

Traffix Group

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Green Travel Plan

Proposed Residential Development
11 Beach Street, Frankston

Prepared for
CAAMCo 11 Beach Street Pty Ltd

May 2024

G32463G-02B

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1. Introduction

Traffix Group has been engaged by CAAMCo 11 Beach Street Pty Ltd to prepare a Green Travel Plan (GTP) for the proposed residential development at 11 Beach Street, Frankston.

This GTP provides a management tool designed to:

- reduce the reliance on motor vehicles and minimise the negative impacts of transport on the environment,
- manage car parking demands associated with the development and improve opportunities for those without access to a car, and
- maximise the benefits associated with 'green travel' i.e. health and financial benefits.

This plan sets out a range of actions to be implemented by the Developer, Owners Corporation and Tenants to encourage sustainable travel choices and reduce car dependency by prospective residents, staff, visitors and customers. It outlines an implementation program as well as the requirements for monitoring and review of the plan.

This GTP is based on plans prepared by Caleb Smith Architects dated May 2024.

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2. Objectives and Methodology

2.1. Objectives

The objectives of this GTP are to:

- promote travel alternatives such as public transport, cycling, walking and electric car;
- reduce conventional car dependency and greenhouse gas emissions;
- reduce car parking demands;
- improve information and opportunities for those without access to a car; and
- benefit the community by minimising the traffic impacts of the development.

2.2. Methodology

The methodology adopted in developing the GTP is as follows:

- review existing documentation and transport conditions;
- establish a management strategy;
- identify appropriate GTP actions for the site; and
- develop an implementation plan and monitoring regime.

The Owners Corporation/Commercial Building Manager(s) will be responsible for the ongoing implementation of the GTP and the annual reporting of Travel Demand Patterns to the relevant stakeholders.

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3. Proposal

3.1. Development Schedule

The application proposes to redevelop the site for the purposes of a residential development, including for the purposes of affordable housing.

The proposal includes a provision of 20 car spaces across two basement level for residents.

The proposed development schedule is provided in Table 1.

Table 1: Proposed Development Schedule

Use	Proposed Scheme	
Residential	1 bed dwelling	29 dwellings
	2 bed dwelling	32 dwellings
	3 bed dwelling	1 dwelling
	Total	62 dwellings

3.2. Access

3.2.1. Pedestrian Access

The site will take its pedestrian access via Beach Street.

3.2.2. Bicycle Access

Cyclist access to resident and staff bicycle spaces on the Ground Floor will be via the existing easement from the western abuttal to Beach Street through a private gateway.

Cyclist access to the visitor bicycle spaces on ground floor will be via the easement along Beach Street.

