

THE CITY OF
GREATER GEELONG

INTEGRATED TRANSPORT STRATEGY

PHASE 2 ENGAGEMENT REPORT

—

AUGUST 2025

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Executive Summary

The Integrated Transport Strategy is a document that will guide decision making on transport and land use planning for Greater Geelong. The strategy will supersede the Integrated Comprehensive Transport Plan that was previously adopted in 2015.

The City ran engagement for 6 weeks to capture community sentiment on current issues and future vision for active travel across Greater Geelong. The engagement will inform the development of the strategy itself.

Engagement overview

The community engagement period for the second phase of engagement on the Integrated Transport Strategy ran from April 11 to May 22, 2025, for a total of 41 days. The aim was to capture community sentiment surrounding the current issues, opportunities, and future vision for active travel across Greater Geelong.

How we engaged

The community engagement was run primarily online using four different tools:

- An online interactive map to capture current issues with - and positive aspects of - Geelong's current active travel networks.
- A survey to capture community sentiment and behaviors relating to active travel.
- A form to provide feedback on the proposed changes to Greater Geelong's Principal Bicycle Network (PBN) and Strategic Cycling Corridors (SCC).
- A Kids' Hub to encourage participation by the youngest members of community to celebrate active travel.

Who we engaged

It was key that the City obtained feedback from a wide range of transport users of different ages and backgrounds to ensure that the Greater Geelong community was represented throughout the engagement process.

- The Have Your Say page was visited by 1,200 people.

- 352 contributions were made on the interactive map.
- 175 people completed the survey.
- 24 contributions were made to the PBN and SCC feedback form.
- 3 activity sheet posts were made on the Kids' Hub.

What we heard

The feedback from those who engaged indicated that the community is more likely to choose to walk or ride a bicycle more often for everyday trips if:

- Footpaths were better connected and there were more safe crossings.
- Bicycle infrastructure was safer and better connected to places they want to travel.
- More bicycle parking and secure bicycle parking was available at destinations they visit often.

Participants identified that the main barriers to walking or riding more often are:

- Safety concerns due to traffic volumes and speed.
- The distance between some destinations and the amount of travel time required compared to other modes.
- The weather.

Participants indicated that they understand the broader health, environmental, social and community benefits of more people walking and riding more often. Personal cost savings and convenience were also factors when considering walking or riding for some regular trips.

What we will do

After conducting the community engagement for a 41-day period, the next steps for the development of the Integrated Transport Strategy are to:

- Collate and review engagement findings and produce an engagement report (this report).
- Conduct Phase 3 of engagement for the strategy.
- Develop the draft Integrated Transport Strategy.

- Present the draft Integrated Transport Strategy to the community for engagement.

Introduction

PROJECT BACKGROUND

The City is developing an Integrated Transport Strategy (ITS) for Greater Geelong in response to significant population growth that will supersede the Integrated Comprehensive Transport Plan, adopted in 2015.

The strategy will primarily respond to the aspiration of having a fast, reliable, and connected transport network as part of the City's vision for a "A Clever and Creative Future."

The strategy will respond to the following pillars our Council Plan 2025 - 29:

Core and Critical Infrastructure – Plan, deliver, manage and optimise core and critical infrastructure across the region

Healthy and Caring Community – Identify, promote, advocate for, and deliver equitable health and wellbeing outcomes for our diverse communities

Economic Development – Lead efforts to strengthen our diverse economy and workforce to enhance prosperity across our community

Heritage and Culture – Champion our unique heritage and culture

Environment and Circular Economy – Protect and enhance our unique natural environment and surrounds

Governance and Integrity – Commit to the highest levels of leadership, integrity, financial stewardship, and meaningful community engagement

Greater Geelong is experiencing significant development and population growth in greenfield (new) and infill (redevelopment of land in existing, built-up areas) locations. This growth is already placing pressure on the existing transport network and will continue to do so. In response to this increased network pressure, the ITS will have a focus on how Geelong can achieve a mode shift towards sustainable forms of transport to create a more vibrant and liveable city and region.

ENGAGEMENT PURPOSE

The purpose of this engagement was to:

- Understand the community's current views, values and future vision for active travel across Greater Geelong.
- Understand community sentiment when it comes to active travel.
- Understand what can enable uptake of active travel modes.

This information will be used to inform the development of the ITS.

ABOUT THIS REPORT

The purpose of this report is to:

- Collate the community feedback regarding issues and summarise common themes as they relate to active travel.
- Inform the community of engagement findings and maintain transparency in the information that shapes the City's decision and actions.
- Provide community input in the development of the Integrated Transport Strategy.

How we engaged

SNAPSHOT

The primary method of engagement was via the City of Greater Geelong's online Have Your Say (HYS) platform and was supported by several face-to-face drop-in sessions and conversations.

The engagement period was between 11 April and 22 May 2025 for a total of 41 days.

HAVE YOUR SAY ONLINE PLATFORM

An online HYS project page was designed to provide multiple options for community to submit feedback which included:

- Online Interactive Map
- Survey
- Principal Bicycle Network Feedback
- Kids' Wall Activity Sheet

SURVEY

The community was able to complete a survey that asked questions relating to:

- How interested they are in walking, wheeling and riding a bicycle or e-scooter to common destinations for every day, local trips.
- What prevents them from walking, wheeling and riding a bicycle or e-scooter more for every day, local trips.
- What would enable them to walk, wheel, and ride a bicycle or e-scooter more for every day, local trips.

175 responses to the survey were received.

ONLINE INTERACTIVE MAP

The community was invited to interact with an online mapping (shown in Figure 1) tool by:

- Dropping a pin on the map to provide an idea or comment.
- Voting on an existing pin.

Pins were categorised based on issues relevant to active travel infrastructure such as safety, missing links and shade as well as an "Other" category for feedback that did not align with any of the defined categories.

- 352 responses (pins) were provided using this tool from 112 unique contributors.
- 924 upvotes were given to the responses (pins).

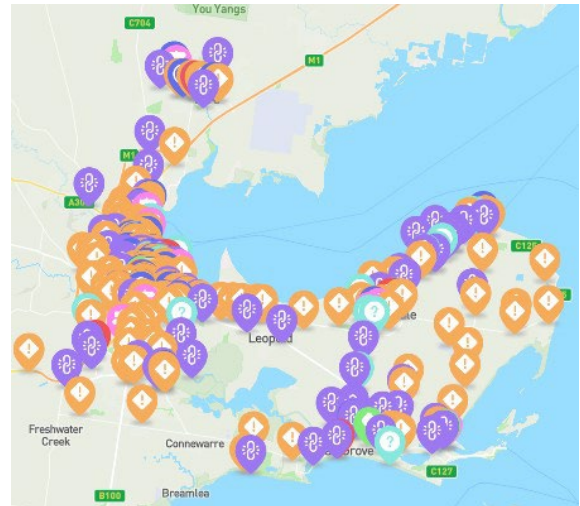


Figure 1 – Interactive map

PRINCIPAL BICYCLE NETWORK FEEDBACK

The community was invited to provide feedback on the proposed changes to Greater Geelong's Principal Bicycle Network (PBN) and Strategic Cycling Corridors (SCC) using an online form (shown in Figure 2).

- 59 feedback submissions were made from 24 people.
- 18 submissions were providing feedback on the proposed changes to the PBN and SCC in terms of the selected routes.
- The remaining 41 submissions were requests for infrastructure upgrades and have been considered as though they were responses on the interactive map.



Figure 2 – Principal Bicycle Network feedback

KIDS' WALL ACTIVITY

A children's activity sheet was shared on the HYS page encouraging kids to draw where they like to "walk, ride, scoot or roll across Greater Geelong."

- 3 activity sheets were posted to the Kids' Wall.
- There was a total of 11 likes on activity sheets posted to the Kids' Wall.
- 9 activity sheets were completed in classrooms and shared directly with City officers.



Figure 3 - Kids activity sheets

PROMOTION

The engagement was promoted using the following methods:

- Social media posts.
- Email to HYS members.
- Email to organisations, schools and community groups.
- City staff handing out promotional postcards in areas with high pedestrian activity such as local markets and shopping precincts.
- Advertised in person engagement sessions.

The most effective method for generating traffic on the HYS page was social media posts as each post coincided with a spike in the level of activity. It was also evident that direct emails to schools resulted in many of them sharing with their communities which generated activity that was specific to certain areas of Greater Geelong.

Who we engaged

WHO WE PLANNED TO ENGAGE

The intent was to reach a broad cross section of the community as the strategy has a long-term vision and covers the entire municipality. We reached out directly via email to invite participation from the following groups:

- Local schools
- Community groups
- Youth Council
- External stakeholders
- The broader community

PARTICIPATION

50 (29%) heard about the engagement through family and friends.

34 (19%) heard about the engagement through an email from being subscribed to the City's HYS platform.

28 (16%) heard about the engagement through social media posts.

18 (10%) heard about the engagement through their local school.

DEMOGRAPHICS

Most survey responses were from those aged between 40-44 which totalled 21% of all responses.

It is often difficult to engage with those aged under 18 and between 18-24 though the levels of engagement at 3% and 1% of responses was considered relatively successful noting that more can be done to engage these age groups in future stages of engagement.

Figure 4 provides a more detailed breakdown of survey participation by age groups.

