

An aerial photograph of a city street grid, showing a dense arrangement of buildings, roads, and parking lots. The image is slightly faded to allow text to be overlaid. The text is positioned in the upper left and lower left areas of the image.

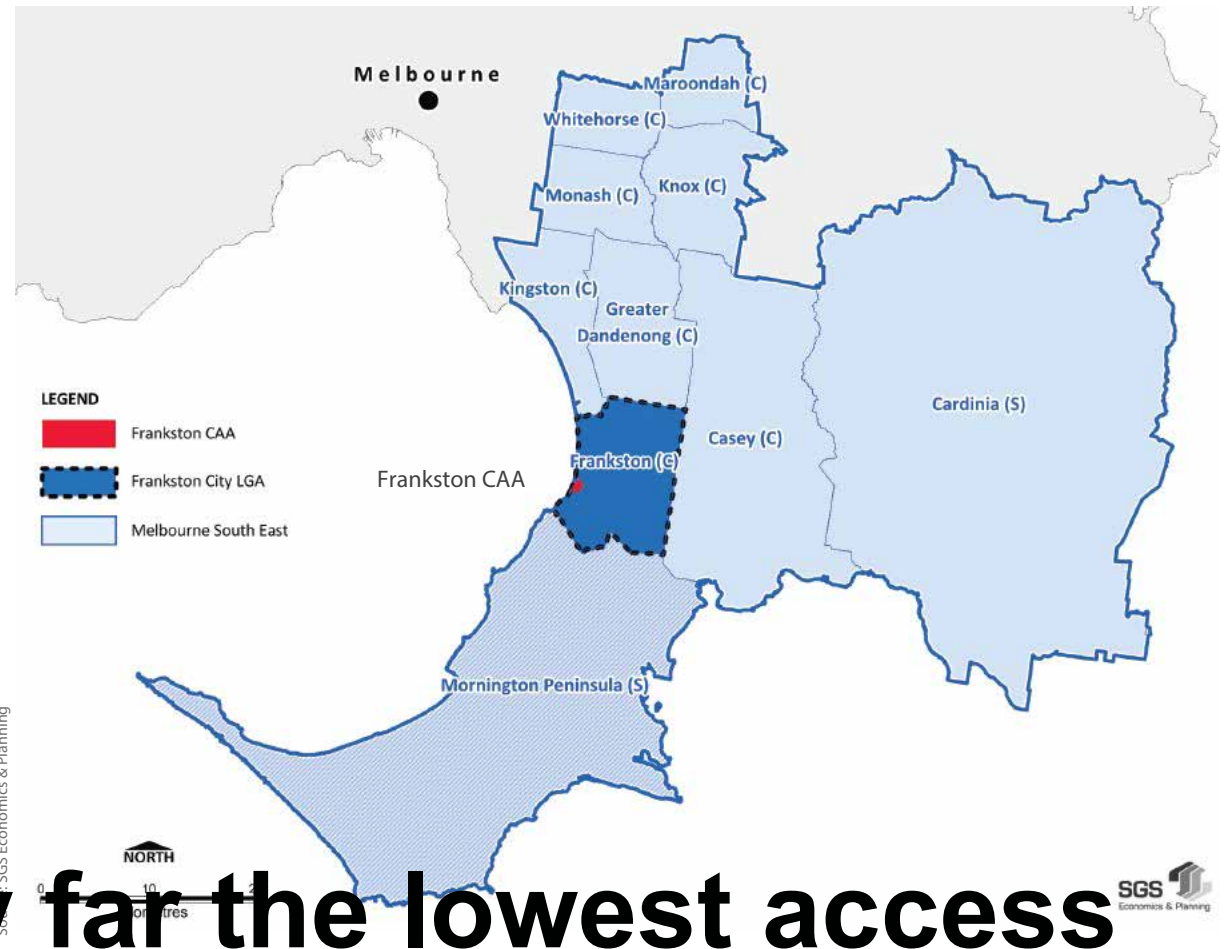
Creating Walkable Environments in Frankston

**Marti Fooks Urban Designer &
Clare Davey Traffic and Transport
Coordinator**

Frankston City

Population 2006	121,587
% of Melbourne Statistical Division (SD)	3.2%
Population Growth 2001-2006	1.3% pa
No. of Businesses	>9,100
Jobs 2006	33,863
% of Melbourne SD	2.2%
Jobs Growth 2001-2006	2.0% pa
Job / Population Ratio 2006	27.9%
Melbourne SD	41.3%
Land Area	129.5 sq km
% of Melbourne SD	1.6%
Unemployment 2006	6.0%
Unemployment Melbourne SD 2006	5.3%
No. of Tertiary Students	
Monash University – Peninsula	4,000
Chisholm Institute of TAFE - Frankston	15,000

Figure 1 . Geographic Context



Frankston has by far the lowest access to employment of all the CAAs in Melbourne.

The number of buildings exposed to inundation and shoreline recession in Frankston is high compared to other local government areas in Victoria.

Commercial Buildings

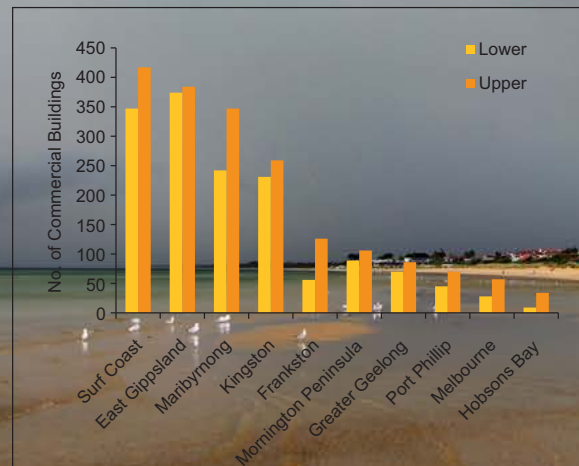


Figure 22: Potential risk to commercial buildings in Victoria from the combined impact of inundation and shoreline recession by local government area for a 1.1 metre sea level rise scenario.

Light Industrial Buildings



Figure 23: Potential risk to light industry in Victoria from the combined impact of inundation and shoreline recession by local government area for a 1.1 metre sea level rise scenario.

