Connected Bass Coast Integrated Transport Strategy 2025 - 2045

Final

June 2025

Institute for Sensible Transport

The Institute for Sensible Transport acknowledges the people of the Wurundjeri Woi Wurrung language group of the eastern Kulin Nation on whose unceded lands we work, as well as the people of the Bunurong/ Boon Wurrung whose unceded land this report is prepared for.

We respectfully acknowledge their Ancestors and Elders, past and present.

We also acknowledge the Traditional Custodians and their Ancestors of the lands and waters across Australia where we conduct our business.

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Mayor’s Foreword

The way we move around Bass Coast is fundamental to our quality of life, the vitality of our townships, and the sustainability of our region. Whether we are commuting to work, visiting our vibrant town centres, accessing essential services, or welcoming visitors to our beautiful coastline, our transport system plays a crucial role in shaping our daily experiences.

The ***Connected*** **Bass Coast Integrated Transport Strategy 2025 – 2045** is our roadmap for a more accessible, efficient, and sustainable transport future. With our population continuing to grow and seasonal tourism placing additional pressure on our roads and infrastructure, now is the time to ensure that our transport network is ready to meet the evolving needs of our community.

This Strategy sets out a vision where walking, cycling, and public transport are safe, convenient, and attractive options, while still ensuring that roads and parking remain functional and efficient. By prioritising better transport choices, we can create more people-friendly places, support local businesses, and provide equitable access to services and amenities for all residents, regardless of age or ability.

Through careful planning, strategic investment, and strong advocacy, we will work to improve public transport services, expand our network of walking and cycling paths, better manage traffic in our townships, and support the transition to electric vehicles. Importantly, this Strategy is informed by the voices of our community. The feedback and insights shared through consultation have been invaluable in shaping a plan that truly reflects local priorities and aspirations.

Bass Coast is a special place, and this Strategy will help ensure that as we grow, we do so in a way that enhances liveability, fosters economic prosperity, and protects the natural beauty that defines our region.

Executive Summary

This section provides a summary of *Connected*, the Bass Coast *Integrated Transport Strategy*. The Strategy offers a blueprint for guiding investment across all modes of transport, including walking, cycling, public transport, motor vehicles, parking and freight. The Strategy will guide transport investment decisions and advocacy over the next two decades.

Guiding principles

Connected is guided by six core principles, helping to provide the foundation for transport investment and policy decisions. The guiding principles shown in the figure below are underpinned by *strategic objectives* which will enable Council to deliver the transport network the community needs, today and in the future.

Safety
Maximise safety outcomes and prioritises personal safety, reducing perceived and real risk to vulnerable communities.

Climate friendly communities
The community is supported to reduce emissions from transport.

Healthy and inclusive communities
The transport system supports and enhances the health and wellbeing of all members the community.

Growing economy
Transport enhances economic potential, including the night-time economy and tourism.

All abilities access
Transport systems provide equal access to all through inclusive design in all transport infrastructure.

Integration
Seamless integration between active and public transport to provide the community with a diverse set of transport choices.

Guiding Principles

Vision

The vision for transport in Bass Coast by 2045:

Our transport system is connected, enhances the vibrancy of our townships and offers sustainable, safe and healthy transport choices to everyone.

The Strategy will unlock the potential for:

- Vibrant, people-centred places that offer social and economic outcomes.
- A thriving tourism sector, welcoming visitors from across Victoria, and other parts of Australia and the world.
- A comprehensive walking and cycling network within and between townships, forming an extensive shared path network.
- Better car parking management and less frustration.
- Less through traffic in the heart of townships.
- Enhanced public transport options, including more frequent services, and better local transport solutions and coordination between services.
- Freight solutions which reduce the number of trucks on residential streets while ensuring goods can get to and from market.

Why does Council need an Integrated Transport Strategy?

Council's declaration of a Climate Emergency in Bass Coast is a key driver for an *Integrated Transport Strategy*. Council needs a blueprint to guide investment in the transport system, in order to accommodate the growing number of residents and visitors by 2045. *Connected* will help protect what the community love about Bass Coast as the population increases.

How the community travel in Bass Coast today

Almost one in five trips to work are under 2.5km, yet 87% of these short trips are by car. A snapshot of key demographic and travel patterns across Bass Coast is shown below.

Almost a quarter of trips to work are under 2.5km, yet 87% of these short trips are by car.

Transport and Demographics in Bass Coast

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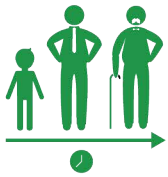
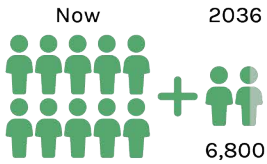


Bass Coast is ageing.
Median age in:
Bass Coast **51 years**
Victoria **38 years**



The population of Bass Coast Shire is expected to see **17%** in growth by **2036**

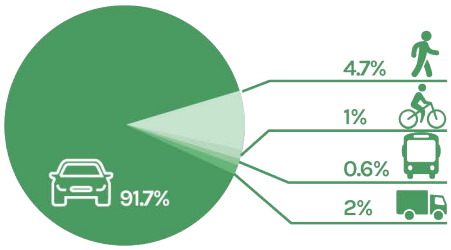
Where residents live and work

8 out of 10 residents live in our urban centres

63% live and work in Bass Coast Shire

10% of residents did not travel to work.

Travelling to work



Extensive footpaths but **poor cycling** infrastructure, only 1% of people ride to work

Source: ABS Census

Residents are **5 times** more likely walk than ride a bike.

Source: ABS Census

Females make shorter trips and are more likely to walk compared to males

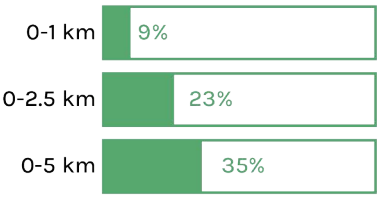
Travel in general

90% of residents travel to work **by car,** with **1 in 5** moving between Bass Coast and Greater Melbourne

Source: ABS Census

33% of trips to work are **5km or less**

Source: ABS Census



1 in 5 trips to work are less than are less than **2.5km**

Public transport is **INEFFICIENT** and **INFREQUENT**

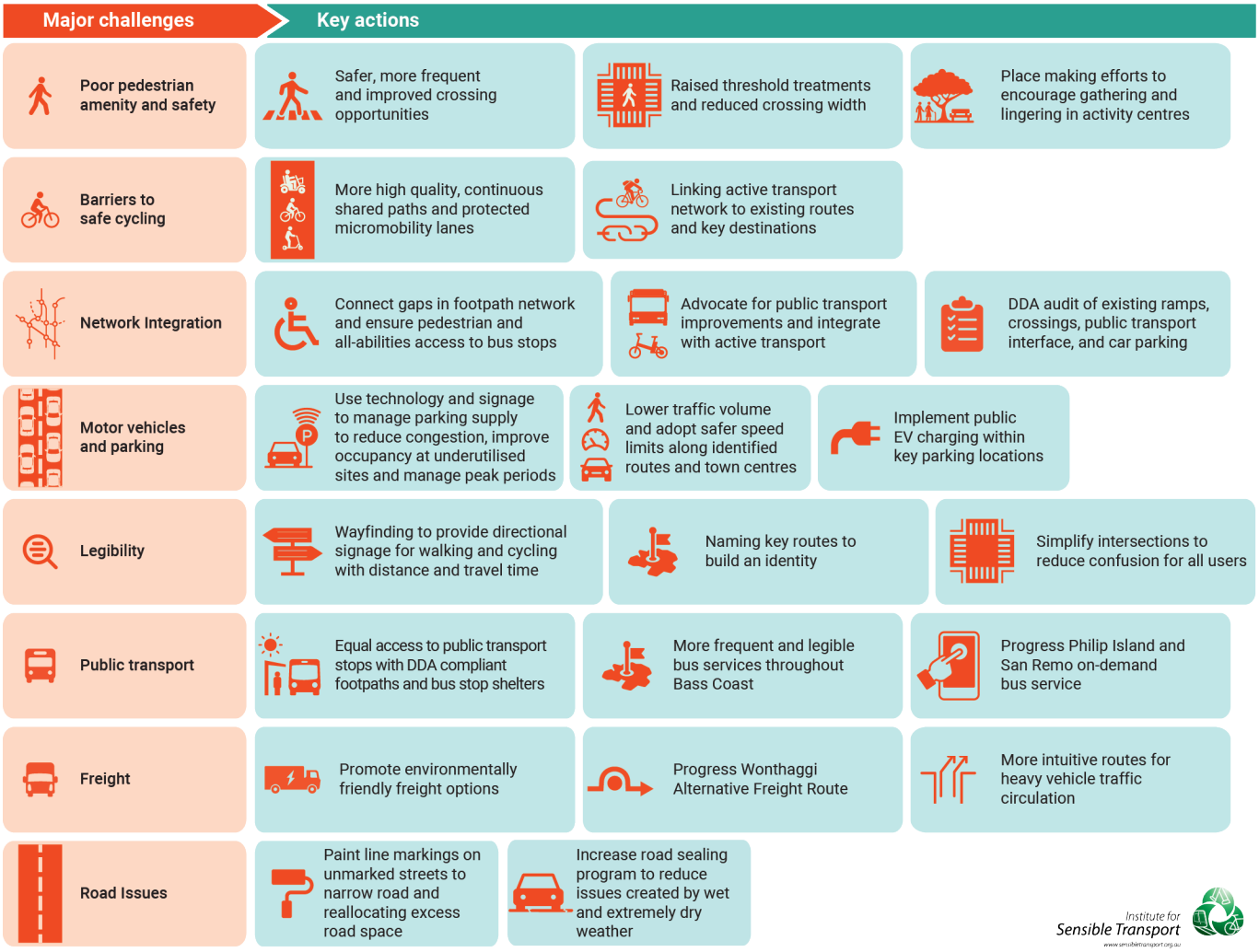
Road safety

46% of crashes occurred on roads with speed limits of 60km/h and less **Phillip Island Road** and **Bass Highway** are crash hotspots

A snapshot of Bass Coast and how the community travel

Major challenges and key actions in *Connected*

Connected is Council's future focused *Integrated Transport Strategy,* designed to provide a better set of transport choices for residents and visitors. Extensive data analysis and stakeholder engagement conducted as part of the development of *Connected* revealed a set of common challenges for the transport system. These are captured in the figure below, along with key actions designed to address the major challenges. Section 7 and 9 offer more detail on the actions Council will take to achieve the vision for a safer, more sustainable transport system.



Major challenges and key actions

**Micromobility* refers to small footprint, low speed transport devices, such as bicycles, e-bikes, kick scooters, e-scooters, and mobility aids/motorised wheelchairs, etc.

Council understands the frustration that can be experience finding a carpark at peak times. Council will regularly monitor car parking occupancy and use the *Car Parking Framework* to guide appropriate actions to ensure sufficient parking to support vibrant townships.

People want better choices

The community said they want to be able to walk, cycle and use public transport more. Even for those who do use the car, one in four people would prefer to use another mode, if it was made more convenient and safe. Almost half the people Council spoke to said they wanted better public transport options.

One in four people do not like to travel by car for most trips.

Almost half of respondents wanted better public transport.

What happens if Council don't change the way the transport system is planned?

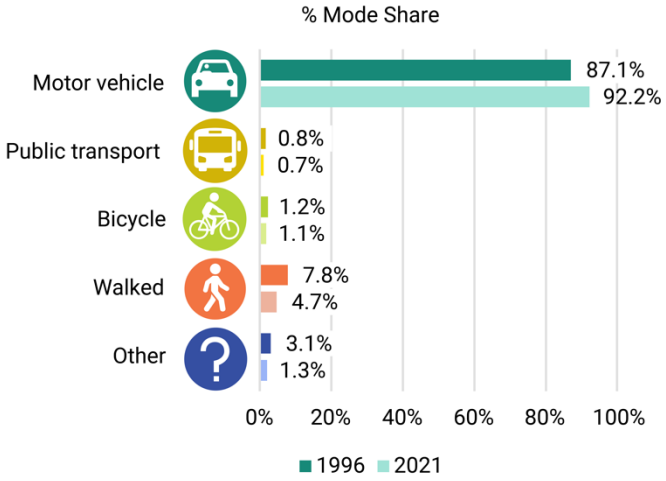
Council knows better transport choices are needed for the growing community and to support the many visitors to Bass Coast. Current levels of car use are unsustainable. Based on State Government projections, an additional 21,000[1] people expected to live in Bass Coast in 2051 and without any significant changes to the transport system, there is likely to be:

- Over 840,000 kilometres of *extra* travel per day on roads in 2051.
- Almost 45,000 additional car trips every day in 2046.

Setting transport targets

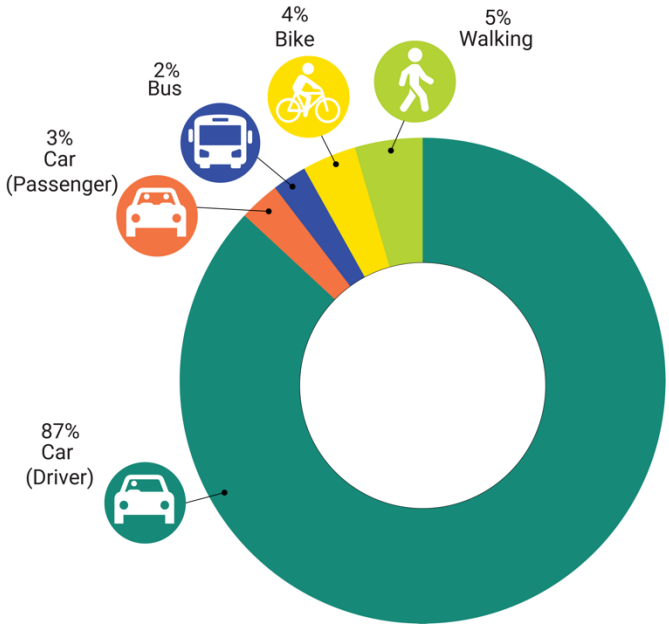
Council have developed an *improved change* scenario modelled on what transport in Bass Coast could be like in 2046. Census data was used for trips to work, and an online survey was used to determine the mode share for all trips, not just the journey to work.

The mode share for trips to work and all trips, in Bass Coast today are shown in the following charts.



Mode share for trips to work in Bass Coast, 1996 to 2021

Source: ABS Census



Mode share for all trips in Bass Coast

Source: Online survey for Bass Coast ITS

Note: Percentages have been rounded to the nearest whole number and the total may not add to 100.

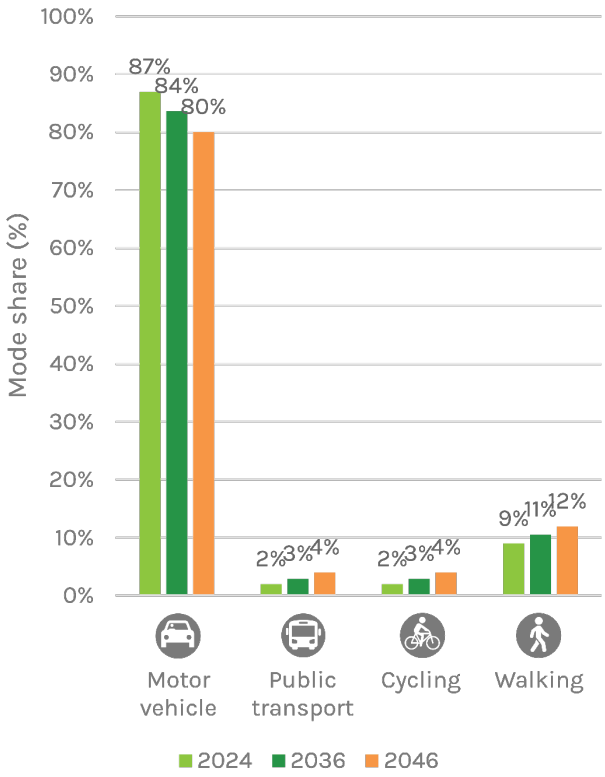
The *improved change* scenario is underpinned by broader land-use policies which encourage all development into existing urban areas. These changes will give more people the opportunity to do more of what they need within their neighbourhood. The 2024 mode share shown in the figure below is modelled from traffic volume data and differs from the two preceding charts.

Under the *improved change* scenario, travelling by car will still be the main mode of transport,

[1] Population in 2051 based on *Victoria in Future* (VIF) projections

particularly for trips to work. However, for all trips in general, Council expects a doubling of public transport and cycling participation. These changes come about as a consequence of more frequent, integrated bus services and an extended network of bike lanes and shared paths. The changed travel patterns in the *improved change* scenario are estimated to result in 257,000 less kilometres travelled by car.

The *improved change* scenario projects a doubling of public transport and cycling participation.



***Improved change* mode share targets for all purpose trips**

Note: Percentages have been rounded to the nearest whole number and the total may not add to 100.

Implementing the Strategy

The implementation of *Connected* will mean better transport options, more vibrant streets and a healthier, more accessible environment. Some of the actions included in this Strategy will require additional financial support, from other levels of government. This Strategy will provide the foundation for advocacy actions that enable increased State and Commonwealth investment to give better transport options, helping to revitalise key township streets and protect the natural environment. This will help link communities together, for the benefit of locals and visitors to the beautiful Bass Coast region.

1. Bass Coast – present and past

Bass Coast Shire is located in Gippsland, around 130km south-east of Melbourne, with a population of 40,789 in 2021. The population swells during the summer holiday periods, which can place pressure on the transport system.

Almost a quarter of trips to work are under 2.5km, yet 87% of these short trips are by car.

Almost one in five trips to work are under 2.5km, yet 87% of these short trips are by car. A snapshot of key demographic and travel patterns across the Shire is shown in Figure 1.

Transport and Demographics in Bass Coast

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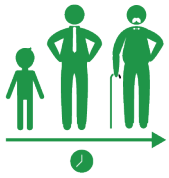

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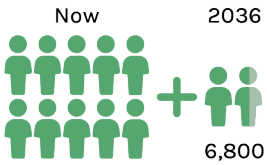

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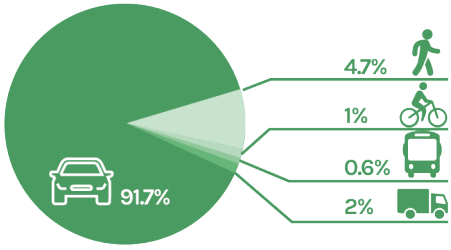

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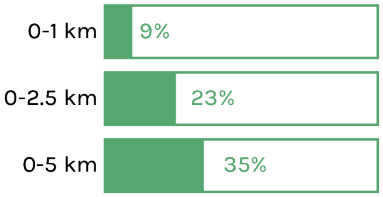

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Phillip Island Road and **Bass Highway** are crash hotspots

Figure 1 Bass Coast Transport and Demographics

Source: Institute for Sensible Transport

1.1 Historical transport

Bass Coast includes Phillip Island and is bordered by Western Port Bay to the west, and the Bass Strait to the south. The Shire was formed in 1994, but the heritage is far older.

The Bunurong people's lands stretch from the Werribee River to Wilson's Promontory, encompassing all of Bass Coast Shire. They are one of the five nations which comprise the Kulin Nation.

Phillip Island and Bass are home to the clan of Yallock Bulluk. The Lowandjeri Bulluk Clan live in the east, in the area around Inverloch and Andersons Inlet. The Bunurong have been the Traditional Custodians, living with the land for thousands of years.

The Bunurong have been the Traditional Custodians, living with the land for thousands of years.

Permanent European settlement began in the 1840s. This opened the opportunity for pastoralists. Shortly after, timber and forestry commenced, with sawmills being funded by the goldrush commencing through the 1860s. Settlements in Corinella, Rhyll, Bass, Grantville, and Kilcunda followed.