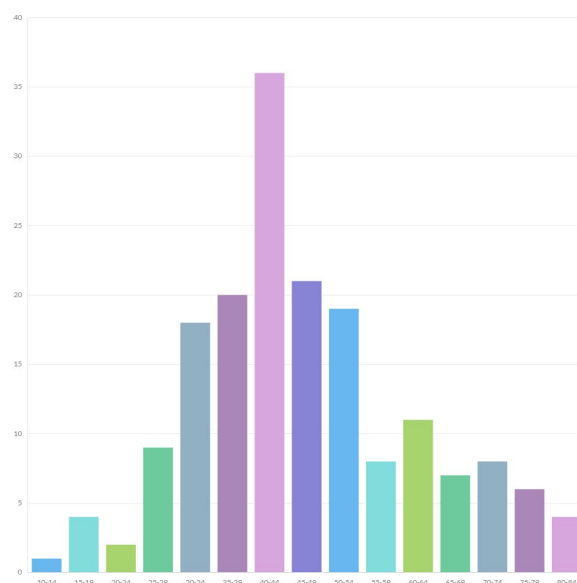


Figure 4 - Breakdown of survey participation by age

There was an even distribution of survey responses between men and women, Figure 5 provides a detailed breakdown of survey participation by gender.

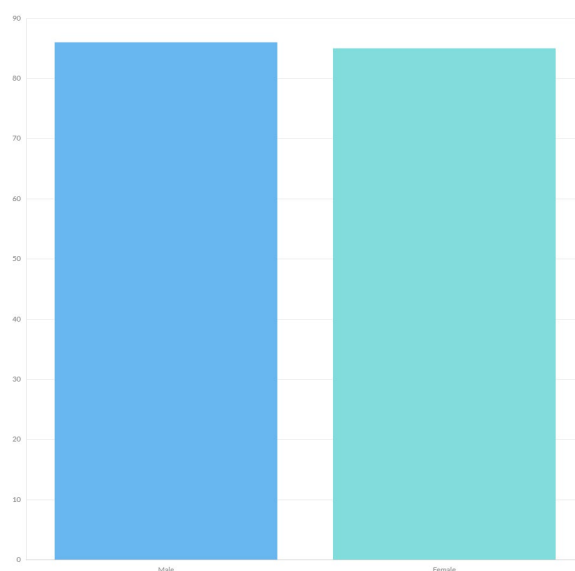


Figure 5 - Breakdown of survey participation by gender

Figure 6 provides a detailed breakdown of survey participation by identified groups with reasonable levels of representation from the migrant community (6%), LGBTIQA+ community (5%) and people with a disability (2%).

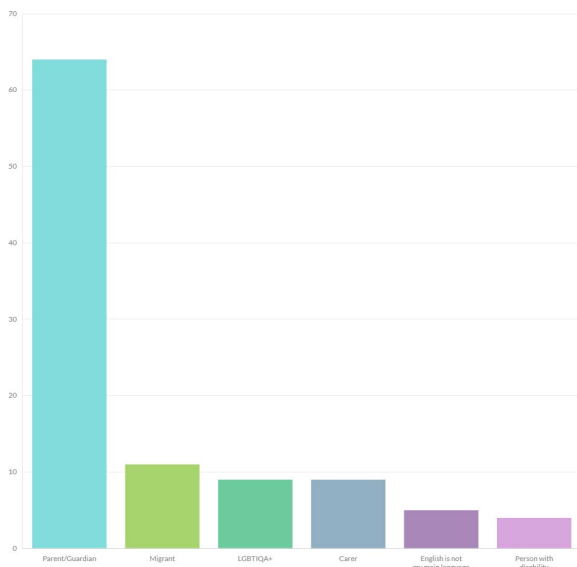


Figure 6 – Breakdown of survey participation by identified groups

The highest levels of response were from people who lived in the following suburbs:

- Geelong West (13%)
- Geelong (8%)
- Ocean Grove (7%)
- Highton (6%)
- Belmont (6%)

Figure 7 provides a detailed breakdown of participation by suburb of residence.

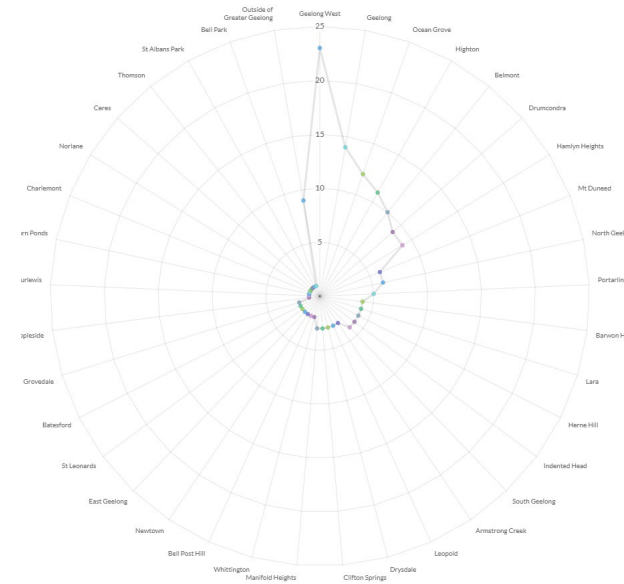


Figure 7 – Breakdown of survey participation by suburb

What we asked

Online Interactive Map

The community was asked to identify issues, opportunities for improvement and things they like about transport across the municipality as they relate to specific modes of transport or creating a sense of place. There was also the opportunity to upvote responses from other community members.

Survey

The community was invited to complete a survey that broadly asked questions relating to walking, riding and using micromobility devices.

A full copy of the survey questions is available in Appendix A.

Principal Bicycle Network Feedback

The community was presented with a map of proposed changes to the City's PBN and SCC networks and asked to provide feedback on the proposed changes. The map highlighted destinations such as local schools, shops and train stations to assist with providing feedback.

Kids' Wall

Children in the community were encouraged to post a drawing or picture of their favourite place to walk, ride, roll or scoot in Greater Geelong. The activity sheets were shared with local organisations and council managed early childhood education and care centres.

Why we asked

Online Interactive Map

The purpose of the interactive map was to understand where the current issues and opportunities with walking and bicycle infrastructure across the municipality. This information will assist the City to consider what targets and actions may be included in the final ITS and how they're prioritised.

Survey

The purpose of the survey was to understand the barriers and enablers to walking, riding and using micromobility and broadly gauge how interested the community is in walking, riding and using micromobility more to make everyday trips.

Principal Bicycle Network Feedback

The purpose of asking for feedback on the proposed PBN and SCC was to ensure the networks aligned with the community's expectation prior to seeking approval from the Department of Transport and Planning to make the necessary changes.

Kids' Wall

The purpose of the Kids Wall was to engage with the youngest members of our community in a fun and creative way.

What we heard

KEY FINDINGS OVERVIEW

The three main online tools that were used to capture community feedback were:

- Interactive map (to capture issues and good experiences with the current transport network).
- Survey (to capture current sentiment and enablers for use of different modes of transport).
- Vision board (to encourage and capture long term, strategic thinking).
- Kids' Wall (to encourage participation of our youngest community members)

Feedback has been analysed and several key themes were identified across all three of the tools used. A more detailed breakdown of findings for each tool has been provided in the sections following key themes and community values.

Key Theme 1:

The community recognises the need to support children travelling actively to school

Many parents expressed concerns that they do not feel safe allowing their children to walk or ride to school due to safety and traffic concerns. The overwhelming majority support the idea that children should be able to walk or ride to school.

Key Theme 2:

The community is asking for better bicycle infrastructure

People generally expressed concerns with riding due to the limited connectivity of infrastructure to get them to where they need to go. Providing off road paths, protected bicycle lanes and slower speeds for local streets were all considered appropriate for encouraging more people to ride more regularly for everyday trips.

Key Theme 3:

The community is asking for more secure bicycle parking

People mentioned that a key barrier to riding their bikes more was the fact that there is limited or no parking available.

Key Theme 4:

The community is asking for better footpaths and crossings

People were concerned about the connectivity of footpaths in their local areas and cited that crossing busy roads with no pedestrian crossings was a deterrent to walking more often.

Key Theme 5:

The community is concerned about safety due to traffic

People generally expressed concern about the speed and volume of traffic when walking near busy roads, crossing the road or riding a bicycle on the road adjacent to moving traffic.

Key Theme 6:

Distance, time and weather are key barriers to walking and riding

Many people felt that the distances they travel for several trips are too far for walking or riding alone. Some people recognised that combining walking or riding with public transport or driving and parking a short walk or ride from their end destination can enable further distances to be travelled.

Key Theme 7:

The community recognises the health benefits of walking and riding

People recognised the mental and physical health benefits from incidental exercise associated with walking and riding for everyday trips.

Key Theme 8:

The community recognises the environmental benefits of walking and riding

Many people identified the fact that for every person walking or riding for transport that it's one less car on the road releasing vehicle emissions, causing traffic and creating noise.

Key Theme 9:

The community recognises the social and community benefits of walking and riding

Several people identified that they enjoy walking and riding as a way of connecting with friends,

family and the broader community. People also like to take advantage of being outdoors to enjoy our region's unique natural landscapes.

Key theme 10:

The community recognises the cost savings and convenience of walking and riding

Many people acknowledged the cost savings associated with paying less for petrol, parking and vehicle costs. It was also highlighted that in some instances riding or walking can be as just as fast as, if not faster than, driving depending on distance travelled and traffic at the time.