Bayside Shopping Centre assets equate to 22.6% of the CAA's commercial floorspace



**“which diminishes
the public realm
experience
along its
boundaries.”**

- DRAFT Frankston Streetscape
Strategy Report - May 2013



LEGEND

- STUDY AREA
- FINE GRAIN
- MEDIUM GRAIN
- LARGE GRAIN
- VACANT



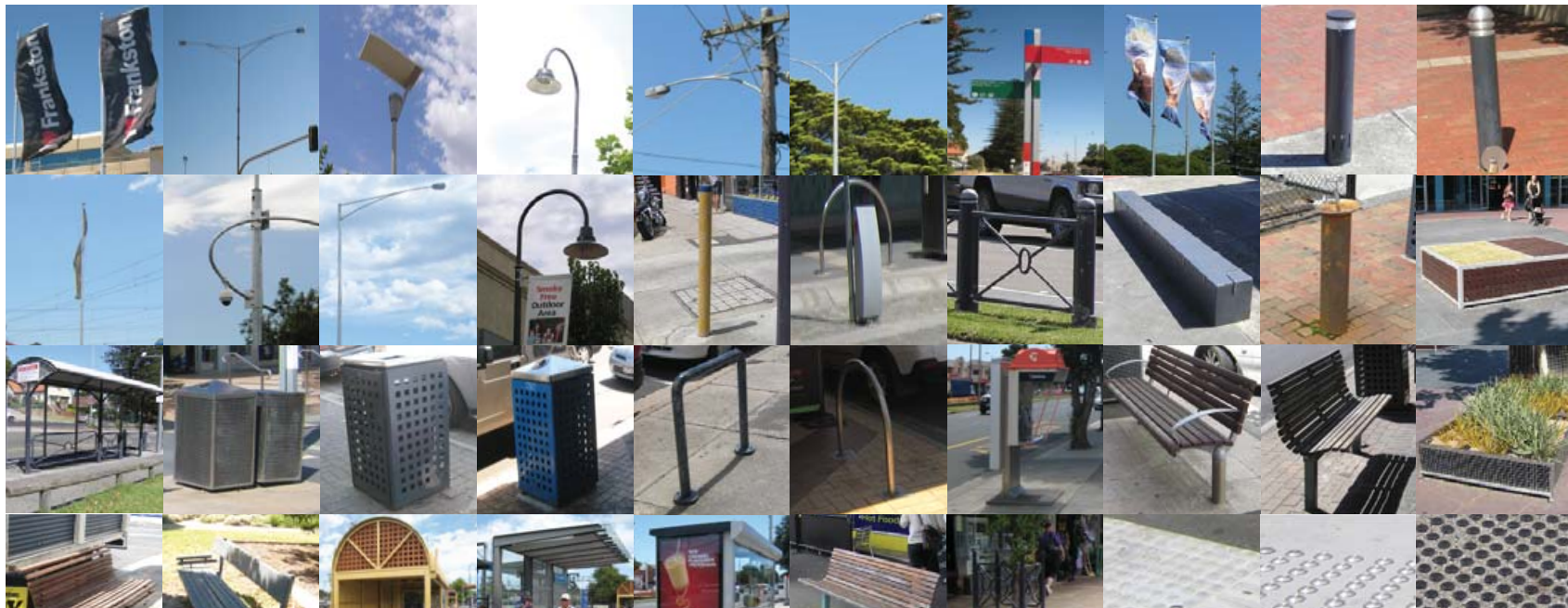
Limited public realm or...



green space.

**Endless
different
paving &
materials
on our
FAA.**

**Lack of
sense of
identity**



**“this place
gives me the
shits...”**


but I live here”

The opportunities...





Clyde Street Mall Residential Tower
Approved
 10 levels
 Retail ground floor




Peninsula on the Bay - Opened 2013
\$25M redevelopment
 Quest Serviced Apartments
 Residential Apartments
 Serviced Offices
 219 jobs created
Generating \$62M per annum



60-64 Wells Street
 3 additional office levels
Approved



Regional Aquatic Centre 2014 - Under construction
\$49.7M development
 238 Jobs
Generating \$46M per annum



South East Water HQ 2015 - Under construction
\$80M development
 Offices, Retail and Hospitality & Public Plaza
 1,116 jobs created
Generating \$241M per annum



Ario Apartments
Approved
\$80M development
 Residential Apartments, Gymnasium & Hospitality
 35 jobs
Generating \$8M per annum



Frankston Hospital Stage 3 2014 - Under construction
\$36M development
 New wards, Emergency Department & Administration
 282 jobs
Generating \$42M per annum



Frankston Park Function Centre - Planning Phase
\$3M redevelopment



Frankston Yacht Club - Planning Phase
Redevelopment

THE CHANGING FACE OF FRANKSTON

ECONOMIC BENEFIT AND INVESTMENT FRANKSTON CITY CENTRE 2011-2015

Construction Investment: \$1.16 Billion Wages and Salaries: \$135M per annum
 Gross Regional Product: ↑4.71%

Ongoing Benefit
 Jobs: 1,912
 Economic Output: \$395M per annum

*Maximum economic benefit based on 2011 census data generated using REMPLAN economic modelling.

TAFE Trade Training Centre 2014 - Under construction **\$19M development**

Monash University Recreation Centre - Opened **\$13M development** **Generating \$1.2M per annum**

Frankston rail-line **\$100M** and Frankston Transit Interchange **\$13.8M** - Upgrade Announced Peninsula Link - Opened 2013 **\$730M Freeway** EastLink - Opened 2008 **\$2.5B Motorway**

The changing face of Frankston...

Regional Aquatic Centre **\$49.7M** 238 jobs



Regional Aquatic Centre \$49.7M 238 jobs

Peninsula Link \$720M Opened 2013



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Peninsula Link \$720M Opened 2013

Ario Apartments \$80M 35 jobs



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Peninsula on the Bay \$25M 219 jobs



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Peninsula on the Bay \$25M 219 jobs

