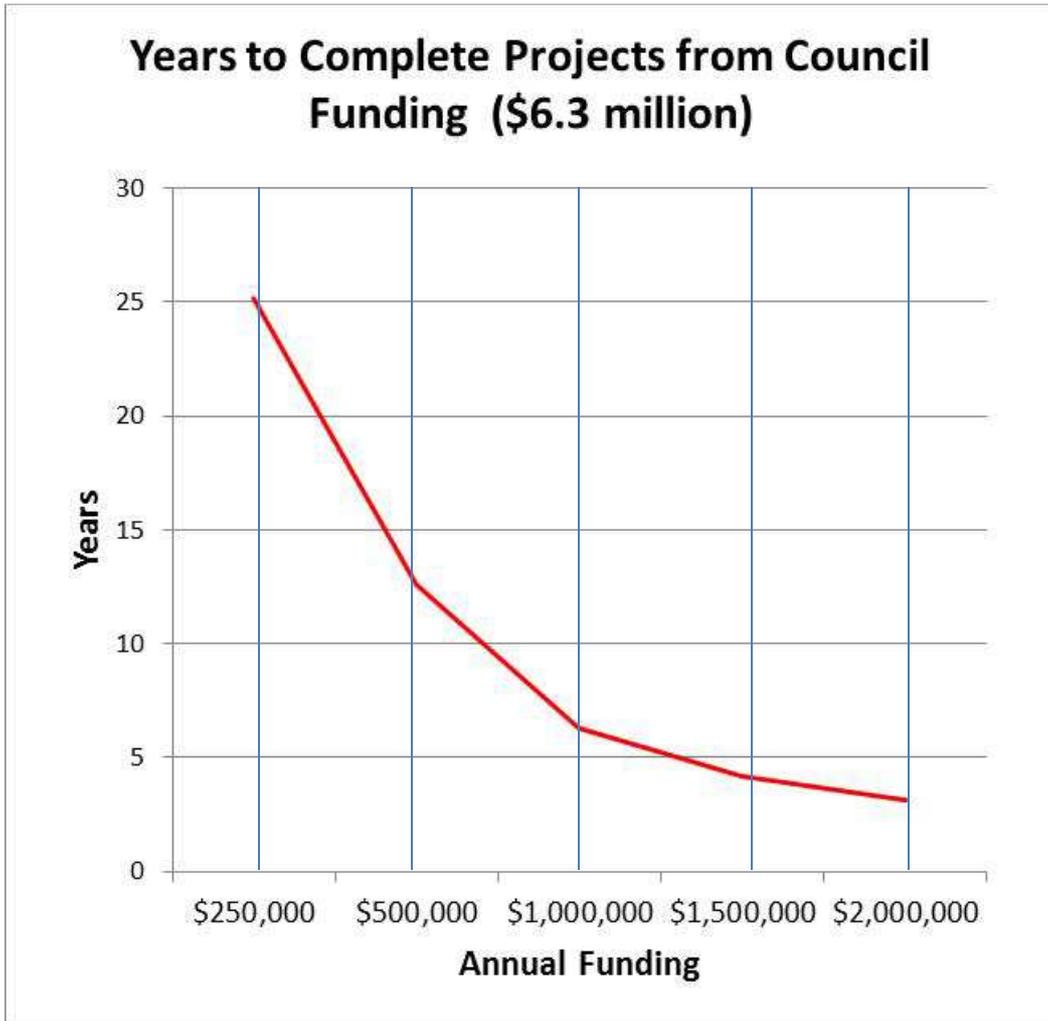


FIGURE 8.3 : Estimated Years to Complete Plan Based on Council funding



9.0 CONCLUSION

The development of the PDP uses a strategic identification and prioritisation process which results in a robust basis for informing current and future scheduling and funding of paths construction in the municipality.

The Plan has identified 153 projects for construction. However, it is expected that additional paths will be identified in the future as the result of resident and other requests, and arising from Council and private developments. These can be added to the list of PDP projects and prioritised using the adopted MCA ranking methodology.

The cost of all projects identified in this Plan is estimated to be \$9.4 million, of which over \$180,000 is expected to be delivered by developers. Remaining projects will need to be funded in part or full by Council. Benefitting landowners may contribute up to \$2.9 million of the costs of 54 paths which may be feasibly funded via Special Charge Schemes. Some funding may also be secured from State Government sources.

There is significant interest from residents in completing the pathway network as soon as possible, for transport, social and health reasons. The implementation of the Plan is largely dependent on Council funding, which is subject to the annual Capital Works budget planning process. FIGURE 8.3 demonstrates the possible timeframes for completion based on a range of funding levels.

