

Bass Coast Shire Council Integrated Transport Strategy

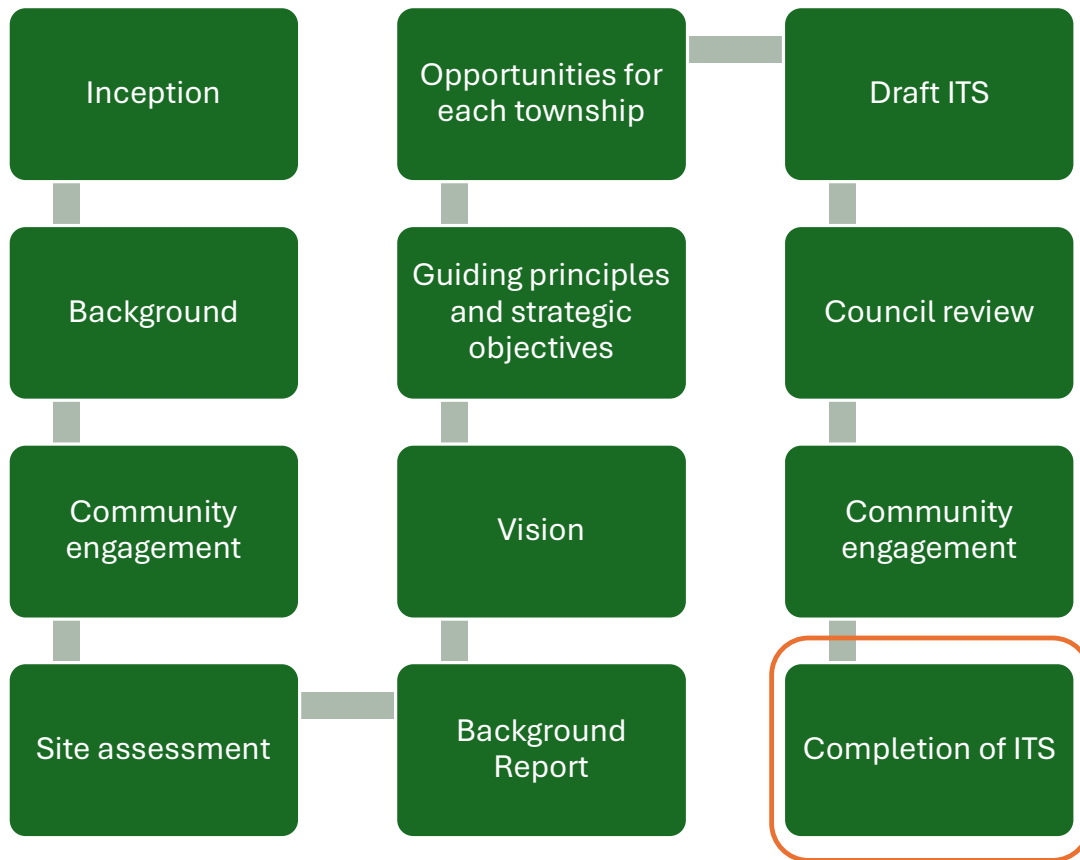
Stage 2 Consultation Summary

10th June 2025

*Institute for
Sensible Transport*

www.sensibletransport.org.au



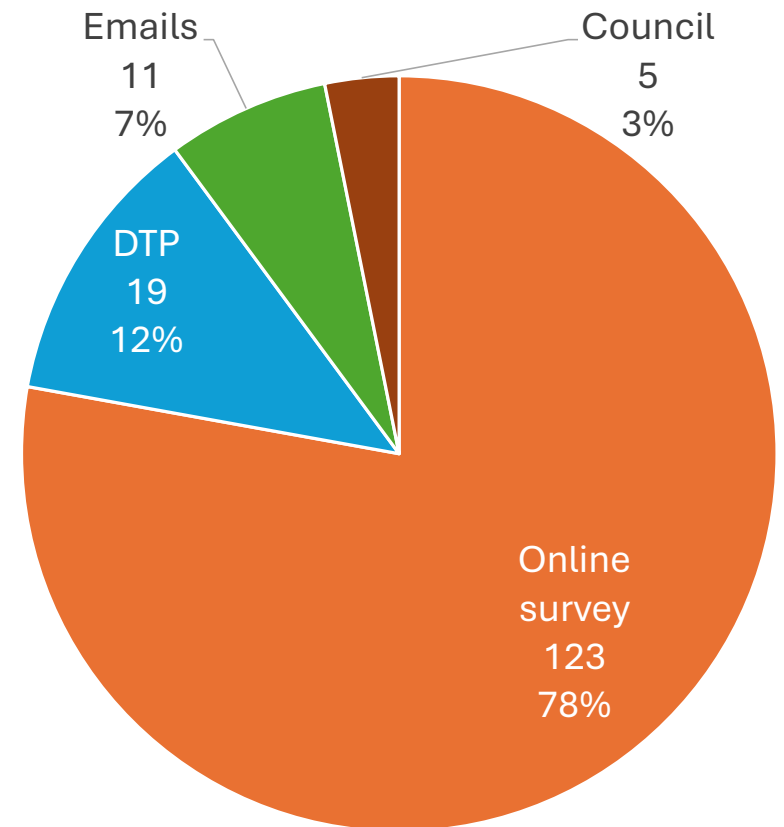


Summary of key project stages

Round 2 Engagement

Total of 158 comments

Emails received from residents and other stakeholders (i.e. P.I. Nature Parks, P.I Voices, Cardinia Shire Council, etc).



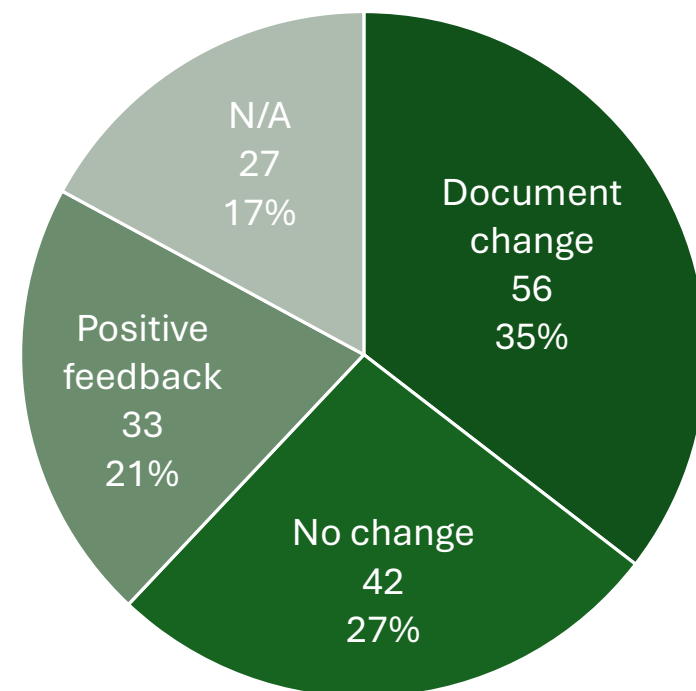
Round 2 Engagement

What people liked:

- Improving public transport
- Improving active transport
- Identifying issues and providing solution

What people didn't like:

- Lack of infrastructure at Wimbledon Heights
- Community doubt
- Limiting car use
- Parking



Round 2 Engagement

Online survey	Email	DTP	Council motion
<ul style="list-style-type: none">• 40 contributors• 123 comments*• Changes made to draft (23%)• No changes (31%)• Positive feedback (24%)• N/A^ (22%)	<ul style="list-style-type: none">• 8 contributors• 9 comments*• Changes made to draft (64%)• No changes (9%)• Positive feedback (27%)	<ul style="list-style-type: none">• 26 comments• Changes made to draft (89%)• No changes (11%)	<ul style="list-style-type: none">• 5 comments• Changes made to draft (80%)• No changes (20%)