Timber was initially transported to jetties by bullock. However, due to weather and costs, timber tramways were installed to connect the sawmills to jetties.

The next major economic shift began in 1910, at the opening of the State Coal Mine in Wonthaggi. This was accompanied by a railway line opening in the same year, between Nyora and Wonthaggi via Woolamai, Anderson and Kilcunda. Coal mining brought hundreds of workers to Wonthaggi.

The Wonthaggi railway line opened in 1910, connecting Bass Coast to Melbourne.

San Remo, which had been settled in 1888, developed a thriving fishing sector in the 1930s to complement its tourism attraction. The bridge between San Remo and Phillip Island was built in the 1930s. The bridge was a boon for tourism on the Island. However, the bridge was weight limited and subsequently replaced by the current bridge in the 1940s.

Wonthaggi railway station in 1918

The bridge between San Remo and Phillip Island was originally built in the 1930s.

Bass Coast continues to have a strong economic base of fishing and agriculture but has been increasingly shifting towards the service economy in recent years. Part of this is driven by tourism, with visitors from around Australia and abroad seeking to experience the rich natural beauty offered by the coastline and picturesque hinterland.

Key attractions include beaches, penguins, local produce which now includes wineries and the Bass Coast Rail Trail, Victoria's only coastal rail trail, spanning from Wonthaggi to Woolamai. While the Wonthaggi railway line closed in 1978, it now supports tourism in the form of the Nyora-Wonthaggi Rail Trail.

Beaches, penguins, and local produce are key reasons people visit Bass Coast.

Bass Coast welcomes 2.87 million visitors per year. During peak holiday periods, the population almost doubles, to over 70,000 people.

2.87 million people visit Bass Coast each year, with the population almost doubling during peak periods.

1.2 What is an Integrated Transport Strategy, and why does Council need one?

In order to accommodate the growing number of residents and visitors by 2045, it is essential that Council have a strategy that offers a better set of transport options, enhancing the connectivity, sustainability and safety of the transport system. Council have developed an Integrated Transport Strategy that will serve as a 20-year roadmap for transitioning to a sustainable transport system, less reliant on fossil fuels, and capable of accommodating the increasing population and visitor numbers by 2045. The primary goal of the strategy is to enable the Council to better fulfill its roles and responsibilities in delivering a resilient and future-focused transport network. This transition is made even more urgent by Council's declaration of a Climate Emergency.

Connected is focused on providing a diverse set of transport options for everyone in the community, offering a convenient and safe set of transport choices. This will help achieve the *improved change* scenario. High quality transport options will enable more people to choose the mode of transport that best suits their needs, leading to a safer, more inclusive, and sustainable transport system. The result is a transport system that works for everyone in Bass Coast.

Figure 2 highlights the benefits *Connected* will provide the community.

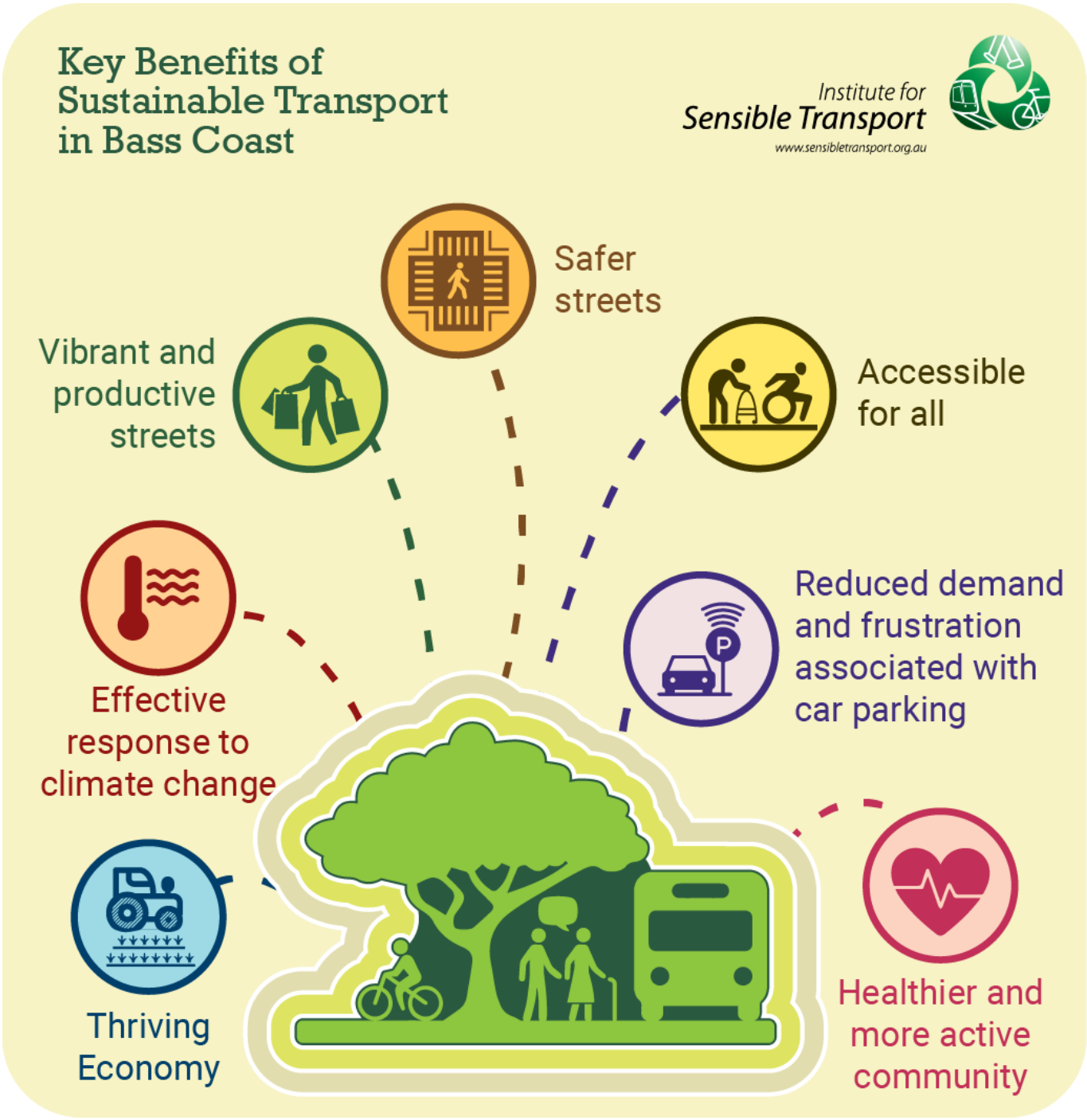

Figure 2 Benefits of sustainable transport for Bass Coast

Source: Institute for Sensible Transport

1.3 Major challenges and key actions in Connected

Connected is Council's future focused *Integrated Transport Strategy,* designed to provide a better set of transport choices for residents and visitors. Extensive data analysis and stakeholder engagement conducted as part of the development of *Connected* revealed a set of common challenges for the transport system. These are captured in Figure 3, along with key actions designed to address the major challenges. Section 7 and 9 offer more detail on the actions Council will take to achieve the vision for a safer, more sustainable transport system

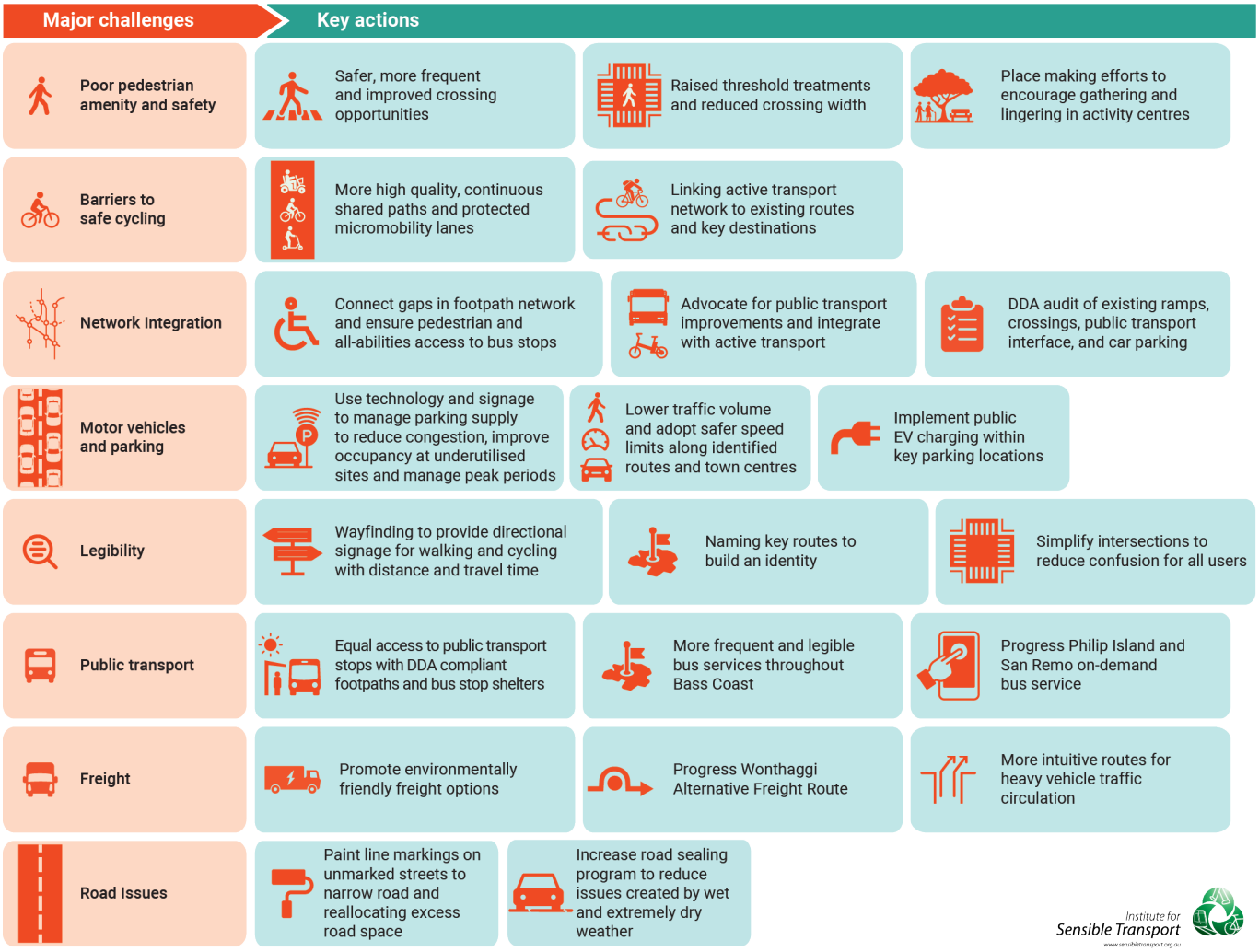

Figure 3 Major challenges and key actions

Source: Institute for Sensible Transport

**Micromobility* refers to small footprint, low speed transport devices, such as bicycles, e-bikes, kick scooters, e-scooters, and mobility aids/motorised wheelchairs, etc.

2. Big issues facing Bass Coast

The ongoing and emerging issues related to how the community move in Bass Coast is summarised in Figure 4.

Figure 4 Key issues

Source: Institute for Sensible Transport

2.1 Car dominated streets

Like many communities, a large portion of streets were designed decades ago and reflect the priorities of past eras. Streets cater to the needs of motor vehicles but often lack the space and infrastructure necessary to support people's choice to walk and cycle safely. *Connected* provides a set of actions designed to make streets better places, for residents, businesses and visitors.

2.2 Climate change

Transport is the fastest growing source of emissions and is expected to be the largest single source by 2030. In Bass Coast, transport accounts for 29.7% of all emissions. Council will not be able to meet emissions target without a significant change in how the transport system is planned. Council's *Climate Change Action Plan 2020 – 2030* makes it clear that the community must *'switch to more sustainable transport like walking, cycling, ride sharing and electric vehicles'* (p. 10). It set a pathway to help get to zero net emissions by 2030.

The *Climate Change Action Plan* also states that the changing climate will place additional pressure on transport infrastructure. *Connected* considers the demand and impact for all transport modes in Bass Coast. The Strategy provides a blueprint for the actions Council will take to improve the transport system in a manner that lowers emissions.

Transport makes up 29.7% of emissions and is expected to be the largest single source by 2030.

2.3 Growing population, low density

The population has been growing, with 17% more people forecasted to live in Bass Coast by 2036. The dispersed settlement patterns have resulted in a heavy reliance on motor vehicles. This can limit transport choice and the diversity of transport options available to the community.

Connected aligns with the Bass Coast Shire *Housing Strategy 2024* by prioritising infill residential housing developments in key townships like Cowes, Wonthaggi, San Remo and Inverloch. This infill development will enhance social connectedness and mean the community does not need to use the car every time they leave the house.

2.4 Road safety

Road safety is everyone's responsibility. In the last five years, there have been 372 crashes, involving 877 people in Bass Coast. Between 2019 and 2023, seven people died and 94 people were seriously injured while travelling on Bass Coast roads. Most crashes occurred on key arterial and freight routes such as Phillip Island Road and Bass Highway. These roads shared common factors such as high-speed zones and no traffic controls for crossings. *Connected* is designed to support the Victorian government's *Road Safety Strategy* which commits to halve road fatalities by 2030 and eliminate death from Victorian roads by 2050. Council will accomplish this through a combination of safer speeds, safer roads and supporting safer road user behaviours.

2.5 Traffic, parking and seasonal demand

The community is highly car dependent in Bass Coast, where over 92% of residents travel to work by car. By creating a better set of transport options, more people will have wider set of mobility choices, helping to reduce the many short car trips that occur in Bass Coast every day.

High car use is often not by choice, but a lack of choice.

The influx of visitors during holidays and special events exacerbates traffic and parking issues. Besides our most popular destinations like Phillip Island and San Remo, other towns and villages across Bass Coast are facing similar impacts. *Connected* includes a range of measures to reduce the frustration that can occur, especially at peak times, when driving or parking.

2.6 Physical inactivity

Creating healthy communities is one of the six strategic objectives for the *Council Plan 2021 – 2025*. Lack of physical activity is a primary cause of chronic disease. Walking and cycling are well recognised as effective ways for people to gain the physical activity necessary to protect against common health issues such as heart disease, arthritis and high blood pressure, as well as several forms of cancer. This is especially important given the ageing population and the community's desire to live healthy, active lives.

Connected offers a set of actions that will enable more people to choose walking and cycling for the many short distance car trips that occur in Bass Coast daily.

2.7 Poor accessibility

Accessibility is essential for people to engage fully in society. The existing transport network does not provide the community with safe and convenient options to travel to shops and services. This means the community is often forced to drive to carry out daily activities because there are no other transport options.

Good integrated land use and transport planning can increase the community's access to key destinations such as shops, schools, beaches and parks.

Connected prioritises access to everyday services and destinations, regardless of mode, age, ability or income. This means reliable public transport, safe routes for walking and cycling, and accessibility for all.

2.8 Poor public transport

Many people depend on public transport to get around Bass Coast, yet the public transport system serving the community is unreliable and infrequent. Council have heard that services rarely run when people need them, and this makes it difficult to use public transport. Poor integration between local services and regional coaches often leads to frustration. The lack of rail services also limits the convenience of public transport. There is also a lack of integration between public transport and the ferry service between Stony Point and Cowes.

The planning and provision of public transport is a State Government responsibility. *Connected* provides a powerful set of advocacy actions Council will take to the State Government. These actions are aimed at enabling the community to enjoy the freedom that comes from a quality public transport system. Council know more can be done to offer

public transport options that appeal to the broader community, as well as the many visitors to the region.

2.9 Fragmented active transport opportunities

The existing network of walking and cycling infrastructure limits people's ability to see active transport as a first choice for short trips. The research and engagement conducted in the development of *Connected* has shown that walking and cycling infrastructure is not cohesive. Concerns around sharing the road with cars limit people's willingness to use the bike for short trips, and financial constraints mean much of the capital budget is spent on maintaining existing assets, requiring a strategic approach to network expansion. By expanding the network of safe places to walk and cycle, more people will be able to choose active transport where it suits their needs.

2.10 Efficient movement of freight

The efficient movement of goods is important to the Bass Coast economy. Approximately 76% of all land in Bass Coast is zoned for agricultural use.

While freight traffic generally travels along highways and arterial roads, many businesses rely on deliveries via heavy vehicles. Access to loading zones will need to be carefully managed, particularly in streets with competing uses.

Connected offers a set of recommendations to support efficient freight movements, in a manner that minimises the need for trucks to travel through key shopping streets within the heart of townships.

3. Strategic direction and policy alignment

***Connected* supports Bass Coast's wider policy ambition for a climate friendly community that supports a strong economy and a healthy, growing population.**

3.1 Policy alignment

Connected focuses on creating the conditions in which the community have a better set of safer, more sustainable transport options.

The policies and strategies, shown in Figure 5 provide a clear direction towards a Bass Coast that:

- Gives people the freedom to choose sustainable transport options.
- Is more resilient to the pressures faced by tourism, population growth and climate change impacts.
- Supports the ageing population to continue to access the services they need, with a variety of transport choices.
- Offers safe, accessible transport options.
- Prioritises people on foot and bicycle in townships, while enhancing the vibrancy of streetscapes.
- Lowers transport emissions.
- Supports young people with safe ways to connect and maintain independence.
- Supports the local economy, by ensuring the transport system connects people with their destinations as well as prioritised freight networks.

Local policies

- Bass Coast Planning Scheme
- Bass Coast Council Plan 2021-25
- Bass Coast Community Vision 2041
- Pilot On-Demand Transport Service for Phillip Island and San Remo – Service Design and Implementation Plan 2022
- Road Management Plan 2022
- Active Bass Coast Plan 2018-2028
- Bass Coast Tracks and Trails Strategy 2022 - 2032
- Healthy Communities Plan 2021-25
- Access Equity and Inclusion in Bass Coast Plan 2021-2025
- Bass Coast Economic Development Framework 2023
- Urban Forest Strategy 2022-2040
- Bass Coast Climate Change Action Plan 2020 – 2030
- Bass Coast Advocacy Strategy 2023-26
- Bass Coast Housing Strategy 2024
- Road Asset Management Plan 2024-2028
- Structures Asset management Plan 2024-2028
- Open Space and Pathways Asset Management Plan 2024-2028
- Phillip Island and San Remo Destination Management Plan Towards 2033 (2023)
- South and North Coast Key Area Plan 2014
- Cape Woolamai Coastal Reserves Master Plan 2016
- Summerland Penninsula Trails Master Plan 2017
- Woodlands and Welands Key Area Plan 2016

State policies

- Victorian Transport Integration Act 2010
- Plan for Victoria (2025)
- Victoria's Bus Plan (2021)
- Road Management Act (2004)
- Victorian Road Safety Strategy 2021-2030
- Gippsland Freight Strategy 2013
- Gippsland Odyssey Trail 2022
- Yallock-Bulluk Marine and Coastal Park: Access and Infrastructure Plan
- Movement and Place Framework 2019

Figure 5 Relevant State and Local policies

4. Vision, guiding principles and strategic objectives

4.1 Vision

The vision for transport in Bass Coast is that by 2045:

Our transport system is connected, enhances the vibrancy of our townships and offers sustainable, safe and healthy transport choices to everyone.

Achieving this vision will not be easy and *Connected* has a suite of *guiding principles*, strategic objectives, and *actions* that establish a future focused, people friendly Bass Coast.

Figure 6 provides a snapshot that illustrates how the different components of Council's *Integrated Transport Strategy* connect. The vision is supported by the guiding principles. The guiding principles are underpinned by strategic objectives, which are designed to be measurable, time based and enable Council to measure progress towards achieving the vision of the *Integrated Transport Strategy.*

The actions are the activities Council will pursue to create the change necessary to meet the future vision for transport and accessibility in Bass Coast, over the next two decades.