Frankston Hospital \$36M 282 jobs

South East Water \$80M 1,116 jobs



Regional Aquatic Centre \$49.7M 238 jobs

Peninsula Link \$720M Opened 2013

Ario Apartments \$80M 35 jobs

Peninsula on the Bay \$25M 219 jobs

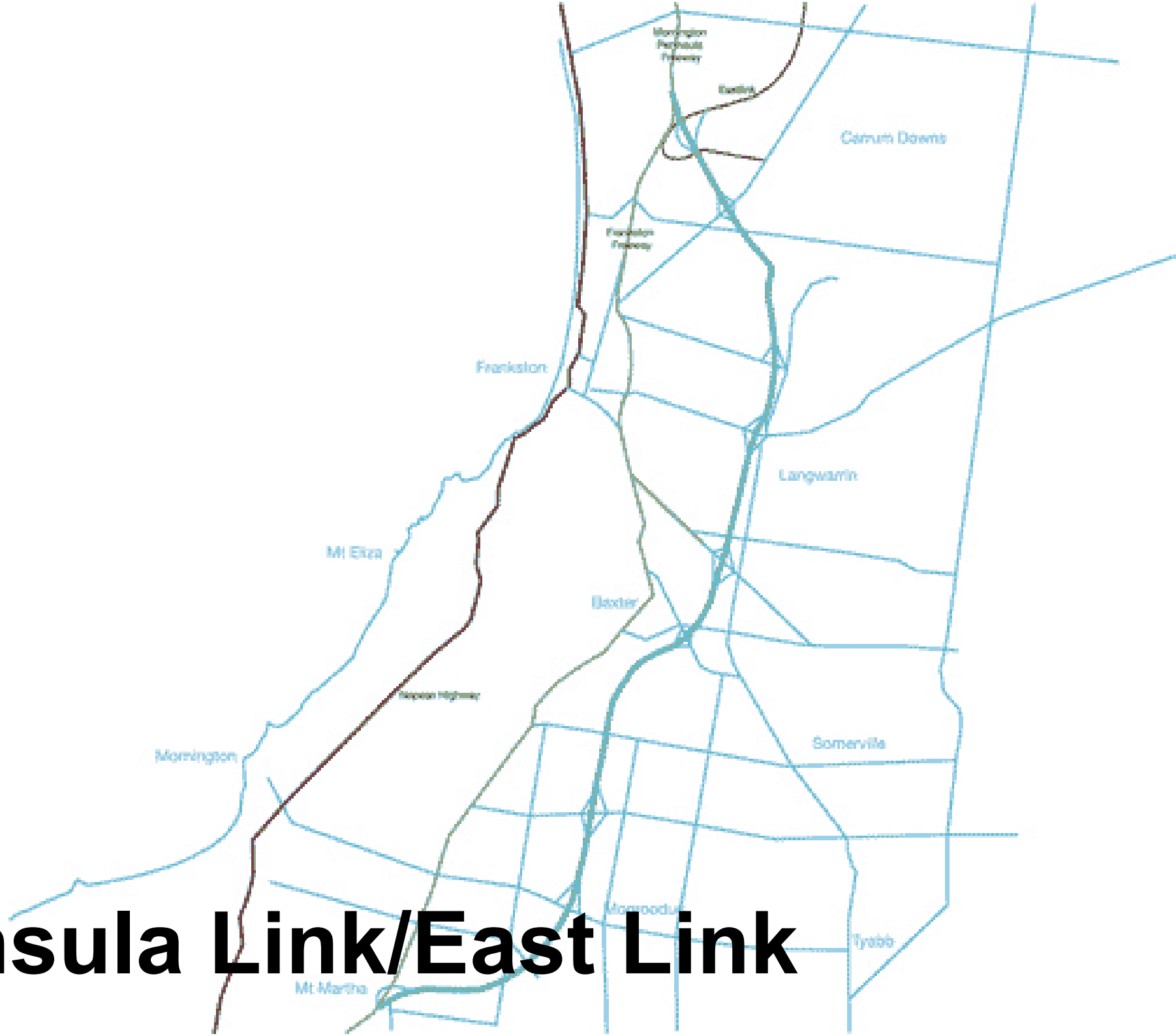
Frankston Hospital \$36M 282 jobs

South East Water \$80M 1,116 jobs



**1,912 new jobs in the
next 5 years with the
construction investment
of **\$1.16** Billion**

Peninsula Link/East Link



**Perfect timing to consolidate
our FAA and turn towards our
biggest asset...**





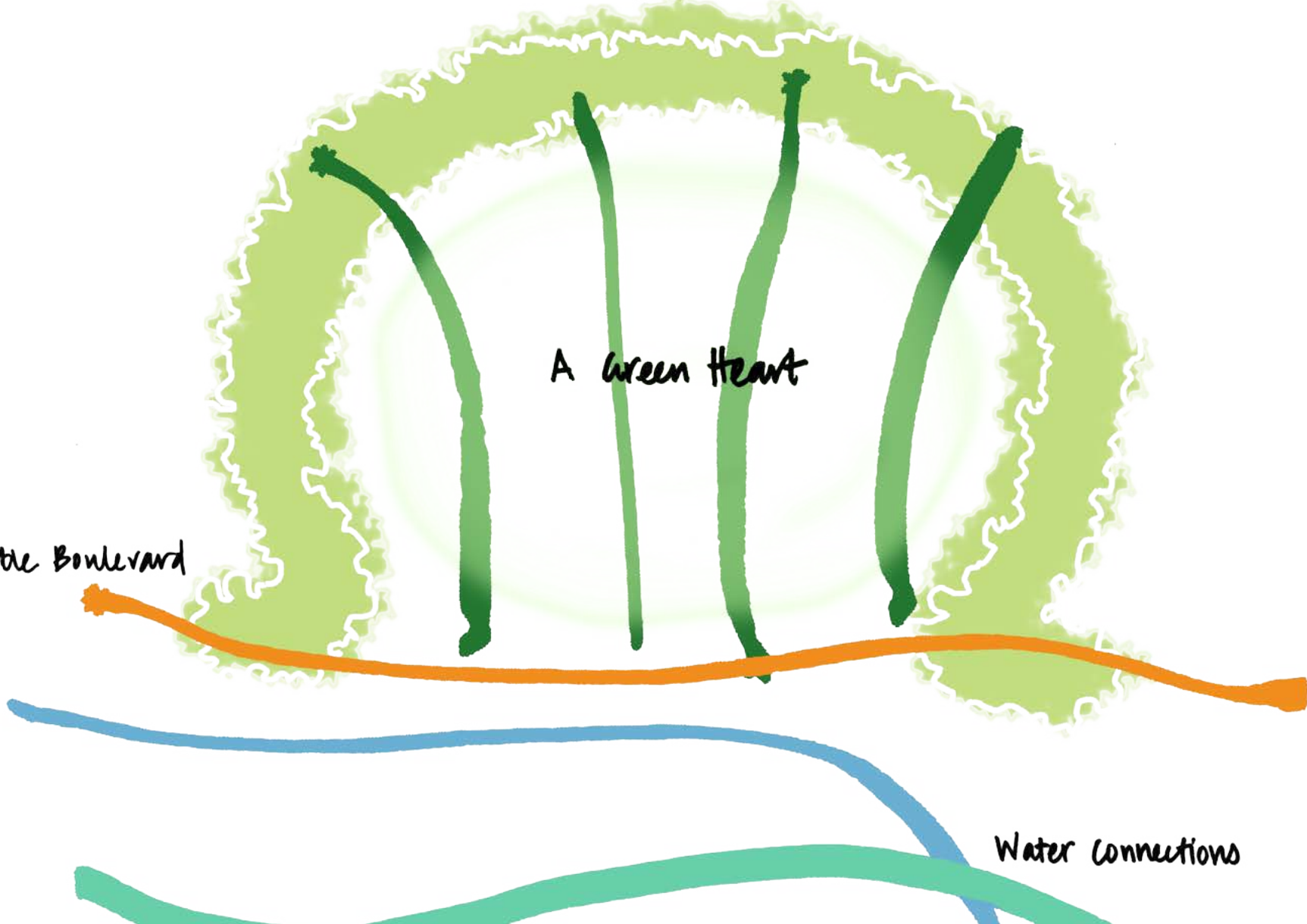
One palette, one vision for the FAA.