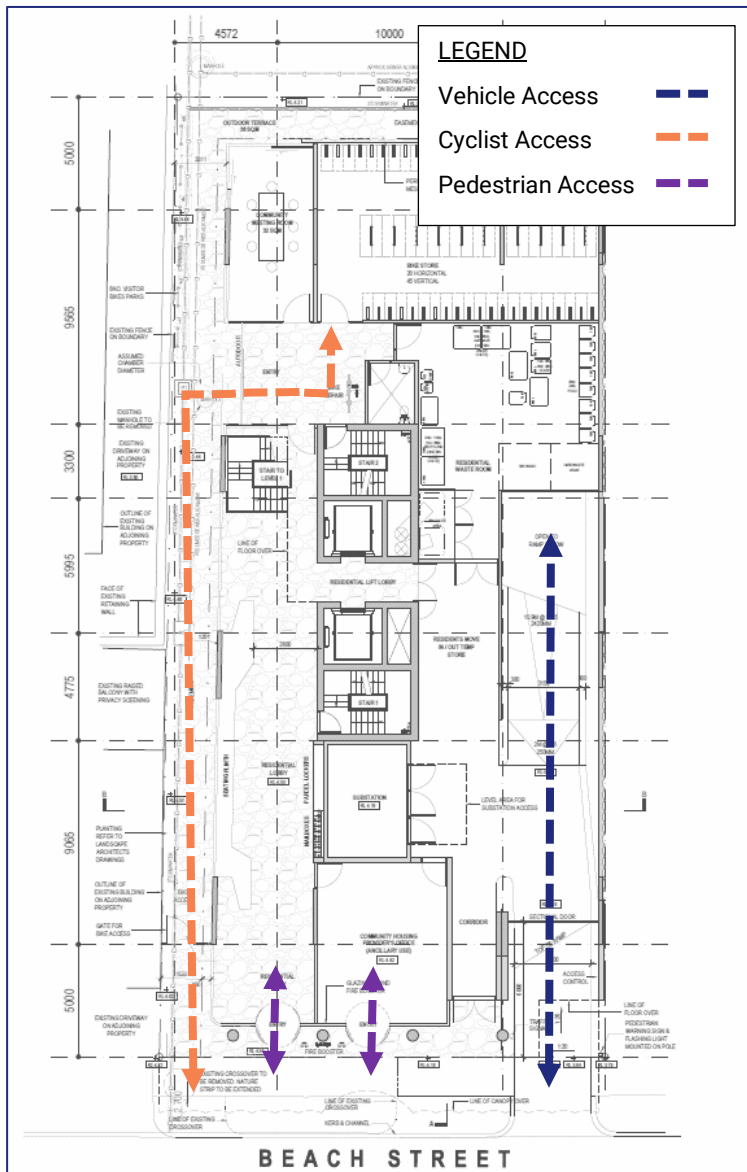
3.2.3. Vehicle Access

Vehicle access to the on-site car park will be provided via modifications to the existing crossover to Beach Street.

The key vehicular, bicycle and pedestrian access points to the site are shown in Figure 1.

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Figure 1: Beach Street Access Points (All Transport Modes)

3.3. Parking Provisions and Allocations

3.3.1. Car Parking

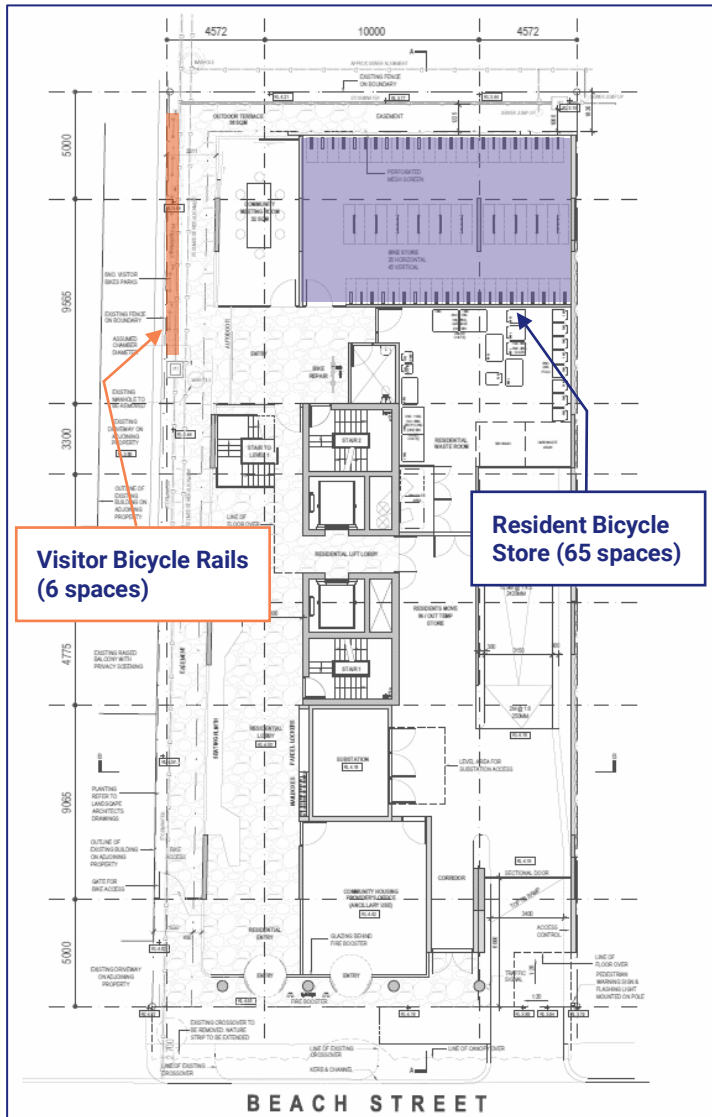
The proposal intends to provide a total of 20 car parking spaces on-site inclusive of one EV charging bay spread across 2 basement levels for residents (0.32 spaces per dwelling).

3.3.2. Bicycle Parking

The application proposes a total provision of 71 bicycle spaces including:

- 65 bicycle spaces for residents within a secure bike store, and

- 6 bicycle spaces for visitors located along the western easement.
- Plans identifying the location of the bicycle parking are shown at Figure 2.



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Figure 2: Residents Bicycle Parking Area - Ground Floor

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4. Sustainable Transport Opportunities

4.1. Information for Residents & Visitors

The provision of information is essential to ensuring that residents and visitors associated to the development are aware of the opportunities that they may have to access to and from the site in a form other than a private car.