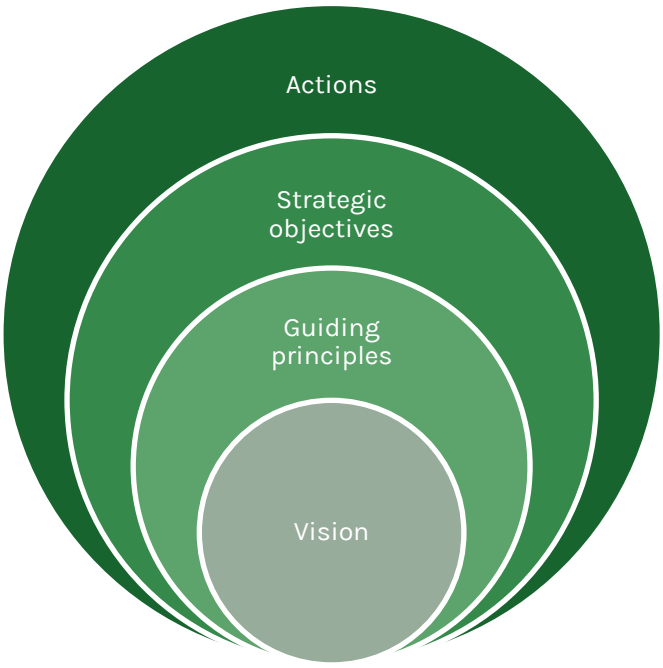

Figure 6 Structure of the Integrated Transport Strategy

Source: Institute for Sensible Transport

4.2 Guiding Principles

Council have developed the principles shown in Figure 7 which guide *Connected* to ensure it works toward achieving the vision. The guiding principles are linked to the broader strategic objectives and will help Council to deliver the transport network the community needs in the future.

Safety

Maximise safety outcomes and prioritises personal safety, reducing perceived and real risk to vulnerable communities.

Climate friendly communities

The community is supported to reduce emissions from transport.

Healthy and inclusive communities

The transport system supports and enhances the health and wellbeing of all members the community.

Growing economy

Transport enhances economic potential, including the night-time economy and tourism.

All abilities access

Transport systems provide equal access to all through inclusive design in all transport infrastructure.

Integration

Seamless integration between active and public transport to provide the community with a diverse set of transport choices.

Figure 7 The six guiding principles of *Connected*

Source: Institute for Sensible Transport

4.3 Strategic objectives

Connected uses strategic objectives to help Council evaluate progress towards achieving the vision of this *Integrated Transport Strategy.* Each strategic objective is aligned to a guiding principle and has been designed to be measurable and time based. Some strategic objectives are entirely within the control of Council, while others, such as public transport, require advocacy to other levels of government (e.g., State Government).

4.3.1 Safety

- Apply the Safe Systems approach to halve 2021 fatalities and significantly reduce serious injuries by 2030 and eliminate death on Bass Coast roads by 2050. Safety is a critical element of sustainable mobility planning and the targets are consistent with *Road Safety Strategy*, Victoria's road safety strategy.

4.3.2 Climate friendly communities

- Become a sustainability leader in the community. Council will reach net zero emissions by 2030, with all Council vehicles being Electric Vehicles (EV) charged by renewable energy.
- Double the proportion of residents using public transport for journeys to work in 2021, by 2036.
- Aim for at least 85% of residents within townships to live within 800m of a bus stop, with a bus that comes at least 12 times per day. There will be a particular focus on substantial and incremental change housing areas.
- Grow the number of public EV charging stations in Bass Coast in line with demand, to support EV use.
- Ensure all public EV charging to be powered by 100% renewable energy.

4.3.3 Healthy and inclusive communities

- Double the proportion of people who walk and cycle for trips under 5km in 2021, by 2036.
- Increase annual investment in active transport to $90 per resident by 2030. This includes funds from external sources.
- Prioritise active transport investment to areas where the most benefits can be seen, such as key townships.

4.3.4 Growing economy

- Enhance the sense of place in key shopping strips and commercial areas.
- To make streets vibrant, with street furniture and public art.
- Ensure that sustainable transport choices are available to activity centres at all times of high demand.
- Ensure the transport system supports tourism and visitors to access key destinations.
- Ensure the transport and freight network supports industry, local services, and employment.

4.3.5 All abilities access

- Ensure the walking network is Disability Discrimination Act 1992 (DDA) compliant.
- Ensure bus stops are connected and DDA compliant. This means bus stops will be sheltered, have adequate markings, handrails/grabrails; be connected to footpaths, and have appropriate crossings leading to them.

4.3.6 Integration

- Adopt the *Movement and Place Framework*[2] in the management and design of streets to support developing a stronger sense of place.
- Maximise integration of public transport and active transport, with all major stops safely accessible by walking and cycling.
- Harmonise public transport timetables to support interchanges.
- Reduce the number of heavy vehicles on residential and shopping streets, while ensuring that freight can go where it needs to be.
- Better manage car parking in townships, to balance the needs of all users and reduce cruising.[3]

[2] The Movement and Place Framework is available from Movement-and-Place-in-Victoria-February-2019.PDF.

[3] Cruising refers to motorists circulating and/or driving slower to look for parking.

4.4 Mode hierarchy

Mode hierarchies help Council to make consistent, transparent decisions. This is particularly important in situations in which streets are space constrained. Not all streets are able to provide for all modes of transport. Mode hierarchies help to ensure the way Council allocate road space is consistent with the *vision* and *principles*.

Two transport mode hierarchies have been developed: one for *settlements* and another for *regional roads.* This is in recognition of the Shire's diverse character, which includes a collection of townships, as well as regional roads that connect communities.

The mode hierarchy for settlement streets is shown in Figure 8. While Council will prioritise sustainable mobility within townships, the regional roads have a different role in the transport system. Motorised transport will continue to be the priority in road space allocation decisions in these areas. The mode hierarchy for regional roads is shown in Figure 9.

In practical terms, these road hierarchies will assist Council in allocating space between modes. For the regional road hierarchy, having people on bicycles and foot at the bottom does not mean they will go uncatered for. While motor vehicles may have priority on the main carriageway on regional roads, providing a safe, separated pathway for active modes will be a priority of *Connected*.

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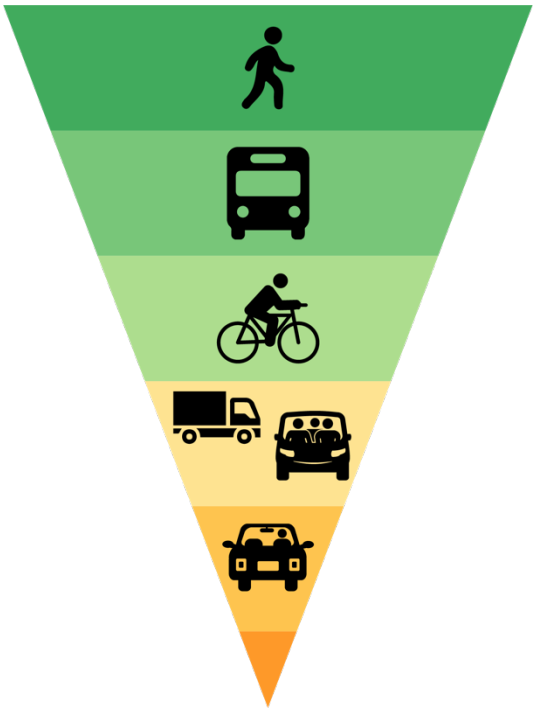


Figure 8 Mode Hierarchy – Settlement Street

Source: Institute for Sensible Transport

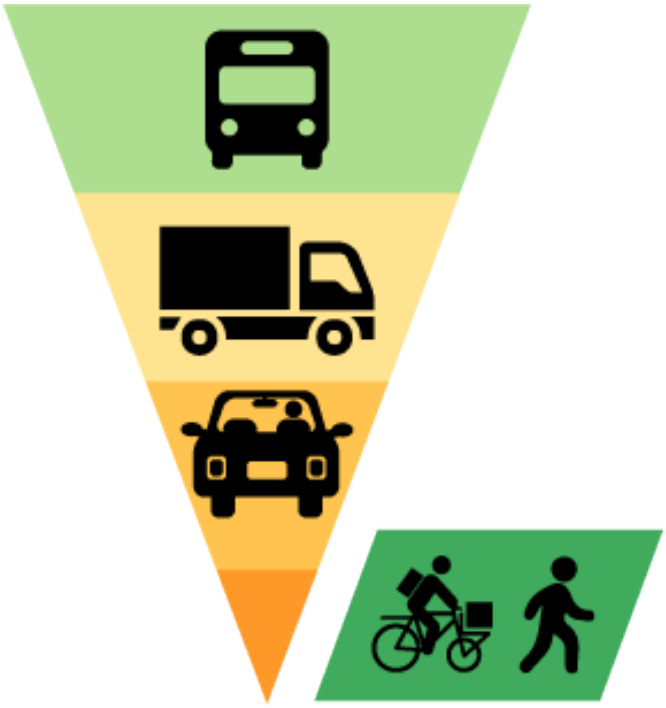


Figure 9 Mode Hierarchy - Regional Roads

Source: Institute for Sensible Transport

5. What you told Council

***Connected* has been guided by the community. A variety of engagement activities were held, helping gauge the community's views on the future of transport in Bass Coast.**

Council held three pop-up sessions across Bass Coast: in Wonthaggi, San Remo and Cowes. Residents and visitors said what they like about transport in Bass Coast, and what they find challenging. Those who could not attend in-person were able to give their feedback via an online survey. The online survey asked people a range of transport questions, including how they usually get around Bass Coast. Council also held five workshops with key stakeholders in the community; the key groups are shown in Figure 10.

Figure 10 Stakeholder groups

Source: Institute for Sensible Transport

Council heard from hundreds of people, to understand various views on transport in Bass Coast, and how to improve it. Council heard issues about:

- Infrequent public transport with timetables that do not align with your movement patterns.
- Shared paths that end abruptly and lack cohesion.
- Having to cycle with motor vehicles without adequate protection.
- A lack of bike parking at the shops, and signs to provide direction and wayfinding.
- A lack of suitably placed signs to direct motorists to off-street car parking, exacerbating cruising during periods of high demand.
- Poor management of congestion hot spots, such as Phillip Island Road and the bridge.

Accessibility is an important issue to the community. Council heard that there is a lack of accessible car parking spaces in shopping areas and town centres (the main shopping and service areas of towns and settlements). Walking paths often have gaps, or lack suitable kerb ramps to cross easily, which makes it harder to walk around. This makes public transport less accessible, with many bus stops lacking footpaths.

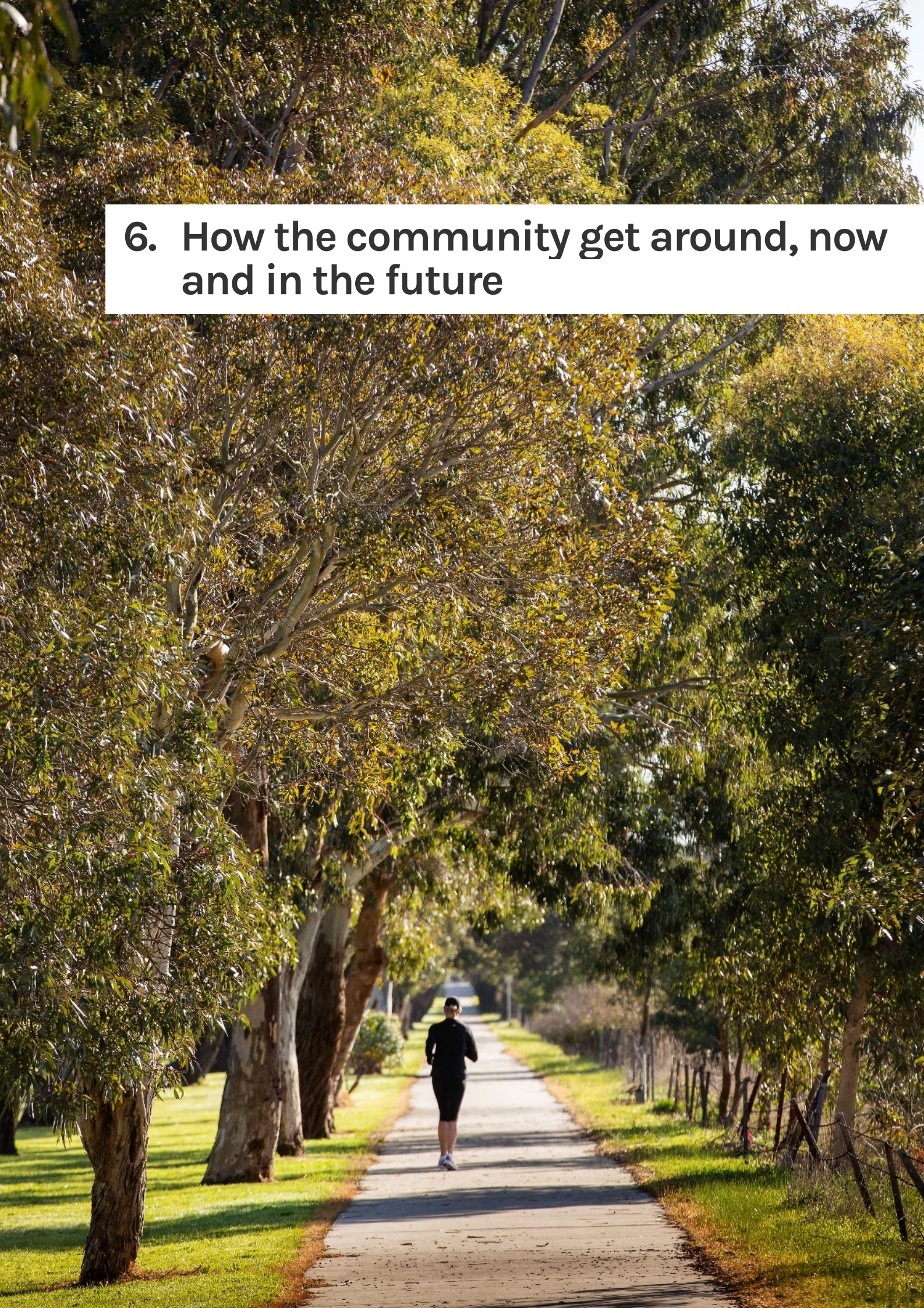
Walking paths often have gaps, or lack suitable kerb ramps to cross easily, which makes it harder to walk around.

5.1 Opportunities to create better transport choices

The engagement activities provided an important opportunity for Bass Coast stakeholders to share their ideas for creating a better, more sustainable and accessible transport system. Key themes to emerge from this process included:

- Lower speed limits in town centres and streets with high activity (such streets are where people significant time working, shopping, eating, etc).
- Develop a high-quality, accessible walking and cycling network by connecting with existing shared paths and trails.
- Install high quality cycling connections in new developments *before* people move in, to improve connections.
- Increase public transport services, including more frequent services that start earlier and finish later.
- Improve all-abilities access to public transport including town bus and coach services.
- Integrate active and public transport, including bike racks on buses.
- Investigate the feasibility of a shared-micromobility program (Micromobility devices typically refer to either e-scooters or e-bikes. More detail is provided in Section 7.1.1).
- Improve provision of EV charging infrastructure.

6. How the community get around, now and in the future



Bass Coast is highly car dependent. By creating a better set of transport choices, Bass Coast will become a more vibrant and people focused place. This will also help reduce emissions, congestion and cruising with car parking.

6.1 Transport patterns have been headed in the wrong direction

Journey to work data collected in the Census shows that the community have become increasingly car dependent over the last 25 years. Figure 11 shows that the rates of active and public transport participation were much more sustainable in 1996.

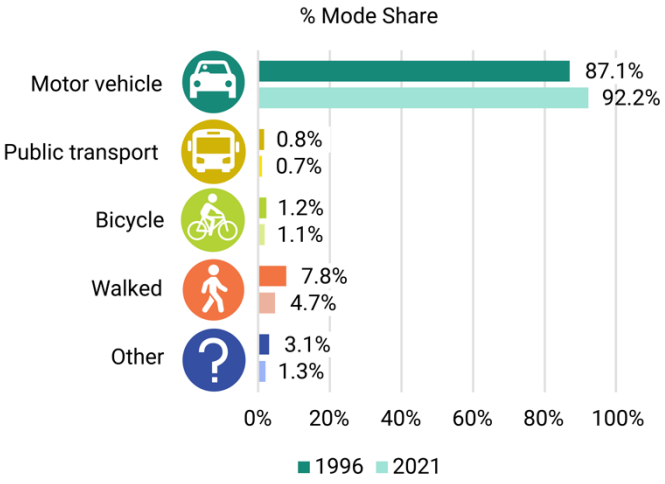


Figure 11 Mode share for trips to work in Bass Coast, 1996 to 2021

Source: ABS Census

6.2 How the community gets around

When looking at trips for all purposes (see Figure 12), the car is still the dominant mode, accounting for some 87% of all trips. The online survey conducted during the engagement with community received about 220 responses. This provided Council with insights into how the community travel around the Shire in general.

The survey revealed that for trips beyond just the journey to work, cycling and public transport is more common than in the Census (work trips only), accounting for 4% and 2% respectively. This means that for all purpose trips, the community are almost four times more likely to cycle, and three times more likely to take a bus for *all purpose* trips than for the commute to work. Council have used the baseline data shown in Figure 12 to model the scenarios of change in Section 6.5.

Trips for all-purposes tend to be more local and more reliant on walking and cycling than for the journey to work.

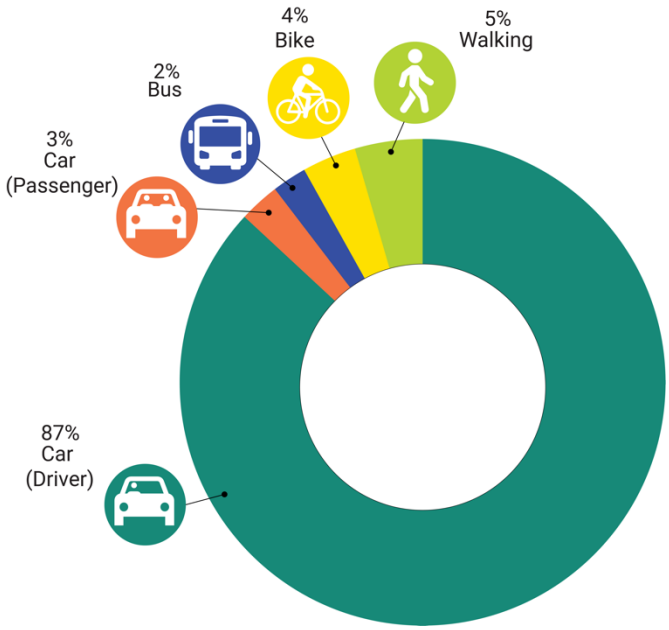


Figure 12 Mode share for all trips in Bass Coast, 2021

Source: Online survey for Bass Coast ITS

Note: Percentages have been rounded to the nearest whole number and the total may not add to 100.

6.3 Why people use the car

To provide a better set of transport options, it is necessary to understand why people use the car as their most common mode of transport. Convenience and time efficiency are the most common reasons people choose the car in Bass Coast.

This is true for trips within, to and from Bass Coast alike. Poor public transport makes the car especially attractive for longer distance trips. This is the case even for major destinations, such as travel between Bass Coast and metropolitan

Melbourne, where public transport is slow and infrequent.

97% of survey respondents report convenience and time efficiency, as a key reasons for using the car.

The community said they want to be able to walk, cycle and use public transport more. Even for those who do use the car, one in four people would prefer to use another mode, if it was made more convenient and safer. Almost half the people Council spoke to said they wanted better public transport options.