ATTACHMENTS

ATTACHMENT ONE: Council Strategies

ATTACHMENT TWO: Pathway Projects Prioritised by Council in 2009

ATTACHMENT THREE: Prioritisation Criteria

ATTACHMENT FOUR: Prioritised Paths Projects

ATTACHMENT FIVE: Potential Sources of State Government Funding

ATTACHMENT SIX: Exclusions of the Paths Development Plan

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ATTACHMENT ONE: Council Strategies

Frankston City Council Plan 2013-2017

The Paths Development Plan is consistent with all three of the Council Plan Strategic Objectives:

Planned City for Future Growth
Liveable City
Sustainable City

In particular, the Paths Development Plan will help achieve Council Plan Strategy 3.1– *‘Plan, build, maintain and retire infrastructure to meet the needs of the city and its residents’*

Frankston Community Plan 2013-17

The Frankston Community Plan arose from a large community engagement exercise undertaken by Council. Over 900 people responded to a survey asking what they would like to see in their neighbourhoods, and over 70 people attended the ‘Frankston Community Conversation in March 2013 to develop the Community Plan.

The Paths Development Plan especially relates to Guiding Priority 6 for a Sustainable City *‘Encourage pedestrian movement by creating better connections between roads and footpaths and advocate for disability access upgrades at bus stops’*

Frankston Local Area Plans

Sitting underneath the Frankston Community Plans are Frankston Local Area Plans. Workshops are held in each of the suburbs within Frankston City to help inform Council of the unique features, challenges, needs and aspirations of local communities.

Following these workshops, Local Area Plans (LAPs) are developed and used as a resource during Council's strategic planning.

Most Local Area Plans reference improved pathways as a priority for the community.

Frankston Integrated Transport Strategy 2013

The overall objective when developing the Frankston Integrated Transport Strategy was to:

‘Develop an Integrated Transport Strategy that will increase the efficiency and effectiveness of the Frankston transport network to move people and goods via all modes of transport within and through the Frankston municipality, with a focus on integrating transport modes’

The ITS identifies a Key Performance Indicators (KPI) that relate to increasing walking:

An increase in trips made by walking from 11% (VISTA* 2009) to 14% of all trips by 2025

**VISTA is the Victorian Integrated Survey of Travel and Activity, undertaken by the Victorian Government that surveys households on ALL trips for ALL purposes.*

The Paths Development Plan will contribute to achieving these KPI, by providing infrastructure that makes it easier for people to walk and cycle for transport purposes.

Action 7-13 of the ITS, '*Continue to extend the footpath network*', identifies the extension of the pathway network as a high priority.

Many actions within the ITS relate to walking and cycling, and all focus on improving conditions for cyclists and pedestrians. These actions will be achieved through implementation of the Paths Development Plan.

Frankston Bicycle Strategy 2010

The Frankston Bicycle Strategy (FBS) was adopted by Council in 2010. The FBS identifies a number of initiatives to improve cycling facilities and safety, and to encourage more cycling within Frankston City.

Due consideration was given to improving cycling safety and linking communities and facilities, as well as the needs of all types of cyclists, regardless of their age, experience or reason for cycling. As such, both on-road bicycle lanes and off-road pedestrian and cyclist shared use paths were recommended in the FBS.

The shared use paths identified in the FBS will be incorporated into the Paths Development Plan. By combining the shared use path component of the FBS into the Plan, consistent and equitable criteria can be used to determine pathway priorities. Planning for on road bicycle infrastructure will be subject to a separate plan.

Frankston Asset Management Strategy 2013-17 and Frankston Asset Management Policy 2012

Asset Management is a broad term that encompasses all of the various actions that Council undertakes to ensure that its assets are efficiently planned, delivered, managed and reviewed in a cost effective, sustainable manner.

The Strategy provides framework for the ongoing enhancement of Council's Asset management practices and performance. The Strategy has been developed with the objective of ensuring improved asset knowledge so that future capital and operating

investment in Council assets is more effective, and in the best interests of the community.

Pathways are assets that Council is responsible for, and as such, pathways need to be planned, built and maintained according to the objectives of the Frankston Asset Management Strategy.

Council's Asset Management Policy was adopted in February 2013. The Policy describes Council's vision for asset management as follows:

'As stewards of community assets, Frankston City Council will provide assets that support the provision of best value services. Council assets will be accessible, safe and suitable for community use. The approach to asset management will be sustainable. It will balance competing community social, environmental and economic needs for the benefit of current and future generations.'

