

THE CITY OF
GREATER GEELONG

CRPSP TRANSPORT TECHNICAL REPORTS OVERVIEW

VERSION: November 2025

Introduction

PURPOSE

This document provides a consolidated overview of the technical evidence base informing the Revised Transport Network for the Creamery Road Precinct Structure Plan (CRPSP). It is intended to sit above the technical appendices, providing a navigation tool that links evidence, design rationale, and cost data to demonstrate how the final transport network, intersection extents, and DCP cost base have been determined following the recommendations of the Standing Advisory Committee's *Referral 1 Report – Volumes 1 & 2* (21 May & 20 June 2025).

It identifies all key reports and design packages prepared by Stantec, PMP Urbanists, GHD on behalf of the City and Creo or One Mile Grid on behalf of Villawood, outlining how each contributes to the current PSP's transport analysis, strategic justification, and costing framework.

For further discussion, see also the *Creamery Road Background Report* (City of Greater Geelong, November 2025).

RELEVANT DOCUMENTS

The tables below clarify which sources underpin the revised network and distinguishes between current and superseded work.

Table 1. Relevant Policy Documents

Source	Purpose / Content Summary	Status	Key Inputs to PSP / DCP
Creamery Road Parking Strategy, Stantec, 20 December 2022.	Recommends car and bicycle parking rates consistent with PSP objectives.	Current.	Supports sustainable transport and parking policy integration. Identifies Parking Overlay as most appropriate mechanism to implement the findings of the report into the statutory framework.
CRPSP Technical Transport and Access Report, PMP Urbanists, 11 April 2023.	Establishes overall transport network, access hierarchy, and intersection layout for PSP.	Partly superseded (Movement & Place section replaced – see below).	Forms baseline network framework and discusses cross-section applications. Determines how the street network can support mode shift to active and public transport.
CRPSP Movement and Place Classifications, PMP Urbanists, July 2024.	Updates Movement & Place hierarchy in line with DTP Framework and planning scheme.	Current.	Provides policy basis for cross-section design and strategic transport hierarchy.

Table 2. Relevant Technical Documents

Source	Purpose / Content Summary	Status	Key Inputs to PSP / DCP
CRPSP Bluestone Bridge Road Options Assessment Report, GHD, April 2023.	Assesses multiple options for the Bluestone Bridge Road upgrade, including alignment and connection treatments.	Current	Informs preferred option selection for upgrade and active transport link integration.

Source	Purpose / Content Summary	Status	Key Inputs to PSP / DCP
Bluestone Bridge Road Geelong Preferred Option Report, GHD, 7 July 2023.	Confirms costed preferred option for Bluestone Bridge Road upgrade, including signalisation and shared path connections.	Current	Defines preferred option integrated into PSP, provides verified cost and justification for DCP infrastructure.
CRPSP Review of Transport DCP Items, Stantec, August 2023.	Reviews and recommends DCP apportionment for transport-related items.	Current	Informs DCP and network prioritisation, provides costing and apportionment base.
Creamery Road Precinct Structure Plan Concept Design and Opinion of Probable Costs Report, Stantec, 7 May 2024.	VITM modelling identifies necessary locations, sizing, and costs of transport infrastructure including intersections.	Partially superseded – modelling remains current.	Supports general transport principles incorporated in the PSP. VITM modelling underpins all road and intersection design work.
NWGGGA Bridge Review, Stantec, July 2024.	Comprehensive assessment of bridge infrastructure across the NWGGGA. Justifies the Creamery Road Active Travel Bridge.	Current	Strategic justification for bridge upgrades and active travel connectivity, provides apportionment information for bridges.
Alternative Transport Design and Costing Package <ul style="list-style-type: none"> • Creamery Road Intersection Designs (One Mile Grid, 22 July 2025) • Evans Road Alternative Layout - Rev C (Creo Civil, 23 July 2025) • Intersection Movement Summary (One Mile Grid, 23 July 2025) • Creamery Road DCP Intersections Cost Sheets -Rev C (Creo Civil, 7 March 2025) • Memo - Creamery Road PSP Traffic Engineering Advice (One Mile Grid, 11 August 2025) 	Updated concept designs and costings for PSP network post-SAC.	Current (subject to implementation of peer review recommendations)	Provides primary evidence for revised transport layouts and cost base.
Creamery Road PSP Review of Villawood Designs, Stantec, 19 September 2025.	Reviews transport outcomes incorporating Villawood's updated designs and SAC feedback.	Current	Confirms resolved network and intersection designs; supports PSP documentation and DCP costing validation.

Transport Network Approach

POST SAC TRANSPORT REVIEW

In response to recommendation 1 of the Committee's *Referral 1 Report – Volume 1* (21 May 2025), the City considered and agreed to adopt in principle the Transport Design Package provided by Villawood, a key stakeholder in the precinct. This work, commissioned from Creo/One Mile Grid, included updated concept designs and costings for the PSP network and has resulted in updates to proposed intersection designs and layouts for the relevant areas of the PSP.