One in four people would prefer to use a mode other than the car for most trips.

Almost half of respondents wanted better public transport.

By fixing gaps in the walking and cycling network and advocating to the State Government for quality public transport, Council can help create a transport system that meets the needs of everyone, now and for future generations.

6.4 What happens if Council don't change the way the transport system is planned?

Council knows better transport choices are needed for the growing community and to support the many visitors to Bass Coast. Current levels of car use are unsustainable. With an additional 21,000 people expected to live in Bass Coast in 2051 and without any significant changes to the transport system, there is likely to be:

- Over 840,000 kilometres of *extra* travel per day on Bass Coast roads in 2051.
- Almost 45,000 additional car trips every day on every day in 2046.

Connected offers a set of initiatives, that when taken together, will help the community avoid the projected increase in car use, congestion and cruising for parking. It lays out foundation for a more sustainable transport system that enables Council to protect what the community love about living in Bass Coast.

6.5 Scenarios of change for all trips

Connected has been developed with the use of two scenarios for change. Council looked at a '*business as usual*' scenario, where current transport practices continue, along with projected population growth, and an '*improved change*' scenario, designed to encompass the objectives embedded in *Connected*. The target mode share is for all purpose trips, which are less car dependent compared to trips to work.

6.5.1 Business as usual scenario

Council used State and Commonwealth travel and population data, along with population growth forecast to model a *'business as usual'* scenario for all trips. The population is expected to grow by 35% between 2024 and 2046. This growth will generate more trips, and more kilometres travelled.

Based on existing travel patterns, it is estimated 145,000 trips will be made per day, totalling 2.4 million kilometres travelled.

The projected number of trips per day is shown in Figure 13, while the projected kilometres travelled per day is shown in Figure 14. This shows an increase in kilometres travelled proportionate to population growth. If nothing changes in Bass Coast, the existing transport network and town centres will be under traffic stress; the congestion and parking issues the community face today will be made considerably worse.

If nothing changes in Bass Coast, the existing transport network and town centres will be under traffic stress; the congestion and parking issues the community face today will be made considerably worse.

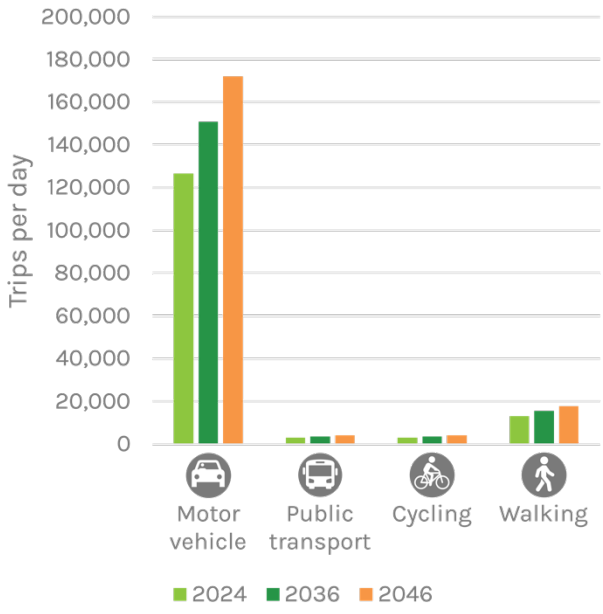


Figure 13 Business as usual - Projected number of trips per day

Source: Institute for Sensible Transport

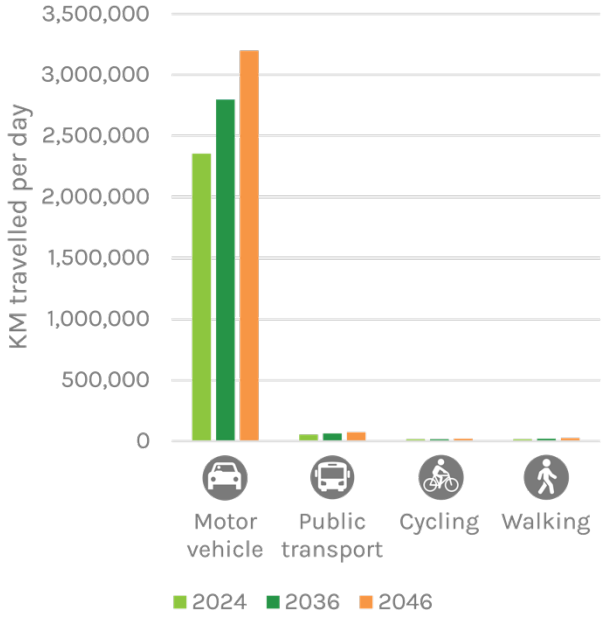


Figure 14 Business as usual - projected number of kilometres travelled per day

Source: Institute for Sensible Transport

6.5.2 Improved change scenario and transport targets

An *improved change* scenario models what transport in Bass Coast could be like when the actions of *Connected* are implemented. The improved scenario is underpinned by broader land-use policies, such as those included in *Plan for Victoria* and the *Housing Strategy*, which encourage all development into existing urban areas. These changes will give more people the opportunity to do more of what they need within their neighbourhood.

Under the *improved change* scenario, travelling by car will still be the main mode of transport (see Figure 15), particularly for trips to work. The *improved change* scenario projects a doubling of public transport and cycling participation for all purpose trips.

These changes come about as a consequence of more frequent, integrated bus services and an extended network of bike lanes and shared paths. The changed travel patterns in the *improved change* scenario are estimated to result in 257,000 less kilometres travelled by car, as shown in Figure 16.

The improved change scenario projects a doubling of public transport and cycling participation for all purpose trips.

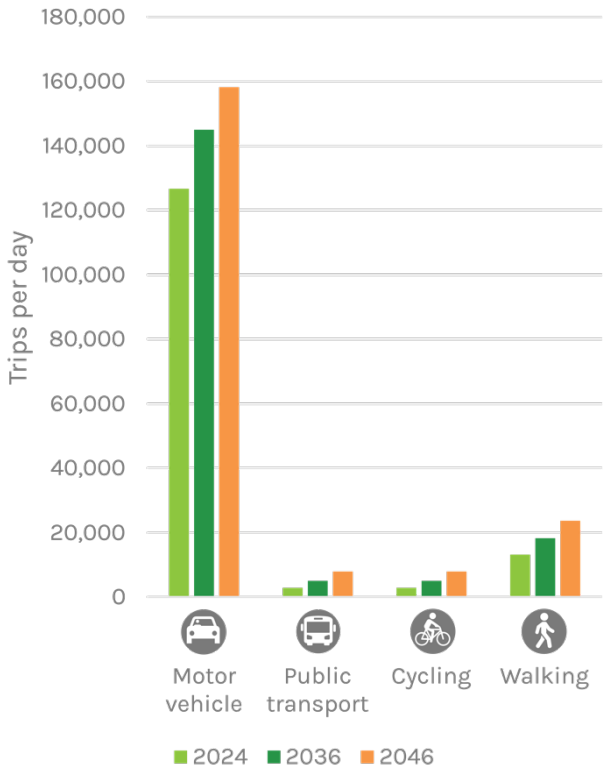


Figure 15 Improved change scenario - Projected number of daily trips for all purposes

Source: Institute for Sensible Transport

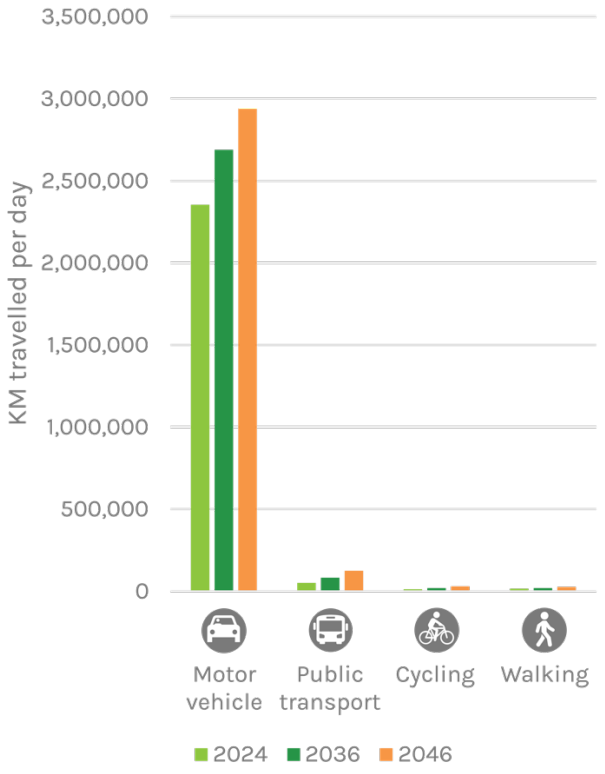


Figure 16 Improved change scenario - Projected number of daily kilometres travelled for all purposes

Source: Institute for Sensible Transport

Mode share targets for all purpose trips under the improved change scenario are shown in Figure 17. The 2024 mode share is modelled from traffic volume data and differs from Census data as well as the online survey. Trips to work will still be made predominantly by car, but for all other trips, the increased choice will lessen the dependence. The improved change target is to increase public and active transport mode share for all trip purposes by 7% between now and 2046.

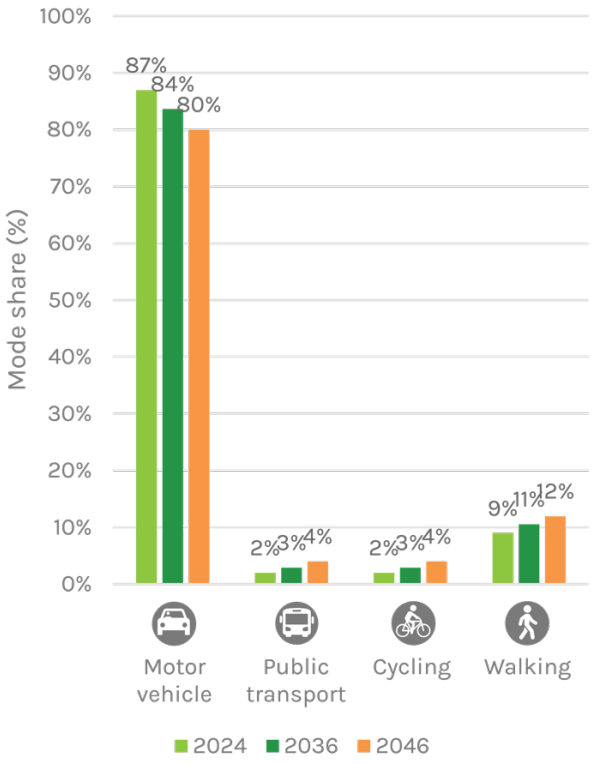


Figure 17 Improved change mode share targets for all purposes

Source: Institute for Sensible Transport

Note: Percentages have been rounded to the nearest whole number and the total may not add to 100.

7. Major moves

Connected **provides a 20-year vision for transport in Bass Coast. In order to achieve the vision, an innovative approach will be required to give the community a better set of transport options and more freedom to choose the mode of transport that best meets their needs.**

Figure 18 captures the major directions *Connected* will take to achieve the vision for a better set of sustainable, safe and healthy transport choices for residents and visitors of Bass Coast. These major moves will help Council to achieve the *improved change scenario* and *transport targets* outlined in Section 6.5.2.

Figure 18 Major Moves

Source: Institute for Sensible Transport

7.1 Active transport plans for townships and a regional active transport network

So many of the trips the community make every day are short enough to walk or cycle. However, the footpaths and cycling infrastructure do not always link up. To ensure Bass Coast meets future mode share targets (see 6.5.2), Council will develop and implement an *Active Transport Strategy*.

Council will develop and implement an *Active Transport Strategy*.

Connected shares the *Housing Strategies*' aim for housing to be located close to services and infrastructure. Active transport improvements will be prioritised in areas designated for substantial and incremental housing change, aligning with the principles of state and local policy. This focused approach will ensure resources are directed towards areas with the greatest potential for impact on mode shift. New and enhanced active transport routes will facilitate tourism, increasing travel options for visitors and locals alike. Council will also work on partnering with the State Government to develop a *Safe Travel to Schools* program that encourages walking and cycling to school.

7.1.1 Cycling

Council will establish a network of key active transport routes for each key township, focused on connecting people to everyday destinations. This will ensure that residents have convenient, safe, and attractive cycling routes to town centres.

Council will establish a network of key active transport routes for each key township, focused on connecting people to everyday destinations.

Figure 19 provides an overview of different types of cycling environments for cycling routes.

- At the *Neighbourhood* scale, streets will be low-stress and low-speed with bicycles mixing with other modes. This means Council will install bicycle lanes when resurfacing roads, where possible.
- *Local connections* will include separated infrastructure that connects to key destinations, including shop, services and schools.
- *Regional bicycle links* will be long distance links that connect townships together.

Figure 19 Main types of cycling environments - future cycling network

A regional active transport network is a long-term commitment to enabling residents and visitors to make longer trips by foot or bicycle. The Nyora-Wonthaggi Rail Trail will form the spine of an active transport corridor, allowing people to travel between settlements and towns. The rail trail will also form part of a recreational network that can be promoted as an attractor of its own, which will support the tourism and local economy.

Council will continue to deliver the trail projects listed in the *Tracks and Trail Strategy 2022*. Figure 20 shows the missing links Council will need to implement to build a cohesive network for Bass Coast. Council have also identified planned projects which are underway for improvements, as well as infrastructure which can be upgraded to build a more cohesive network.

Further investigation is necessary to determine the most appropriate infrastructure for the links. The increasing popularity of e-bikes and bike tourism will help to ensure this network becomes a vital community asset, stimulating trips by locals and supporting economic development by attracting visitors.

Figure 20 Proposed active transport network in Bass Coast

Source: Bass Coast Shire, Nearmap, Google Street View

7.1.2 Walking

Regardless of people's primary mode of transport, walking will generally form an important link at the beginning and end of any trip. Footpaths are an essential component of the transport network and facilitate the most fundamental transport mode.

The highest amount of pedestrian activity occurs in town centres. However, many intersections currently prioritise motor vehicle movements over pedestrians. Using the Mode Hierarchy outlined in Section 4.4, Council will prioritise people and active transport in town centres to maximise safety and economic vitality.

Creating pedestrian prioritised crossings and continuous connected footpaths will make walking safer and more accessible to everyone. Council will also ensure that all street crossings comply with the Disability Discrimination Act 1992 requirements.

Council will prioritise people and active transport in town centres to maximise safety and economic vitality.

7.1.3 Micromobility

Micromobility devices typically refer to either e-scooters or e-bikes. These devices enable users to travel over greater distances and topography less accessible to traditional bicycles and kick scooters.

Safe streets for riding are the most critical requirement to enable more residents to use micromobility. In developing the Bass Coast active transport network, Council will look for opportunities to enhance the safety and comfort of those seeking to use micromobility.

Since October 2024, both e-bikes and e-scooters are allowed to be used across Victoria, with shared micromobility available in both metropolitan and regional areas. While e-bikes are available for hire from stores, there are no shared micromobility agreements with commercial operators.

Micromobility offers people in the community a level of flexibility beyond what is offered by private e-bike. Shared services allow users to integrate multiple modes of transport and do not have to make their return journey on the same mode of transport the used when they first set out.

7.1.4 Wayfinding

Wayfinding, maps and directional signs, are a critical part of any transport network. Council will work to ensure that the active transport systems in Bass Coast are supported by quality wayfinding in town centres, and along active transport routes.

7.2 Advocate for better public transport

Bass Coast have local buses and V/Line coaches, providing residents with access to a range of destinations. To better support people in using public transport more, *Connected* includes a set of advocacy actions to make public transport work better for everyone. Council will advocate for a public transport network which connects all the Shire's towns and communities, with a timetable that aligns with everyday lifestyles and integrates seamlessly between services.

7.2.1 Services that meet the needs of the community

Currently, 75% of Bass Coast's population are within 400m of a bus or coach stop, and almost 90% are within 800m of a bus or coach stop. While this might sound sufficient, the reality is that these bus routes do not run frequently enough to meet people's basic needs. The most frequent buses in Bass Coast run only six times per day, covering only 40% of the population. Service levels, even on the highest frequency routes are too low to be attractive to most people for most trips. Many services only offer one or two buses a day. Council will advocate for better public transport across Bass Coast, either by town buses or V/Line coaches.

Council will also advocate for enhanced timetable integration of the public transport services that support our ferries.

7.2.2 More frequent public transport services

During the community engagement conducted for *Connected*, it was clear that residents wanted more frequent public transport. Council will advocate to the State Government for a formal bus review and a significant boost to frequency, with buses starting earlier and running later into the evening. The review will identify areas where service quality can be improved to decrease travel time and increase the convenience of buses.

7.2.3 Better connection between towns, villages, settlements and key destinations

Most of the settlements are connected with V/Line coaches and local buses. This provides a base level of connectivity between communities. Council will build on this by advocating for improving services and connectivity at key points (see Figure 21). Having pulse timetables, and timed connections means changing bus service becomes seamless. An example of pulse timetabling is shown below in Appendix A - Pulse Timetable. Bass Coast already have timed connections between V/Line coaches

and local buses at Anderson, and Council will advocate for this to expanded to Wonthaggi. This will make it easier for people to catch public transport and make it more attractive.

Council will also advocate for services to stop at key tourist destinations, providing another transport option for tourists.

7.2.4 On demand public transport for Phillip Island and San Remo

Phillip Island and San Remo are home to over 15,000 people. Phillip Island is also a major tourism drawcard for Bass Coast and the region. However, a lack of transport options means many people drive, even where they do not want to. This creates congestion, particularly during tourist seasons and major events. Council will continue to advocate for an on-demand public transport trial for Phillip Island and San Remo, to provide more transport choice. The service should cover all of Phillip Island and San Remo up to Punch Bowl Road. This includes key destinations for locals and tourists alike, which will support the local economy.

Council will also investigate incentivising tourists to use the on-demand bus over private car use.

7.2.5 All access for school bus services

To maximise scarce resources, Council will advocate for the school bus services to be extended to the public. This will expand public transport options to areas where the community have very limited access to a suitable alternative.