* Complexed comments have been split

^ N/A refers to comments that were unfilled, not relevant, etc

Key changes to car parking actions

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
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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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

Key changes to motor vehicle and freight actions

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
M7	Traffic, parking and seasonal demand	Shire-wide	<p>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:</p> <ul style="list-style-type: none"> • Painted on-road bike lanes • Footpaths/shared paths within the design 	High impact, Low cost	Short-term	Bass Coast / State Government
M8	Traffic, parking and seasonal demand	Shire-wide	<p>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.</p>	High impact, High cost	Long-term	Bass Coast / State Government

Key changes to policy and strategies actions

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
PS4	Fragmented active transport opportunities	Shire-wide	<p>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.</p> <p>The strategy will include:</p> <ul style="list-style-type: none"> • 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

Key changes to road safety actions

ID	Major challenge	Location	Action description	Impact - Cost	Timeframe	Responsible Authority
RS1	Road safety	Cowes, Inverloch, San Remo and Wonthaggi	<p>Work with the Department of Transport and Planning to implement speed limits of 30km/h on major shopping strip streets. This change will include:</p> <ul style="list-style-type: none"> 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
RS4	Road safety	Shire-wide	<p>Develop and implement a Crossing Implementation and Upgrade program to ensure safer crossings are implemented throughout Bass Coast. This includes:</p> <ul style="list-style-type: none"> 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	<p>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.</p>	High impact, Low cost	Immediate	State Government

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12th May 2025

Emma Allsop
Major Projects Officer
Bass Coast Shire Council
76 McBride Avenue
Wonthaggi, 3995

Dear Emma,

Bass Coast Draft Integrated Transport Strategy (ITS) – Nature Parks Response

Thank you for the opportunity to comment on the draft ITS.

The Phillip Island Nature Parks (the Nature Parks) is very supportive of this strategy for a more accessible, efficient, and sustainable transport future, and to guide transport investment decisions and advocacy over the next two decades.

In framing the Nature Parks response as per the online survey, please find below comments on the draft ITS:

1. What do you like about the ITS?

- The general structure and layout of the plan, it is easy to read and follow, with a clear Vision, guiding principles, strategic objectives, and actions.
- The mode hierarchy to assist making consistent and transparent decisions, that prioritises pedestrians in settlements and buses or public transport on regional roads.

2. What don't you like about the ITS?

- The ITS could make better reference to the visitor economy as one of the primary economic drivers for the region. Some clear linkages to the Phillip Island and San Remo Destination Management Plan could assist with this.
- Many of the 2.87 million visitors to Bass Coast are day-trippers in vehicles (domestic day trips account for approximately 50% of total visitors). This is the critical challenge for the residents of San Remo, Phillip Island and the waterline region (albeit to a lesser extent). This problem is associated with the growing population in Melbourne's south east corridor, which will only grow the demands on Phillip Island roads and natural assets from day visitors. This challenge should be referenced up front in the "Big Issues" section of the report. Additionally, the ITS is lacking strategies to deal with the huge influx of day-trippers in vehicles.

3. What do you think is missing from the ITS?

- Although public transport advocacy is provided with better connection between towns and on-demand public transport for Phillip Island and San Remo, actions should also include better connection between major tourism attractions.
- The Nature Parks key strategic documents found at [Publications » Phillip Island Nature Parks](#) could be listed in the policy alignment section.
- While active transport strategies are noted within the ITS, we feel there is an opportunity to go further. The rise of the e-bike makes Phillip Island a highly accessible destination for most e-bike users. Better supporting infrastructure, including dedicated cycling paths in built up areas or cycle lanes on the verge of rural roads could relieve the traffic

congestion and promote active transport amongst residents and longer stay visitors. Some key linkages on Phillip Island could include:

- Cowes to Phillip Island winery and the Nobbies.
- Cape Woolamai and Newhaven to Churchill Island.
- Smiths Beach to Phillip Island Grand Prix Circuit.
- Cape Woolamai township to Woolamai Beach (Nature Parks responsibility but consistent with current plan)
- Strategically, the region suffers from communities and townships being segregated by major roads, with high volumes of traffic making crossing treacherous for active transport users. Although the ITS states the development of a crossing upgrade program, safe crossing areas are urgently required at several junctions along Phillip Island Road from San Remo to Cowes to encourage the use of current and new active transport infrastructure. The following junctions at a minimum should be addressed for more immediate action within the ITS:
 - Crossing and pathway from both Boys Home Road and Cape Woolamai roundabouts to safely access Churchill Island and Phillip Island Chocolate Factory.
 - Safe crossing at Gap Road to connect Wimbledon Heights township and pathway to Phillip Island Grand Prix Circuit.
 - Safe crossing at Smiths Beach road (on Phillip Island Road and Back Beach Road) for large volumes of school groups moving to and from the Phillip Island Adventure Resort.

The Nature Parks looks forward to seeing the outcomes of the community consultation on the draft report and collaborating with Council where required on implementing the strategy.

If you require any further information please feel free to contact me on [REDACTED] or at [REDACTED]

Kind regards,



Jarvis Weston
General Manager Infrastructure and Planning

From: Anant Bhatia [REDACTED]
Sent: Friday, 9 May 2025 4:31 PM
To: Major Projects Admin
Cc: Nicholas Charrett
Subject: RE: Draft Integrated Transport Strategy - Cardinia Shire Feedback.

OFFICIAL - This document is a record of a Council decision or action and MUST be stored to SharePoint or a Corporate system.



Hi Emma,

Thanks for sending the draft Strategy document through to Cardinia Shire for review and feedback.

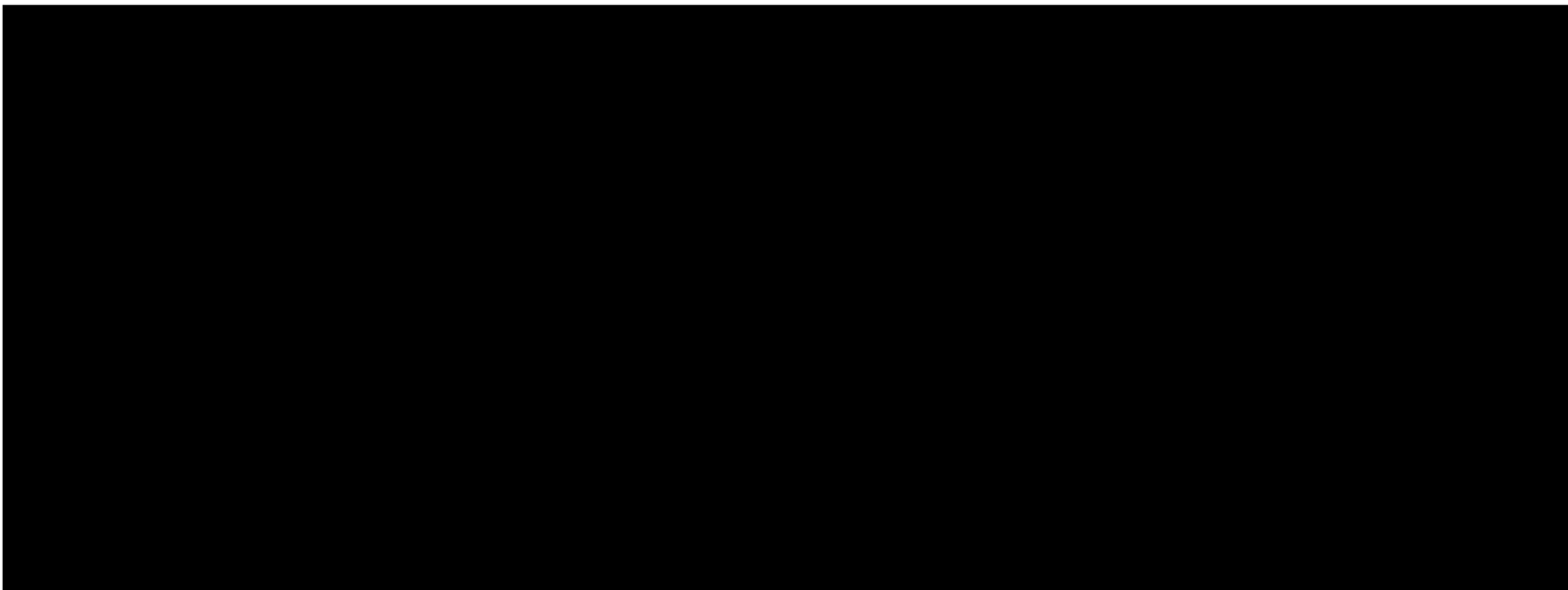
On behalf of the Cardinia Shire Council, the Traffic and Transport team would like to provide feedback as per below

