

THE CITY OF
GREATER GEELONG

TRANSPORT NETWORK OPERATING PLAN

CENTRAL GEELONG

DRAFT OCTOBER 2019

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Executive summary

In a city that is growing and revitalising, planning for the future of movement is fundamental to a successful outcome. The City's and State Government's partnership plan, Revitalising Central Geelong Action Plan (2016), is designed to encourage:

- People living and working in the city
- Permanent and construction job creation
- Demand for retail and services
- Creativity and vibrancy across the city day and night
- New development opportunities
- Private sector confidence to invest in Central Geelong

It is important how we use and operate our road network to support a functional and sustainable transport system for the city. We need a smarter approach to managing our road network – one that resolves competing interests for limited available road space, makes the best use of our existing roads and supports people to make alternate choices about what type of transport to use and when. While new infrastructure plays an important role in growing a City, we must also better manage our existing road network.

The Transport Network Operating Plan (TNOP) for Central Geelong is a long-term approach for operating the road network that makes it more efficient and safer, and supports the development of places where people live and work. By giving particular modes of transport priority on certain roads, the TNOP will encourage safer and a more considered approach to the development of the transport system.

The TNOP does not have all the answers. It provides the strategic direction for the city, providing direction on which streets have priority for different transport modes, to inform future projects and decision making. The TNOP does not provide particular designs of streets, or how they function. It is a framework for the future.

As a plan for the future, the TNOP cannot come to fruition straight away. The transition and changes to the road network cannot occur all at once.

A 10-year Implementation Plan will be developed to identify actions that can be applied in a staged and coordinated way to bring the TNOP to life.

This document does not contain direction or planning on bus movements in Central Geelong, as the management,

operation and planning of bus services is the responsibility of the Department of Transport.

The Department of Transport are currently reviewing bus services and routes through Central Geelong and their alignment with the initiatives outlined in the Revitalising Central Geelong Action Plan. Adoption and consultation on any changes to bus services are at the discretion of the Department of Transport.

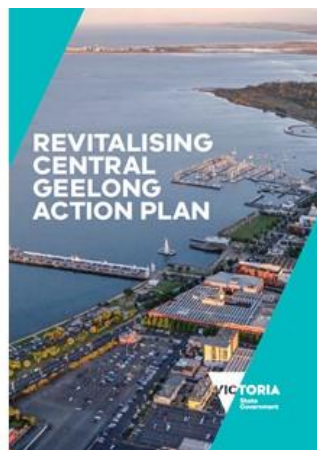
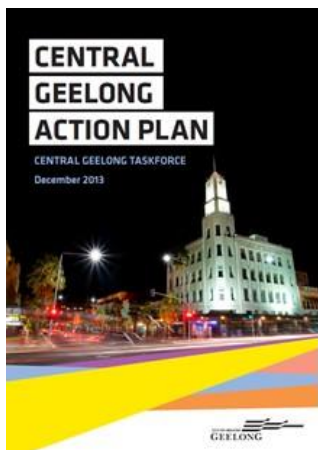
Central Geelong does contain roads that are arterial roads managed by the Department of Transport (including Ryrrie Street, Latrobe Terrace, McKillop Street and Fyans Street) and have been involved in the development and review of this TNOP.

Strategic Alignment

Central Geelong is developing and evolving. The City first commenced its plans to revitalise Central Geelong in 2013 with the development and adoption of the Central Geelong Action Plan. The State Government then released the Revitalising Central Geelong Action Plan in 2016, which took the key actions from the Councils Central Geelong Action Plan and combined them with key State initiatives in a combined, partnership approach, to revitalising Central Geelong.

The Revitalising Central Geelong Action Plan (2016) is the state government's plan to drive change in Central Geelong through a concerted, coordinated effort between local, state and federal governments, the private sector and the local community. The plan is designed to encourage:

- People living and working in the city
- Permanent and construction job creation
- Demand for retail and services
- Creativity and vibrancy across the city day and night
- New development opportunities
- Private sector confidence to invest in Central Geelong



The Central Geelong Action Plan (2013) and Revitalising Central Geelong Action Plan (2016) both identify the TNOP as a key short-term action to develop and adopt.

The City of Greater Geelong's Council Plan 2018-22 outlines the City's key priorities and how intend to sustain and enhance the environment we live in, and how well manage and plan for growth. The plan identifies 11

strategic priorities that will be the focus for the four year period of the plan.

The Council Plan: Update 2019-20 further details key priorities and actions that will be progressed in the twelve months of 2019-20.