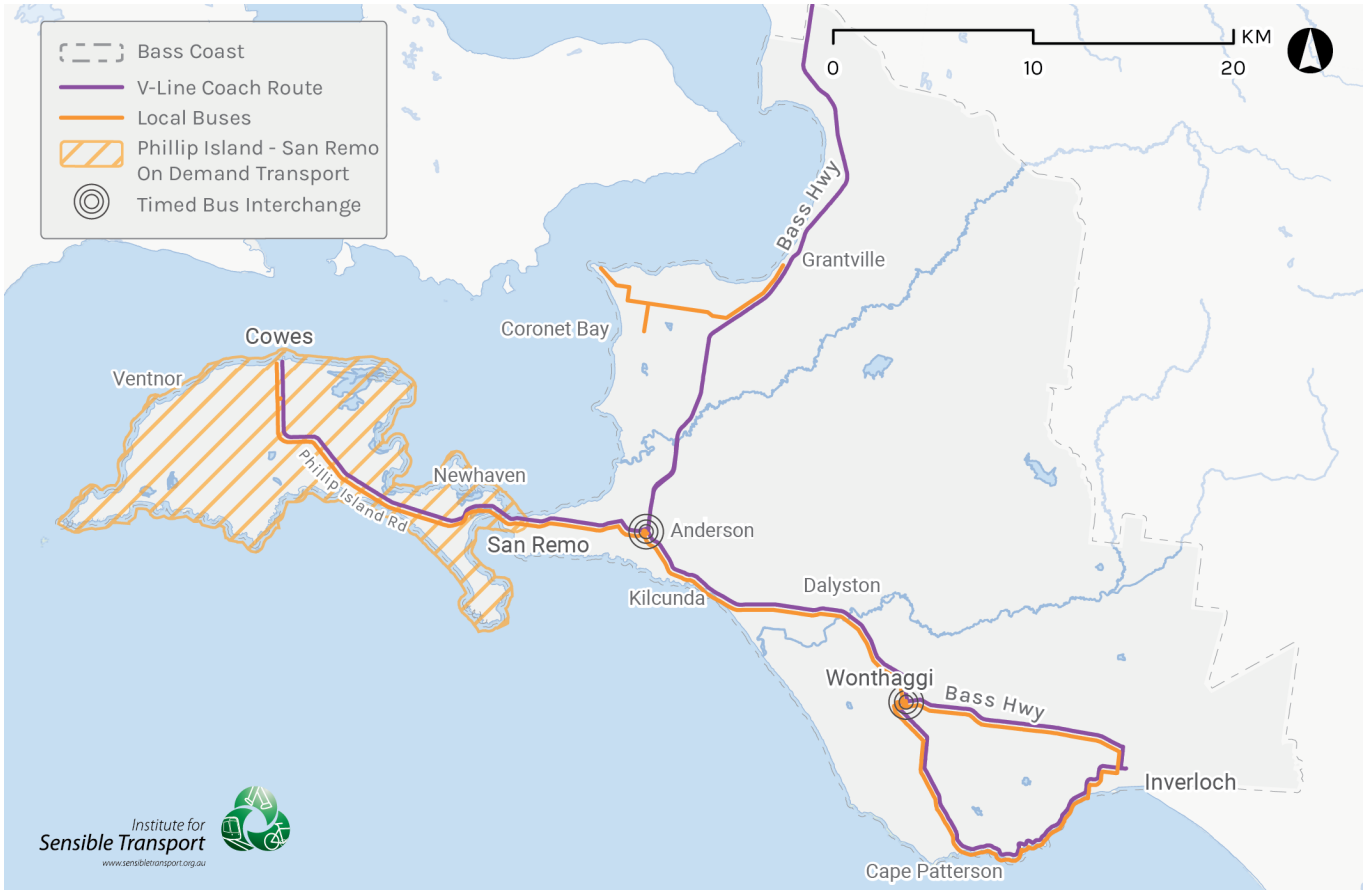


Figure 21 Proposed bus network priorities for Bass Coast

Source: PTV, Institute for Sensible Transport

7.3 Better manage traffic in main streets and more people focused places

The quality of streets directly impacts the vibrancy of townships and communities. To create more inviting, vibrant streets, Council will better manage the circulation of traffic in Wonthaggi, Cowes, San Remo, and Inverloch. With less traffic affecting main streets, Council will embark on streetscape enhancements resulting in a safer, more people focused public realm. This will help make key townships more attractive and comfortable, for locals and visitors, which will increase vibrancy and bolster the local economy. Streetscape greening and water sensitive urban design will help to future proof streets for a changing climate.

All street revitalisations will be informed by the mode hierarchy, the Victorian government's *Movement and Place Framework* (see Figure 22) and the *Safe System* principles adopted by the Victorian government. Some main streets are mapped out in Figure 22, plotted against the role they ought to perform in terms of *movement* and as a destination (*place*).

The *Safe Systems Approach* recognises the fallibility as road users and includes designs in which a mistake is less likely to result in a crash. It helps to create a more forgiving environment. Put together, the *Movement and Place Framework* and the *Safe Systems Approach* will ensure the maximisation of vibrancy, safety and people focus of all Bass Coast's streets, whether they are main roads, shopping strips, or local streets.

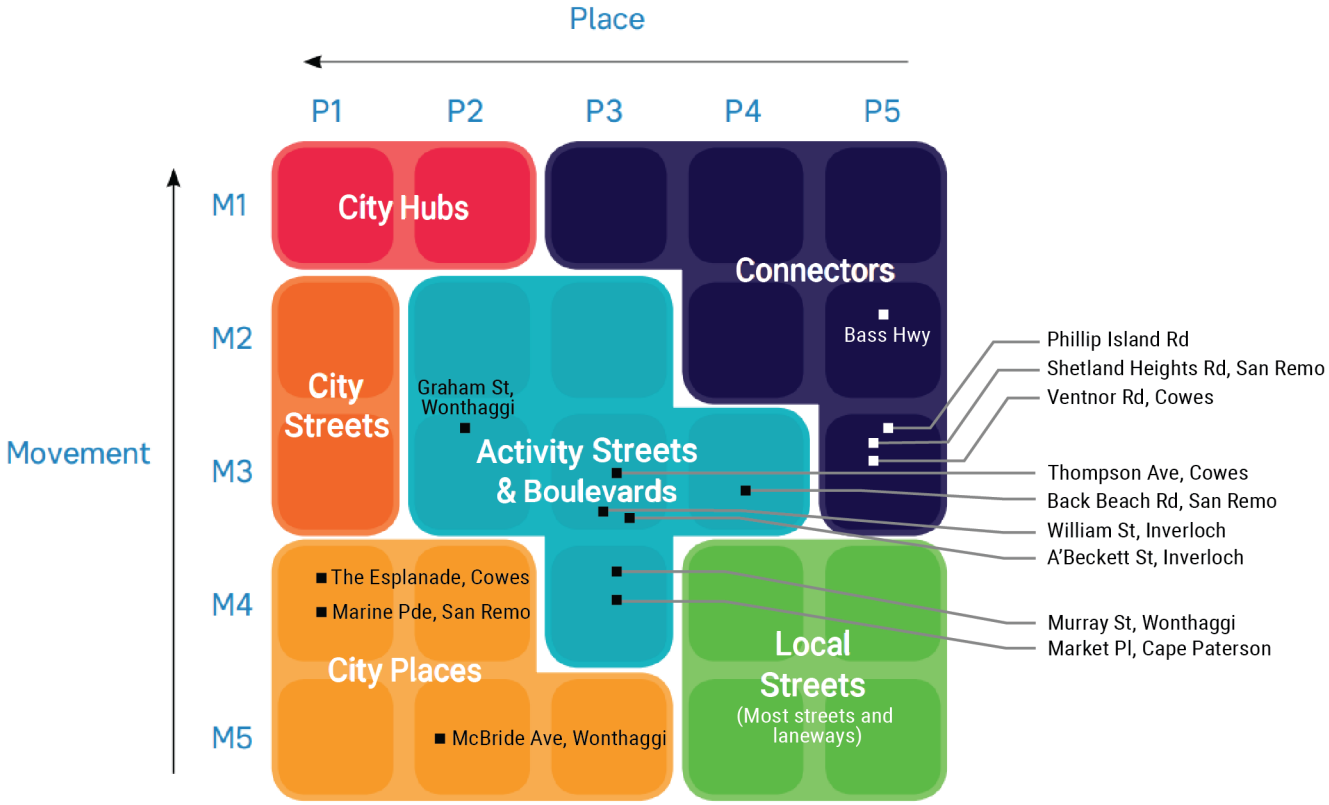


Figure 22 Examples of Movement and Place in Bass Coast

Source: Victorian Movement and Place Framework, Institute for Sensible Transport

Note: The examples used in this figure aim to be easily identifiable streets for the community.

7.3.1 Creating Circulation Plans for the main townships

Circulation plans help to avoid unnecessarily heavy vehicle through traffic from travelling through the heart of townships. Circulation plans in the main townships will provide through traffic options that avoid streets that Council wants to transition into vibrant, people-orientated places.

In the smaller settlements that have been established beside a busy main road, Council wants to strengthen the sense of place. Council will establish town streets to welcome people into the urban environment, and ensure vehicles travel at a safe speed. These changs will create a more inviting environment, which will encourage more visitors and support the tourism sector.

Figure 23 shows how Council wants traffic to move on roads across the Shire. The three street types designed to facilitate movement in and around towns are described as follows:

Main roads – the main rights of way for vehicle traffic, designed for high traffic volume and freight.

Connector streets – second order rights of way, designed to access localities off main roads.

Town Street – some towns have only one road through them, which creates a conflict between *movement* and *place*. Using the movement and place framework Council will design these roads to mediate this conflict, through provision of traffic calming, safe crossings and street beautification. These streets are located in Grantville, Newhaven, Kilcunda and Dalyston.

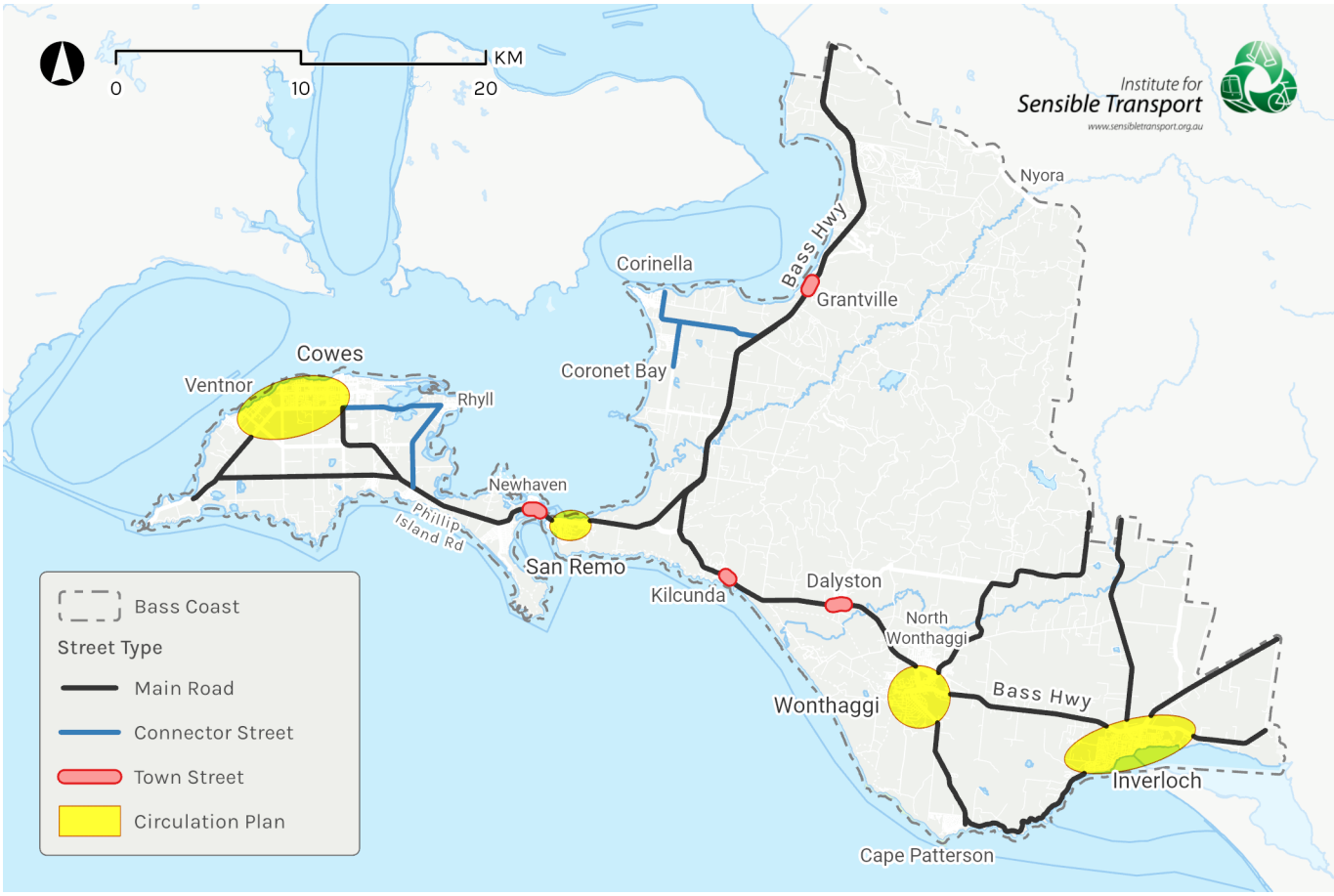


Figure 23 Proposed traffic movement on Bass Coast roads

Source: Department of Transport and Planning, Institute for Sensible Transport

7.4 Safer speeds on local streets

Safety underpins *Connected*. As highlighted earlier, *Connected* uses the Safe Systems approach by helping to create safer, more forgiving streets. By implementing *Connected* Council will be supporting the State Government's target of eliminating fatalities and serious injuries on Bass Coast roads by 2050.

Councils goal is to eliminate fatalities and serious injuries on Bass Coast roads by 2050.

All new residential areas will be designed for a speed limit of no more than 30km/h. Figure 24 shows the increased chance of survival when a pedestrian is hit by a car at lower speeds. By creating safer speeds on streets, Bass Coast will become a safer, more welcoming place for all road users.

All new residential areas will be designed for a speed limit of no more than 30km/h.

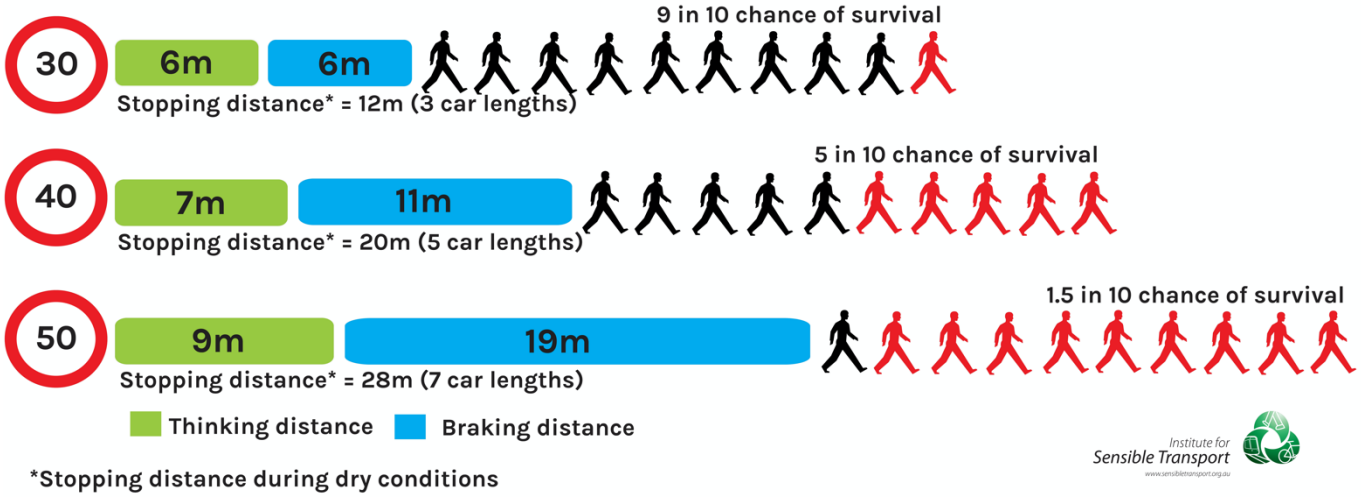


Figure 24 Chances of survival at different vehicle speeds

Source: Institute for Sensible Transport

7.5 Better car parking management and Electric vehicle (EV) charging

Finding car parking during peak times in the main townships can be difficult. This is often exacerbated during seasonal peak periods across the municipality when cars cruise around looking for a park. Cruising creates a moving queue of cars waiting for a parking bay, mixed with motorists going elsewhere.[4]

Council will reduce cruising via better car parking management and offering a greater diversity of travel choices, for residents and visitors. The *Car Parking Framework* shown in Figure 25 will inform a new car parking management strategy developed by Council which will provide a transparent, consistent approach to managing car parking in Bass Coast townships.

This strategy will lay out our plan for managing car parking in the future. Council will prioritise better use of existing parking before we start constructing new parking. Council will also investigate a parking permit system, which protects residential amenity, by allowing residents to park vehicles on the street for as long as they need, even when there are time restrictions.

Council will regularly monitor car parking occupancy and use the *Car Parking Framework* to guide appropriate actions to ensure sufficient parking to support vibrant townships.

7.5.1 On-street parking

Council understands that the demand for on-street car parking occasionally overwhelms supply. This is especially the case during peak holiday periods and special events. The *Car Parking Management Framework*, shown in Figure 25, will be used to better balance the demand and supply of parking, in key locations in Bass Coast. Council will use time limits in busy commercial streets to enable a healthy turnover of parking bays, to assist motorists looking for a park. Increasing the number of people who are able to use these high demand locations will also assist traders. All day parking will be encouraged at the periphery of activity centres, providing workers with a more reliable location in which to park for extended periods. This will ensure equity of access for all.

In residential streets on the edge of busy activity centres, Council will consider the use of time restrictions in conjunction with permit zones, to protect the ability of residents to park in their streets.

Council will expand the use of Smart Parking (already in operation in Cowes and Wonthaggi) and provide dynamic signage to give real time information to motorists about parking availability. This will reduce the cruising to find a park.

7.5.2 Accessible parking

Accessible, and DDA compliant, parking is required by people with mobility issues. Council know that locating accessible parking close to shops and services is crucial to maintaining access for all members of the community Council will assess the quantity and design of accessible parking bays to ensure that they meet the growing demand for accessible parking.

7.5.3 Special use parking

In areas of high demand, such as town centres, it is important to reserve some parking for special uses, such as loading zones and taxi/ride-share zones. This supports the freight network and also provides convenient access for those who travel by taxi/ride-share, which is important for the economy and social connection.

Long vehicle bays are normally reserved for vehicles over 6 metres, which do not fit in a regular parking lot. This includes vehicles towing trailers, caravans, buses, coaches, etc. Council will use the car parking framework to monitor, evaluate and review parking occupancy at boat ramps, to allow other vehicles to use long vehicle parking outside of the summer peak period.

7.5.4 Off-street parking

There are two types of off-street parking: public parking which is usually owned and managed by Council, and private car parking which is normally built as a requirement of the planning scheme.

[4] Shoup, Donald C. "Cruising for parking." Transport policy 13, no. 6 (2006): 479-486.

Council will manage its off-street car parking in the same way as on-street car parking, and in reference to the *Car Parking Management Framework*, shown in Figure 25. In some cases, where car parking demand is high, and there are no viable alternative transport options, Council will consider expanding car parking capacity. Areas where new car parking can be developed, should be investigated in the car parking management strategy.

New developments must adhere to car parking requirements under the planning scheme. These State-wide requirements sometimes lead to an oversupply of car parking. This adds unnecessarily to the cost of developments, exacerbating affordability issues. To support development, and avoid a needless oversupply of parking, Council will approve applications to reduce the parking requirement where appropriate. Further, Council will encourage car parking on commercial streets be either below ground; above ground; or sleaved with active frontage (with rear access preferred). This will ensure that townships will be people focused and not dominated by car parking.