An Enveloping Landscape

A Green Heart

A memorable Boulevard

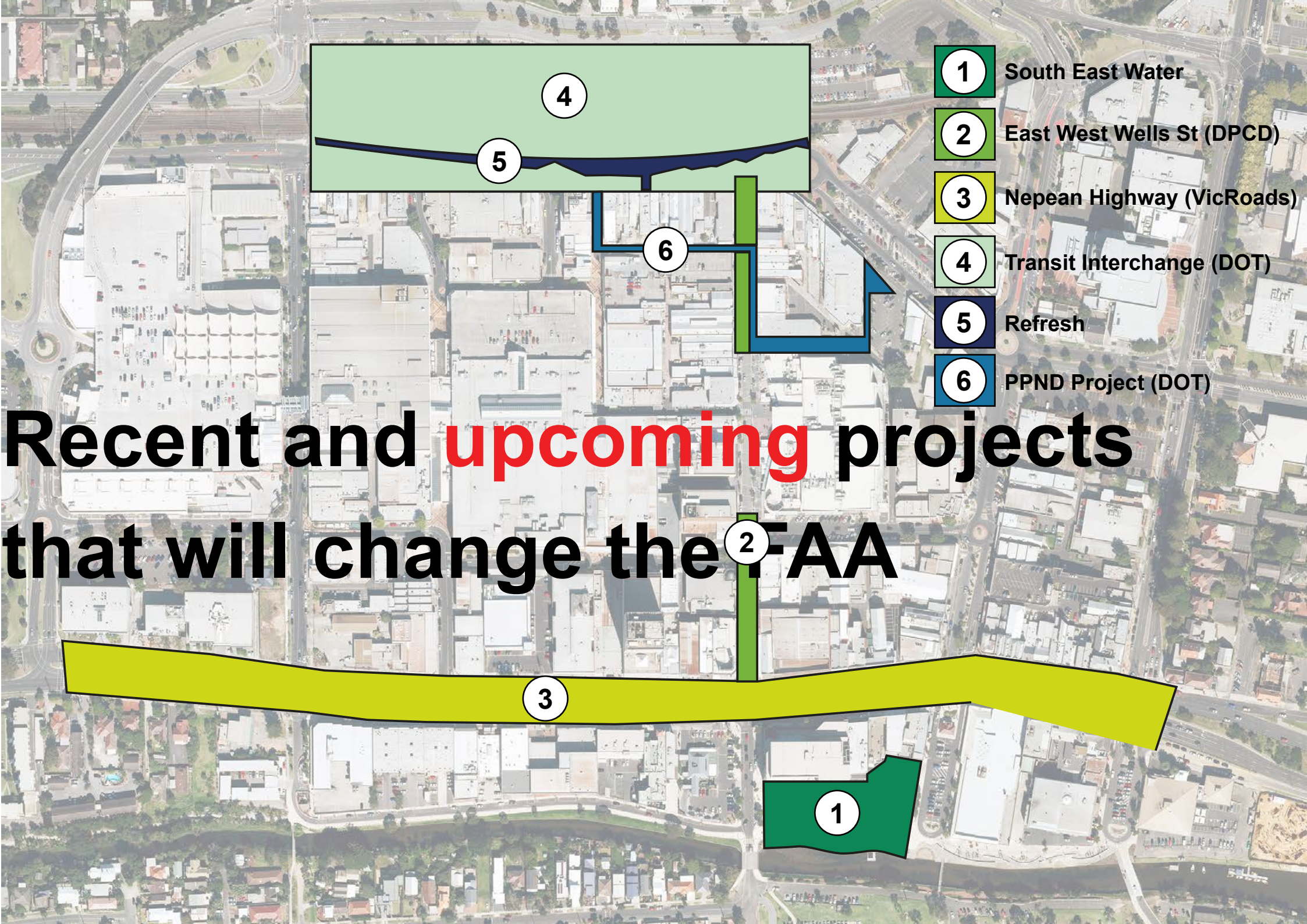
Water Connections





Frankston Activities Area **DRAFT STRUCTURE PLAN**

A denser city...



1

South East Water

2

East West Wells St (DPCD)

3

Nepean Highway (VicRoads)

4

Transit Interchange (DOT)

5

Refresh

6

PPND Project (DOT)

Recent and **upcoming** projects
that will change the **FAA**

4

5

6

3

1

2

**Principal
Pedestrian
Network
Demonstration
Project**



ATTRACTORS

- (a)** Trainstation
- (b)** Retail
- (c)** Foreshore
- (d)** Adjacent steps



SYNERGIES

- Potential bike path along Beach Street as per bike strategy
- Beach Street road re-construction works
- Improve travel route to existing Beach Street West shopping centre
- Support Network to Medical Centres
- Potential to align with upgrade works & pedestrian crossing for Beach Street
- Align with Chisolm Tafe Masterplan and Aquatic Centre development
- Support the pedestrian network connection to the Joy Street community Garden.