Breakdown of findings

ONLINE INTERACTIVE MAP

The categories available in the interactive map produced the following level of responses:

- 1. Safety (51%) – 178 pins – 406 upvotes.
- 2. Missing Link (23%) – 82 pins – 227 upvotes.
- 3. Priority Crossing (12%) – 43 pins – 177 upvotes.
- 4. Wayfinding (3%) – 10 pins – 16 upvotes.
- 5. Bicycle Parking (3%) – 9 pins – 36 upvotes.
- 6. Shade (2%) – 7 pins – 16 upvotes.
- 7. Lighting (1%) – 3 pins – 15 upvotes.
- 8. Other (6%) – 20 pins – 31 upvotes.

All contributions are available to view online at <https://yoursay.geelongaustralia.com.au/ITS/ITSm ap>.

Priority Crossing



Figure 8 – Map of contributions in the Priority Crossing category.

Verbatim responses from most upvoted pins:

“This crossing should be pedestrian priority. With the nearby train station, pedestrian volumes are significant, but cars routinely do not drive safely through

the area and congestion is increasing with new train traffic volumes. A pedestrian crossing here would help prioritise safer access for pedestrians.”
At the entrance to South Geelong station from Yarra Street, South Geelong

“Cars entering the park here do not look for pedestrians, often turning at high speeds and risking a dangerous collision with a pedestrian. This access point should be removed for cars, but if this is not possible, it should at least include a priority pedestrian crossing.”
At the entrance to Kardinia Park from Latrobe Terrace, South Geelong

“This section of Fyans Street is very dangerous for pedestrians despite being heavily used. Narrowing road widths at Hopkins Street and on Fyans Street itself, while adding a pedestrian priority crossing at Hopkins would reduce dangerous driving and improve safety for pedestrians.”
At the intersection of Fyans Street and Hopkins Street, South Geelong

“Missing priority crossings make these slip lanes extremely dangerous for pedestrians. Raised, priority crossings are required on both slip lanes to improve safety.”
At the intersection of High Street, Barrabool Road, Moorabool Street and Barwon Heads Road, Belmont

Table 1 –Suburbs with the most contributions in the Priority Crossing category.

Location	Total Contributions	% Contributions
Geelong	7	16.3%
Geelong West	6	14.0%
Lara	4	9.3%
South Geelong	4	9.3%

Location	Total Contributions	% Contributions
Belmont	3	7.0%
Drysdale	3	7.0%
Drumcondra	2	4.7%
Breakwater	2	4.7%
East Geelong	2	4.7%
Thomson	2	4.7%

Bicycle Parking

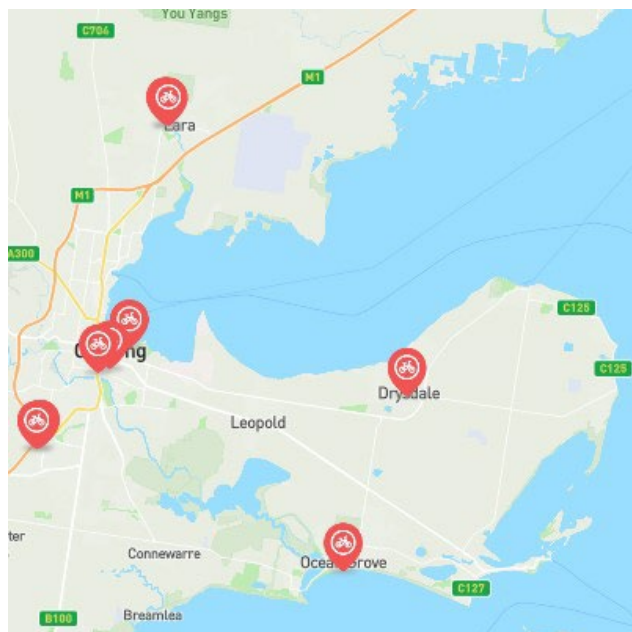


Figure 9 – Map of contributions in the Bicycle Parking category

Verbatim responses from most upvoted pins:

“Re-establish bicycle rack at beach access, improve style to support other personal transport units. Consider a rail or like at other beach accessways for securing units.”

Beach access from Hodgson Street, Ocean Grove

“There is no visible bicycle parking in this centre.”

Geelong Homemaker Centre, Waurin Ponds

“No bike parking at Drysdale bus interchange or nearby, southside next to the neighbourhood centre would be best for quick transfer onto buses into Geelong.”

Drysdale Village Shopping Centre bus stop on High Street, Drysdale

Table 2 – Suburbs with the most contributions in the Bicycle Parking category.

Location	Total Contributions	% Contributions
Lara	2	22.2%
Waurin Ponds	2	22.2%
South Geelong	2	22.2%
Geelong	1	11.1%
Drysdale	1	11.1%
Ocean Grove	1	11.1%

Missing Link

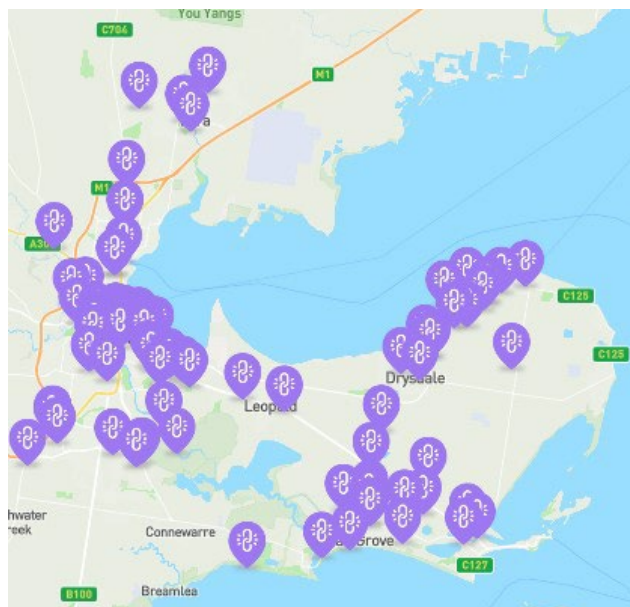


Figure 10 – Map of contributions in the Missing Link category.

Verbatim responses from most upvoted pins:

“No good link between geringhap st bike path and waterfront shared paths.”

At the intersection of Gheringhap Street, Mercer Street and Malop Street, Geelong

“Complete the shared trail on the foreshore between Clifton Springs & Portarlington, as raised in many previous surveys and ranked as 'Network gap prioritisation #4' in the 'Shared Trails Masterplan 2020' with a score of '36.5'.”

Portarlington and Clifton Springs

“The green spine project needs to be completed through to the Eastern Gardens.”

Malop Street, Geelong

“No safe cycle lanes along High street.”

High Street, Belmont

Table 3 – Suburbs with the most contributions in the Missing Link category.

Location	Total Contributions	% Contributions
Geelong	9	11.0%
Ocean Grove	7	8.5%
Bellarine	7	8.5%
Drysdale	5	6.1%
Lara	4	4.9%
Newtown	4	4.9%
Wallington	4	4.9%
North Geelong	3	3.7%
Waurm Ponds	3	3.7%
Charlemont	3	3.7%

Safety

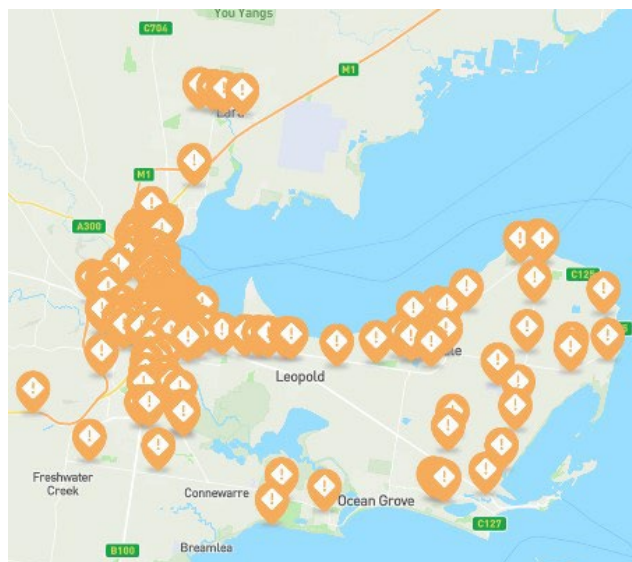


Figure 11 – Map of contributions in the Safety category.

Verbatim responses from most upvoted pins:

“This footpath is extremely narrow on a busy road, and fenced on the wrong side. This is always dangerous, but on game days, is a serious accident waiting to happen. Double the width of this footpath and add jersey barriers between the shared path and the road here.”

On the south side of Moorabool Street bridge over Barwon River, Belmont

“70km/h through the centre of our city is dangerous for pedestrians and cyclists, unpleasant for residents, and deters crossing the road for shopping and services. Advocate to VicRoads for a reduction to 60kmh from Gordon Avenue to the river.”

Latrobe Terrace, Geelong

“The crossing of a very busy intersection is very difficult on bike with 2 young kids enroute to school. The mismatch of pedestrian signals means you always get caught on a tiny island right beside heavy high speed traffic”

At the intersection of Church Street and Pakington Street, Geelong West

“This intersection is extremely dangerous and hostile to pedestrians and cyclists. Slip lanes lack pedestrian priority, light changes take an extended amount of time requiring passengers to wait for long times on the side of a busy road, there are no safe crossing points for cyclists, and accidents are frequent. Pedestrian safety improvements, bollards, bike infrastructure and reduce speed limits would all significantly improve safety at this priority intersection for pedestrians and cyclists (as one of the only east-west connections in the area).”