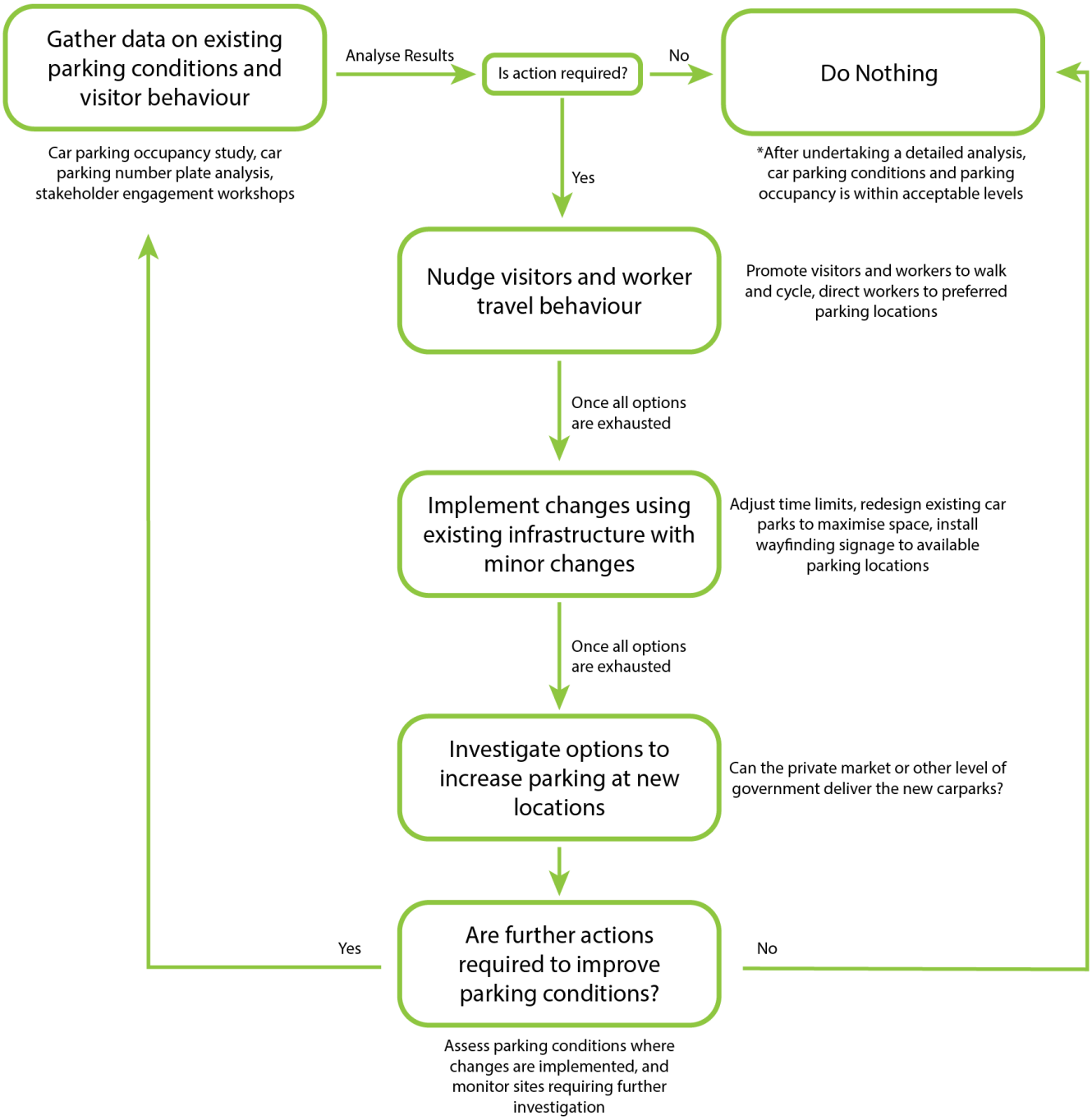


Figure 25 Car parking framework for Bass Coast

Source: Institute for Sensible Transport

7.5.5 Public EV charging

EV sales are increasing every year. *The National Vehicle Efficiency Standard* will see more models, including lower cost EVs, made available. Electric vehicles cost less to run, and by 2027, it is expected the upfront costs will be similar to internal combustion engine vehicles.

Figure 26 shows the three scenarios for EV up-take modelled by the CSIRO. As of 2024, the community own more EVs in Bass Coast than forecasted. Even in the medium scenario, the community are expected to see a 19-fold increase by 2030 and a 113-fold increase by 2045. Based on current ownership levels, the community will likely see greater adoption than that of the medium scenario.

To help more people use EVs as an alternative of internal combustion engine vehicles, Council will develop and implement an *EV Charging Strategy* to guide the expansion of the EV charging network. The EV chargers in operation and planned for Bass Coast are shown Figure 27. Having more EV chargers and a variety of charging options will help increase uptake of EV ownership in Bass Coast and decrease community emissions. More EV chargers will also support those who live across Victoria in visiting Bass Coast, supporting the local economy and tourism sector. The speed of chargers Council installs will be linked to the duration of stay as shown in Figure 28.

Council will develop and implement an *EV Charging Strategy* to guide the expansion of the EV charging network.

The number of ports, charging speed at existing and planned sites are indicated in Figure 27. When the planned chargers are completed, Bass Coast will have:

- 4 x 11kW ports
- 5 x 22kW ports
- 2 x 25kW ports
- 18 x 50 - 70kW ports.

The five planned Level 3 DC chargers in Grantville, San Remo, Newhaven, Wonthaggi and Inverloch fill existing gaps in the EV charging network. These fast chargers will help residents and visitors alike to use an EV in Bass Coast. Not only will this reduce transport emissions, they will also help attract visitors to spend time and money in Bass Coast, supporting local businesses and growing the economy.

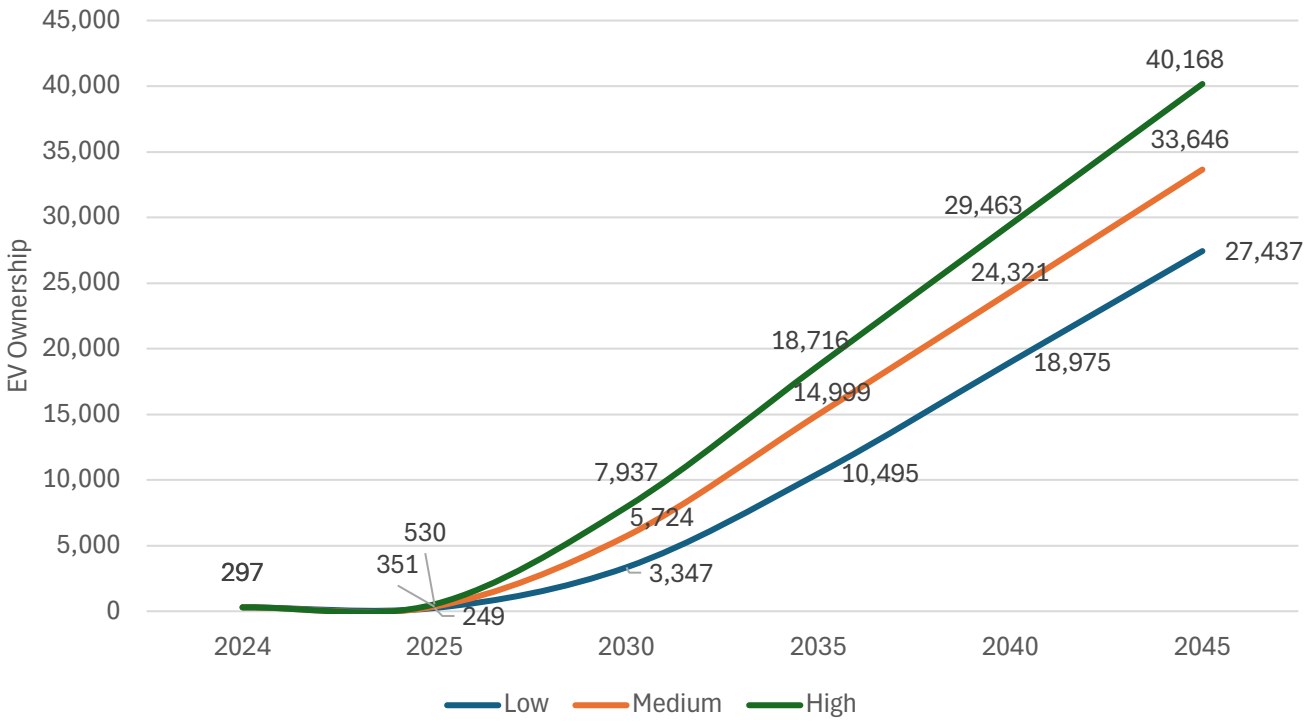


Figure 26 Three scenarios for estimated EVs in Bass Coast by 2045

Source: CSIRO, Institute for Sensible Transport

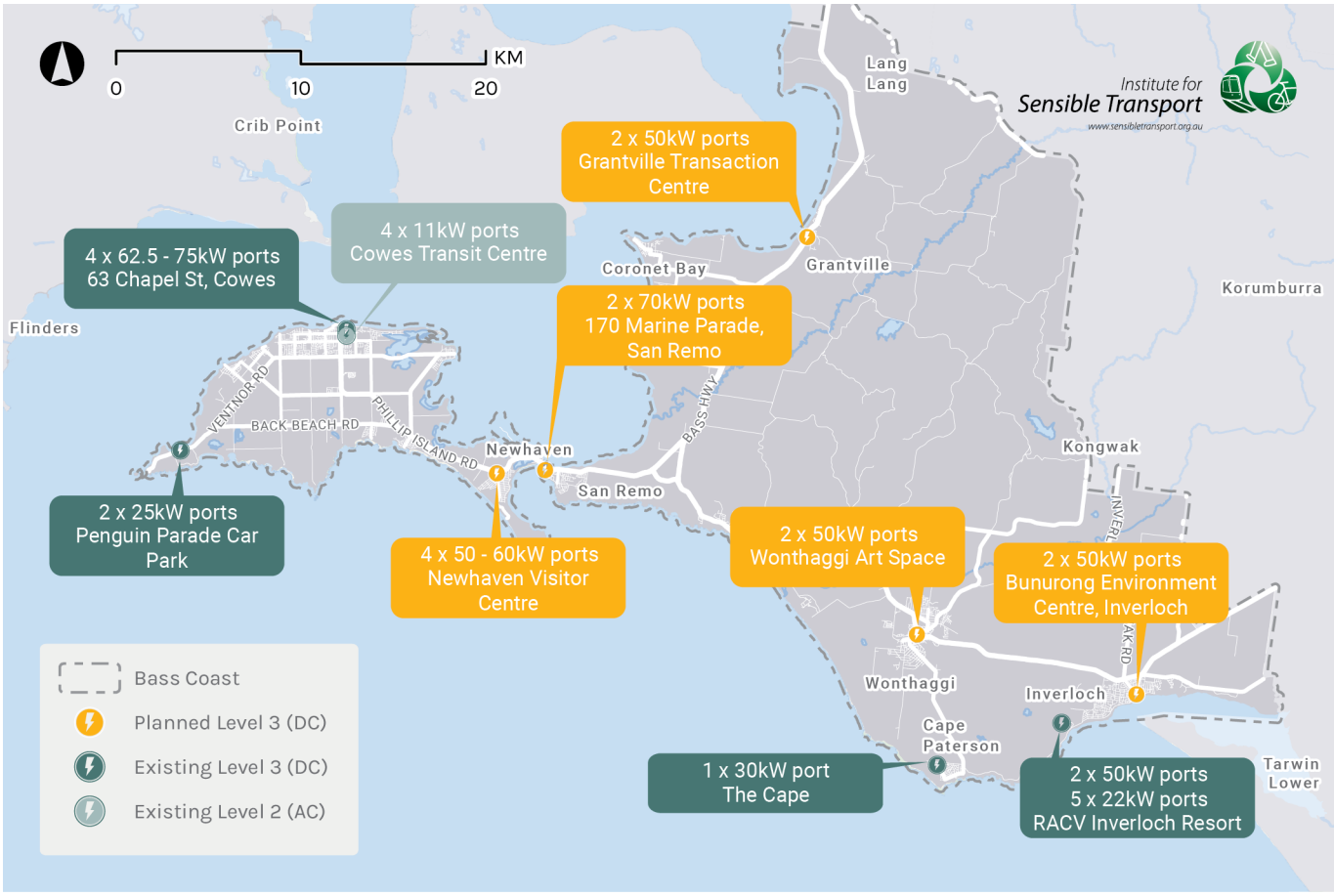


Figure 27 Public EV charging network in Bass Coast

Source: PlugShare

7.5.6 Private EV charging

As EV ownership continues to grow, there will often be a surplus of charging demand. Existing and planned public EV charging may be insufficient to meet the demands of residents and locals. It is therefore necessary to encourage private businesses to install EV chargers in their off-street carparks. Accommodation providers and large retail businesses will be able to install EV chargers based on the duration of stay as shown in Figure 28.

In some instances, people may find it challenging to install EV chargers at their residence. This could range from a lack of a driveway or garage to the complexities of navigating body corporates, or planning overlays that seem prohibitive.

Council will develop and provide factsheets to private business and landowners to encourage and inform them how they can install EV chargers and the appropriate types of charging speeds that they will need.

	Location	Expected duration of stay	Appropriate charger speed	Energy delivered in a typical stay
	Petrol stations	15 - 20 min	150 - 350kW	30 – 100kWh (160-500km)
	Town centre / activity centre	30 - 60 min	50 – 120kW	20 – 100kWh (110-500km)
	Minor tourism site	1 hour	50kW	45kWh (225km)
	Major tourism site	3 - 4 hours	11 – 25kW	30 – 90kWh (150-450km)
	Hospitality venues	2 hours	11 – 25kW	20 – 45kWh (100-225km)
	National parks / sports venue	3+ hours	11 – 25kW	30 – 70kWh (150-340km)

Institute for Sensible Transport

Figure 28 Linking EV charging speed to duration of stay

Source: Institute for Sensible Transport

7.6 Supporting sustainable freight

An extensive and efficient freight system is central to ensuring the success of the economy. The Principal Freight Network identifies and protects Victoria's key road and rail freight routes and places and facilitates the efficient, sustainable and economic movement of freight across the State, including movements within the Bass Coast. There are also a number of gazetted networks for restricted access heavy vehicles such as B-doubles, reducing administrative burden for larger freight when travelling on these gazetted networks. Freight and truck movements are expected to grow, seeing more trucks moving goods and produce to market.

Council want freight to move efficiently, avoiding the need for through traffic to use the central streets within townships. Figure 29 shows freight routes, industrial areas, and the daily average for two-way freight traffic volume in Bass Coast. It is also indicated on the map where circulation plans would be useful to direct freight to move more efficiently with less impact on residential areas.

Upgrading the roads around town boundaries and guiding freight away from town centres will also improve the vibrancy and safety of key streets. Council will work with State Government to ensure that freight routes provide a suitable type and level of access for the industry or sector of the economy.

Key arterials including highways should remain the appropriate route for heavy vehicles, especially if the driver requires access food, fuel, facilities. If alternative routes are proposed, they must:

- Continue to cater for the needs of heavy vehicle operators.
- Not prohibit but look to discourage heavy vehicles from travelling through towns, reducing their impact to amenity.

The establishment of an alternative route or bypass will also facilitate through traffic to travel past towns. While this creates a more appealing environment for residents and visitors, it may also have an impact of the number of travellers stopping by.

In Victoria's Moving More with Less strategy, the state government enables and encourages more efficient freight movement. This will be accomplished by shifting towards High Productivity Freight Vehicles, which can carry more goods. It is critical to ensure access for these larger and heavier vehicles is suitable and not detrimental to residential amenity.

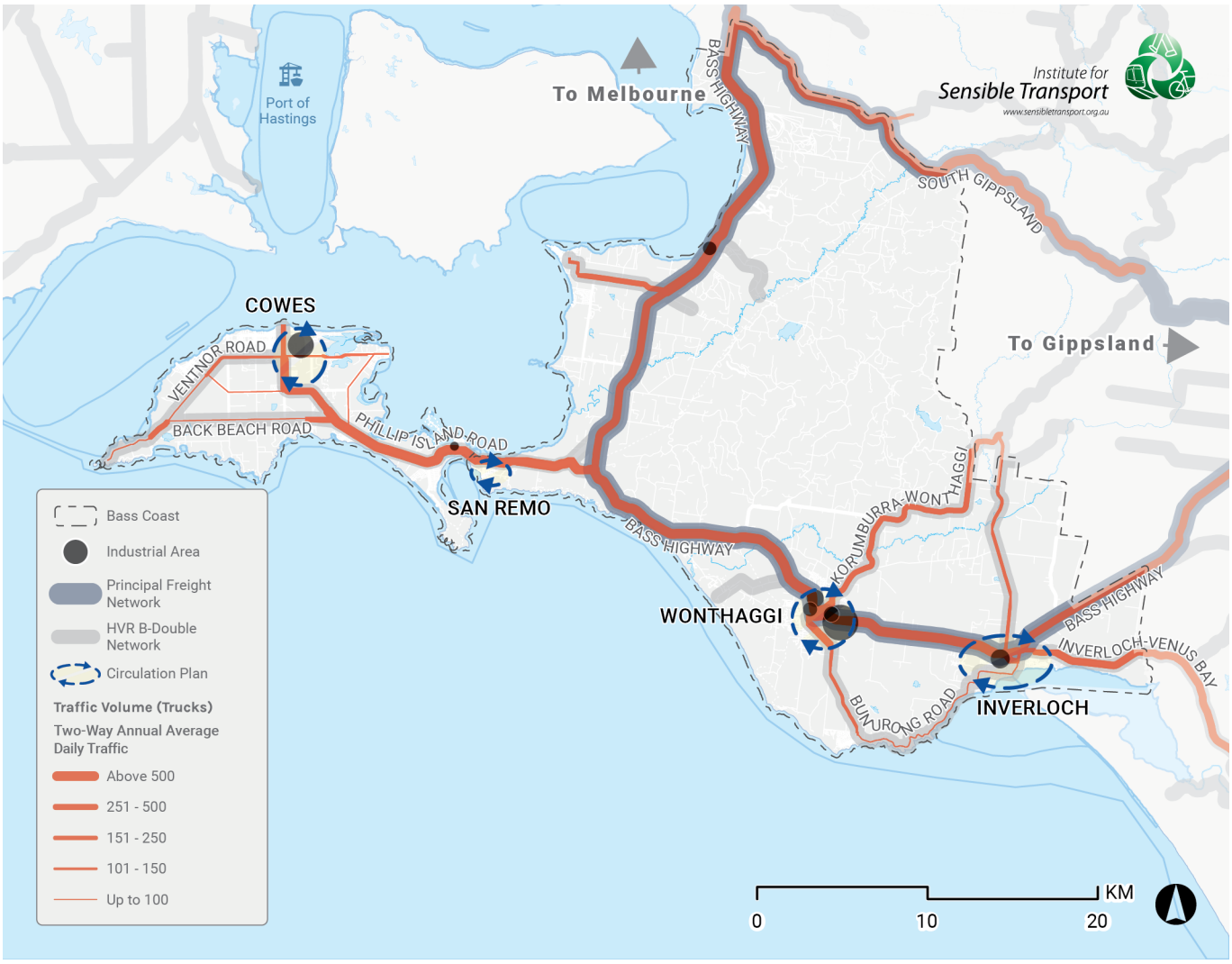


Figure 29 Freight movement in Bass Coast

Source: Department of Transport and Planning

7.7 Sustainable planning practices

Bass Coast's land use planning practices will encourage sustainable development, including housing which is located close to services and infrastructure. This will prioritise development within established townships and offer slightly higher population densities in areas of substantial and incremental change. This will help give more people better access to shops and services within a short walk or cycle. This supports *Plan for Victoria*, Council's *Housing Strategy* and lowers car dependency for the many new people expected to call Bass Coast home in the future.

Council will ensure new developments offer safe connections by foot, bike and public transport to key destinations, aligning with *Plan for Victoria's* second pillar. Council's combined approach of *gentle* density, within existing townships, as well as the provision of safe and attractive active and public transport connections will help to reduce traffic issues and create more connected communities. *Gentle density* refers to modest infill development making the most of existing urban land. It promotes lot consolidation and more efficient use of land in areas well connected to public transport and other services, which leads to increased transport choice and helps meet Council's transport targets.

8. What Council won’t do (and why)

Connected **lays out Bass Coast's transport blueprint for the next two decades. To achieve the vision and strategic goals for transport, it will be necessary to avoid doing things that make it harder to meet the need for a safer, more sustainable transport network. This section details what Council will *not* do, as such policies make the community less connected, safe and sustainable.**

8.1 Create new residential or large-scale commercial developments disconnected from established town centres

In line with current policies, such as the *Housing Strategy 2024*, Council will not rezone farmland for residential and large-scale commercial developments. Council wants to preserve the productive capacity of the land and protect green, open space. Council also wants to make sure that the growing population is housed in established areas, to avoid the car dependence that can make congestion and parking difficulties worse.