- Cardinia Shire generally supports the Bass Coast Shire’s Integrated Transport Strategy.
- Cardinia Shire especially agrees with / support the:
 - The principle of reduced dependency on private motor vehicles.
 - Advocacy for improved Public Transport, (as it also aligns with Cardinia’s Public Transport advocacy) and;
 - Future Pedestrian and Cycling links to the north which correlate with the Shire of Cardinia’s Pedestrian and Bicycle Strategy.
 - The plans to improve freight efficiency, while supporting business and the regional economy.

Kind Regards,

 **Anant Bhatia** | Leading Traffic Engineer | Cardinia Shire Council
Phone: [REDACTED] | Web: www.cardinia.vic.gov.au
[REDACTED] | Customer Service: 1300 787 624


We value: **Teamwork** | **Respect** | **Accountability** | **Communication** | **Customer focus**



[REDACTED]

From: MARY ELLEN CANTIENI [REDACTED]
Sent: Sunday, 11 May 2025 2:40 PM
To: Major Projects Admin
Subject: Draught Integrated Transport Strategy

To whom it may concern,

As a long term Bass Coast resident and now septuagenarian I have read the ITS document with interest. It contains much information about working age residents commuting to work but very little about the transport needs of us older residents.

There is some mention of the inadequacy of V/line services to Melbourne and I couldn't agree more on that point. Much of our travelling needs to be done beyond the shire, especially to the metropolitan area for medical appointments, family visits, baby sitting ,entertainment etc etc but as we age ,we lose the ability and/or confidence to drive in busy traffic and especially, to drive at night.

V/Line services are infrequent and often very crowded. Late night return services are non existent after about 6 pm on weekends and about 9 pm weekdays.

I do hope your team can work with state government to rectify this situation.

Ideally, long term we are all hoping for a return of a regular TRAIN service to Melbourne, which makes so much sense for the environment and for the future growth of our shire.

In the last census the 60+ demographic in Bass Coast shire numbered 15,714 people (compared to 16,035 aged 15-65).

Us oldies deserve a better transport deal, and one which accords with our needs .

Most of us don't drive, walk or cycle to work any more but we need support in accessing the city for this new phase of our lives.

Kind regards,
Mary Ellen Cantieni

[REDACTED]

Sent from my iPad



Luke Bryant
Coordinator Sustainable Transport and Movement
Bass Coast Shire Council
[REDACTED]

Dear Mr Bryant

**DEPARTMENT OF TRANSPORT AND PLANNING RESPONSE: Draft Bass Coast Shire Council
Integrated Transport Strategy**

Thank you for the opportunity to provide feedback on the draft Bass Coast Shire Council Integrated Transport Strategy.

The Department of Transport and Planning (DTP) recognises that the Strategy will be an important document for guiding Council's work in delivering a transport network that is safe, efficient and responds to the changing needs of the Bass Coast community.