Council Plan 2018-22 and Council Plan Update 2019-20 identify one of the 11 strategic priorities as *Integrated Transport Connections* with the focus on improving our public and active transport, and better connecting our networks. The Plan's key priority and actions specifically outline working with State Government in the development and adoption of the Transport Network Operating Plan in 2019-20.

OUR FOCUS WILL BE ON IMPROVING OUR PUBLIC AND ACTIVE TRANSPORT, AND BETTER CONNECTING OUR NETWORKS.

During 2016 and 2017 the City undertook one of its largest community engagement activities, involving over 16,000 people in the development of Greater Geelong's Clever and Creative Future. From this 9 community aspirations were formed, one which specifically related to transport: *A fast, reliable and connected transport network*. From the engagement, the community valued sustainable, connected and networked walking, cycling and public transport services that allow all ability access into and across the city-region.



A FAST, RELIABLE AND CONNECTED TRANSPORT NETWORK

The Greater Geelong community values:

- accessible, convenient and sustainable modes of transport connecting people with the city-region and across the region;
- high standards of service and other quality of service.

The measures of success are:

- being able to travel to Melbourne from Geelong within 30 minutes, and from the Ballarat, Hepburn and/or Shepparton offering a variety of travel options;
- an international freight terminal and passenger airport within the city-region connecting Greater Geelong to all Australian state capitals and Asia;
- being able to access all parts of Greater Geelong within 30 minutes through a variety of travel options;
- 80 per cent of journeys to work are made by public transport, walking or cycling.

Success will be achieved by:

- a pedestrian and cycling network that covers the whole municipality;
- accessible transport options connecting people within the city-region;
- development of Greater Geelong as Victoria's major logistics and freight centre;
- diversion of road traffic around urban centres;
- cycling becomes a credible and safe on-road commuter option.

MOST STRONGLY SUPPORTS CONNECTED

The engagement and finalisation of the Clever and Creative Future document identified that success of the transport aspirations and community values would be achieved by;

- a pedestrian and cycling network that cover the whole municipality;
- accessible transport options connecting people with the city-region;
- development of Greater Geelong as Victoria's major logistics and freight centre;
- diversion of road traffic around urban centres; and,
- cycling becomes a credible and safe on-road commuter option.

The Transport Integration Act also sets out the legislative framework for the various transport and land use authorities to work together to achieve a fairer, safer and more environmentally sustainable transport system. It enshrines the use of triple bottom line assessments of economic prosperity, social and economic inclusion and environmental stability. Ultimately, these aspects of the Act are expected to form part of the development of our transport planning and development options.

Background

Central Geelong is evolving, and it is important how we use and operate our road network so the CBD remains a functional and sustainable system. We need an intergrade approach to managing our road network – one that helps resolve competing interests and improve the safety of all road users.

The Transport Network Operating Plan (TNOP) for Central Geelong is a long-term framework for the road network that helps manage the conflict between different transport modes and supports the development of places where people live and work. By giving particular modes of transport priority on certain roads, the TNOP will encourage smarter use of the road system.

In the TNOP, certain routes will be prioritised to work better for cars while other routes will be managed to work better for public transport, cyclists and pedestrians; however, all road users will continue to have access to all roads. The TNOP seeks to provide a balance between competing interests for road space and managing congestion and safety on key arterial roads, while supporting the development of a sustainable transport system into the future.

INFLUENCING PROJECTS AND FACTORS

The Transport Network Operating Plan (TNOP) for Central Geelong also plays an important role in responding to and informing a significant number of projects.

As a key document that informs the modal priority for streets in Central Geelong, it is crucial to incorporate the outcomes of previous strategies and plans. These include Council developed and external agency documents that have been completed and are in development, such plans as;

- Central Geelong Freight Program – Implementation Plan
- Central Geelong Car Parking Strategy
- Commuter Car Parking Strategy
- Greater Geelong Growth Area Infrastructure Strategy
- Geelong-Warrnambool Rail Duplication

Figure 1 below illustrates the various key projects and factors that influence, or are influenced by, the TNOP.



Figure 1 - Central Geelong Influencing Projects

Central Geelong Freight Program

The Central Geelong Freight Program – Implementation Plan was developed in by the Department of Transport in May 2018, partnered with VicRoads and the City to ensure a whole of government approach to freight movement to, through and within Central Geelong.

Broadly, the plan implementation plan assess and identifies alternate routes to the south of Central Geelong (McKillop Street, Fyans Street, Breakwater Road and the future Bellarine Link) as the priority routes for east-west freight movement in the future. The plan identifies the key inhibitors along these southern routes that enable more reliable and accessible travel for freight.