Bass Coast is fortunate that most residents live in major urban centres. This makes planning for an efficient transport system easier. Concentrating development within defined town centres with good public transport and close by amenities will make it easier walk, cycle and use public transport.

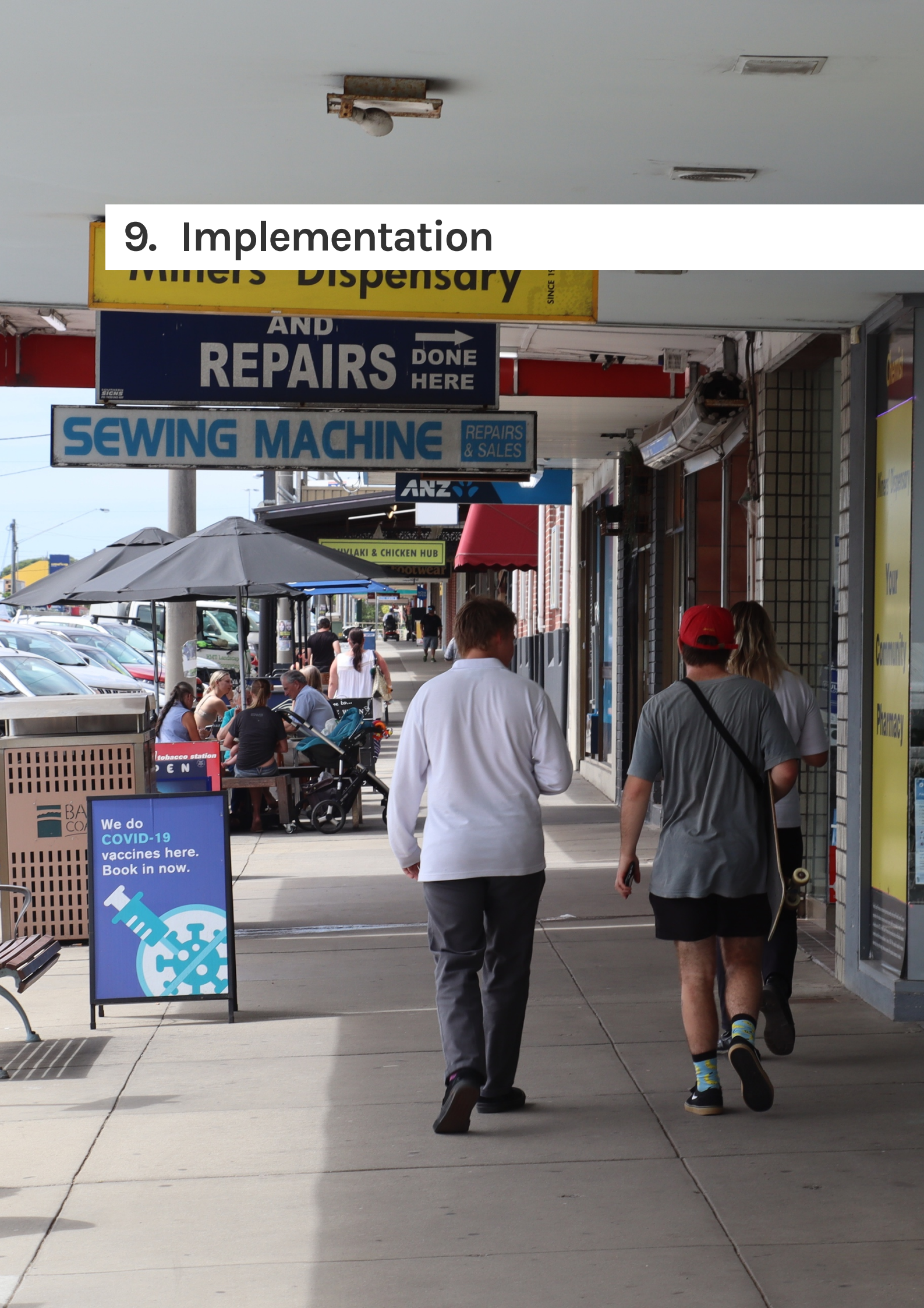
8.2 Build additional car parking as the first response when facing parking pressures

Many face parking pressure during the holidays and peak periods. Council know that this occurs for a short period of time, but it creates a lot of stress when the community visit the local shops and beaches.

Building more parking spaces in an attempt to absorb spikes in demand during a very small portion of the year is not a good use of valuable assets and reduces the amenity of townships throughout the year. Additionally, the cost of constructing new car parking facilities places a significant financial burden on the Council, and if not required long-term, it is not fiscally responsible.

Council know that reliable parking options in the main streets is important to the community. When the community require more parking, Council will ensure it is in appropriate locations that enhance pedestrian connectivity and boosts economic opportunities. Council's approach to managing car parking issues is shown in Figure 27 in Section 7.5.4 of *Connected*.

9. Implementation



***Connected* will be implemented in stages over the next two decades, with review periods every five years. The implementation plan includes a wide variety of initiatives with varying time frames. Some low-cost initiatives can be implemented entirely by Council within a short period of time. More costly projects will require longer time frames, as well as partnerships with State Government agencies.**

Table 2 to Table 8 provides a list of actions that will be implemented in order to realise the vision for a connected transport system that provides sustainable, safe and healthy transport choices to everyone. Actions have been developed in line with Each action has been grouped into the categories shown in Figure 30

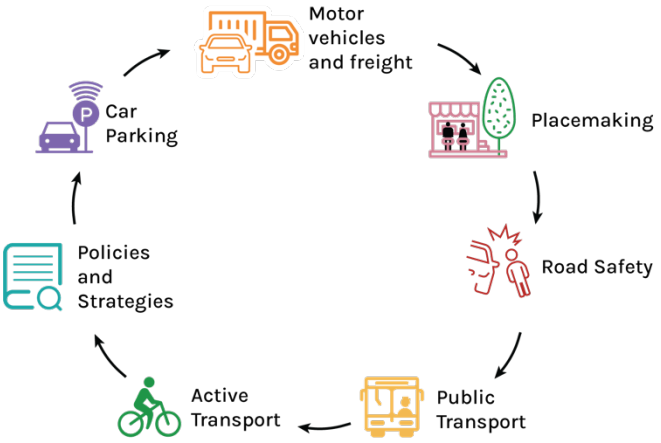


Figure 30 Action categories for implementation plan

Source: Institute for Sensible Transport

The actions in *Connected* are based on *major moves* outlined in Section 7. These actions are designed to achieve the *improved change scenario and transport targets* outlined in 6.5.2.

Each action is also linked to a *major challenge* from those identified in Section 2. For simplicity, only one *major challenge* is identified per action, and Council acknowledge that many actions will in practice address multiple challenges.

9.1 Impact and Cost

A multi-criteria analysis has been applied to each action. All actions were scored individually before being grouped as shown in Table 1.

Table 1 Impact-cost grouping

Group	Impact	Cost
1	High	Low
2	High	High
3	Low	Low
4	Low	High

9.1.1 Impact

Impact is scored against the Strategic Objectives from 1 (irrelevant) to 3 (relevant). A score of 2 was awarded when it there was an indirect relevance to a particular objective. The total scores were then distributed into quartiles to ascertain their relative impact level.

9.1.2 Cost

Cost refers to the cost to Council and does not reflect the actual cost of the project (e.g. The Wonthaggi Bypass is an important infrastructure project that requires State Government funding) *Cost* is scored as a high-level estimate under one of four possible categories:

- 1 = Low (from $0 up to $50,000)
- 2 = Moderate (from $50,000 up to $500,000)
- 3 = High ($500,000 to $1 million)
- 4 = Very high (above $1 million).

The figures provided are estimates only and detailed costings will be undertaken in the development of each action. As the cost for implementing this Strategy is considerably high, funding allocation may be spread over multiple years. Council should also seek support from State and Commonwealth governments.

9.2 Timeframe

A timeframe for each action is included in the implementation tables. Two factors that influence the timeframe for each action are *impact* and *cost.* The actions that most strongly support the vision and strategic objectives have the highest *impact* rating. Where these high impact actions also have the lowest cost category, the time frame for implementation is generally shorter. The five timeframes are as follow:

- Immediate – up to a year from adoption of the *Integrated Transport Strategy*
- Short-term – between one to five years
- Mid-term – between six to 15 years
- Long-term – 16 years and beyond
- Ongoing – actions that require constant implementation.

9.3 Active Transport

Table 2 Action table for active transport

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
A1	Poor accessibility	Cowes, Inverloch, San Remo / Newhaven and Wonthaggi	Conduct a feasibility study for a shared micromobility program to be implemented in major townships and tourist destinations. This should be done in consultation with the community and tourism industry, along with commercial operators for shared mobility. The shared mobility service should be wholly privately financed and managed.	High impact, Low cost	Short-term	Bass Coast
A2	Fragmented active transport opportunities	Shire-wide	Work with Department of Transport and Planning to improve multi-modal integration on public transport by installing bike racks on all buses. This will support regional connections and can be implemented through a Bikes on Buses program in partnership with the State Government.	High impact, Low cost	Short-term	State Government
A3	Fragmented active transport opportunities	Cape Paterson, Inverloch, Phillip Island, San Remo, Grantville and Wonthaggi	Provide two bicycle parking hoops that align with Austroads guidance (Research Report AP-R527-16) every 100m on both sides of the street, in major shopping streets and bicycle parking hubs outside key destinations (e.g. libraries, swimming pools, education precincts etc). These hoops will be able to allow the user to easily lock the frame of the bike.	High impact, Low cost	Short-term	Bass Coast
A4	Fragmented active transport opportunities	San Remo / Newhaven	Advocate to the State Government for improved walking and cycling facilities on the Phillip Island Bridge.	High impact, Low cost	Long-term	State Government
A5	Physical inactivity	Shire-wide	*Lead by example*: Encourage Council staff to walk and cycle to work at or above the rate of the community, by introducing staff training in active transport, safe riding skills training to interested staff and providing e-bikes within Council fleet with the appropriate training and support.	Low impact, Low cost	Long-term	Bass Coast

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
A6	Fragmented active transport opportunities	Shire-wide	Support and implement the Yallock-Bulluk Marine and Coastal Park Access and Infrastructure Plan active transport actions. Prioritise implementation of overlapping infrastructure to *Connected*.	Low impact, High cost	Ongoing	Bass Coast / State Government

9.4 Car Parking

Table 3 Action table for car parking

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
C1	Poor accessibility	Shire-wide	Reserve 5% of all bays in shopping precincts and town centres for accessible parking lots and monitor occupancy to ensure provision is adequate. Increase accessible parking bays as demand grows.	High impact, Low cost	Immediate	Bass Coast
C2	Climate change	Shire-wide	Electric Vehicles: Develop and implement an EV Charging Strategy for public land to guide the expansion of the EV charging network. The Strategy will ensure that Council will: • Plan and implement EV chargers for public use and charging Council's EV fleet • Continually monitor usage and demand for EV chargers, • Ensure plug types align with demand and are future proofed, • Make upgrades to the network with the aim of identifying and avoiding instances of queueing.	Low impact, Low cost	Immediate	Bass Coast

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
C3	Traffic and parking issues	Shire-wide	Develop and implement an accessible parking upgrade program that ensures all accessible parking bays (including taxi zones) are: • Functional, • Disability Discrimination Act (DDA) compliant, • Suitably located, and • Meeting the needs of people of all abilities.	High impact, Low cost	Short-term	Bass Coast
C4	Climate change	Shire-wide	Electric Vehicles: Develop and circulate a factsheet for private landholders to install EV charging. This factsheet should be directed to private landholders who may face challenges or uncertainty from zoning or overlays (i.e. Flood Zone, Heritage Overlay, etc)	Low impact, Low cost	Short-term	Bass Coast
C5	Climate change	Cowes, Inverloch, San Remo / Newhaven and Wonthaggi	Electric Vehicles: Work with the Economic Development team to produce a factsheet on EV charging for private businesses. This factsheet should encourage business owners, in particular accommodation providers, to provide EV charging facilities in their private carparks for their guests as well as staff.	Low impact, Low cost	Short-term	Bass Coast
C6	Traffic and parking issues	Shire-wide	Conduct feasibility study for Council-managed carparks at Potters Hill Road, Punch Bowl Road, Mabilia Road and Mitchell Coal Mine (Mullock Heap), which have been proposed for upgrading in the Yallock-Bulluk Marine and Coastal Park Access and Infrastructure Plan.	Low impact, High cost	Long-term	Bass Coast
C7	Climate change	Shire-wide	Electric Vehicle charging: Facilitate EV charging opportunities, installing more ports at suitable existing locations and only installing EV chargers at new sites when necessary.	Low impact, Low cost	Long-term	Bass Coast
C8	Traffic and parking issues	Cowes, Inverloch, San Remo and Wonthaggi	Maintain adequate Loading Zones for large vehicles and delivery vans for supermarkets, pubs and relevant commercial businesses in town centres and main streets.	Low impact, Low cost	Ongoing	Bass Coast
C9	Traffic and parking issues	Cowes, Inverloch, San Remo and Wonthaggi	Work with Department of Education to investigate the potential for suitably located school grounds to be used as overflow car parking during school summer and Easter holidays. Trial and evaluate this program in partnership with the school/s and local community. If successful, expand the program in other townships.	Low impact, Low cost	Ongoing	Bass Coast

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
C10	Traffic and parking issues	Shire-wide	Enforce parking regulations more vigilantly across Bass Coast Shire where time restrictions are in place.	Low impact, Low cost	Ongoing	Bass Coast
C11	Traffic and parking issues	Cape Paterson, Inverloch, Phillip Island, San Remo and Wonthaggi	Monitor and manage car parking demand with Car Parking Framework, particularly in key activity centres and tourist destinations where carparking issues have been identified. This includes: • Formalising on-street parking on streets near commercial areas to establish the base supply. • Permitting all vehicles to park in long vehicle parking bay during the off-peak season.	Low impact, Low cost	Ongoing	Bass Coast
C12	Traffic and parking issues	Shire-wide	Develop a car parking management strategy, informed by the Car Parking Framework. This strategy will ensure better use of existing parking before new parking is constructed. Key to the strategy will be: • Investigating a parking permit system to be implemented in areas of high visitation. The system protects residential amenity by allowing residents to park vehicles on the street for as long as they need, even when there are time restrictions. • Investigating locations for developing new car parking.	High impact, Low cost	Ongoing	Bass Coast

9.5 Motor vehicles and freight

Table 4 Action table for motor vehicles and freight

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
M1	Climate change	Shire-wide	Continue the transition to 100% zero-emission fleet by 2030 as directed by Climate Action Plan 2020-2030.	Low impact, Low cost	Short-term	Bass Coast
M2	Freight in town centres	Cowes, Inverloch, San Remo and Wonthaggi	Advocate and partner with State Government to develop a High Productivity Freight Vehicles (HPFV) Network Plan that prioritises alternative freight routes for key streets to enhance place outcomes in main streets. The plan should align with the Department of Transport and Planning's *Moving More with Less Strategy* and their general intention for the roads they manage.	High impact, Low cost	Mid-term	State Government
M3	Climate change	Shire-wide	Consult with the local freight and tourism industries to determine if there is a need for larger vehicles (e.g. trucks) to access drive through public EV charging stations.	Low impact, Low cost	Long-term	Bass Coast
M4	Car dominated streets	Cowes, Inverloch, San Remo and Wonthaggi	Work with State Government to formalise and implement circulation plans proposed in previous studies for Cowes, Inverloch, San Remo and Wonthaggi.	High impact, High cost	Long-term	Bass Coast / State Government
M5	Freight in town centres	Wonthaggi	Continue advocacy and partnership with other government agencies to implement Wonthaggi Alternative Freight Route.	High impact, Low cost	Long-term	State Government
M6	Climate change	Shire-wide	Account for and reduce embodied carbon in Council's roadworks. Include accounting of existing embodied figures and reduction progress in Council's carbon reporting.	Low impact, Low cost	Ongoing	Bass Coast
M7	Traffic, parking and seasonal demand	Shire-wide	Continue advocacy to State Government for increased funding to accelerate road sealing in the Annual Road Spray Seal program. Vigorously advocate for the inclusion of: • Painted on-road bike lanes • Footpaths/shared paths within the design	High impact, Low cost	Short-term	Bass Coast / State Government

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
M8	Traffic, parking and seasonal demand	Shire-wide	Continue advocacy and partnership with State Government to ensure Bass Coast roads maintain a high level of efficiency that can support a growing population. This includes continuing improvements to road corridors such as Phillipi Island Road.	High impact, High cost	Long-term	Bass Coast / State Government

9.6 Placemaking

Table 5 Action table for placemaking

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
P1	Car dominated streets	Shire-wide	Use the mode hierarchy in road space allocation decisions in conduction with the Movement and Place Framework, to create safer, more sustainable transport outcomes and people-focused destinations and tourist locations.	High impact, High cost	Immediate	Bass Coast
P2	Climate change	Shire-wide	Protect and develop tree cover along the active transport network by: • Identifying locations for tree plantings along streets and pathways, as proposed in the Bass Coast Urban Forest Strategy 2022-2040. • Developing an annual street and park tree planting program as proposed in Bass Coast Urban Forest Strategy 2022-2040.	High impact, High cost	Short-term	Bass Coast

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
P3	Climate change	Inverloch, Grantville, San Remo, Newhaven, Kilcunda and Dalyston	Work with the Department of Transport and Planning to develop and implement a streetscape masterplan for main streets in the large townships, as well as Town Streets identified in *Connected*. The streetscape masterplan will: • Be informed by mode hierarchy, Movement and Place and Safe System principles, • Implement speed limits of 30km/h and include street design changes consistent with a 30km limit (i.e. speed hump, speed table) subject to DTP's approval, • Ensure that the street is well connected to public transport, • Ensure that the street is shaded and well-lit, • Ensure that streets have street furniture and public realm investment that encourages people focused outcomes, • Be monitored, evaluated, and reviewed every 10 years.	High impact, Low cost	Mid-term	State Government

9.7 Policies and Strategies

Table 6 Action table for policies and strategies

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
PS1	Multiple	Cowes, Inverloch, San Remo / Newhaven and Wonthaggi	Evaluate actions for Phillip Island Integrated Transport Study 2014, prioritise recommended implementation of infrastructure on overlapping routes to *Connected.*	High impact, Low cost	Immediate	Bass Coast
PS2	Fragmented active	Cape Paterson, Inverloch, Phillip Island, Wonthaggi	Develop and implement a Wayfinding Strategy that includes: • Active transport signage, particularly in Cape Paterson, Inverloch, Cowes, Newhaven and Wonthaggi as well as the proposed Nyora-Wonthaggi Rail Trail;	High impact, Low cost	Immediate	Bass Coast

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
	transport opportunities	and proposed Nyora-Wonthaggi Rail Trail	• Name routes and trails to build brand identity across the active transport network; • Public transport signage for all town centres, • Preferred car parking with indicative supply.			
PS3	Multiple	Shire-wide	Monitor and apply for external grants from State and Commonwealth Governments to develop public transport, active transport networks and EV charging infrastructure.	High impact, Low cost	Immediate	Bass Coast
PS4	Fragmented active transport opportunities	Shire-wide	Develop and implement an Active Transport Strategy that will provide a roadmap to developing a safe and cohesive walking and cycling network. The Active Transport Strategy will be used to guide decisions and policy making to encourage a greater proportion of trips that are undertaken by walking, cycling or micromobility. It will prioritise active transport access to schools, foreshore or beaches, and between towns and embed Universal Design Principles. The strategy will include: • Identifying gaps in existing infrastructure • Guide the upgrading and installation of new footpaths • A prioritised cycling network with recommended infrastructure • Shire wide walking and cycling paths which support tourism and the visitor economy.	High impact, Low cost	Short-term	Bass Coast
PS5	Multiple	Shire-wide	Advocate to State and Commonwealth Government to fund evidence-based behaviour change programs to encourage smarter car use and more use of active travel for short trips	Low impact, Low cost	Mid-term	Bass Coast
PS6	Fragmented active	Shire-wide	Evaluate actions for Tracks and Trails Strategy 2022-2032, prioritise recommended implementation of infrastructure on overlapping routes to *Connected.*	Low impact, Low cost	Long-term	Bass Coast