As part of this update, intersection IN_02 has been amended from a signalised intersection to a left-in/left-out (LILLO) unsignalised access, consistent with Villawood's network design. This change is supported by the reinstatement of intersection IN_03 (DI_IN_03), which will provide the required signalised access and ensure appropriate network connectivity and distribution of traffic movements across the PSP area.

These updates are now reflected in the revised Place-Based Plan (PBP) and associated intersection layout plans.

In addition, the intersections located along the Clever and Creative Boulevard (CCB) will incorporate bus jump lanes to prioritise public transport movements, consistent with the outcomes agreed during the Committee hearing. This approach supports the PSP's broader transport objectives by improving public transport reliability, minimising delays at key intersections, and aligning with the City's transport targets, including the 50% mode shift target outlined in the Clever and Creative Future document.

CITY POSITION ON CONNECTOR ROAD CROSS SECTION APPROACH

Most cross sections within the CRPSP transport network have been resolved through the 2025 Post-SAC Transport Review and Villawood's updated design package. The Clever and Creative Boulevard (CCB) cross section is now confirmed, featuring an agreed layout that excludes vehicle crossovers on the western side, where the bidirectional bike lane is located, and includes bus jump lanes at all signalised intersections. Based on the volumes of vehicles using the CCB in the transport modelling (Stantec, 2024), these elements collectively support the efficient operation of public transport and ensure high safety standards for people walking and bike riding.

The City's position for the Connector Road cross section is to support a design that includes one-way protected bike lanes on both sides of the road, consistent with best-practice active transport design and the Austroads cycling infrastructure guidelines. This approach represents a variation from the bidirectional bike lane configuration presented in CREO's report and Villawood's design package.

Council does not support the bidirectional arrangement on connector roads, due to the increased safety risks associated with vehicle crossovers and turning movements. This configuration introduces multiple potential conflict points and reduces visibility for drivers and bike riders, particularly at private access points.

The one-way protected bike lane design is considered to provide the safest and most legible outcome for all road users, maintaining consistency across the PSP network and aligning with international best practice.

Rationale for Council's Preferred Connector Road Cross Section

- **Reduced Conflict and Crossover Risk:** One-way separated bike lanes align the direction of travel for bike riders with motor vehicles, reducing confusion and limiting potential conflict points. This is particularly important on Connector Roads, where property access and crossovers are unavoidable.

- **Improved Intersection Safety:** One-way protected lanes improve sightlines and reduce turning conflicts at intersections and driveways, addressing key crash risk factors identified in national and international research.
- **Enhanced User Safety and Comfort:** Physical separation, through kerbs, buffers, or other treatments, provides protection from motor vehicles, reduces rider stress, and supports uptake by a broader range of users.
- **Evidence-Based Design Outcomes:** Global studies show that separated one-way bike lanes can reduce fatalities by around 40–50%, supporting Council’s emphasis on safe, predictable infrastructure design.

In summary, while the City acknowledges that its position differs from Villawood and CREO’s proposed bidirectional design, the one-way protected cross section reflects a commitment to delivering a safe, consistent, and high-quality active transport network for the Creamery Road PSP. See also [Section 4.3.2 \(Walkability and safe cycling networks\)](#) of the *Creamery Road Background Report* (City of Greater Geelong, November 2025).

Transport Costings

TRANSPORT COSTING RESOLUTION

The Creamery Road PSP includes a substantial transport infrastructure network comprising the full road hierarchy, off-street and on-street parking provisions, intersections, and key bridge connections. Together, these elements establish the structural framework for vehicle, public transport, walking, and bike riding connectivity within and beyond the precinct. Certain transport infrastructure items, including intersections and bridges, are identified for inclusion in the Creamery Road Development Contributions Plan (DCP).

Various source documents and processes have been undertaken to inform the final transport cost estimates, summarised as:

- Intersections (IN_01, IN_03, IN_04, IN_05, IN_06, IN_07, IN_08, IN_09 and IN_12*); led by Villawood and Creo, the final DCP costs agreed by the City (November 2025) represent a combination of rate estimates provided by Creo, VPA benchmarks and recent City led tenders.
- Bluestone Bridge Road Preferred Option Report (GHD, July 2023).
- NWGGA Bridge Review (Stantec, July 2024).
- WT High Level Cost Estimates – NWGGA Bridges (November 2023).
- Active transport calculations (rate per metre).

Where required, project costs have been indexed to FY2025 values. See *Creamery Road Development Contributions Plan* (City of Greater Geelong, November 2025) for detail.

*Note: these intersection codes correspond to those in the relevant technical reports. For DCP codes, add prefix "DI_". See [Table 15. Precinct infrastructure](#) of the *Creamery Road Precinct Structure Plan* (City of Greater Geelong, November 2025) for detail.