Welcome packs will be distributed to all new residents with green travel information and initiatives.

A notice board will be provided within the residential and office lobby which will provide basic Green Travel information (maps/timetables of nearby services, etc.). This could be in the form of a tablet/screen with the PTV map preloaded to show the "Next 5" closest services operating.

The Owners' Corporation may also choose to also include relevant information (including a copy of this plan) electronically via the Owners' Corporation intranet or webpage.

It is recommended that this includes a copy of the relevant alternative transport maps in the vicinity of the subject site and any other relevant bicycle and walking maps.

4.2. Reduced Car Parking Provisions & Access Control

All parking on-site will be controlled and allocated to residents of the development only and there will be no visitor parking on-site. The access gate to the car parking will be closed at all times and only operable by remote control for authorised users.

The proposal includes a significant reduction in onsite parking for residents. This will actually encourage a change in travel mode and reduce single car ownership/usage to/from the site.

4.3. Pedestrian Network Accessibility

With the site located in the heart of the Activity Centre, there is a good access to daily services and amenity. Pedestrian access to surrounding areas is excellent, with footpaths provided along both sides of Beach Street and majority of the road network in the vicinity of the site. Significant land uses in the nearby areas that are easily accessible by walking are detailed as follows:

- Bayside Shopping Centre, located approximately 150 metres east of the site, and
- Frankston Railway Station located approximately 550 metres south of the site.
- Oakwood School Frankston Campus located approximately 160 metres south of the site.
- Frankston Primary School located approximately 1.1 kilometre south of the site.

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Green Travel Plan

11 Beach Street, Frankston

4.4. Taxi & Ride Share Accessibility

The site is accessible by taxi, UBER and other ride share services which can provide mobility for residents and visitors when they require transport to/from off-site locations. Residents should be provided with information regarding these services.

On-street parking provided along Beach Street would be suitable to accommodate short term pick-up and drop-off parking.

4.5. Public Transport Accessibility

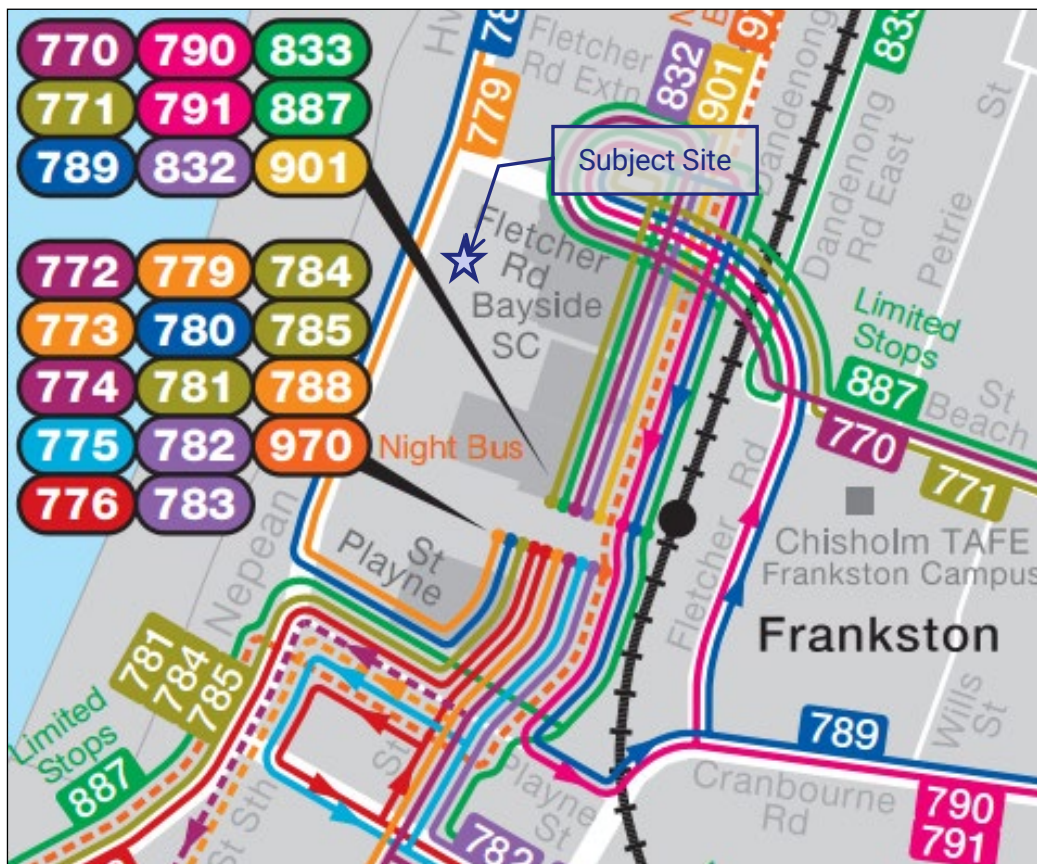
4.5.1. Access to Services

Frankston Railway Station is located within walking distance, approximately 550 metres to the southeast of the site.