OPPORTUNITIES

- Potential to align PPND with Bike Lane project?
- Install a pedestrian crossing over Beach Street between Tafe and local shops
- Would provide residents with a pleasant walking experience to reach the FAA.
- Establish “green links” to the city and beach (Urban renewal)

CONSTRAINTS

- Services through road, median and footpath areas and space available for green works thought to be limited
- Budget for street reconfiguration works could be costly
- Existing tree planting and light pole configuration
- Rail crossing

RELATIONSHIP TO FRANKSTON PNA STUDY UNDER- TAKEN BY TRACT

Beach Street is identified as a primary East West pedestrian link within the analysis report, though intensive use appears less as pedestrians are out of the FAA area, these works would potentially increase walking as a means of transport to the city and reduce the need for more car parking within the FAA.



SYNERGIES

- Potential to align works with Aquatic Centre works
- Facilitate pedestrian movement to the Joy Street Community Garden
- * Align with Beach Street reconstruction works
- Align with Aquatic Centre development

OPPORTUNITIES

- Create / enhance a dedicated route to connect Skatepark and Aquatic centre with residents to the north.
- Future proofing - provide improved amenity for residents and increased population growth demands.
- Visible improvements delivered where local residents live.

CONSTRAINTS

- Existing services, tree planting and lighting may limit the scope of improvements

RELATIONSHIP TO FRANKSTON PNA STUDY UNDERTAKEN BY TRACT

In principal southern extents of route align with analysis findings. This route is a significant connection for local residents to openspace.

Although the route to the north would support local residents, the catchment area is limited.



SYNERGIES

- * Align with existing Evelyn street green link masterplan.

OPPORTUNITIES

- Future proofing - provide improved amenity for residents and increased population growth demands.
- Provide a safe and improved pedestrian connection between local residents and Bayside shopping centre.
- Conceptual improvements to extend the current Evelyn Street Integrated Streetscape project are available for consideration. Capitalise on existing work available.

CONSTRAINTS

- Existing services, tree planting and lighting may limit the scope of improvements
- Reconfiguration of car parking. Car parking always a contentious issue.
- Crossing / round-a-bout at Fletcher Road
- In-active frontages
- Time frame for improvement works

RELATIONSHIP TO FRANKSTON PNA STUDY UNDERTAKEN BY TRACT

Evelyn Street is identified as one of the shortest routes that is intensely used by residents to access the Bayside shopping Centre. This connector also provides access to high quality local park.



SYNERGIES

- Two adjacent Institutions - Monash University & Hospital
- Provides connections to Churches, school and the Civic Centre

OPPORTUNITIES

- Provide a dedicated pedestrian path between Monash University and Hospital where there is no current footpath along Hastings Road.

CONSTRAINTS

- Existing services, tree planting and lighting may limit the scope of improvements
- Topography - steep sloping site adjacent roadway.

RELATIONSHIP TO FRANKSTON PNA STUDY UNDERTAKEN BY TRACT

Area is just on the 1 km boundary of the PNA study boundary. This route is a frequently used connector between the FAA and community facilities in the South East. A dedicated footpath would provide the means for a sustainable mode of transport for residents to access key community facilities and the city centre



SYNERGIES

- Wells Street streetscape upgrade.
- Recent Round-a-bout improvement works on Playne Street.
- Arts Centre

OPPORTUNITIES

- Improve public amenity and access on Playne street.
- Support existing cafe culture and retail ventures.
- Improve quality of streetscape within the city centre. Lift the profile of Playne street as an alternative destination to Wells Street.
- Shift culture / behavior patterns on Playne Street.

CONSTRAINTS

- No car parking reduction - car parking a contentious issue.
- May require a greater budget for works to make a permanent streetscape improvement. Works may only address a temporary / trial condition.

RELATIONSHIP TO FRANKSTON PNA STUDY UNDERTAKEN BY TRACT

As identified in the report, Playne street is one of the Primary East West connections pedestrians use to access the foreshore from the eastern side of the FAA.

Recommendations for this area within the report suggest that due to the streets wide cross-section, a central planted median could be installed. As well as providing greening this measure would shorten perceived crossing distances for pedestrians. Another opportunity may be to locate carparking centrally to allow for widened footpaths as per COM /Docklands streets.

Additional tree planting would also provide greater comfort (shade) for public enjoyment.



SYNERGIES

- Wells Street streetscape upgrade
- Existing Playne and Young street roundabout improvement works
- Aligns with recent GTA traffic recommendations
- Peninsula centre redevelopment works.
- To the Beach trail
- Facilitate better pedestrian connections between S E Water & city centre.

OPPORTUNITIES

- Create pedestrian priority thresholds and crossings between streets and at intersections.
- Improve DDA / accessibility across Playne Street service lanes.
- Strengthen connection between the Transit Interchange and the waterfront.

CONSTRAINTS

- Distruption of Traffic.
- Not perceived to achieve as large a level of social change in a way that some other options might. (ie. laneway culture)
- Drainage / traffic management and disruption to services.
- Minimal number of treatments.

RELATIONSHIP TO FRANKSTON PNA STUDY UNDERTAKEN BY TRACT

The study identifies these intersections as heavily trafficked routes for connections between the foreshore, retail and Transit Interchange. The creation of a raised threshold across Thompson Street along Wells Street for example would illustrate a cultural change where pedestrian movement is prioritised over vehicle movement.



SYNERGIES

- Bayside shopping centre - potential further funding
- Aligns with prospective streetscape improvement works for Wells Street.
- Aligns with Transit Interchange Precinct Plan.
- Aligns with Renew Frankston efforts for a more vibrant Activity Area.