The program also identifies a staged approach to potential restrictions to through-movement of freight that are not servicing the CBD.

Importantly, the plan involved data collection of traffic movement through Central Geelong. The key findings from the traffic data shows that;

- Ryrie Street carries 26,000 vehicles per day, of which 2,500 were recorded as through-vehicles (not stopping in Central Geelong).
- Of all the vehicles using Ryrie Street, 2,500 of those are trucks. Of which, 500 were recorded as through-trucks (not stopping in Central Geelong)

- A review of traffic volumes pre and post the Malop Street truck restrictions showed an increase of 293 trucks pre day on Ryrie Street.

The Plan identifies 13 key actions with timeframes short (0-1 years), medium (2-5 years) and long (5+ years).

The actions outlined in the Central Geelong Freight Program will contribute to the 10-year Implementation Plan, supporting with the direction and objectives set out in the TNOP.

Central Geelong Car Parking Strategy

The City is developing a revised Central Geelong Car Parking Strategy. The strategy aims to refresh the existing Central Geelong Car Parking & Access Strategy (adopted in April 2014) and consider how Central Geelong has evolved and how future parking will be planned, managed and catered for in the future.

A discussion paper was released for community consultation from December 2018 to March 2019. Consultation sought the communities feedback on key challenges and opportunities facing parking in Central Geelong, with the outcomes to help inform the draft strategy which is aimed to be released for public consultation in 2020.

The provision of car parking and role Council plays in providing car parking, particularly off-street parking, will be fundamental to the development and access of future land use. The TNOP considers the existing major off-street parking locations and will assist decision making around the appropriate locations of this type of land use development in the future.

Geelong Commuter Car Parking Strategy

In February 2019 the Department of Transport finalised the Geelong Commuter Car Parking Strategy. The strategy considered the parking availability and demands of trains stations on the Geelong-Warrnambool rail line between Lara and Waurn ponds (excluding Corio Station).

The strategy summarised the existing conditions for each station, including station access, facilities and parking. The strategy also surveyed patrons to understand travel patterns, preferences and feedback on existing infrastructure and train services.

Considering future development prospects, modelling of potential patronage forecasts was undertaken considering changes to the way people access and the supply of parking at each station. The outcomes conclude how and where shortfalls in infrastructure exist to support future travel demands.

The TNOP considers the future access provision for Geelong Station. The Department of Transport's review of bus services and bus routes through Central Geelong will need to consider the future integration with train services and the Geelong Station, amongst the broader municipality.

Greater Geelong Growth Areas Infrastructure Strategy

The City recently commenced the development of the Greater Geelong Growth Areas Infrastructure Strategy in partnership with the Department of Transport and the Victorian Planning Authority. The strategy aims at developing a long term transport infrastructure plan for the municipality that will set the overarching framework for investment in state significant road and rail infrastructure projects to support the development of Geelong's three major growth areas, Armstrong Creek and the Northern and Western Geelong Growth Areas.

The project includes planning of Geelong's public transport network and the major road network. As the project includes the contributing movement associated with the growth areas as well as broader municipal growth, the outcomes of the project will give a clear picture of the constraints of the existing public transport and road network.

The project seeks to establish the "ultimate" transport infrastructure requirements generated by Geelong's growth areas at full build out, and then establish prioritisation and staging of infrastructure based on various growth scenarios.

The project seeks to achieve four key objectives:

1. To identify the major transport (road and rail) infrastructure requirements to support the ultimate development scenario in Geelong's three major growth areas.
2. To identify the requirements and staging of infrastructure based on modelled growth scenarios at intervals of: 2018 (base case), 2031, 2041 and 2051.

3. To deliver reporting material, communication material and advocacy documentation to facilitate state infrastructure funding and delivery.
 4. To form the basis for the identification of mechanisms that may secure a growth area infrastructure contribution for Geelong.
- legislative and safety requirements
 - operational and business structure of providers
 - enforcement of users and providers
 - integration with other users, particularly conflicts between transport modes and consideration of persons with disability and access requirements

Geelong-Warrnambool Rail Duplication

The Department of Transport has undertaken initial planning for the Geelong-Warrnambool rail line duplication, between South Geelong and Waurn Ponds station. The project would include construction of 12.6 kilometres of track between South Geelong and Waurn Ponds; construction of second platforms and car parking at Marshall and South Geelong rail stations; a new rail bridge over the Barwon River; and, grade separation of the level crossings at Fyans Street and the Surf Coast Highway.