Frankston Environment Strategy – Greening Our Future

Frankston City Council adopted Greening Our Future in 2015, and this Strategy provides an overarching framework for preserving and protecting the environment of Frankston City for the next decade.

Action 2.4.4.I requires Council to 'Position Frankston City as a cycling city, pedestrian friendly and well-connected'. The Paths Development Plan will strive to achieve this objective of the Greening our Future Strategy.

ATTACHMENT TWO: Pathway Projects Prioritised by Council in 2009

	Location	Suburb	From	To	Approx Length (km)	Width (m)	Foot path (FP) or Shared Use Path (SUP)	Comment
1	Brunel Road	Seaford	Seaford Road	Austin Road	0.3	2	FP	Completed
2	Harnett Drive	Seaford	Seaford Place	Seaford Road	0.1	1.4	FP	Completed
3	Baden Powell Drive	Frankston South	Humphries Road	Brighton Street	0.9	1.4	FP	Completed
4	Golf Links Road	Frankston South	Stotts Lane	Robinsons Road	0.4	1.4	FP	Completed
5	McClelland Drive	Carrum Downs	Centenary Park Drive	Darnley Drive	1.7	2.5	SUP	
6	Long Street	Langwarrin	Lorraine Street	Ian Court	0.7	1.4	FP	
7	Seaview Road	Frankston South	Overport Road	Baden Powell Drive	0.9	2	SUP	
8	Humphries Road	Frankston South	Nepean Highway	Rosedale Grove	3.7	2	SUP	Completed
9	Overport Road	Frankston South	Humphries Road	Sussex Road	2	2	SUP	Completed
10	Bardia Avenue	Seaford	Basketball centre	Patrick Court	0.2	1.4	FP	Completed
11	Liddesdale Avenue	Frankston South	Nepean Highway	Kars Street	0.7	2	SUP	
12	Nepean Highway	Frankston South	Plummer Avenue	Fleetwood Avenue	0.9	1.4	FP	
13	Lathams Road	Carrum Downs	Frankston-Dandenong Road	Frankston Gardens Drive	1.1	1.4	FP	
14	Ballarto Road	Carrum Downs	Opposite McCormicks Road	Bus Stop W of College	1.4	1.4	FP	
15	Warrandyte Road	Langwarrin	Bevnol Road	Golf Links Road	3.2	2	SUP	
16	McClelland Drive	Langwarrin	North Road	Baxter Trail	0.77	2.5	SUP	
17	North Road	Langwarrin	Springhill Estate	Flame Robin Drive	0.87	1.4	FP	
18	Centre Road	Langwarrin	outside 105		0.1	1.4	FP	Completed
19	Harcourt Avenue	Frankston	Kars Street	Baden Powell Drive	0.1	1.4	FP	

FRANKSTON PATHS DEVELOPMENT PLAN

20	McClelland Drive	Langwarrin	Robinsons Road	Golf Links Road	0.9	2	FP	
21	Wells Road	Seaford	Klauer Road	Miles Grove	0.5	1.4	FP	Completed
22	Kars Street	Frankston	Baden Powell Drive	House no 163	0.7	1.4	FP	
23	North Road	Langwarrin	Bergman Road	Centre Road	0.57	1.4	FP	
24	Centre Road	Langwarrin	Langwan Road	North Road	0.7	1.4	FP	
25	Robinsons Road	Frankston South	McClelland Drive	Warrandyte Road	3	2	SUP	

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ATTACHMENT THREE: Prioritisation Criteria