DTP has reviewed the draft Strategy and provide the following comments:

Reference	Page No	Description	DTP Feedback
N/A	N/A	Reference to Council advocacy projects	There is little or no mention of Council advocacy projects including the Phillip Island Road Corridor (San Remo and Newhaven). Are these projects still something that Council is advocating for and if so, should they be added?
N/A	N/A	Strategic alignment and principles	We note that the draft ITS has it's own principles. They may or may not be consistent with principles already developed with the Phillip Island Integrated Transport Strategy, Phillip Island Road Corridor Planning (joint work with DTP) and other strategies and documents. Has this been considered and will there be any impacts on future work if there are inconsistencies?
Mode share charts	12-13	Mode share targets	Mode share chart on p12 has different 2024 figures than base case figures in the chart of p13 (linked to figure 17 on p37 too)

Figure 5	25	Local Policies	Whilst noted that Action 27 discussed the review of the Phillip Island Integrated Transport Strategy (PIITS), given the age of the document and more recent work with Council and Councillors regarding principles for the Phillip Island Road Corridor, we question PIITS inclusion in the relevant Local Policies section.
Figure 5	25	State Policies	<p>Suggest the inclusion of Victoria's Bus Plan to State Policies. This will allow for better alignment between local and state policies.</p> <p>Whilst not in DTP's remit, we note that the Phillip Island and San Remo Destination Management Plan and the Gippsland Odyssey Trail are not state policy.</p>
N/A	31	Key issues heard	The reference to congestion hot spots such as <i>Phillip Island Rd & the bridge</i> : DTP previous modelling showed the bridge was one of the better performing sections of PI Rd as it wasn't impacted by side roads/driveways.
Breakout box	57	Box highlighting the Flexible Local Transport Solutions Program (FLTSP) as a potential funding source for the Strategy	In a long term strategy it may not be best to reference a specific funding source, as opportunities for funding change over time, and FLTSP is not the only funding source. Perhaps this could be a more general statement about seeking funding to support the delivery of this strategy?
N/A	N/A	Road safety analysis	<p>The Background Report analysed crash data and suggested treatments at known locations. Road safety actions appear limited to speed limit reductions and application of the Safe System approach only in town circulation plans.</p> <p>The actions do not provide a clear link to the Victorian Road Safety Strategy and Vision Zero. This link could be stronger which would assist in reducing the impact of road trauma in Bass Coast.</p>
Section 7.6 – first paragraph	52	Suggested rewording	Suggest "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."
Section 7.6 – third paragraph	52	Points to consider	<p>Some considerations on alternative routes and bypasses:</p> <ul style="list-style-type: none"> -key arterials including highways are the appropriate route for heavy vehicles, especially if the driver needs to access food, fuel, facilities. -Alternative routes need to be efficient and cater for the needs of heavy vehicle operators. -Alternate routes need to be efficient to encourage heavy vehicles to not travel through town and should look to reduce, not prohibit. -Establishment and encouragement of these routes may also appeal to other travellers, and may detrimentally impact the local economy.
Section 7.6 – last paragraph	52	Suggested rewording	<p>Suggest: "Victoria's moving more with less strategy enables and encourages the shift to High Productivity Freight Vehicles to reduce the number of trips required to achieve a given freight task. It is critical to ensure that access for these vehicles is suitable and not detrimental to residential amenity"</p>
Section 9		Implementation	<p>It is suggested that the Action Tables set out in this section more clearly stipulate that the impact and costs associated with the action relate only to council. Additionally, some advocacy actions list the State Government as the lead authority for delivery. For example, Action 39 requires advocacy for a bus review, with the State Government is listed as the lead for this action. In this instance DTP considers it would be more appropriate for Bass Coast Council to be listed as the Lead with State Government intervention being required.</p>
A19	63	Suggestion	<p>Recommend that if Council look to develop their own local plan, it should seek to align with DTP's Moving More with Less Strategy, and DTP road manager region's intention for DTP managed roads.</p>
A22	64	Continue advocacy and partnership with other government agencies to implement Wonthaggi Alternative Freight Route.	<p>This is listed as a long term, low impact and low cost action. Please confirm with DTP if Council is no longer considering this a high priority, high impact advocacy item.</p>