The TNOP considers and responds to the future changes associated with the Geelong rail line duplication. Particular initiatives outlined in documents such as the Central Geelong Freight Program also contribute to the implementation of the TNOP.

Car Share

The City are currently investigating and developing a draft Car Share Policy. Currently the City do not have any car share providers operating on public land. As demands increase for flexible transport options across all modes of transport, car share will become increasingly in demand to allow more dynamic modal choice for the community.

Whilst car share does not directly influence the development of the TNOP, there are aspects of the implementation and operating considerations of car share that will be guided by the TNOP.

Bike and Scooter Share

New transport share developments are continuing to evolve and grow both in a local Geelong context, across Australia and internationally. There are number of considerations when investigating the adoption of these share services, including;

Automated Vehicles and Smart City design

While automated vehicles and other smart city infrastructure does not influence the TNOP prioritisation, it may influence the concepts and projects developed as part of the subsequent 10-year Implementation Plan. How the Central Geelong transport network evolves and changes over time to align with the TNOP can be achieved with many different design and infrastructure responses.

CURRENT MOVEMENT AND FUTURE GROWTH

Geelong is growing rapidly; our growth rate is currently 2.7% per annum and by 2041 is forecasted to have an additional 136,000 population. This growth is expected to occur within the existing urban areas of Geelong and is significantly contributed to by our three main growth areas of Armstrong Creek, Northern and Western Growth Areas.

How we manage and prioritise transport across the network will be crucial and the reliance of more sustainable movement will be fundamental to supporting growth across the municipality. The Greater Geelong Growth Areas Infrastructure Strategy will inform the major infrastructure and network challenges this growth will impose on the transport network across the municipality at broad. The TNOP will be a guiding strategy to assist in where and what transport modes are prioritised in Central Geelong. The supporting 10-year Implementation Plan will provide the detail of how Central Geelong will need to change to support the various transport modes.

Central Geelong Travel to Work

The Australian Bureau of Statistics shows us how people are currently choosing to travel to Central Geelong for work trips. We know that there is currently an extremely high reliance on private vehicles. This trend will not be sustainable with the volume of growth in population that is

facing Geelong, more sustainable means of active travel and public transport will play a pivotal role to access the city.

Figure 2 below shows the mode choice of people travelling to work in Central Geelong. The graph shows how this mode choice changes as the distance from Central Geelong increases from <2km, 0-2km, 2-4km through to 8-10km. The data shows that of the people living less than 2km from Central Geelong; 48% are choosing to travel to work by car; 1% are choosing to travel by public transport (transit); 47% are choosing to walk; and, 5% are choosing to ride. However, as we consider distances of 2-4km and beyond, the reliance of vehicles to travel to work dramatically increases to 83% and above.

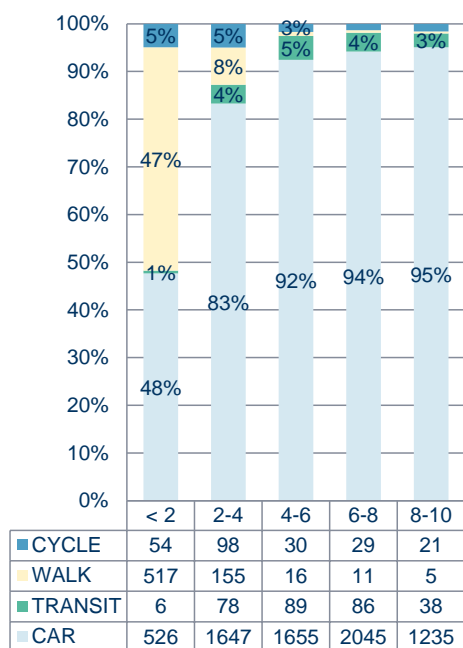


Figure 2 - Australian Bureau of Statistics: Travel to Work (Central Geelong)

Many factors contribute to people decision making of modal choice, that is why they choose private vehicle over walking, riding or public transport. Typically there are four aspects that influences this decision, they are;

- personal circumstances;
- safety;
- cost; and
- accessibility.

Individual personal circumstances are often difficult to change and can range from commitments for child pick-up

/ drop-off, disability provisions and after hours commitments/appointments.

Research tells us safety is a major factor that influences people's choice of transport mode, particularly for people considering riding. Approximately 60% of people are interested in choosing to ride, but are concerned about their safety. This can be influenced by creating suitable infrastructure that supports all ages and ability and prioritising bike movement on appropriate streets.

Cost is a factor for everyone considering their mode of choice for travel. Cost is also considered not only in dollars, but also other cost factors such as time and physical effort. Careful consideration needs to be given to the impact cost can have.