CRITERIA FOR EVALUATING PATHWAY PROJECTS

Category	Criteria	Explanation	Scoring
ACCIDENT RISK (Current)	Traffic Volumes	A higher volume of traffic using a street or road increases the risk to pedestrians	20
			14
			10
			6
			4
	Pedestrian and Cyclist Density	The higher the density of pedestrians and cyclists the higher the risk of accidents with passing vehicles (current, mainly comparative pedestrian, volumes)	10
			8
			6
			4
			2
	Posted speed limit	The higher the speed of vehicles the greater the risk of accidents with pedestrians and cyclists and greater the severity	0
			20
			16
			12
Road and Pedestrian Environment	The road and verge environment influence how close pedestrians and cyclist may be to vehicles, and affect the visibility and manoeuvrability for both pedestrians/cyclists and motorists. Factors includes number of	8	
		5	
		2	
		0	
Alternative Access	Availability of alternative access, such as a pathway on one side of the road, may influence whether pedestrians/cyclists walk or cycle	5	
		2	
		0	
		65	
		25	
CONNECTIVITY (Potential)	Activity Node 1	Activity nodes attract both pedestrians and cyclists. More intense activities generate higher demand which increases with proximity to the activity centre. Some activities, such as schools and retirement villages, are also accessed by the more vulnerable and require a higher standard of pathway.(Select highest	10
			8
			8
			4
			4
			2
	Activity Node 1	(as for Activity Node 1)	0
			10
	Adjacent Land Use	The type and density of adjacent land use influences the level of demand for pathway connections. Higher density areas require a higher standard of pedestrian and cyclists access to support the surrounding land use.	10
			10
8			
5			
		4	
		4	
		2	
		30	
		25	
STRATEGIC	Contributes to completion of existing	Proposed pathway may contribute to building up or completing a planned walking or cycling	10
			7
			3
	Supports landuse and other Council plans	Proposed pathway may be essential or contribute to a planned area development or	5
			3
			1
		15	
		25	
AMENITY	Current amenity for pedestrians and cyclists	A new or improved pathway will improve the amenity for users and for adjacent land uses. Locations with currently poor amenity will benefit most from pathway construction or upgrading	10
			8
			6
			4
			0
		10	
		25	
		100.0	

FRANKSTON PATHS DEVELOPMENT PLAN

ATTACHMENT FOUR: Prioritised Paths Projects

Rank	Street	From	To	Suburb	Cost (\$)	SCORE
1	Frankston-Dandenong Road	Dina Retreat	Bus stop opposite childcare centre	Carrum Downs	52,406	70.4
2	Moorooduc Highway	North entrance to Monash University	Millard Street	Frankston	58,500	69.1
3	Centre Road	Langewan Road	Aqueduct Road	LangwarrIn	43,144	65.1
4	Cranhaven Road	Warrandyte Road	West boundary 90 Cranhaven Road	LangwarrIn	29,250 #	63.9
5	Frankston-Flinders Road (east side)	Bartlett Street	Escarpment Drive	Frankston South	237,900	63.4
6	Ballarto Road (south side)	McCormicks Road	McClelland Drive	Skye - Sandhurst	31,444	61.7
7	Robinsons Road	Penlink Trail	Baxter Trail	Frankston	56,063	61.1
8	Nepean Highway (east side)	Bruarong Crescent	Fleetwood Crescent	Frankston South	74,588	60.8
9	Ballarto Road (south side)	McClelland Drive	Opposite Paras Drive	Skye - Sandhurst	19,744	60.5
10	Frankston-Flinders Road (west side) N/West	Footpath sth from Moorooduc HW	Kara Street	Frankston South	23,400	58.3
11	Stotts Lane	Golf Links Road	Escarpment Drive	Frankston South	237,656	57.5
12	Ballarto Road	Western boundary 270 Ballarto	Bus stop w of Flinders College	Carrum Downs	156,488	57.2
13	North Road	Centre Road	Robinsons Road	LangwarrIn	40,219	57.1
14	Seaview Road	Baden Powell Drive	Overport Road	Frankston South	212,063	56.3
15	Robinsons Road	McClelland Drive	Warrandyte Road	LangwarrIn	351,000	55.7
16	Nepean Highway (west side)	Opposite Bruarong Crescent	Old Mornington Road	Frankston South	166,725	54.7
17	Skye Road (north side)	Cascade Street	Frankston-Dandenong Road	Frankston	102,375	53.9
18	Frankston-Dandenong Road	Outside Orthodox Church	Outside Orthodox Church	Carrum Downs	29,250	52.7
19	Lathams Road (north side)	West boundary 38 Lathams Road	Frankston Gardens Drive	Carrum Downs	74,588	51.9
19	Lathams Road (south side)	Frankston-Dandenong Road	Tova Drive	Carrum Downs	102,375	51.9
21	Frankston-Flinders Road (east side)	Escarpment Drive	Sages Road	Frankston South	208,406	51.0