At the intersection of Latrobe Terrace, Fyans Street and West Fyans Street, South Geelong

Table 4 – Suburbs with the most contributions in the Safety category.

Location	Total Contributions	% Contributions
Geelong	24	13.5%
Belmont	11	6.2%
Geelong West	11	6.2%
South Geelong	10	5.6%
Drysdale	10	5.6%
North Geelong	9	5.1%
Thomson	8	4.5%
Newtown	8	4.5%
Highton	6	3.4%
Armstrong Creek	6	3.4%

Shade

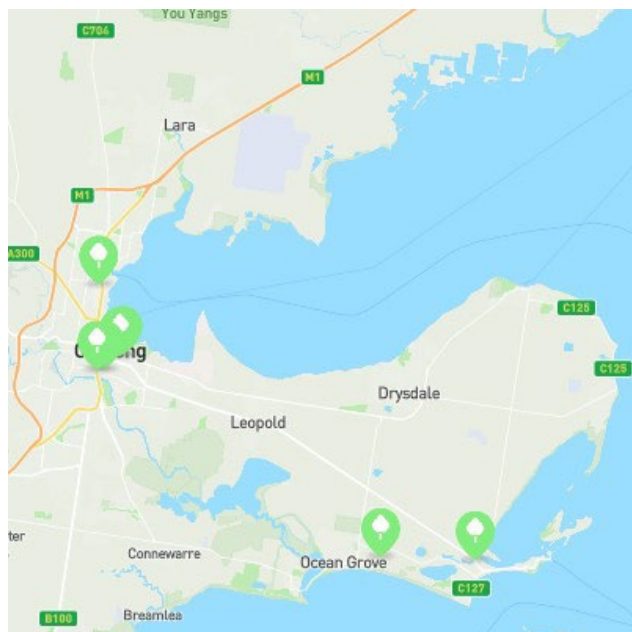


Figure 12 – Map of contributions in the Shade category.

Verbatim responses from most upvoted pins:

“Latrobe Terrace is an ugly concrete strip that’s unpleasant to walk or ride near, and an unattractive entrance to Geelong. Plant large canopy trees along the full length and in medians where possible.”
Latrobe Terrace, Newtown

“It’s a barren and noisy footpath along this busy section of road in front of the hospital.”
Ryrie Street, Geelong

“Now that the South Geelong UDF has been adopted, accelerate street tree planting on sides and median of Moorabool Street per design guidelines. This is a major active transport route but very exposed in Summer.”
Moorabool Street, South Geelong

Table 5 – Suburbs with the most contributions in the Shade category.

Location	Total Contributions	% Contributions
Geelong	2	28.6%
North Geelong	1	14.3%
Newtown	1	14.3%
South Geelong	1	14.3%
Swan Bay	1	14.3%
Ocean Grove	1	14.3%

Lighting

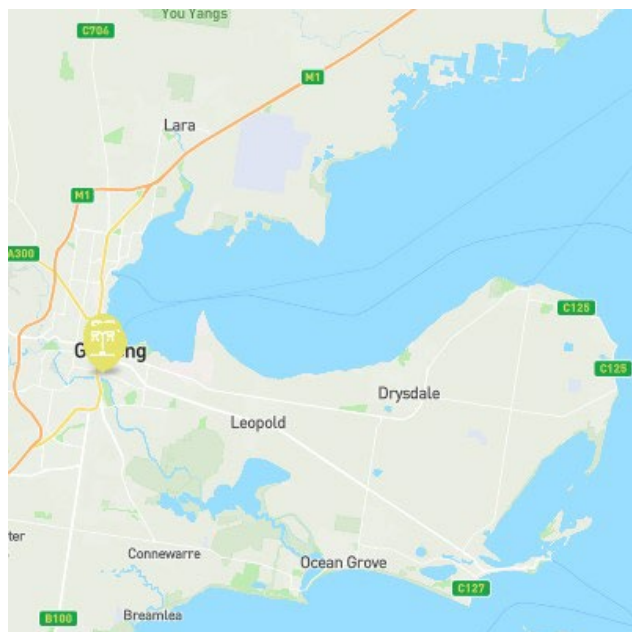


Figure 13 – Map of contributions in the Lighting category.

Verbatim responses from most upvoted pins:

“This pedestrian priority crossing is great, but needs lighting – I’ve experienced two near-missed here in winter where drivers have not seen me while crossing due to poor lighting. This should including flashing pedestrian lights to reinforce this is a priority pedestrian crossing.”

At the intersection of Moorabool Street and Park Crescent, South Geelong

“Yarra Street and surrounding streets are incredibly dark at night in winter, despite being heavily used by pedestrians accessing the train station. Low-impact street lighting could be installed to make the area safer for pedestrians without distributing residents.”

Yarra Street, South Geelong

Table 6 – Suburbs with the most contributions in the Lighting category.

Location	Total Contributions	% Contributions
South Geelong	2	66.7%
Geelong	1	33.3%

Wayfinding

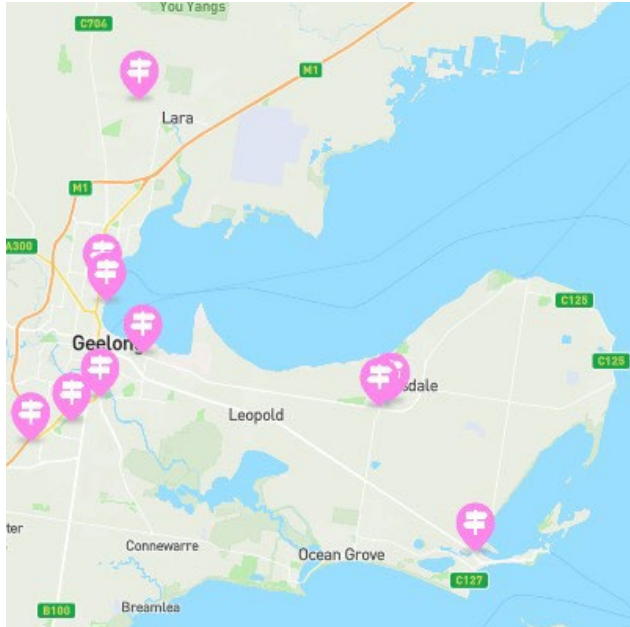


Figure 14 – Map of contributions in the Wayfinding category.

Verbatim responses from most upvoted pins.

“Is this part a shared path? It is shown in the old Geelong Active Travel Map and the Arevo app by RACV as a shared path and a lot of cyclists use this one to get from Ghazeepore Rd and Waurin Ponds Trail to Colac Rd and Pigdons Rd. However, there is no signage showing that it is a shared path.”
Colac Road, Waurin Ponds

“Some signs pointing cyclists to Lara and the Spirit of Tassie berth would be appreciated.”
Bay Trail, Rippleside

“Signs pointing to the Botanic Gardens; sign pointing to City Centre/railways station.”
Eastern Park, Geelong

“Signage needed here as this is the main junction between The Point and the rail trail.”
Point Lonsdale

Table 7 – Suburbs with the most contributions in the Wayfinding category.

Location	Total Contributions	% Contributions
Belmont	2	20.0%
Drysdale	2	20.0%
Lara	1	10.0%
North Geelong	1	10.0%
Waurin Ponds	1	10.0%
East Geelong	1	10.0%
Swan Bay	1	10.0%
Rippleside	1	10.0%

Other

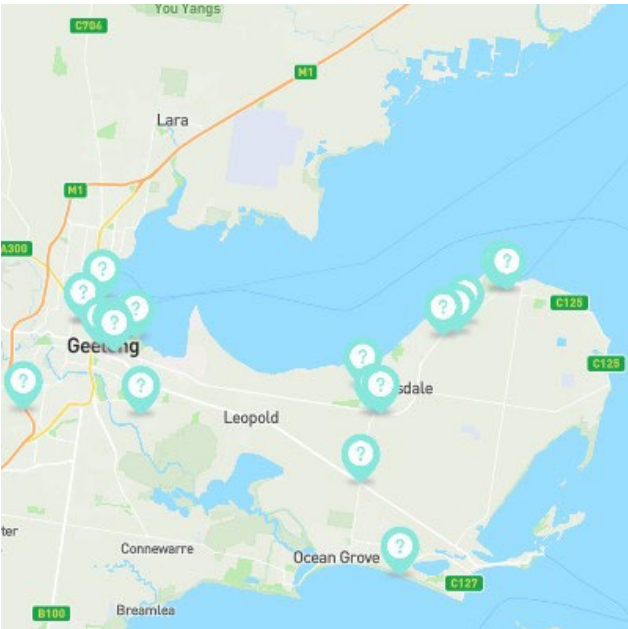


Figure 15 – Map of contributions in the Other category.

Verbatim responses from most upvoted pins.

“There is a definite need for bikes to get to Drysdale from Portarlington. The main road is far too dangerous to ride along.”
Portarlington Road, Portarlington and Drysdale

“Its frustrating as a pedestrian with busy traffic light intersections such as this one, that I still have to press the button to cross. It means that in most cases I have to wait for a full rotation of lights to get across.”
At the intersection of Malop Street and Bellerine Street, Geelong

“Not placing outdoor dining seating in the spaces between the trees and beside the bike lane is a missed opportunity for those businesses.”
Gheringhap Street, Geelong

“Great example of how an underpass can make an area so much safer for walking, wheeling, riding, and micromobility. Safe and direct connection to sports and schools is such a valuable asset and it is

well used.”

