



2 January 2020

Submission to Transport Network Operating Plan

From the Committee for Geelong Ltd

The Committee for Geelong (CfG) is pleased to lodge a submission to the City of Greater Geelong's Transport Network Operating Plan (draft) – Central Geelong consultation process. This Plan is an important part of the discussions to ensure our city is liveable, sustainable and accessible.

The Committee for Geelong is an independent, member-based organisation that is guided by the following strategic objectives:

- to stimulate economic and social prosperity
- to drive creativity, capability and liveability
- to deliver collective voice and leadership.

We work collaboratively with an authoritative group of stakeholders and influencers to deliver on our purpose of "Designing Our Best Future." The word "designing" reflects Geelong's designation as a UNESCO Creative City of Design and also informs CfG to take a 'design-thinking' approach to the development of strategy and taking action. "Our Best Future" promotes the vision for local ownership of our identity as a global city that is focused on strategic analysis and scenario planning for our long-term future.

Our members include local, national and international organisations and individuals who set aside commercial gain, sectoral interest and personal perspectives to provide a united voice on the issues facing the Geelong city-region. The CfG has a history of actively advocating to solve problems and confront challenges. We share one passion with our members – the vision of a Clever and Creative Geelong. As thought leaders, the CfG encourages innovation and debate around opportunities for Geelong. We welcome the opportunity to comment on the Transport Network Operating Plan (draft).

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In general terms, the TNOP is a general overview but does not provide much real data on transport movements to assess nor does it include public transport (i.e. the bus network) in its considerations. This makes it challenging to provide significant feedback.

Apart from short walking and cycle trips, public transport is the key alternate transport option to private vehicle use into the Central Geelong area. Beyond rail and regional ferry services, all public transport within Geelong / Geelong CBD shares the road network which highlights the lower order priority that public transport plays in our road networks. Public transport modes can be diverse and include:

- buses
- taxi
- ride share
- community transport
- park and Ride
- future opportunities (eg trackless trams).

All of these modes currently share the road network in Geelong. In the community's Clever and Creative vision – there is an aspiration for *A Fast, Reliable and Connected Transport Network*. Within that aspiration there is a measure of success that outlines a future where 50 per cent of journeys to work are made by public transport, walking or cycling.

According to the data outlined in Council's Transport Network Operating Plan, all people who travel to work to Central Geelong from a 4-6 kilometre radius – 92 percent travel by car with 5 percent choosing to use public transport (3 percent cycle). This clearly shows there is a considerable public transport challenge facing the Geelong community as it continues to grow quickly.



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The Committee for Geelong has identified *Sustainable, Accessible and Connected Transport* as a key action area in its recently launched Strategic Framework 2019-2022.

Public transport will play a key role in fulfilling the Movement and Place aspirations outlined within the Geelong Transport Network Operating Plan (TNOP), with public transport the principal opportunity to promote mode shift away from private vehicle use. It needs and must have a high order priority within the TNOP.

Key recommendations to the City of Greater Geelong and the development of TNOP:

- that the TNOP should acknowledge and provide clear reference and alignment to the Clever and Creative Vision document and the A Fast, Reliable and Connected Transport Network aspiration.
- That the TNOP should acknowledge and provide clear reference and alignment and show clear actions that relate to supporting the measures of success within the *A Fast, Reliable and Connected Transport Network* aspiration (current reporting does not include Central Geelong public transport actions, only rail).
- That the TNOP acknowledge and align with the Accessible and Inclusive Geelong Feasibility Study and recognise that walking and cycling is often not an option for people with a disability and that public transport that is accessible and inclusive is often the only option.
- That public transport options and the consideration of new technology – for example trackless trams - be at the forefront of the development of the TNOP and ongoing dialogue with the Victorian Government's Department of Transport.
- That the TNOP include priority routes and transit lanes for public transport that:
 - reflect existing / planning public transport service routes;
 - integrates with existing and future public transport routes external to the Central Geelong area;



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- connects key nodes within the Central Geelong area (Station, Arts / Commercial, Health, Kardinia Park etc);
- responds to current and future land use planning (notably the ACZ1 zoned land north-west and south-west of the traditional CBD core);
- supports the cycling and pedestrian priority routes within the Central Geelong area; and
- offers flexibility and creativity, acknowledging the evolving nature of public and sustainable transport.

The Committee for Geelong would also like to make further comment on elements of the TNOP as per below:

Pedestrians

- The pedestrian priority network does not extend/capture the ACZ1 zoned land north-west and south-west of the traditional CBD core.
- As well as linking key places, the priority network should extend to key pedestrian nodes/routes at the boundaries of the Central Geelong area to encourage/improve walkability from outside the CGA (noting that walking is a key mode for short distance journeys to work).
- Pedestrian priority routes around Kardinia Park appear to consider little beyond connection between GMHBA Stadium and South Geelong Station. Consideration should be given to extending and integrating these routes with the balance of the pedestrian priority network.

Cyclists

- The cycling priority network does not align with existing and future routes within the Geelong Cycle Strategy (2008) or the Department of Transport (DoT) Principal Bicycle Network, notably:
 - Ryrie Street, Sydney Parade, Yarra Street, Mercer Street, Garden Street and Brougham Street, west from Bellarine Street, are not included (these are in the PBN).



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- Swanston Street and Moorabool Street, north of McKillop Street, are included (not part of the Principal Bicycle Network).

Vehicles

The Committee for Geelong agree with the general principles behind the traffic priority routes:

- the realisation of McKillop Street as the key vehicle bypass route relies on the removal of the level crossing immediately east of LaTrobe Terrace. This project is within Stage 3 of the Waurn Ponds Rail Duplication project, with timing for removal likely beyond the TNOP 10-year lifespan.
- Ryrie Street as the continuation of, and link between, Aberdeen Street and Bellarine Highway / Geelong-Portarlinton Road, will remain a key link within the wider network for passenger vehicles. The transport priority of Ryrie Street, particularly between Gheringhap Street and Yarra Street, requires particular consideration.

Thank you for the opportunity to make this submission to the TNOP and we welcome the opportunity to meet and be engaged in this process in the future.

If you have any questions, please feel free to contact the Committee for Geelong's CEO, Jennifer Cromarty, on Jennifer.cromarty@committeeforgeelong.com.au or T: 03 5227 8075.

Kind regards

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