FRANKSTON PATHS DEVELOPMENT PLAN

Rank	Street	From	To	Suburb	Cost (\$)	SCORE
22	Ballarto Road	Skye Primary School	Skye Recreation Reserve	Skye - Sandhurst	353,438	50.9
23	Moorooduc Highway	Margate Avenue	Bruce Road	Frankston	65,813	50.7
24	Skye Road (south side)	Manorwoods Drive	Peninsula Link Trail	Frankston	14,625	49.9
25	Golf Links Road (P)	Robinsons Road	Baxter Trail	Frankston South	365,625	49.7
26	Tavistock Road	Towerhill Road	Sycamore Road	Frankston South	29,981	49.3
27	Yuille Street	Hastings Road	bus stop north of tennis club car park	Frankston	26,325	49.2
28	Riviera St and Reserve Rd	Nepean Highway	Kanaook Creek crossing	Seaford	61,425	48.5
29	Smyth Street	Kelso Street	Oates Street	Frankston	13163	47.9
30	Veronica Street	Cranbourne-Frankston Road	Edward Street	Langwarrln	20475	47.8
31	Sycamore Street	Elm Grove	Turner Road	Langwarrln	79706	47.5
32	Tara Drive	Towerhill Road	Tara Lane	Frankston	39488	46.5
33	East Seaford Reserve	Seaford Road	Austin Road	Seaford	87750	45.5
34	Frankston-Dandenong Road	Wedge Road	Orthodox Church	Carrum Downs	63,375	44.8
35	Belvedere Reserve	Henry Crescent	East Road	Seaford	54,844	44.7
36	Gerald Drive	Long Street	Paterson Ave	Langwarrln	19,744	44.1
37	Herbert Reserve	Herbert Road	Carrum Downs Local Village Shops	Carrum Downs	9,165	43.9
38	Aqueduct Road	Tisdall Drive	End of Aqueduct Road	Langwarrln	42,413	43.6
39	Lyster Close Reserve	Lyster Close	Boonong Avenue	Seaford	15,600	43.5
40	John Link	Union Road	Warrandyte Road	Langwarrln	121,875	41.9
41	Brighton Street	Humphries Road	Baden Powell Drive	Frankston South	109,688	41.8
42	Wingham Park	Bushwood Grove	Ashleigh Ave and Karingal Primary	Frankston	39,000	41.5
43	Golf Links Road	Golf Links Trail	Settlers Way	Frankston South	112,613	41.5
44	Baxter-Tooradin Road	Frankston-Flinders Road	Stotts Lane	Frankston South	11,702	41.4
45	Spring Street	Williams Street	High Street	Frankston	35,100	40.9
45	Sweetwater Drive	Overport Road	Caledonia Cicruit	Frankston South	58,500	40.9
47	Brodie Street	Nepean Highway	Beckworth Grove	Seaford	6,581	40.8

FRANKSTON PATHS DEVELOPMENT PLAN

Rank	Street	From	To	Suburb	Cost (\$)	SCORE
48	Seabrook Way	Existing footpath on Seabrook Way	End of Seabrook Way	Seaford	5,850	40.7
49	Riviera Reserve	Milroy Crescent	Seabrook Way	Seaford	17,550	40.7
50	Knox Street	Eastern boundary 7 Knox Street	Western boundary 13 Knox Street	Carrum Downs	9,506	40.2
51	The Spur	The Ridge	The Crest	Frankston South	26,325	39.9
52	Elm Grove	Larch Street	Sycamore Street	LangwarrIn	49,725	39.6
53	Centre Road	Aqueduct Road	North Road	LangwarrIn	40,950	39.5
54	Williams Street	Kars Street	Cliff Road	Frankston	43,875	39.4
55	Sandgate Basin Reserve	Burleigh Court	Sandgate Avenue	Frankston	31,200	39.3
56	North Road	Bergman Road	Centre Road	LangwarrIn	80,438	38.8
57	Riviera Reserve	Nepean Highway	Kananook Creek walkway	Seaford	9,750	38.5
58	Darter Reserve	Darter Court	Cicada Court	Carrum Downs	11,700	38.3
59	Roberts Reserve	Roberts Street	Screen Street	Frankston	23,400	38.1
60	Centre Link	Jarman Drive	Cranbourne-Frankston Road	LangwarrIn	5,119	37.5
61	McCormicks Road	Sandhurst Boulevard	Sandhurst Boulevard	Skye - Sandhurst	114,075	37.2
62	Rotary Park - Carrum Downs	Lyrebird Drive	Greenwood Drive	Carrum Downs	40,950	36.7
63	Saint Ives Avenue	Sibyl Avenue	Overport Park	Frankston South	45,338	35.6
64	Oakwood Reserve	Oakwood Drive	Dexter Mews	Carrum Downs	14,625	35.1
65	Messmate Street	Forest Drive corner southwards	Entrance to Eric Bell Reserve	Frankston North	4,500	35.0
66	Pat Rollo Reserve	Bursaria Crescent	Mitre Crescent	Frankston North	18,000	34.9
67	Union Road	Mathew Court	Hedgely Court	LangwarrIn	8,044 #	34.8
68	Banyan Reserve (S)	Oberon Drive	Luscombe Avenue	Carrum Downs	106,031	34.5
69	Liddesdale Avenue	Kars Street	Nepean Highway	Frankston South	186,469	34.5
70	Clifton Grove	In front of Clifton Grove Reserve	In front of Clifton Grove Reserve	Carrum Downs	7,313	33.9
71	Southgateway Reserve	Existing shared path	Southgateway	LangwarrIn	52,406	33.9
72	Woolston Drive	Pratt Avenue	Yuille Street	Frankston South	87,750	33.9
73	Pratt Avenue	The Crest	Idon Avenue	Frankston South	48,750	33.6