Accessibility relates to how easily a transport mode can be used. Accessibility particularly influences peoples decision making for public transport, relating to how frequent a service runs, where the public transport routes go to and from and how people can get to and from the public transport service.

Transport Network Operating Plan

People come to Central Geelong for many different reasons: to work, to study, to live, to shop, to visit, to be entertained and to enjoy the Waterfront and public spaces.

Central Geelong as a place and as a destination is different for everyone. People interact with the city in different ways depending on their purpose for coming to Central Geelong. Whether people are coming to Central Geelong for work or to shop or to study, there are common themes that make their experience and interaction what it is.

From a transport perspective, the primary function of a road is to move people from their origin to their destination, ideally as safely, efficiently and easily as possible for the user. Whether that's travelling by car, by foot, bike, bus or moving goods via freight.

In reality roads play a far greater role in the experience we have as users of a city or a space – and so, our streets play an important movement and a place function.

URBAN STREETS DO MUCH MORE THAN SIMPLY PROVIDE THE INFRASTRUCTURE FOR VEHICLE-BASED TRANSPORT SYSTEMS – THEY ARE IMPORTANT PUBLIC PLACES.

- PETER JONES

With so many different aspects to transport, what makes our streets, the various elements to place making and complexities of a city centre, it's important to identify exactly what the TNOP does, and doesn't, tell us.

What does the TNOP tell us?

Ultimately, the TNOP is a framework for decision making. It is a high level strategy on how different transport modes interact with each other, and the streets and places they move within.

It is a strategy for how we manage the interaction of different transport modes (pedestrian, bike, vehicle and freight movement).

It does identify which modes of transport are prioritised in each street in Central Geelong.

It sets the framework for decisions when we implement projects and upgrade our streets.

What doesn't the TNOP tell us?

The TNOP doesn't tell us how or what to do, it doesn't have all the detailed answers for our street designs.

It doesn't exclude transport modes if they're aren't prioritised in that street. Certain routes will be prioritised to work better for cars while other routes will be managed to work better for public transport, cyclists and pedestrians; however, all road users will continue to have access to all roads.

It doesn't tell us the layout of the street, how many turning lanes, traffic lanes, pedestrian crossings, bike facilities and what parking etc. is needed in the street.

It doesn't tell us exactly how the street operates. As we progress the implementation plan and develop specific projects, these operational aspects will be resolved. The TNOP is a plan for the future.

Supporting Implementation Plan

A 10-year Implementation Plan is identified as a key action following the adoption of the TNOP and is identified in the Council and State Government *Revitalising Central Geelong Action Plan* as;

In conjunction with the network operating plan, develop a 10-year plan with an associated budget to deliver identified road network upgrades to the Geelong road network.

The 10-year Implementation Plan identifies the actions and projects required to transition today's road network to that identified in the TNOP. The Plan will identify the details that the TNOP does not, things such as changes to the streets layout, turning and traffic lane reconfigurations and upgrades, where and how pedestrians and bike riders will be catered for etc.

The transition and changes to the road network cannot occur all at once. That is why the Implementation Plan is a 10 year plan. There will be some actions that can be applied straight away, others may require other projects or network changes to occur prior to them being executed.

LAND USE & TRANSPORT

The TNOP considers and appreciates the relationship between transport and land use, to enable both elements to positively influence the other.

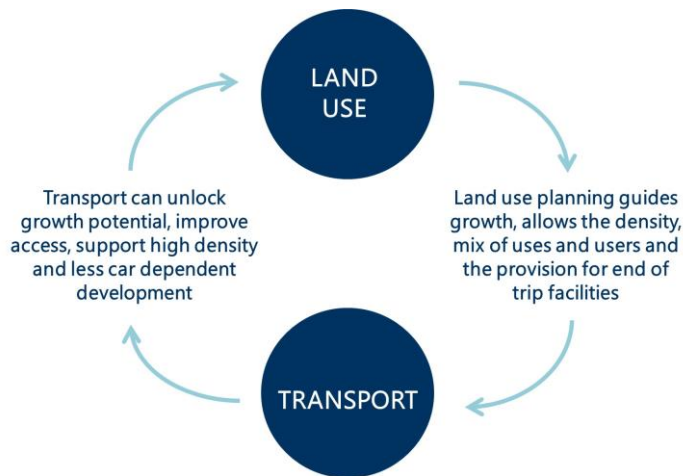


Figure 3 - Land Use & Transport Relationship

Figure 3 shows the iterative relationship between land use and transport planning. This process is the consideration of the movement function, and the place function, that streets provide. This relationship has been considered by professionals throughout the development and planning of cities, towns and villages across the world.