OPPORTUNITIES

- Develop a vibrant laneway culture in Frankston that evokes a sense of edginess and funk. Could also reinforce the precincts coastal character.
- Enhance pedestrian character of the FAA.
- Provide a different pedestrian experience of interconnected laneways. Could possibly support existing and prospective retail ventures.
- Could be aligned with Travel Planning

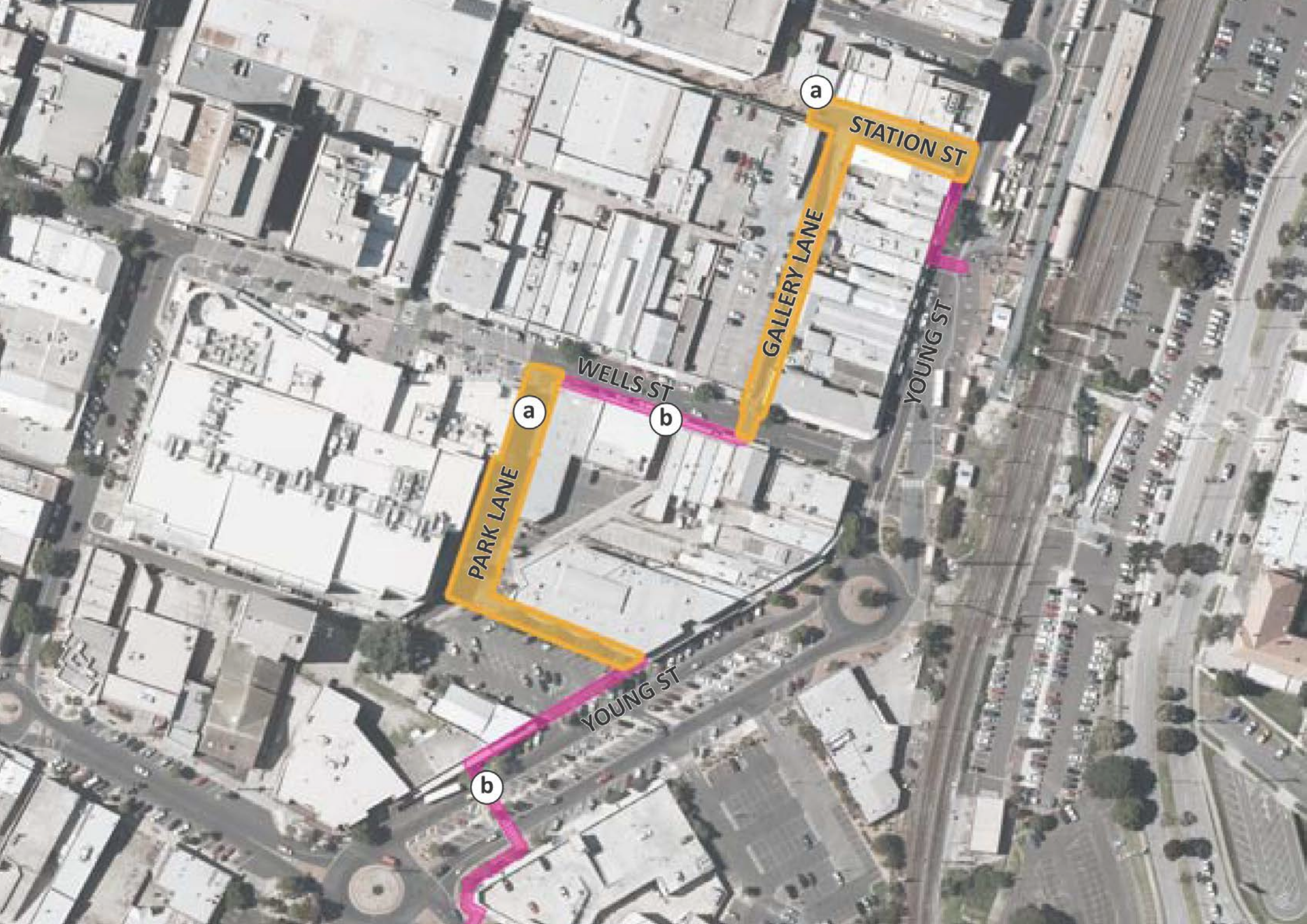
CONSTRAINTS

- Ownership issue with lane between Playne Street and Park Street.

RELATIONSHIP TO FRANKSTON PNA STUDY UNDERTAKEN BY TRACT

Interestingly the study does not highlight the intense use of Shannon Street Mall which is probably an oversight. Also the lane between Playne Street and Park Lane is not identified. This property is actually private property owned by Mexico-Way Pty Ltd, hence would not be considered a public walkway on ownership grounds, but seems to be a frequently used lane to access Wells Street from Playne Street.

Laneway between the Transit Interchange and Bayside Shopping centre is one of the most intensely used pedestrian routes identified in the analysis report.



a

STATION ST

GALLERY LANE

YOUNG ST

WELLS ST

a

b

PARK LANE

YOUNG ST

b



DDA Non Compliance...