FRANKSTON PATHS DEVELOPMENT PLAN

Rank	Street	From	To	Suburb	Cost (\$)	SCORE
74	Union Road	Hedgely Court	Cozy Valley Road	LangwarrIn	68,738 #	33.6
74	Aqueduct Road	Outside 53 Aqueduct Road	Outside 53 Aqueduct Road	LangwarrIn	2,925	33.6
76	Lang Road	Warrandyte Road	Lang Link	Langwarren	51,563	33.5
77	Beech Street	McClelland Drive	Poplar Grove	LangwarrIn	131,625	33.4
78	Valentine Road	In front of 42 Lorraine Ave	In front of 42 Lorraine Ave	LangwarrIn	5,850	33.3
79	Tertullian Reserve	Tertullian Court	Baxter Trail (Willow Road)	Frankston	121,875	33.1
79	Tertullian Reserve	New pathway	Penlink Trail	Frankston	65,813	33.1
81	Derinya Drive	Overport Road	Derinya Primary School	Frankston South	117,000	32.9
82	Lee Street	Cranbourne Road	Glenview Crescent	Frankston	70,200	32.8
83	Bawden Street (south side)	Frankston-Dandenong Road	Clifton Grove	Carrum Downs	16,088	32.7
84	Lavendar Hills Reserve	Daisy Way	William Road	Carrum Downs	37,050	31.9
85	Warrandyte Road	Bevnol Road	Robinsons Road	LangwarrIn	224,250	31.8
86	Rosedale Grove	Humphries Road	Alicudi Avenue	Frankston South	292,500	31.6
87	Stotts Lane	70 metres south of The Strand	Baxter-Toradin Road	Frankston South	132,844	31.5
88	Bruce Road	In front of Medical Centre	In front of Medical Centre	Frankston	7,313	31.2
89	Swift Link	Swift Court	Woodvale Drive	Carrum Downs	16,575	30.5
90	McCormicks Road	North entrance to Sandhurst Blvd	Thompsons Road	Skye - Sandhurst	114,806	30.4
91	John Monash Reserve	Alfred Deakin Grove	McCormicks Road	Skye - Sandhurst	7,800	30.4
92	Telopea Reserve	Alder Court	Spruce Court	Frankston North	14,250	30.1
93	Dunsterville Reserve	Dunsterville Crescent	Akora Court	Frankston	16,575	29.7
94	Sanders Road	Mooroduc Highway	Kim Close	Frankston South	54,113	29.6
95	Cranbourne-Frankston Road	existing path at Skatepark (Lloyd Park)	Signals at Lloyd Park	LangwarrIn	20,475	28.9
96	Harcourt Avenue	Kars Street	Hoadley Avenue	Frankston South	61,425	28.3
97	Overport Park	Overport Road	Saint Ives Road	Frankston South	95,550	27.9
97	William Hovell Reserve	Mount Erin Crescent	Raleon Avenue	Frankston South	39,000	27.9