Movement and Place

Movement and Place in Victoria is a framework developed by State Government based on an exercise in London aimed at managing, and where possible, reconciling conflicts between urban place-values and wider network movement performance objectives. This framework was embedded within the TNOP design process to achieve a balance between the need to move people through and within Central Geelong, and the need for Central Geelong's streets to be great places.

Fundamental to movement and place thinking is recognising that streets perform multiple functions. Transport links not only move people from A to B, they also serve as key places and destinations in their own right. There is a natural tension between these two functions. As a movement corridor, every link aims to minimise travel time and keep people and goods moving. Contrarily as a destination, it aims to increase visitor dwell time. (Department of Transport, 2019)

TRANSPORT LINKS NOT ONLY MOVE PEOPLE FROM A TO B, THEY ALSO SERVE AS KEY PLACES AND DESTINATIONS IN THEIR OWN RIGHT.

The State Government's Movement and Place framework suggests the movement and place functions of streets should be considered in a matrix function, as illustrated in Figure 4 below.

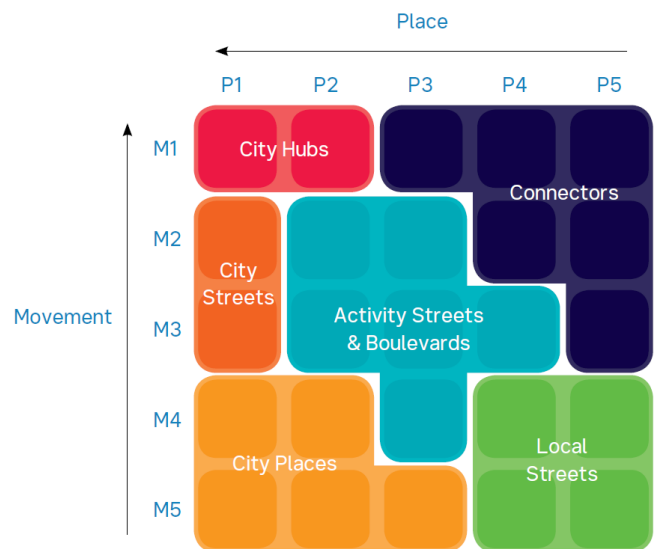


Figure 4 - Movement and Place Matrix (Department of Transport, 2019)

Considering the place function of streets when undertaking transport planning, such as the development of the TNOP, allows the considerations of a whole of network approach. Some streets may trigger a high place value and a corresponding low movement value. Some streets may have a low place, but high movement value. Appreciating this at a network level allows for appropriate planning to be considered for adjacent streets, and the impact these have throughout the network.

TRANSPORT NETWORK OPERATING PLAN

The TNOP is the culmination of the various modal priorities, noting that buses are not displayed, as they are the subject to the Department of Transport's review. Buses and the bus network is owned, managed and the responsibility of the Department of Transport (formally Public Transport Victoria).

The following sections give overview to the streets where pedestrians, bikes, vehicles and freight are planned to be prioritised in Central Geelong.

The TNOP does not exclude transport modes if they're aren't prioritised in a particular streets. Certain streets will be prioritised to work better for cars while other streets will be managed to work better for public transport, cyclists and/or pedestrians; however, all road users will continue to have access to all streets.



Figure 5 - Transport Network Operating Plan

Pedestrians

Walkability is critical to ensuring a vibrant city. The pedestrian network is developed to enhance walkability in the locations where high volumes of people are required to support existing and future land uses – surrounding high density employment, retail and commercial areas. This is done by focussing on improving the permeability and accessibility of the network for pedestrians.

The pedestrian priority network classified within the TNOP covers most of the road network within the ‘key places’ in Central Geelong. The intent of the ‘key place’ streets shaded grey in Figure 6 is to create a low speed, low vehicle traffic volume environment where pedestrian experience is comfortable and amenable and pedestrian priority infrastructure is provided or assumed through street design.

High place value include the Waterfront, Moorabool Street and the Malop Street Green Spine. The pedestrian priority network has been designed to connect these key places within Central Geelong to the surrounding supporting land use.

Another key feature is the commitment to improve pedestrian connections from the city to the bay, with priority extending to the bay along Moorabool and Gheringhap Streets.

This priority pedestrian network will also complement the City’s Laneways initiatives as priority for pedestrians is given to the roads within the vicinity.