The site is also very well serviced by public transport with bus stops at the following locations:

- Ross Smith Avenue approximately 260m south of the site,
- Young Street approximately 400m southeast of the site.

Figure 3 illustrates the nearby routes, whilst Table 2 summarises the available services.



Source: Public Transport Victoria, ptv.vic.gov.au

Figure 3: PTV Public Transport Map - Frankston

Table 2: Public Transport Services in the Vicinity of the Subject Site

Mode	Service	Between	Walking Distance
Train Service	Frankston to City		~550m southeast
Sky Bus	Frankston to Melbourne Airport		~300m south
Bus Services	Route 779	Frankston to Belvedere via Kananook	~260m south
	Route 780	Frankston Station to Carrum Station via Seaford Station	
	Route 788	Frankston to Portsea via Dromana & Rosebud & Sorrento	
	Route 770	Frankston to Karingal via Ashleigh Avenue	~400m southeast
	Route 771	Frankston to Langwarrin via Karingal	
	Route 772	Frankston to Eliza Heights	~450m southeast
	Route 774	Frankston to Delacombe Park	
	Route 773	Frankston to Frankston South via Kars Street	
	Route 776	Frankston to Pearcedale via Baxter	
	Route 832	Frankston to Carrum Downs via Kananook & McCormicks Road	
	Route 833	Frankston Station to Carrum Station via Carrum Downs	
	Route 775	Frankston to Lakewood via Heatherhill Road	

4.5.2. Journey Planning

Residents should be encouraged to utilise the “PTV Journey Planner” available online on the PTV websites and via Smartphone Applications.

Additional information on public transport facilities and service times can be obtained from Public Transport Victoria (ph: 1800 800 007, <http://ptv.vic.gov.au/>).

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4.6. Bicycle Opportunities

4.6.1. Existing Network Accessibility

The site has good access to bicycles and is located on the Principal Bicycle Network (PBN). A number of roads in the vicinity of the site are nominated on the Principal Bicycle Network inclusive of Nepean Highway, Wells Street and Beach Street.

The site has excellent access to bicycle infrastructure with on-road bike lane on the road network in the vicinity of the subject site, including Nepean Highway and Cranbourne Road.

Also, there is an off-road shared path along Kananook Creek, and many informal bike routes.

An excerpt from the Principal Bicycle Network is provided at Figure 4, illustrating the surrounding bicycle priority network.

The provision of on-site bicycle parking (in excess of 1 space per dwelling), will actively encourage residents to access the site via cycling, thereby reducing motor-vehicle trips.

The site proposes the provision of a bike repair facility with suitable repair and bike servicing tools/kits on the Ground Floor Level.



Figure 4: Frankston Principal Bicycle Network Map

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4.6.2. Bicycle Parking Provisions

The proposal includes a generous provision of bicycle parking, at 5 times the statutory requirements for residents (rate of at least 1 bicycle space per dwelling).

4.7. Car Pooling

The Resident Owners Corporation should consider encouraging car pooling for residents, to actively reduce the number of single occupant car trips. This could be managed through the Owners Corporation or via an online subscription to an existing online car pooling website (such as coseats.com or shareurride.com.au).

4.8. Electric Car Charging

The proposal includes the provision of 20 car spaces including one electric vehicle charging bay.

The provision of electric car charging spot on site is in line with the sustainable transport goals set out by the Frankston City Council on its Draft Integrated Transport Strategy: Connecting Communities.

It will also contribute to a reduction in Carbon Emissions by reducing the number of oil-fuel based vehicles.

5. Actions

The Green Travel Plan aims to reduce the number of single occupant vehicle trips undertaken by any residents and visitors of the proposed development.

The following actions aim to improve the overall accessibility of the site and foster sustainable travel behaviour. In general, the Owners Corporation will be responsible for the ongoing implementation of the actions identified within the Green Travel Plan.

Representatives from the residential Owners Corporation and also the Office Building Manager should be nominated to 'Champion' and oversee the implementation of the Green Travel Plan and to discuss the opportunities available to the site and/or identify areas for improvement.