FRANKSTON PATHS DEVELOPMENT PLAN

Rank	Street	From	To	Suburb	Cost (\$)	SCORE
99	Pimmys Reserve	Pimmys Court	Minka Place	Skye - Sandhurst	10,725	27.7
99	Valley Link	Saint Austell Court	Sanoma Drive	Skye - Sandhurst	9,750	27.7
101	Hoadley Avenue	Kars Street	Fenton Crescent	Frankston South	54,113	27.6
102	Cliff Road	Williams Street	Liddesdale Avenue	Frankston	112,613	27.6
103	Maple Street	Elm Grove	Poplar Grove	LangwarrIn	54,113	27.5
104	Fleetwood Crescent	Nepean Highway	Western boundary of 49 Fleetwood	Frankston South	77,513	26.9
105	The Ridge	Kars Street	The Spur	Frankston South	23,400	26.9
106	John Monash Reserve	Alfred Deakin Grove	John Monash Drive	Skye - Sandhurst	15,600	26.5
106	Pimmys Reserve	Pimmys Court	Darnley Place	Skye - Sandhurst	7,800	26.5
108	Peninsula Link Trail Access Track	Peninsula Link Trail	McClelland Drive	Langwarrin	41,925	26.3
109	Gweno Street	Kars Street	Cliff Road	Frankston	52,650	26.3
109	Neil Street	Kars Street	Fenton Crescent	Frankston South	58,500	26.3
109	Violet Street	Kars Street	Fenton Crescent	Frankston South	71,663	26.3
109	Turner Road	In front of 67 Beech Street	In front of 67 Beech Street	LangwarrIn	6,581	26.3
109	Kuranda Street	Warrandyte Road	Northern boundary 38 Kuranda St	LangwarrIn	51,188	26.3
109	Raymond Avenue	Sycamore Street	Long Street	LangwarrIn	35,831	26.3
115	Cranbourne-Frankston Road	Outside 445 Cranbourne-Frankston Road	Outside 445 Cranbourne-Frankston Road	Langwarrin	2,925	26.1
116	Allied Reserve	Allied Drive	Sophia Court and Marcella Place	Carrum Downs	46,800	26.1
116	Jacana Reserve	Jacana Drive	Szer Way	Carrum Downs	13,650	26.1
118	Gateway Drive	Outside 8-10 Gateway Drive	Outside 8-10 Gateway Drive	Carrum Downs	9,506	25.8
118	Industry Boulevard	Corner with Colemans Drive	Corner with Colemans Drive	Carrum Downs	7,313	25.8
120	Turner Road	Front of 56 Turner Road	Raymond Avenue	LangwarrIn	20,768	25.6
121	Long Street	Long Reserve	Lorraine Avenue	LangwarrIn	73,125	25.6
122	The Crest	Pratt Avenue	Jasper Terrace	Frankston South	73,125	25.6

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Rank	Street	From	To	Suburb	Cost (\$)	SCORE
123	Fenton Crescent	Hoadley Avenue	Violet Street	Frankston South	122,850	24.9
124	Alder Street	McClelland Drive	Poplar Grove	LangwarrIn	54,844	24.8
124	Cedar Street	McClelland Drive	Poplar Grove	LangwarrIn	80,438	24.8
126	Pastoral Street	Kars Street	Scobie Street	Frankston South	26,325	24.3
127	Alicudi Avenue	Western Boundary of 33 Alicudi Ave	Sibyl Ave	Frankston South	8,775	24.3
127	Sibyl Avenue	Humphries Road	Alicudi Avenue	Frankston South	134,550	24.3
127	North Road (south side)	Warrandyte Road	40m west of Kuranda Street	LangwarrIn	59,963	24.3
130	Larch Street	Myrtle Street	Poplar Grove	LangwarrIn	77,513	24.2
131	Lyons Avenue	Yuille Street	The Crest	Frankston South	38,025	23.6
131	Scoble Street	Pastoral Street	Vista Court	Frankston South	24,863	23.6
131	Wakfield Street	Woolston Drive	Pratt Avenue	Frankston South	38,025	23.6
131	Paterson Avenue	Cranbourne-Frankston Road	McKenzie Way	LangwarrIn	65,813	23.6
135	Kars Street	Leslie Avenue	Pastoral Street	Frankston South	40,950	22.9
135	Edward Street	McClelland Drive	Veroncia Street	LangwarrIn	127,238	22.9
137	Orama Reserve	North west corner	Existing path	Carrum Downs	5,850	22.4
138	Lorraine Avenue	In front of 23 and 25 Lorraine Ave	In front of 23 and 25 Lorraine Ave	LangwarrIn	8,044	21.6
138	Malcom Road	Paterson Ave	Parkleigh Court	LangwarrIn	9,506	21.6
138	Myrtle Street	Beech Street	Larch Street	LangwarrIn	30,713	21.6
138	North Road	Flame Robin Drive	Existing path link to Black Sheoak PI	LangwarrIn	123,581	21.6
138	Poplar Grove	Beech Street	Sycamore Street	LangwarrIn	65,813	21.6
143	Akora Court	Illira Avenue	Dunsterville Reserve	Frankston	21,450	20.4
143	Lorraine Avenue	In front of 1-5 Lorraine Ave	In front of 1-5 Lorraine Ave	LangwarrIn	11,700	20.4
143	North Road (north side)	Union Road	14/261 Nth Road	LangwarrIn	32,175	20.4
DEVELOPER FUNDED PROJECTS						
NA*	Ballarto Road	Opposite McGowan	Opposite McGowan Drive	Skye - Sandhurst	7313	NA*