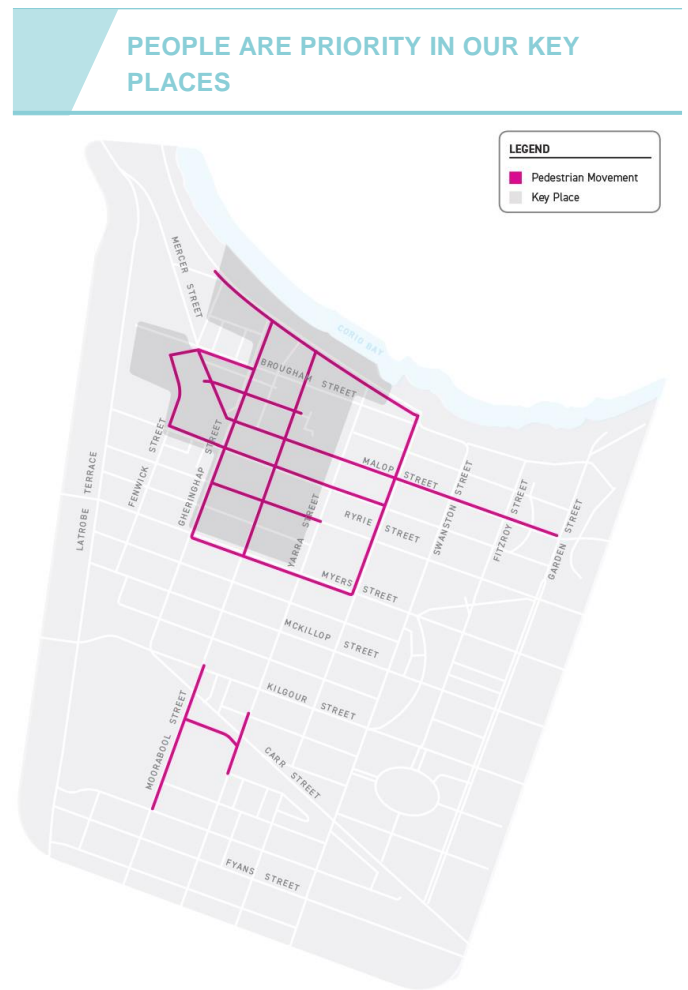


Figure 6 - Pedestrian Movement Priority Network

LEGEND

- Pedestrian Movement
- Key Place



Bike Riders

The priority bicycle network outlined within the TNOP is twofold in creating a connect network within itself, and to provide access to key place destinations within Central Geelong.

Consistent with State planning objectives, bike routes have been developed considering the need for them to be;

- direct, for riders to access destinations but to also move efficiently as to be attractive for use;
- connected to enable access to destinations and other bike routes;
- safe for the users, ensuring infrastructure supports riders of all ages and abilities; and,
- aligned, to other existing and proposed bike networks and transport planning.

The routes into the city are designed to provide direct access to and from the city, designed to provide great permeability and coverage of the city.

The network aligns with the broader existing and proposed bike routes as outlined in the adopted Strategic Cycling Corridors and Principle Bicycle Network, including the western and southern bicycle links (which includes the approved Building Better Bike Connections projects). When constructed, these strategic corridors will include key connections to, from and along Central Geelong to Waurn Ponds via Belmont; and, Herne Hill to Geelong West.

The network integrates with some existing bicycle infrastructure along Swanston Street, connections to the Bellarine Rail Trail, Barwon River, Eastern Garden and Geelong Waterfront.

As with other transport modes, on the streets where bike movements isn't prioritised, that movement can still be catered for to provide access to the surrounding land uses.



Figure 7 - Bike Movement Priority Network



Vehicles

The traffic priority routes established have two key functions under the TNOP;

1. to reduce the number of trips without a destination in central Geelong from passing through; and,
2. to provide access to off-street parking associated with key land uses and high activity areas.

This allows motorists who need to drive to be able to access Central Geelong, whilst not prioritising through-movement and the negative impacts associated with excessive through-traffic.

The overall aim of the traffic priority network outlined in the TNOP is to provide adequate access to key land uses and off-street parking facilities and maintain local traffic access.

The objective is to support through-movement on arterial corridors that are designated for through-traffic, and away from local roads and the city centre which have a high place value. There are some key aspects of the arterial corridors that can be improved to unlock capacity and improve efficiency and reliability for motorists. These enablers will be further developed and identified in the 10-year Implementation plan. This particularly relates to movement traveling through the city centre east-west. Consistent with previous planning, it is proposed these movements are prioritised to the south of Central Geelong to McKillop Street, Fyans Street, Breakwater Road and the proposed Bellarine Link (which connects Portarlington Road to the Ring Road).