A summary of the responsible party for each action within the Green Travel Plan and the stage of implementation, has been provided at Table 3.

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Table 3: Green Travel Plan Actions, Responsibilities, and Implementation

Action	Responsible Personnel	Implementation
Information and Promotion		
<p>1. Display information regarding alternate sustainable travel modes within a public area, i.e. notice boards in the mailroom, or alternately provide relevant information via an Owners Corporation webpage or intranet. Minimum information required includes:</p> <ul style="list-style-type: none"> Map(s) indicating the location of the most proximate train, tram and bus stops to the facility, bicycle facilities and car share facilities (e.g. TravelSMART Frankston, available from chrome- chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.frankston.vic.gov.au/files/assets/public/our-community/city-facts/pdfs/travelsmart_frankston_map.pdf). Provision of train, tram, and bus timetable information (or relevant links). A message board/webpage could be provided displaying an overview of frequencies and service times, and provide relevant phone numbers and web links to Public Transport Victoria and Yarra Trams timetabling services. Details for taxi, UBER and ride share schemes to facilitate access to/from the site for residents, and visitors. 	Developer/ Owners Corporation	On-going
<p>2. Provide each new residential apartment with a relevant Green Travel Welcome Pack. The welcome pack should include:</p> <ul style="list-style-type: none"> Train, tram and bus timetables of the key routes in the nearby area. Map(s) indicating the location of the most proximate train, tram and bus stops to the facility, bicycle infrastructure, car share facilities and pedestrian walking paths (e.g. Travel Smart Map of Frankston, available from www.travelsmart.vic.gov.au). Map(s) indicating the location of both on-site and off-site bicycle parking facilities. Contact details for car share schemes and online carpooling services to encourage reduced single occupant car trips. Resident packs (for purchasers) will include a single Myki card with a nominal preloaded amount. 	Developer/ Owners Corporation	On-going

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Action	Responsible Personnel	Implementation
3. Promote state and national sustainable events such as Walk to Work day, Ride to Work Day and World Environment day (via email, intranet and/or notice board). The dates for these events and for other environmental events can be found at http://www.environment.gov.au/topics/about-us/media-centre/events	Owners Corporation	On-going
4. Provide directional signage on the site for nearby public transport services, taxi services, bicycle paths, and bicycle parking areas.	Builder/ Developer	Prior to occupation
Public Transport		
5. Provide public transport timetable near residential lobbies (in the mail room) to provide residents with up to date servicing timing for all nearby public transport services.	Builder/ Developer	Prior to Occupation
6. Issue a new myki card to each new resident as part of a welcome pack.	Developer/ Owners Corporation	On-going
Cycling		
7. Bicycle facilities should be secure for residents, easily accessible and clearly visible to residents and visitors to assist in promoting this mode. The location and details of access to the bicycle parking should be detailed to residents as part of the welcome pack.	Developer	Development Stage
Parking		
8. Parking spaces on-site are secure and controlled. Residents need to be aware of the allocation of parking spaces.	Builder/ Developer	Development Stage
9. Provide electric charging spaces on-site in the resident parking areas.	Builder/ Developer	Prior to Occupation
Car Pooling		
10. Encourage car-pooling between residents.	Owners Corporation	On-going

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6. Monitoring and Review

This Green Travel Plan should be monitored and reviewed on a regular basis to ensure that it meets its objectives and has the intended impacts on reducing car use and encouraging sustainable modes of transport.

The Owners Corporation and nominated Champion will be responsible for monitoring the Green Travel Plan in accordance with the monitoring program set out in Table 4 below.

The monitoring program should be undertaken annually over a three-year period, with the first review of the program being conducted 12 months after occupation of the building.

Following the three-year monitoring period, the GTP should be monitored with provisions updated, as required, not less than every five years.

Table 4: Monitoring and Review Program

Monitoring/Review Action	Purpose
Undertake an occupancy survey of the bicycle parking provided on the site.	Gauge the level of use of bicycle parking facilities and assess if additional facilities are required.
Undertake an occupancy survey of the car parking provided on the site.	Gauge the level of use of car parking and assess if re-allocation of spaces is possible to reduce latent car parking usage.
Undertake an Audit of the actions listed in Section 4 of this document and compile supporting evidence of actions implemented (i.e. notices, photos, etc.).	To document the progress of the plan and ensure viability of the plan.
Review the plan/actions and identify any modifications and/or improvements.	To 'fine tune' the plan and ensure viability of the plan.
Undertake a questionnaire survey of residents.	To determine the modal split of trips and determine progress and compliance of the plan.

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