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
	transport opportunities					
PS7	Physical inactivity	Shire-wide	Partner with State Government to develop and implement a Safe Travel to Schools program that encourages walking and cycling. The program should: • Prioritise active transport infrastructure upgrades within school catchments. • Include a bi-annual school travel survey for all schools in Bass Coast.	Low impact, Low cost	Long-term	Bass Coast
PS8	Car dominated streets	Shire-wide	Encourage development which supports a diversity of transport choices. This involves: • Prioritising developments that are walkable to shops and services; • Installing high quality cycling infrastructure in new developments before people move in, that connects to the existing cycling network; • Restricting cul-de-sacs in new development unless active transport permeability is provided; • Ensure that new developments are connected to high quality public transport.	High impact, High cost	Ongoing	Bass Coast
PS9	Fragmented active transport opportunities	Shire-wide	Include installation of bike lanes into Road Asset Management Plan as part general upgrade/expansion plan. Bike lanes should be installed in every street that is re-surfaced, unless there is insufficient space.	Low impact, Low cost	Ongoing	Bass Coast
PS10	Car dominated streets	Shire-wide	Advocate for Bass Coast to be included in the Victorian Integrated Survey of Travel and Activity	Low impact, Low cost	Ongoing	Bass Coast

9.8 Public Transport

Table 7 Action table for public transport

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
PT1	Poor public transport	Shire-wide	Work with Department of Transport and Planning to review school bus operation for maximising efficiency. Advocating for all members of the community to be able to access school bus services, where appropriate, especially in parts of Bass Coast where there is little public transport access. This will require working with schools and Department of Education to determine routes which are appropriate for members of the community to use alongside students.	High impact, Low cost	Short-term	State Government
PT2	Poor public transport	Shire-wide	Prioritise pedestrian access within public transport catchments (e.g. 1km radius around bus stop) to compliant with Disability Discrimination Act 1992 (DDA). This will include upgrading footpaths and crossings leading to the public transport stop and embed Universal Design Principles.	High impact, High cost	Immediate	Bass Coast / State Government
PT3	Poor public transport	Shire-wide	Advocate for a bus review all local bus routes in Bass Coast, aiming for a minimum level of service of 12 buses per day during the week	Low impact, Low cost	Mid-term	State Government
PT4	Poor public transport	Anderson, Wonthaggi	Advocate for coordinated timetables at Anderson and Wonthaggi for all buses and coaches, to minimise waiting times and maximise attractiveness. This can be in the form of a pulse timetable that arrive/depart from the Anderson Interchange. Advocate for improved connectivity between Phillip Island and Melbourne.	Low impact, Low cost	Mid-term	State Government
PT5	Poor public transport	Shire-wide	Advocate for all bus stops to be safe and accessible to people of all abilities. This will include ensuring bus stops are: • DDA-compliant, • Well-lit at night, and • Shelter to provide adequate protection from the weather.	Low impact, Low cost	Mid-term	State Government
PT6	Poor public transport	Phillip Island, San Remo	Advocate for the Phillip Island and San Remo On-demand Bus Pilot Trial. The coverage for this service should over all of Phillip Island and San Remo up to Punch Bowl Road.	Low impact, Low cost	Mid-term	State Government

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
PT7	Poor public transport	Wonthaggi	Work with Department of Transport and Planning to increase permeability of public transport in Wonthaggi as suggested in the Wonthaggi Access and Movement Study 2020. This includes: • Increasing bus services, • Installing more bus stop in Central Wonthaggi, and • Investigate alternative locations for the existing bus interchange to move to.	Low impact, Low cost	Mid-term	State Government
PT8	Traffic and parking issues	Cowes, Inverloch, San Remo and Wonthaggi	Ensure taxi and ride sourcing services (e.g. Uber) have priority pick up/drop off zones in popular parts of key townships, which are well-lit and under CCTV coverage	Low impact, Low cost	Long-term	Bass Coast
PT9	Growing population, low density	Shire-wide	Work closely with taxi services in the municipality to better integrate their services with public and community transport, particularly in regionals areas of poorer accessibility.	Low impact, Low cost	Long-term	Bass Coast
PT10	Poor public transport	Inverloch, Cowes	Advocate for more frequent V/Line Coaches to Cowes and Inverloch.	Low impact, Low cost	Ongoing	State Government
PT11	Poor public transport	Cowes. Stony Point	Advocate for better integration of public transport services to support people using the Cowes – Stony Point ferry. This includes timetable alignment, along with special transfers to/from the Cowes Ferry Terminal to facilitate easier access for people taking the ferry.	Low impact, Low cost	Ongoing	State Government

9.9 Road Safety

Table 8 Action table for road safety

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
RS1	Road safety	Cowes, Inverloch, San Remo and Wonthaggi	Work with the Department of Transport and Planning to implement speed limits of 30km/h on major shopping strip streets. This change will include: • Evaluating the connection with relevant actions from structure plans or streetscape masterplans • Street design changes consistent with a 30km limit (i.e. speed hump, speed table).	High impact, Low cost	Immediate	State Government
RS2	Road safety	Shire-wide	Work with the Department of Transport and Planning to implement a default 30km/h speed limit on all residential streets	High impact, Low cost	Immediate	State Government
RS3	Road safety	Shire-wide	Work with the Department of Transport and Planning to investigate adjusting speed limits on hilly rural roads with a posted speed limit of 100km/h to a default 80km/h limit.	High impact, Low cost	Immediate	State Government
RS4	Road safety	Shire-wide	Develop and implement a Crossing Implementation and Upgrade program to ensure safer crossings are implemented throughout Bass Coast. This includes: • An inventory of all crossing points in Bass Coast. • Monitoring and evaluation of intersections for conflicts with pedestrians • Monitoring and evaluation of community requests for new and/or improved crossings • All crossings are DDA compliant and in areas of high pedestrian activity have continuous footpaths with pedestrian priority.	High impact, High cost	Immediate	Bass Coast / State Government
RS5	Road safety	Shire-wide	Ensure that all road management policies are informed by a Safe Systems Approach, consistent with State Government's Towards Zero goal of eliminating death and serious injury on Bass Coast Shire Council roads.	High impact, Low cost	Immediate	State Government

10. Appendix

10.1 Appendix A - Pulse Timetable

An example of how pulse timetabling can work in Bass Coast is shown in sequence in Figure 25. Expanding timed connections between V/Line coaches (in purple) and local buses (in pink) will make it easier and more attractive to catch public transport.

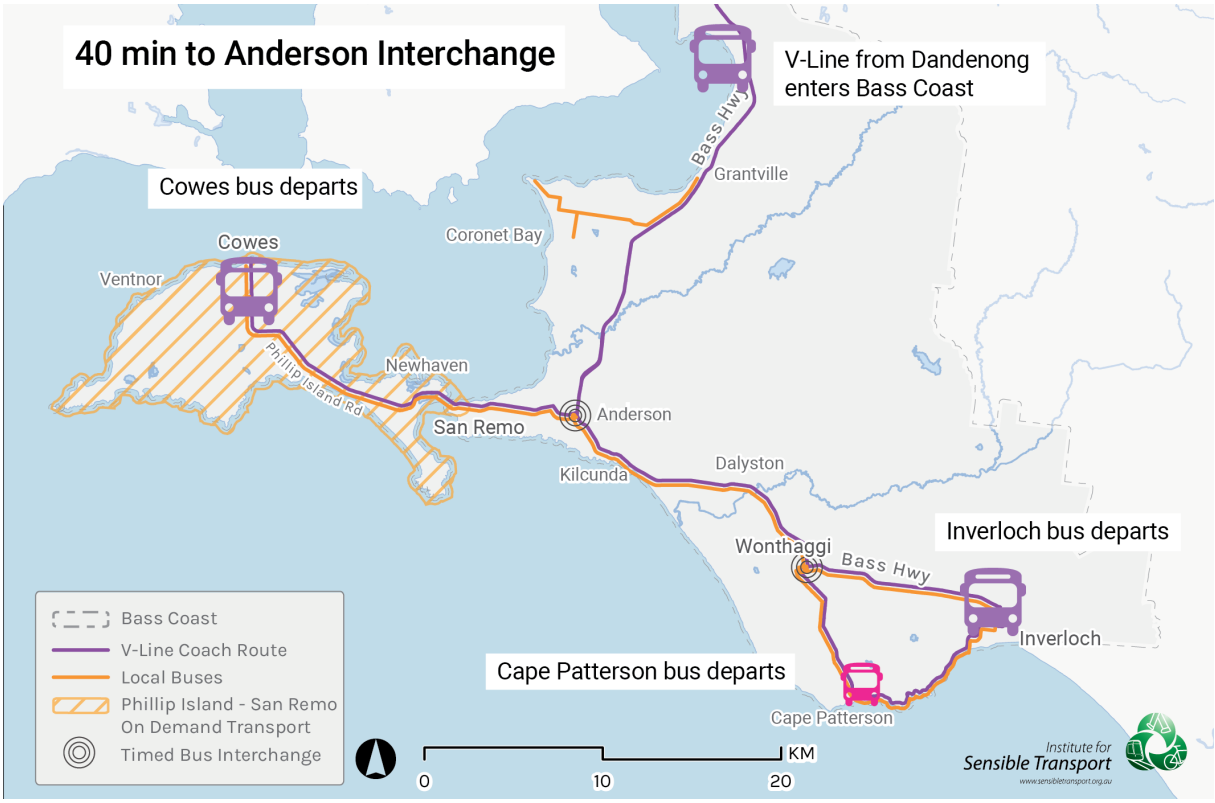


Figure 31 Pulse Timings, location of buses 40 minutes to Anderson Interchange

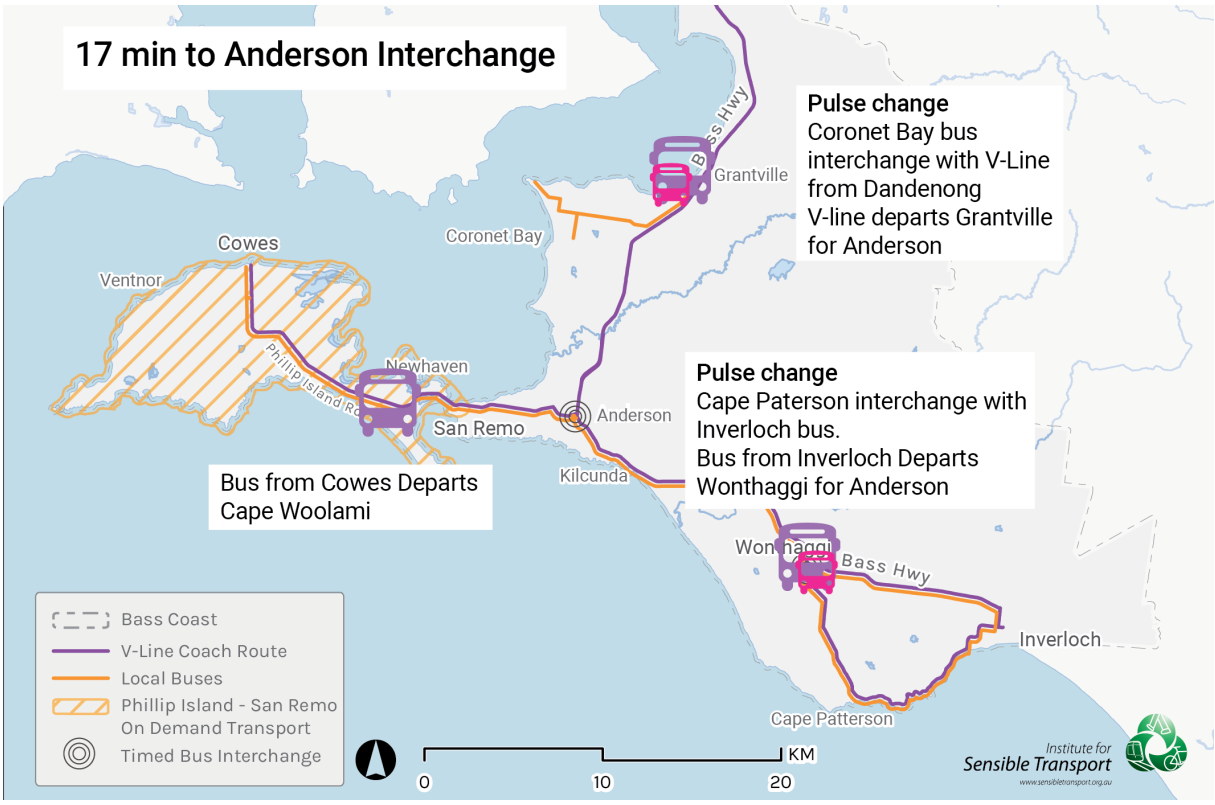


Figure 32 Pulse Timings, location of buses 17 minutes to Anderson Interchange

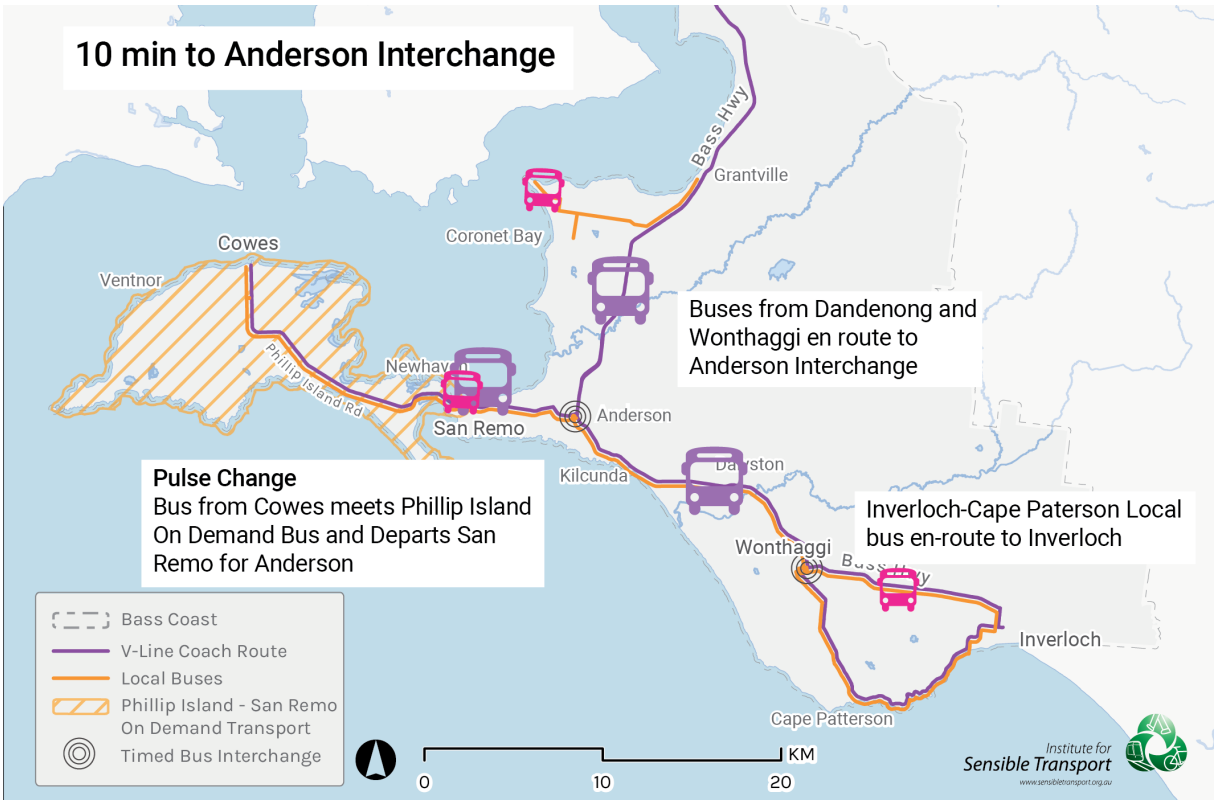


Figure 33 Pulse Timings, location of buses 10 minutes to Anderson Interchange

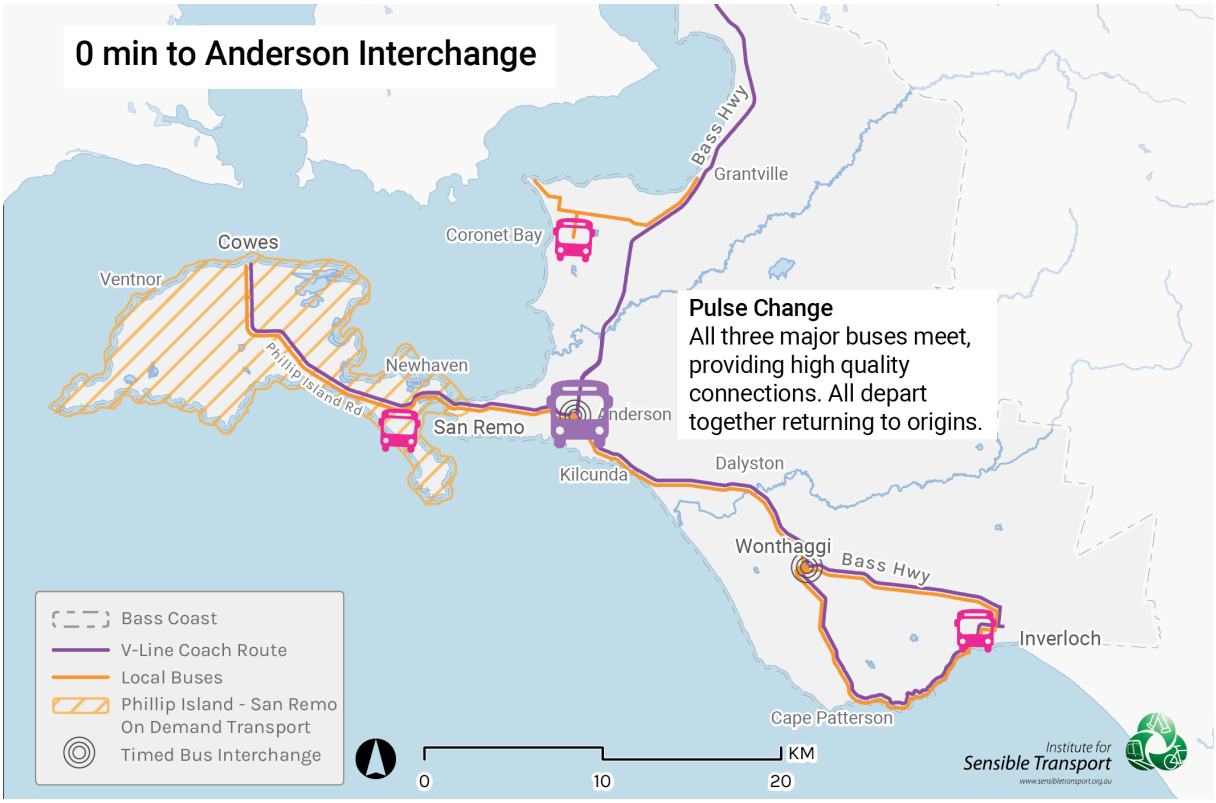


Figure 34 Pulse Timings, buses meeting at Anderson Interchange

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