Underpass to Peninsula Drive, Drysdale

Table 8 – Suburbs with the most contributions in the Other category.

Location	Total Contributions	% Contributions
Geelong	4	20.0%
Bellarine	3	15.0%
Geelong West	2	10.0%
Drysdale	2	10.0%
Portarlington	2	10.0%
Rippleside	1	5.0%
Wandana Heights	1	5.0%
East Geelong	1	5.0%
St Albans Park	1	5.0%
Curlewis	1	5.0%

SURVEY

There were 175 surveys completed during the engagement period. It is worth noting that some questions allowed people to select multiple options and total number of responses is greater than total number of surveys. These questions have been marked with an asterisk (*) below

Do you have children that attend school, kinder or childcare?

53% of participants answered that they do not have children that attend school, kinder or childcare and 47% do.

Figure 16 provides a detailed breakdown of answers to this question.

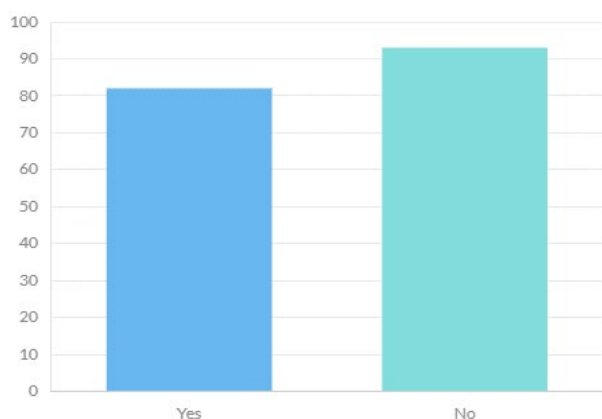


Figure 16 – Responses to “Do you have children that attend school, kinder or childcare?”

*Which of these do your children attend? (select all that apply)**

50% of parents/guardians indicated that they care for primary school aged children amongst those that answered yes to the question “Do you have children that attend school, kinder or childcare?”

Figure 17 provides a detailed breakdown of answers to this question.

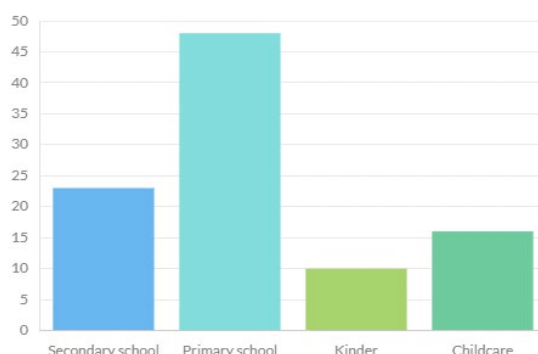


Figure 17 – Responses to “Which of these do your children attend? (select all that apply)”

Do you identify as having a disability that requires an aid when moving around?

2% of participants indicated that they require an aid for transport purposes.

Figure 18 provides a detailed breakdown of answers to this question.

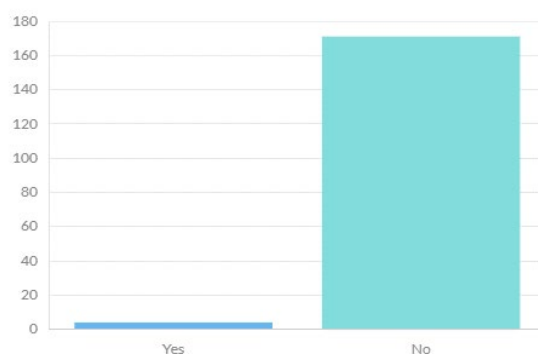


Figure 18 – Responses to “Do you identify as having a disability that requires an aid when moving around?”

Thinking about the different destinations that you visit in your everyday travels, which of these, if any, are you interested in walking/wheeling to/from?

55% of participants answered that they are interested in walking to their place of work or study.

Participants were generally more likely to be interested in riding a bicycle for the purposes of going to the supermarket or shops (91%) and social, sport or recreational activities (83%) or to catch public transport (82%).

Figure 19 provides a detailed breakdown of answers to this question.

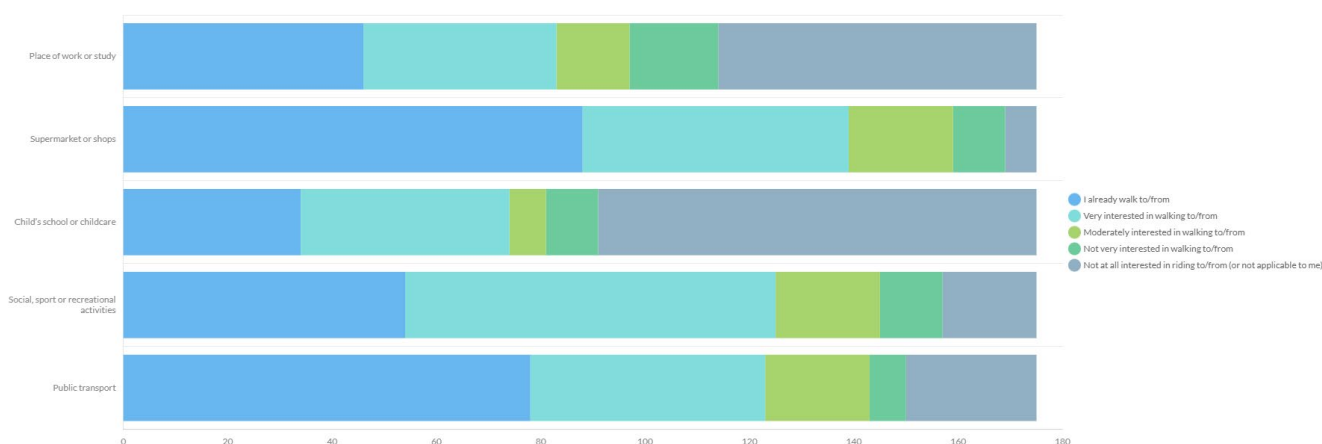


Figure 19 - Responses to "Thinking about the different destinations that you visit in your everyday travels, which of these, if any, are you interested in walking/wheeling to/from?"

The responses relating to walking/wheeling to and from a child's school or childcare have been broken down according to parent/guardian status and education facility type for participants that are parents/guardians. These results are shown in Table 9 and Table 10 respectively.

Table 9 – Breakdown of level of interest in walking to child's school, kinder or childcare based on education type

Destination	Already walking	Interested	Not interested
Secondary school	35%	43%	22%
Primary school	52%	42%	6%
Kinder	60%	10%	30%
Childcare	31%	44%	25%

Table 10 – Breakdown of level of interest in walking to child's school, kinder or childcare based on parent or guardian status

Parent/Guardian	Already walking	Interested	Not interested
Yes	39%	44%	17%
No	2%*	12%	86%

*it is highly likely that survey participants incorrectly identified themselves as not having children that attend school, kinder and/or daycare.

Is there anything that prevents you from walking/wheeling more for your everyday travels? (eg. distance, time, carrying items, safety, traffic, weather, travelling with kids etc.)

This was an open text question and the most common themes from responses were a lack of feeling safe whilst walking and the distances between home and destination such as work, school and shops.

Figure 20 provides a detailed breakdown of answers to this question.

Safety	56 responses
Distance	50 responses
Lack of pedestrian crossings	32 responses
Travelling with kids	31 responses
Missing or unsuitable footpaths	26 responses
Carrying items	19 responses
Time	18 responses
Vehicle traffic	16 responses
Weather	11 responses
Lack of public transport	10 responses
Telegraph bridge safety concerns	10 responses
None	7 responses

Figure 20 - Most common response themes amongst responses to "Is there anything that prevents you from walking/wheeling more for your everyday travels?"

To what extent do you agree or disagree with the following statement? I feel that children should be able to walk/wheel from their home (at least part of the way) to and from school.

98% of participants agreed with the statement in this question.

Figure 21 provides a detailed breakdown of answers to this question.

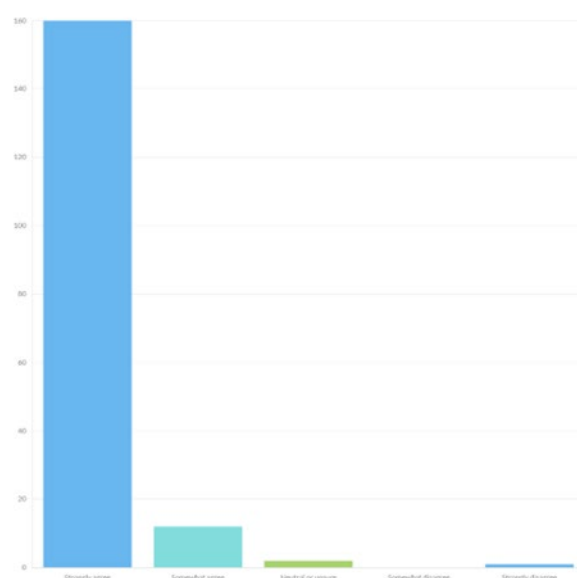


Figure 21 – Responses to “To what extent do you agree or disagree with the following statement? I feel that children should be able to walk/wheel from their home (at least part of the way) to and from school.”

When walking/wheeling near places of activity, how do you feel about your wait time at traffic lights?

