

Public Transport



Mornington
Peninsula Shire

What we are asking

Rail network

- Funding for rail electrification from Frankston to Stony Point, and integration of a bus transport hub to support this
- Interim improvements in the service frequency on the Stony Point line, to at least 20 minutes during peak periods and 40 minutes off-peak
- An upgrade of train stations to improve safety, amenity, accessibility and active transport connections

Bus network

Building on the momentum of our Better Buses campaign which successfully secured funding commitment to deliver a cross-Peninsula bus service, we are asking for continued service reviews and better integration of public transport, including:

- A more reliable, faster and more frequent express bus route connecting our major towns to Frankston train station
- Peak period frequencies of 15 minutes
- Transition to zero emission buses within the next five years
- Extended operating hours for the Rosebud FlexiRide service
- Review of timetables and coordination between connecting bus and train services
- Bicycle carrying equipment for buses on the Peninsula.

Active transport

The Peninsula Trail project imagines 170 kilometres of better-connected walking and cycling trail, with two thirds of the trail already in place.

A connected trail would link the Peninsula to Melbourne and unlocking major economic opportunities.

With limited public transport locally, it will provide alternative active transport options for recreation and commuters, contributing to better community health and more sustainable environment.

The Peninsula Trail supports the Federal Government's Thrive 2030 Reimagined Visitor Economy and the objectives of Cycling and Walking Australia and New Zealand and the Victorian Cycling Strategy 2018-2028, which commits to investment in walking and cycling infrastructure to promote active transport.



KEY POINTS

- 82 per cent of the Peninsula is not serviced by public transport
- Funding for rail electrification from Frankston to Stony Point and increased services on Stony Point line
- Hastings is a focal point for industrial growth, employment, housing and community amenity
- Better public transport will unlock employment and educational opportunities

What makes this unique

An incredible 82 per cent of the Mornington Peninsula is not serviced by adequate public transport. There are significant levels of social and economic disadvantage on the Peninsula which are worsened by a dependency on private vehicles.

Public transport emerged as a clear priority for our community through the Community Vision engagement process. Better public transport will not just reduce car dependency – it will have economic benefits for our community, create better connectivity and access to jobs, education, services and amenities across the Mornington Peninsula and to Melbourne.

The long timeframe for electrification of rail onto the Peninsula, means that the significance of buses for local public transport is crucial.

Bus services on the Peninsula need to be reviewed as an integrated system, providing much needed opportunities for residents to connect to important activity centres in Hastings, Rosebud, Mornington, Frankston and Melbourne.

Why this is important

Local travel and transport:

- More than half of residents live and work on the Peninsula
- 58 per cent travel to work by car
- Less than 1 per cent take public transport to work
- 2.6 per cent ride a bike or walk to work¹

There are pockets of significant disadvantage across the Peninsula:

- Our median household income is lower than Greater Melbourne's average.
- There is a substantially higher proportion of older people and those with a disability.
- 36 per cent of our residents are disengaged from work or education.

These economic and social factors mean that access to private vehicles may be limited – leading to major disadvantages and potential isolation without an adequate and accessible public transport service.

One of the biggest barriers for local businesses is access to a skilled workforce. Workers from other areas seeking employment on the Peninsula find lack of public transport a disincentive.



**Mornington
Peninsula Shire**

The benefits – supporting evidence and strategies

There is significant support from groups including the Committee for Frankston and Mornington Peninsula, Port of Hastings, resident associations, Chambers of Commerce, the Department of Transport and Public Transport Victoria, for both the electrification of the railway line to Stony Point and better provisioning of the bus network.

Buses are acknowledged as a vital part of Victoria's integrated transport system. Victoria's Bus Plan sets out how the Victorian Government will deliver a modern, productive, environmentally sustainable bus network that increases the number of people choosing to take the bus, by delivering simple, safe, reliable and comfortable journeys.

Plan Victoria identifies Hastings, Mornington and Rosebud as activity centres and the Port of Hastings Industrial Precinct as being of state significance.

The Shire is developing an Integrated Transport Strategy with guidance from the Victorian Government on the priorities they will support including public transport and freight.

Plan Victoria identifies active transport as a key part of making great places, suburbs and towns.

The Victorian government commits to prioritising active transport, including cycling and pedestrian pathways for environmentally friendly and healthy commuting options and safer, better connections to public transport.

Alignment to Council Plan 2025–2029

Strategic Objective 1.2: Connected townships with integrated and accessible transport

Strategic Objective 2.1: A safe, accessible, inclusive and healthy community.

Strategic Objective 2.2: An engaged and connected community