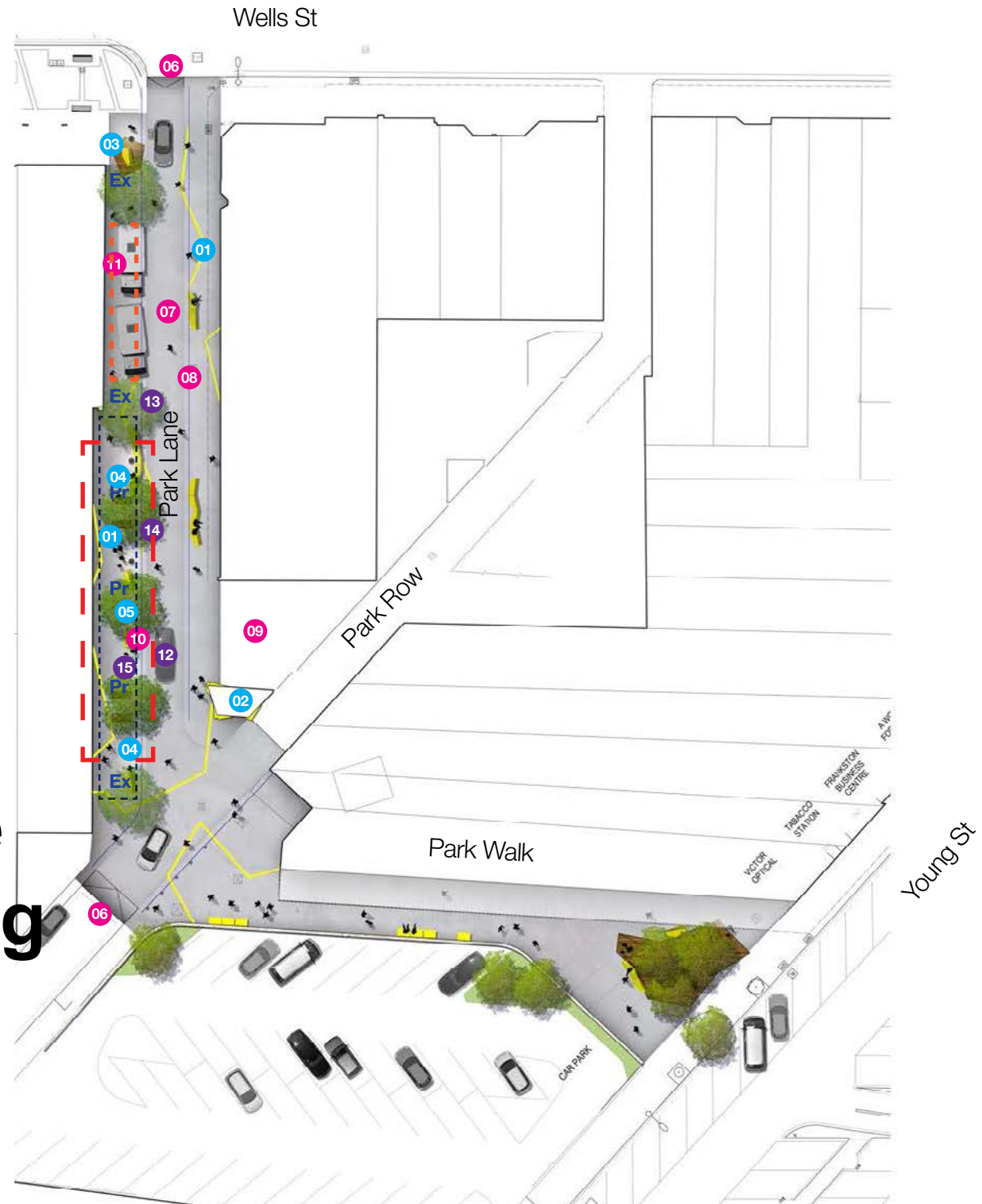


No footpaths...





To achieve Frankston first fully shared zone we proposed to remove 9 car parks. Creating space for public realm.



FRANKSTON

Tree shift plan blasted

Christian Tatman

\$17,000 IN RELOCATION COSTS LABELLED AS 'LUDICROUS'

A HANDFUL of London plane trees in central Frankston will be relocated at a cost of \$17,000 as part of a streetscape project.

Cr Brian Cunial told a recent Frankston Council meeting that the relocation was "ludicrous".

"I don't understand why we are spending that type of money," he said.

But council general manager of development Jane



Cr Aitken under the plane trees.

Homewood said: "They're healthy. They can be relocated."

Ms Homewood said the trees – earmarked to be relocated to another part of central Frankston – were established and council officers believed the \$17,000 relocation price tag was reasonable.

Cr Cunial expressed concern that several carparking spaces would be lost as part of the project.

Cr Glenn Aitken

for assurances that the relocated trees would receive adequate watering.

Council urban designer Marti Fooks said drip irrigation would be set up.

But Cr Aitken retorted that the big trees needed "bulk amounts of water".

Cr James Dooley said the project would help "clean up what should be an attractive area".

The project involves creating a pedestrian network between Frankston Arts Centre along part of Young St, Park Lane, part of Wells St, Gallery Lane and Station St, linking to Frankston Train Station.

It includes revised traffic management, lighting installations and an artistic installation in Gallery Lane.

signed to support walking as a transport option.

All councillors except Cr Cunial voted to back the project.

The council is due to consider the \$1.1 million streetscape project again tonight (Monday), particularly the issue of whether car parking spaces can be retained rather than lost.

... & relocate 4 trees

Is this \$17,000 money well spent? Have Your Say at frankstonleader.com.au

last lane

LANGWARRIN

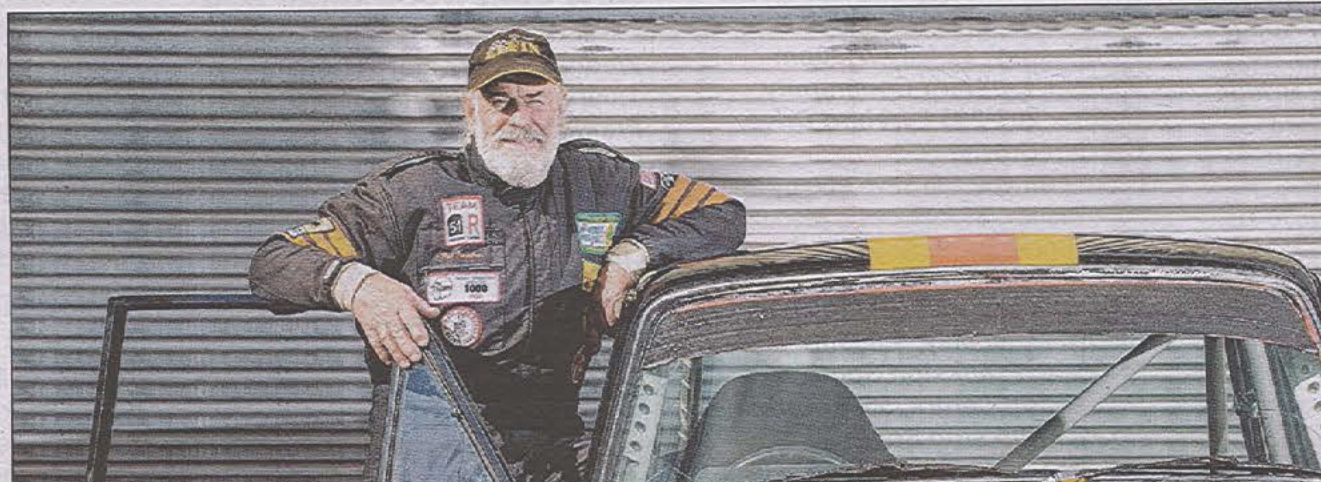
Lotus love affair a classic case of attraction

PAUL Trevethan is a car buff through and through.

In fact, the Langwarrin South man can't remember a time when he was not into cars. The 72-year-old has four classic and historic cars — two British Leyland V8 MGBs, an Elfin Formula 5000 and a 1963 Lotus Cortina.

It's the Lotus Cortina that Mr Trevethan is keen to put through its paces at this month's Historic Winton.

"It has plenty of grunt and they're good fun to drive," he said. "I have always been



Health nomination

Peninsula Health's Older Wiser Lifestyles Team has been named a finalist in the 2013 Hesta Primary Health Care Awards. It is one of five finalists in the Team Excellence category, for developing an Australia-first program to identify and engage older people who are at risk of experiencing alcohol-related harm. The winners will be announced at an awards dinner in Melbourne on June 6.