More than half of participants felt as though their wait time as a pedestrian at traffic lights is either far too long or a bit too long and 45% of participants felt as though the wait is about right.

Figure 22 provides a detailed breakdown of answers to this question.

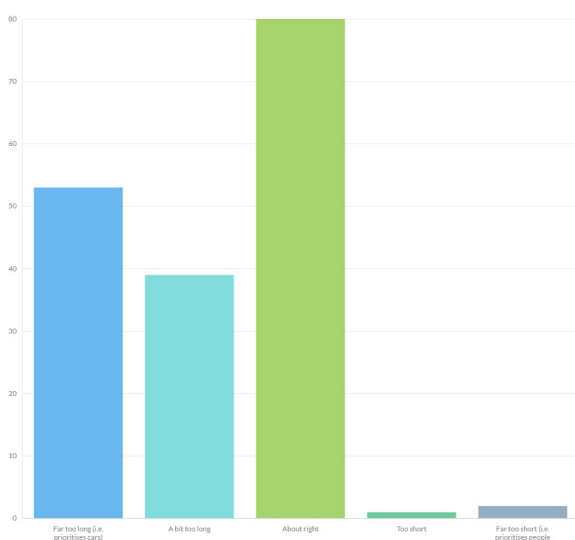


Figure 22 – Responses to “When walking/wheeling near places of activity, how do you feel about your wait time at traffic lights?”

When walking/wheeling near places of activity, do you think you should have to press a button to cross at traffic lights, or should pedestrian crossing signals be on automated timers?

41% of participants felt as though they should have to press the pedestrian button at traffic lights and 38% felt as though the pedestrian green light phase should be on an automated timer.

Figure 23 provides a detailed breakdown of answers to this question.

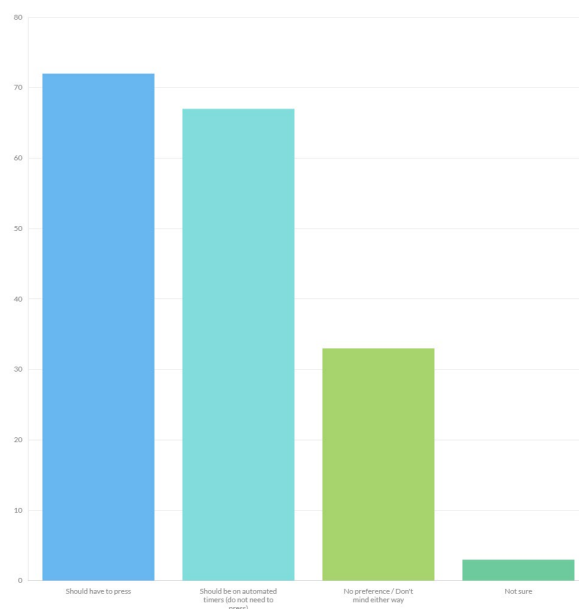


Figure 23 – Responses to “When walking/wheeling near places of activity, do you think you should have to press a button to cross at traffic lights, or should pedestrian crossing signals be on automated timers?”

What's your favourite part of Greater Geelong to walk/wheel in?

The Geelong Waterfront and Barwon River were the top 2 locations mentioned when participants were asked to name their favourite part of Greater Geelong to walk/wheel in. The rest of the most common responses are shown in Figure 24.

The most common themes across all the responses were that people enjoy walking/wheeling:

- in natural environments,
- along coastal areas and beaches,
- along dedicated walking trails and shared paths,
- in urban environments with on-street activity.

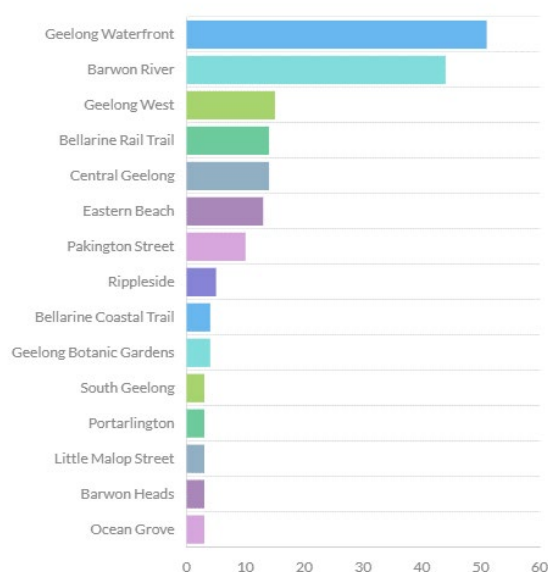


Figure 24 - Most common places identified as "your favourite part of Greater Geelong to walk/wheel in"

And why do you say that?

Participants highlighted several reasons that why that fall broadly into the following categories:

- Safety and separation from traffic
- Natural beauty and scenery
- Accessibility and connectivity to amenities
- Quality and design of paths
- Social aspects and community feel

Whilst the feedback was generally positive, participants also raised issues with accessing these parts of Greater Geelong citing difficulties for those with accessibility requirements and the need to cross busy roads.

What would be your number 1 priority infrastructure project that would encourage you to walk/wheel more often for your everyday travels?

The five key themes that emerged from responses to this question were investment in:

- Pedestrian Crossings and Improved Safety for Pedestrians at Busy Intersections
- Pedestrian Overpasses and Bridges
 - Latrobe Terrace
 - Telegraph Bridge
 - Rail lines
 - Barwon River
- Lower Speeds and Traffic Calming Near Schools
- Footpaths and Connectivity in Local Neighbourhoods
- Improved Public Transport to Enable Walking to Get You Further
- Safety and Amenity Improvements
 - Public lighting
 - Shade
 - Cleanliness

Thinking about the different destinations that you visit in your everyday travels, which of these, if any, are you interested in riding a bike or e-bike to/from?

62% of participants answered that they are interested in riding to their place of work or study and 56% of participants were interested to riding to public transport.

Participants were generally more likely to be interested in riding a bicycle for the purposes of going to the supermarket or shops (73%) and social, sport or recreational activities (78%).

Figure 25 provides a detailed breakdown of answers to this question.

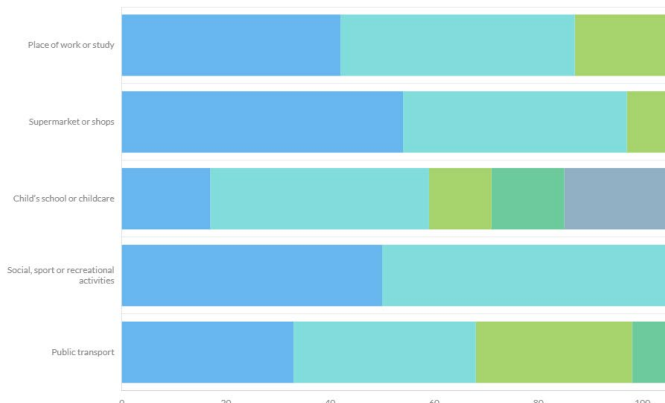


Figure 25 - Responses to "Thinking about the different destinations that you visit in your everyday travels, which of these, if any, are you interested in riding a bike or e-bike to/from?"

The responses relating to riding to and from a child's school or childcare have been broken down according to parent/guardian status and education facility type for participants that are parents/guardians. These results are shown in Table 11 and Table 12 respectively.

Table 11 – Breakdown of parent/guardian level of interest in riding a bike or e-bike to child's school, kinder or childcare based on facility type

Parent/Guardian	Already	Interested	Not interested
Yes	18.3%	52.4%	29.3%
No	2.2%	11.8%	86.0%

Table 12 – Breakdown of level of interest in riding a bike or e-bike to child's school, kinder or childcare based on parent or guardian status

Destination	Already	Interested	Not interested
Secondary school	13.0%	52.2%	34.8%
Primary school	14.6%	58.3%	27.1%
Kinder	10.0%	50.0%	40.0%
Childcare	18.8%	37.5%	43.8%

When was the last time you rode a bike?

50% of participants indicated that they had rode a bike in the last week. 1 in 5 participants had not ridden a bike in over a year.

Figure 26 provides a detailed breakdown of answers to this question.

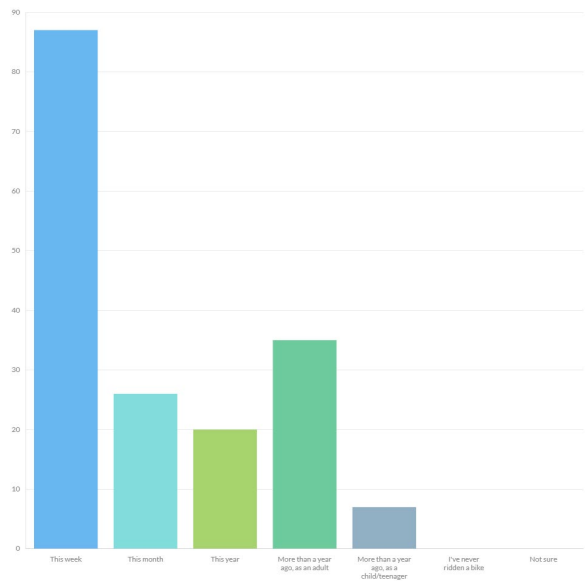


Figure 26 – Responses to “When was the last time you rode a bike?”

Is there anything that prevents you from riding a bike more for your everyday travels? ((eg. distance, time, carrying items, safety, traffic, weather, travelling with kids etc.))