A26, A48, A49	various	Use of the word 'implement' when referring to speed limit changes	The wording should be changed to reflect that Council can't implement speed limit changes without approval from DTP.
A37	68	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, especially in parts of Bass Coast where there is little public transport access	Please confirm whether this action refers to members of the public boarding school buses during times when students are on board, or if it refers to times that the buses are not in use. School Special services (or STS - School Town Specials) can already be accessed by members of the public upon payment of a fare, and Department of Education School Bus Program (SBP) Policy states members of the public can access School Bus Program services subject to approval by the coordinating principal. DTP would welcome further discussions with Council about this proposal before determining it's viability.

If you have any questions, please do not hesitate to contact Leah Bellairs, A/Manager Transport Strategy via email at [REDACTED] or telephone [REDACTED]

We look forward to continuing to work with Bass Coast Shire Council to implement actions that are consistent with DTP's strategic objectives.

Yours sincerely



Leah Bellairs
A/Manager Transport Strategy
14/05/2025

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



[Redacted]

[Redacted]

[Redacted]

From: Don Turner [Redacted]
Sent: Saturday, 10 May 2025 3:10 PM
To: Susie Nogie [Redacted] Trevor Hayes [Redacted]
Chris Phillips [Redacted] Chris Darts [Redacted] rrkelly2
[Redacted]; ann allen [Redacted] Ian Cairns
[Redacted]
Subject: Council Staff safe cycle training

This email originated from outside of the organisation. Only click links or open attachments if you recognise the sender's email address and know the content is safe. .

Hi Susie,

I refer to the Integrated Transport Study document. The Phillip Island Bicycle User Group endorses the safety principles that underpin ITS, including the goal of zero road deaths by 2050. The concept of 30km/h speed limits for all new residential developments may be a contributing factor, as we know that the survivability speed for pedestrians and

cyclists being hit by a motor vehicle is 30km/h. This would apply to other vulnerable road users such as E-bike riders, scooter riders and older residents on motorised mobility vehicles.

The document mentions staff training on safe cycling to encourage staff to cycle more often and provide role models for the community. The Phillip Island Bicycle User Group now has an increasing number of members who are Bike Ed Instructors, with the latest Instructor training being delivered by the Department of Transport and Planning. We not only have a 20+ year history of supporting Bike Ed in Bass Coast schools, but are also currently delivering a Bike Ed program for adults who are beginning cycling, or returning to cycling after a period of not cycling. So our trained and experienced people could possibly deliver a program for Council staff, if required. The cost would be minimal.

We are currently tossing around the concept of Corporate Membership or Corporate Sponsorship to further enhance our position as members of not only the Bass Coast Cycling Community but also the broader Bass Coast community

We are not only experienced in supporting and delivering Bike Ed programs, but we understand the barriers to cycling, and through our networks, we have access to bikes and helmets, equipment and resources to run an effective and enjoyable program. I also deliver training to adult volunteers for the TAC L2P program, so I'm quite used to presenting to adults.

We would be happy to discuss this with you and or Managers/CEO/Councillors.

Cheers,

Don Turner



[REDACTED]

From: Peter McMahon [REDACTED]
Sent: Sunday, 11 May 2025 5:25 PM
To: Major Projects Admin
Subject: IV Response to Draft TSS
Attachments: Intergrated Transport Study.docx

Hi Major Projects Team,
Please accept Island Voices submission to your Draft Integrated Transport Strategy Survey.
We are only pleased to be involved with this project should we be required.