It is important when implementing projects and initiatives to consider improving vehicle priority in high movement streets in balance with reducing vehicle priority in high place value streets.



Figure 8 - Traffic Movement Priority Network

Freight

The freight priority network outlined under the TNOP is designed to remove freight movements that are not destined for Central Geelong – this is particularly the focus for east-west movements.

This is aligned with the approach of the Central Geelong Freight Program which proposes that freight priority is encouraged on alternative, more southerly routes, and removing priority for through-movement from Central Geelong. The TNOP does not proposed to ban all truck movement into Central Geelong, those movements required for delivery and servicing will still be catered for. It is those movements that do not have a destination within Central Geelong that will not be prioritised through the city and will be prioritised along other identified freight movement streets.

Latrobe Terrace is proposed to remain as the priority freight route for north-south trips within Central Geelong.

Removing freight priority for through-traffic from Ryrie Street provides significant benefits to the aspirational high value places within Central Geelong.

As opposed to other modes within the TNOP, managing the freight network is often characterised by placing restrictions on streets, through truck bans or time restrictions. Through the development of the Central Geelong Freight Program, an effort has been made to ensure that strategic freight movements occur along the priority routes by providing reliable and efficient alternatives, prior to any restrictions being enforced. This is also supported by a greater level of regulatory control available to heavy vehicles.

Freight vehicles servicing central Geelong properties will not be restricted under these regulatory controls.

Infrastructure changes that improve the reliability for freight along priority networks should ensure the movement of goods is still catered for to support retail and commercial land uses within Central Geelong.



Figure 9 - Freight Movement Priority Network



Public Transport

Buses

Buses and the bus network is owned, managed and the responsibility of the Department of Transport (formally Public Transport Victoria).

As Greater Geelong's population is growing, along with increasing job density and retail activity, there will be more people needing to access the centre for employment, study and shopping.

The most efficient way for people to access central Geelong is through mass public transport. Therefore, it is critical that the city centre bus network does not compromise bus users' experience.

The Department of Transport need to develop a city centre bus network that supports the implementation of the Revitalising Central Geelong Action Plan's catalyst projects.

The bus network should be designed to support the broader objectives of the Revitalising Central Geelong Action Plan, and other state and local government strategies. A key part of this is ensuring that the bus network responds to, and supports, the land use aspirations for Central Geelong.

The Department of Transport have recently undertaken a Central Geelong Bus Services and Infrastructure Capabilities Review

As there are numerous and potentially competing objectives, a series of bus network alignment options should be developed and evaluated to inform the DoT in their decision making for the current and future bus network in Central Geelong. A preferred bus route through and into Central Geelong has not been confirmed is currently being investigated by DoT. The TNOP that has been developed for pedestrians, bike, vehicle and freight movement consider and respond to the possible variations to bus routes. Any proposed changes to bus routes in Central Geelong will integrate and do not conflict with the TNOP.

Trains

Historically Geelong's rail network played a limited role for trips into Central Geelong, due to limited network coverage and relatively low service frequency between Waurin Ponds station to the south, and Lara station to the north, and Geelong Railway Station. With recent changes

to the timetabling and frequency of train service, patronage of trips using the rail to access Central Geelong has increased. There are still timetabling improvements that can be optimised to assist and encourage movements, particularly to encourage people commuting to Central Geelong for work.

Currently the bus network is a centralised network. That is, that bus services originate and end in one point – Central Geelong. For some services, this can makes routes onerous and time intensive. As Geelong grows and the demand to move more people, more efficiently, public transport services will play a big part in supporting movements into, around and within Central Geelong. Future changes and the consideration of a decentralised network that connects bus services to closer trains stations along the railway between Lara and Waurin Ponds, may give users more flexibility in where they travel, and a quick and more reliable travel times. These changes and timetabling will need to be considered further and with consideration of the whole public transport network.

Next Steps

The Department of Transport are currently reviewing and considering the future routes for bus movements through Central Geelong. This review forms a key component and dovetails into Transport Network Operating Plans. The Department of Transport is responsible for the review and any associated changes to bus routes and services, including the approval process with State Government and any consultation with the community.

The Transport Network Operating Plan has been shown to be compatible with, and will deliver the network behaviour required to achieve, the vision for Central Geelong.

The implantation of the plan will require key actions and changes to the network, as proposed to be identified in the 10-year Implementation Plan. These key moves will assist Central Geelong to remain accessible, respond to growth and transition from today's road network to that identified in the TNOP. It will require a coordinated, sustained and concerted effort between local and State Government, key stakeholders and the local community.