FRANKSTON PATHS DEVELOPMENT PLAN

Rank	Street	From	To	Suburb	Cost (\$)	SCORE
		<i>Drive</i>				
NA*	Hall Road	36 Hall Road	52 Hall Road	Carrum Downs	21,206	NA*
NA*	Hall Road	10 Hall Road	Civiale Place	Carrum Downs	16,088	NA*
NA*	Colemans Road and Boundary Road	West boundary of 53 Boundary Road	North boundary of 110 Colemans Road	Carrum Downs	39,488	NA*
NA*	Colemans Road	20 Colemans Road	42 Colemans Road	Carrum Downs	23,400	NA*
NA*	Clifton Grove	North boundary 47 Clifton Grove	Pagett Road	Carrum Downs	9,506	NA*
NA*	Knox Street	Outside 1-5 Knox Street	Outside 1-5 Knox Street	Carrum Downs	8,044	NA*
NA*	Frankston-Dandenong Road	Bawden Street	Knox Street	Carrum Downs	59,719	NA*
TOTAL					\$9,366,369	

These projects are being constructed as part of existing infrastructure projects

* These projects are to be funded by developers, and will be constructed in conjunction with the adjacent land

ATTACHMENT FIVE: Potential Sources of State Government Funding

State Government

Principal Bicycle Network

The Principal Bicycle Network (PBN) is a network of proposed and existing cycle routes identified by VicRoads (with input from Councils) that help people cycle for transport, and provide access to major destinations in the Melbourne metropolitan area. Cycling for transport includes riding bicycles to work, to school, shopping, visiting friends etc.

The PBN is also a 'bicycle infrastructure planning tool' to guide State investment in the development of transport bicycle network. The PBN is one of a number of network planning tools in Melbourne (other examples include individual Council networks) Together these networks make up the developing cycle infrastructure of Melbourne.

The PBN makes use of many local roads and off-road paths, as well as State arterial roads. New bicycle facilities on the PBN are designed with the principle of increasing separation between cyclists and motorists, and giving priority to cyclists at key intersections. All off-road cycle routes within Frankston that have been identified as PBN routes are noted within the Paths Development Plan, and Council will work with VicRoads to determine funding responsibilities and construct these paths.

Active Travel Victoria

One of the election promises of the Labor State Government in the 2014 election was to establish 'Active Travel Victoria'. This new authority will promote cycling and walking and focus on linking up the bicycle network in Melbourne and in regional cities, and focus growing rates of cycling and walking. The authority, which will get \$3.3 million funding over three years, would also suggest road rule changes and develop new policies.

Council will work collaboratively with this new authority when it is established to identify opportunities to fund the Paths Development Plan.

Transport Accident Commission (TAC)

Transport Accident Commission has two grant programs that could be utilised to assist Council deliver its Paths Development Plan objectives.

1. The *Community Road Safety Grants* are available to local communities, including Councils, implement effective road safety projects targeting specific local road safety issues. These grants are small-scale (up to \$20,000) and could perhaps be used for behavioural change campaigns.
2. The *Local Government Grants for Small Scale Infrastructure* offer local Councils the opportunity to apply for funding for small-scale infrastructure

treatments (up to \$25,000 fully funded by TAC or \$100,000 matched \$1:\$1) to address pedestrian and cyclist safety.

Council will investigate applying for these grants for Paths Development Plan projects where the grant criteria are met.

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ATTACHMENT SIX: Exclusions of the Paths Development Plan

There are a number of types of paths that are outside of the scope of the Paths Development Plan:

1. **Paths in the Frankston Major Activity Centre (MAC)** - The Frankston MAC is anticipated to experience significant commercial and residential growth in coming years. Planning for the pathway network in this area will occur in conjunction with strategic land use planning and as part of specific enhancement projects.
2. **State Managed Paths** - Some paths within Frankston are managed by State agencies such as Parks Victoria, Melbourne Water and Southern Way. These paths are generally planned and constructed by the land owner but maintenance responsibility often lies with Council. Council's role in identifying new paths on State-managed land is to advocate for paths, and then work with the responsible agency on a maintenance agreement.
3. **Paths in Sandhurst** - Sandhurst is a privately managed development, and the road and pathway network within the development is planned and maintained by Links Living.
4. **Recreational Paths** - As noted above, many recreational paths in parks and reserves do not provide primary access to such destinations as schools and shops, or this access is provided by more direct and higher standard adjacent paths.
5. **Some Shared Use Paths** – Shared use paths that are covered in the Bicycle Strategy, and have a primarily cycling priority, are not covered in this Plan