Regards

Peter McMahon



Peter Paul | President
Peter McMahon | Secretary [REDACTED]
Peter McMahon | Treasurer [REDACTED]

Facebook: <https://www.facebook.com/phillipislandvoice/>
[REDACTED]



Major Projects Team

Bass Coast Shire Council

Island Voice would like to use this format to respond to your Draft Integrated Transport Strategy Survey.

Our first response is while we appreciate the survey, we feel we need to not only look at conducting changes for working people, we need to consider the impact on Tourism. After all it is tourism that keeps Bass Coast alive.

We should also point out; your consultation responses really only amount to 346 contributions which is about 1% of our current population. Only to say all the other figures you quote are pointless, as they don't contribute to the document in any way. Clicks, views and followers mean nothing.

You can't use statics from Victoria and compare Bass Coast in the same way. Medium age of 38years in the state against 51years in Bass. Also, you can't compare modes of travel to work and believe you can expand it across all segments in our area. Again, each town or Hamlet must be looked at separately, your strategy tries to tie them in groups; while pointing out your projection is to increase another 6,800 people by 2036 in Bass.

We feel you place too much emphasis on EV's, while we understand they will play a large part in going forward, more technology needs to be done. Melbourne has had at least two attempts to establish EV scooters and both have failed, there is nothing in this document to show how it would be different in Bass!

My understanding of the EV Bus trial in Gippsland is it wasn't that successful. So again, why will it work on Phillip Island? We are very aware of the effects of climate change, however, we all must be in agreement.

Within your survey, you state there is a shortfall in parking, however we are told there is 2689 car parks (does this number include shopping centre numbers?) in Cowes and only 48% were occupied at your peak time. We would like to know when was the peak time? Being a local, come peak times or tourist time, it is extremely difficult to find one.

When it comes to disabled bays there is only three bays in the length of Thompson Ave, also we have very low numbers of loading bays. Again, I remind you of the large numbers of the aged community, requiring these bays regardless of where you are in the shopping precincts.

Council has a bylaw that prevents parking on nature strips, it also has parking officers who fine patrons who park illegally, driving tourists from our areas. Is that what we want? You can look at the education parking areas but again there not were we need them, so again a deterrent. The Strategy suggests introducing time limits or parking fees, expanding the use of smart parking infrastructures. All will have the same outcome as previously stated drive tourists away; do we really want that?

Many of the ideas have merit, however to brand us with 30kmh speed limits because it would save more peoples injuries is farcical. We neither have the vast numbers or population as in Melbourne where it may work. Don't put us in the same category as Melbourne.

We do need much better Public Transport (Buses) with more published times, be it to Melbourne or around the Island and Shire. Will this change our habits?

With the potential of an EV revolution, we don't need more tracks/trails or roads with bike paths we need to have a least one path in every street, this would be a great start. Most roads are too narrow to allow for these to be established.

However, when you read the document, it only covers current areas, where is North Wonthaggi in the document the so-called expansion of the shire, will all these issues be designed into the growth or not?

In our opinion the Strategy should be based on how we can handle the massive increase in traffic flow during holiday or peak times, with only one road in and out of Phillip Island how can we make things better.

Your document we believe is based on mainland Bass Coast; yes, other areas are mentioned but not really covered properly. We feel it's not so much as what council wants but what does the entire Shire need, so should we go back to the drawing board and start again?

IV represents the Phillip Island Community which supply's 47 – 50% of the total revenue, we expect our Island to be presented professionally and handled with dignity.

Some 16,000 people call Phillip Island their permanent home and we accommodate some 3million visitors each year, why can't we all experience and enjoy the area, presenting it as it should be, after all it's one of Australia's major tourist locations.

Phillip Island is the jewel in Bass Coast, so we think it's time to make it shine.

I look forward to receiving a written response to all points raised within our submission.

Peter McMahon



Peter Paul | President
Peter McMahon | Secretary
Peter McMahon | Treasurer

[Redacted contact information]

Facebook: <https://www.facebook.com/phillipislandvoice/>

[Redacted contact information]