This was an open text question and the most common themes from responses were a lack of feeling safe whilst riding, the lack of dedicated infrastructure for bicycles and the amount of traffic on many roads.

Table 13 provides a breakdown of the most common keyword themes in answers to this question.

Table 13 – Keyword themes from responses to “Is there anything that prevents you from riding a bike more for your everyday travels? ((eg. distance, time, carrying items, safety, traffic, weather, travelling with kids etc.))”

Safety	66 responses
Lack of infrastructure	49 responses
Traffic	41 responses
Travelling with kids	28 responses
Distance	24 responses
Time	15 responses
Weather	14 responses
Carrying items	9 responses
Bike parking	8 responses
No bike	6 responses
Health/injury	6 responses

How interested are you in riding a bike more often?

73% of participants indicated that they were moderately or very interested in riding a bicycle more often.

It is worth noting that 60% of participants that had last rode a bike over a year ago indicated that they were moderately or very interested in riding a bike more often. Further, 90% of participants that had rode a bike in the last month or year very moderately or very interested in riding a bike more often.

Figure 27 provides a detailed breakdown of answers to this question.

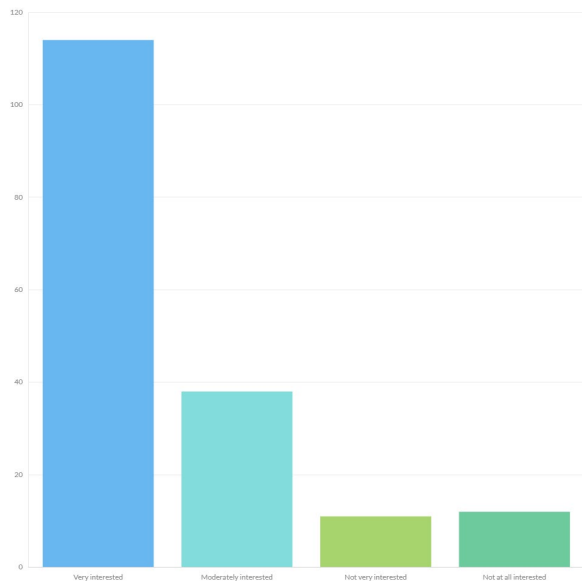


Figure 27 – Responses to “How interested are you in riding a bike more often?”

Is there anything that would make you more likely to ride a bike on a regular basis or more often? (eg. secure bike parking, e-bike charging facilities, showers at destination etc.)

The most common themes that participants mentioned would encourage them to ride more often is the availability of a safe, connected network and secure bike parking at destinations.

Table 14 provides a breakdown of all the key theme identified in the responses.

Table 14 – Key themes from responses to “Is there anything that would make you more likely to ride a bike on a regular basis or more often? (eg. secure bike parking, e-bike charging facilities, showers at destination etc.)”

Infrastructure (bike lanes/paths, network)	79 responses
Secure Parking (bike parking/storage)	40 responses
Connectivity (continuous network links)	22 responses
No Interest/Nothing (no change, already ride)	14 responses
Kids/Schools (child-friendly routes)	12 responses
Showers/End-of-Trip (showers, lockers)	9 responses
Lighting (better lighting)	8 responses
Public Transport Integration (multi-modal, bikes on PT)	8 responses
Speed Limits (lower speed/traffic calming)	6 responses

Do you own any of the following?

Participants were asked whether they own an e-bike or cargo bike/e-cargo bike to indicate a baseline of ownership rates of bicycles that allow for carrying capacity and travel distances with relative ease.

Most participants indicated that they do not own such a bicycle though 15% own an e-bike and 8% own a cargo bike/e-cargo bike.

Figure 28 provides a detailed breakdown of answers to this question.

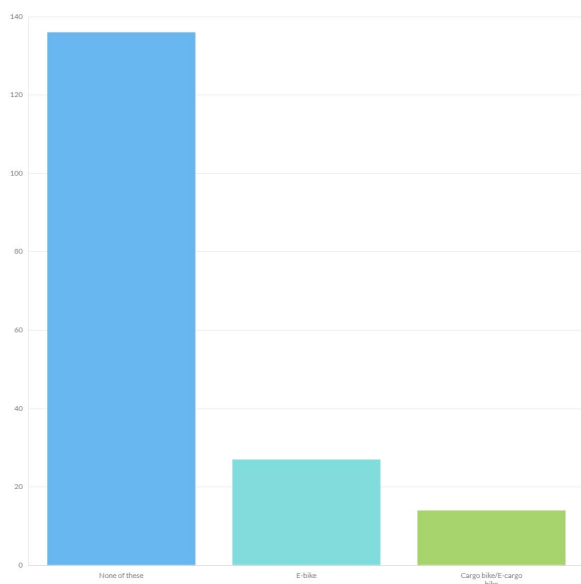


Figure 28 – Responses to “Do you own any of the following?”

Have you ever ridden an e-bike and/or an e-cargo bike?

Participants were asked this question if they responded, “None of these” to the question “Do you own any of the following?”.

Of the 136 participants, 35% had previously ridden an e-bike or e-cargo bike indicating that some participants had familiarity with these types of bicycles.

Figure 29 provides a detailed breakdown of answers to this question.

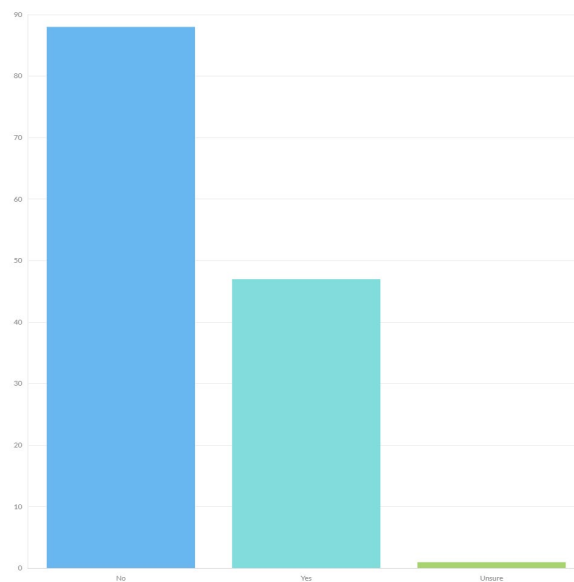


Figure 29 – Responses to “Have you ever ridden an e-bike and/or an e-cargo bike?”

What tools do you use to choose your riding routes? (e.g. navigation app on phone, ask someone you know, ask people on an online forum, on-street signage)

This question was asked of participants who answered that they had rode a bike in the last week or month and allowed for an open text response. The 99 responses have been grouped into four themes and many responses related to multiple themes.

Table 15 – Grouped responses from the question “What tools do you use to choose your riding routes? (e.g. navigation app on phone, ask someone you know, ask people on an online forum, on-street signage)”

Navigation Apps & Digital Tools	66 responses
Personal Knowledge/Experience	31 responses
On-Street Signage & Official Maps	23 responses
Social/Community Advice	13 responses

The most common digital navigation tools were Google Maps (22), Strava (11), Arevo (3) and Apple Maps (3). A few other tools were named though the remaining responses that mentioned digital navigation were unspecified tools (22).

To what extent do you agree or disagree with the following statement? I feel that children should be able to ride a bike from their home (at least part of the way) to and from school.

98% of participants agreed with the statement in this question which indicates a very strong level of support for projects and initiatives that support children to ride to and from school.

Figure 30 provides a detailed breakdown of answers to this question.

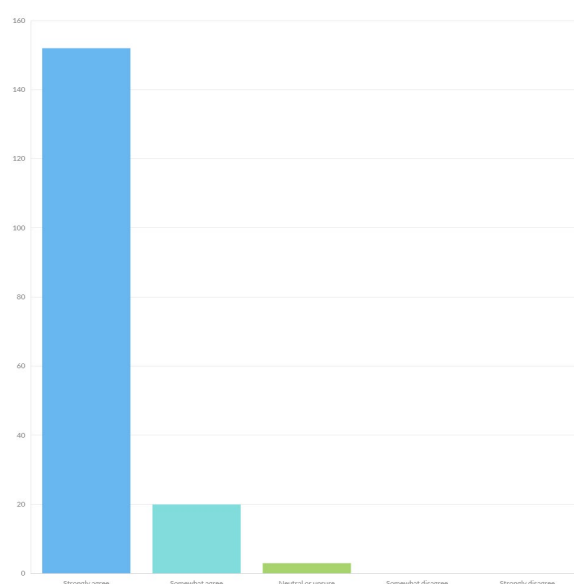


Figure 30 – Responses to “To what extent do you agree or disagree with the following statement? I feel that children should be able to ride a bike from their home (at least part of the way) to and from school.”

What do you feel are the main benefits of bike riding for everyday travel? (e.g. riding to the supermarket, work, study, childcare, social, sport or recreational activities)?

This was an open text question and keywords have been drawn from responses, Table 16 shows a breakdown of how many responses were related to each of the keywords.

The most common themes were that participants felt that riding a bike for everyday travel improves physical and mental health, reduces traffic congestion because every person on a bike is a person not creating car traffic, creates greater social and community connection and it is often the cheaper and more convenient mode of transport depending on the trip distance.

Table 16 – Grouped keywords in response to “What do you feel are the main benefits of bike riding for everyday travel? (e.g. riding to the supermarket, work, study, childcare, social, sport or recreational activities)?”