Salvos calling

The Salvation Army's annual Red Shield Appeal



Busiest Day

The busiest day for combined on and off street parking demand in Frankston shows an overall occupancy at 64.5%.

On street parking: 80%

Council off street parking: 66%

Bayside off street parking: 60%

Peak Demand

Council have adopted 85% occupancy as being at capacity.

On street spaces peaked at 81%

Council off street spaces peaked at 72%

Bayside off street spaces peaked at 66%

Existing car parks are not at capacity.

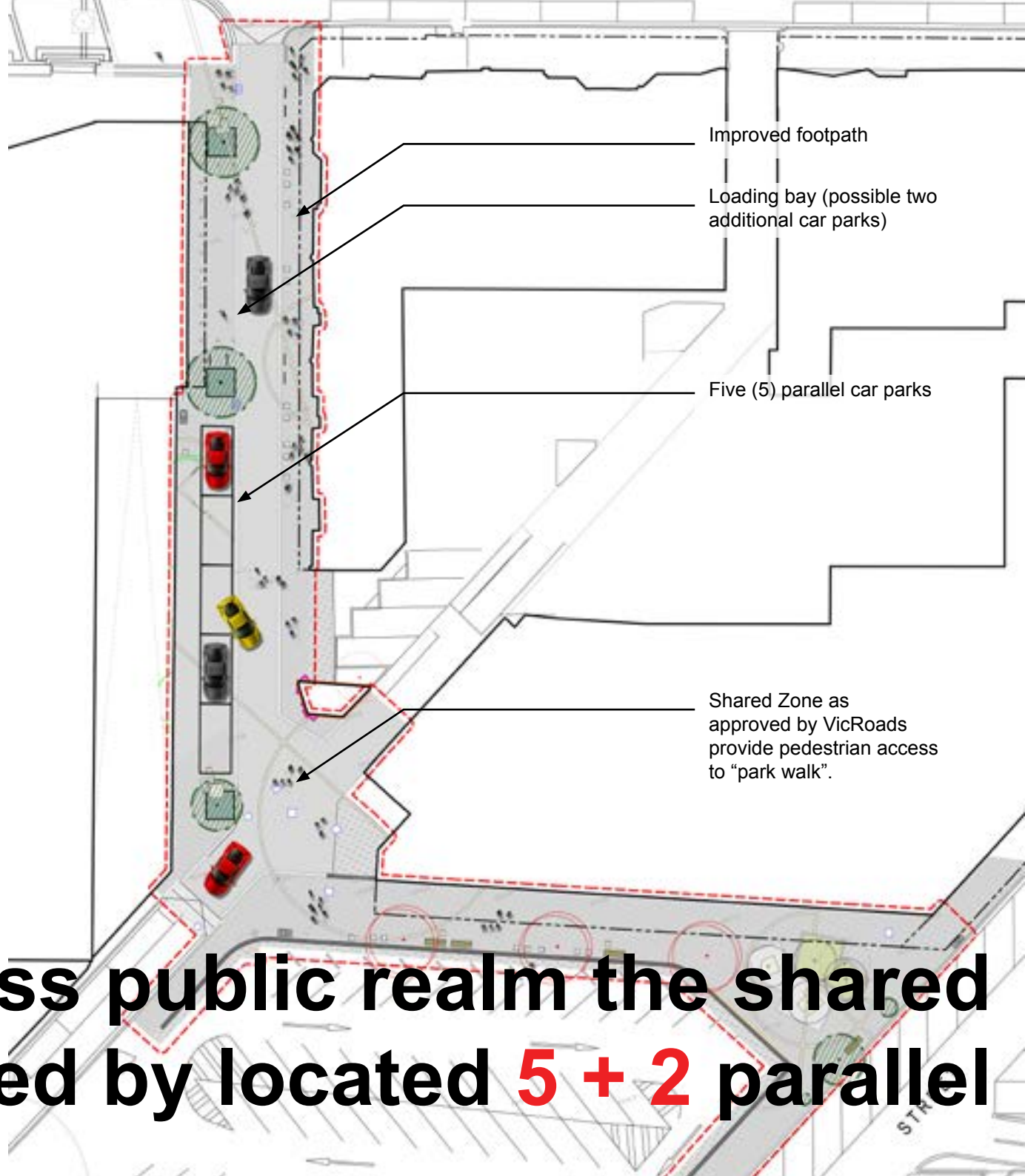
Councillors require that car parking in the FAA *increased*.



DISTANCE FROM PARK LANE
100m 1.5 minute walk
200m 3 minute walk

So PPND Project committed to offset any lost car parks within seconds walking distance.

Implementing Frankston first vehicle and pedestrian shared zone became the key priority of the project and was threatened by the rescission notice to retain the 9 angle car parks....



With the loss public realm the shared zone was saved by located **5 + 2** parallel

Building the case for urban transformation.

Business Community



RECLAIM THE STREETS...

The improved streetscapes will make Frankston more attractive for investment, recreation and shopping.

It will open new routes to the arts centre, the rail and bus interchange, Wells Street and Bayside shopping centre.

At the moment footpaths in some of the designated zones do not connect and people are forced to walk over kerbs and through parked cars.

Gallery Lane is not pedestrian friendly yet serves as an important link between the northern and southern parts of the city.

Indeed, there are opportunities to strengthen connections between the city's precincts and to improve pedestrian safety while maintaining vehicle access.

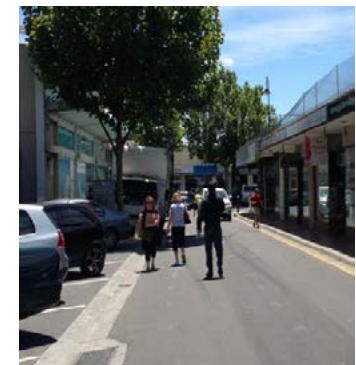
Contact: Marti Fooks, Urban Design & Development. 9784 1742



Above: How new streetscape furniture, trees and lighting has improved this section of Sydney's Chinatown. Picture: ASPECT studios, Simon Wood



Unightly: Old and crumbling wall sections to be removed



Safety: Improved and safer shared access for pedestrians and motorists

Arts & lighting



On average Frankston has a higher population of young people between the age of 10-19 years old than all of Greater Melbourne. ** Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011.*



LONDON HOUSE

14 WELLS STREET

...Doin' it for the kids



Thanks.