Health	87 responses
Exercise	32 responses
Road(s)	32 responses
Traffic	29 responses
Social/Community	24 responses
Environment	21 responses
Parking	21 responses
Pollution	20 responses
Congestion	20 responses
Emissions	17 responses
Fitness	17 responses
Cost (Savings)	12 responses

Do you own any of the following riding devices?

93% of participants answered that they do not own any of the identified micromobility devices in this question. 6% of people own an e-scooter.

Figure 31 shows a breakdown of responses to this question.

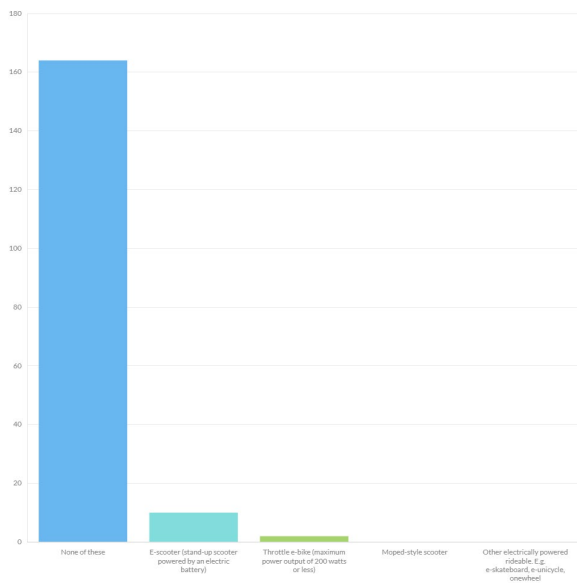


Figure 31 – Responses to “Do you own any of the following riding devices?”

Thinking about the different destinations that you visit in your everyday travels, which of these, if any, are you interested in riding a micromobility device to/from?

70-80% of participants were generally not interested in riding a micromobility device for everyday trips and this was consistent across different trip purposes. The remaining 20-30% of participants were at least moderately interested in doing so.

Figure 32 provides a detailed breakdown of answers to this question.

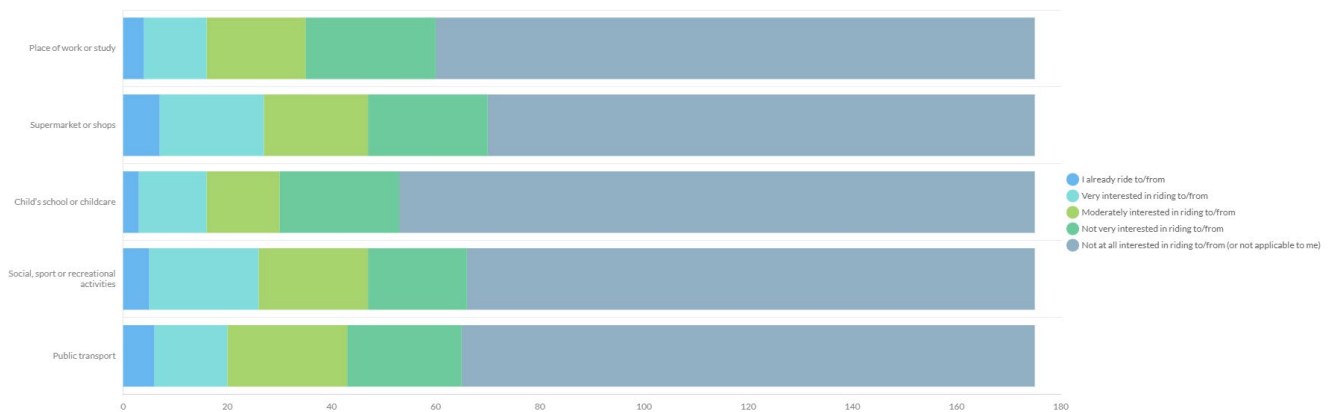


Figure 32 - Responses to "Thinking about the different destinations that you visit in your everyday travels, which of these, if any, are you interested in riding a micromobility device to/from?"

Is there anything that would make you more likely to use a micromobility device on a regular basis or more often?

There was less interest in the use of micromobility though many participants mentioned their preference for riding their bicycle/e-bike as it provides greater utility.

These results may indicate that more can be done to engage with people who regularly use micromobility or would consider doing so.

Table 17 provides a breakdown of responses containing key themes.

Table 17 – Key themes from responses to the question “Is there anything that would make you more likely to use a micromobility device on a regular basis or more often?”

No interest	33 responses
Infrastructure	20 responses
Clear regulations	8 responses
Lower cost	7 responses
Secure parking	7 responses
Shared devices	5 responses

What would be your number 1 priority infrastructure project that would encourage you to ride a bike or micromobility device more often for your everyday travels?

The four key themes that emerged from responses to this question were investment in:

- Protected Bike Lanes and Separation from Traffic
- A Connected and Continuous Cycling Network
- Off-Road Paths and Shared Trails
- Safer intersections, Speed reductions, and Traffic Calming

Some specific project ideas that participants highlighted were:

- Belmont – Grovedale route via Torquay Rd
- High Street, Belmont bike lanes
- Safer connection to Geelong train station
- Pakington Street bike lanes
- Ocean Grove – Drysdale route
- Barwon Heads – Geelong route via off road path

PRINCIPAL BICYCLE NETWORK FEEDBACK

The 18 responses to the PBN feedback form that were relevant to the task of reviewing the network as a planning tool have been noted. Most of the comments were positive about the proposed changes or providing feedback about minor alignment changes required for the network link to existing paths.

Some comments requested that all shared paths be included in some areas. It is worth noting that the PBN is not a comprehensive map of all bicycle networks, rather it is a planning tool to guide investment so many existing shared paths will not be included in the PBN.

There were some submissions that were pleased that High Street, Belmont remains a part of the SCC network.

There was one submission requesting that Ghazeepore Road be reinstated as a SCC instead of the proposed change to Rossack Drive in Waurm Ponds.

All submissions will be considered as part of the final submission to the Department of Transport and Planning to approve the proposed changes.

FORMAL SUBMISSIONS

Representatives from St Patricks Primary School, Geelong West made several email submissions during the engagement period. The submission was considered a request for a number of infrastructure items and a review of safety and traffic around the school. The City's Transport Unit will liaise directly with the school regarding their request.

FEEDBACK THROUGH INFORMAL CHANNELS

There were a limited number of comments on social media posts that were aligned with reducing traffic congestion and improving transport options for Greater Geelong.

Next steps

We will continue to work with the Department of Transport and Planning to make the proposed changes to the Principal Bicycle Network and Strategic Cycling Corridors.

The third phase of engagement will occur in Q3 of 2025 with a focus on public transport, private vehicle and freight. This will be the final phase of engagement before a draft strategy is developed and presented to Council.

There will be a further phase of engagement where the community will be asked to provide feedback on the contents of the draft strategy to ensure the strategy is consistent with the community's expectations.

Appendix A – Survey Questions

Q1.

Do you have children that attend school, kinder or childcare?

Q1a.

Which of these do your children attend? (select all that apply)

Q2.

Do you identify as having a disability that requires an aid when moving around?

Q3.

Thinking about the different destinations that you visit in your everyday travels, which of these, if any, are you interested in walking/wheeling to/from?

Q4.

Is there anything that prevents you from walking/wheeling more for your everyday travels? (eg. distance, time, carrying items, safety, traffic, weather, travelling with kids etc.)

Q5.

To what extent do you agree or disagree with the following statement? I feel that children should be able to walk/wheel from their home (at least part of the way) to and from school.

Q6.

When walking/wheeling near places of activity, how do you feel about your wait time at traffic lights?

Q7.

When walking/wheeling near places of activity, do you think you should have to press a button to cross at traffic lights, or should pedestrian crossing signals be on automated timers?

Q8.

What's your favourite part of Greater Geelong to walk/wheel in?

Q8a.

And why do you say that?

Q9.

What would be your number 1 priority infrastructure project that would encourage you to walk/wheel more often for your everyday travels?

Q10.

Thinking about the different destinations that you visit in your everyday travels, which of these, if any, are you interested in riding a bike or e-bike to/from?

Q11.

When was the last time you rode a bike?

Q12.

Is there anything that prevents you from riding a bike more for your everyday travels? ((eg. distance, time, carrying items, safety, traffic, weather, travelling with kids etc.)

Q13.

How interested are you in riding a bike more often?

Q14.

Is there anything that would make you more likely to ride a bike on a regular basis or more often? (eg. secure bike parking, e-bike charging facilities, showers at destination etc.)

Q15.

Do you own any of the following? (e-bike, cargo bike)

Q15a. (If 'No' to Q15)

Have you ever ridden an e-bike and/or an e-cargo bike?

Q16.

What tools do you use to choose your riding routes? (e.g. navigation app on phone, ask someone you know, ask people on an online forum, on-street signage)

Q17.

To what extent do you agree or disagree with the following statement? I feel that children should be able to ride a bike from their home (at least part of the way) to and from school.

Q18.

What do you feel are the main benefits of bike riding for everyday travel? (e.g. riding to the supermarket, work, study, childcare, social, sport or recreational activities)?

Q19.

Do you own any of the following riding devices? (e-scooter, throttle e-bike etc)

Q20.

Thinking about the different destinations that you visit in your everyday travels, which of these, if any, are you interested in riding a micromobility device to/from?

Q21.

Is there anything that would make you more likely to use a micromobility device on a regular basis or more often?

Q22.

What would be your number 1 priority infrastructure project that would encourage you to ride a bike or micromobility device more often for your everyday travels?