

DRAWING KEY

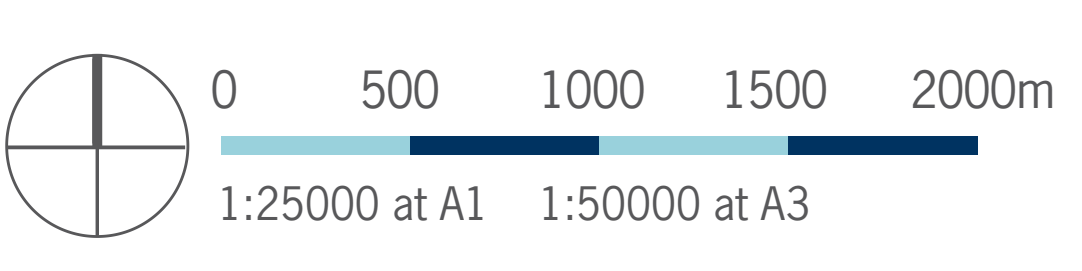
BOUNDARIES

- Study Area Boundary

MOVEMENT NETWORK

- Major Road Connections
- Potential Connection Between North and West Growth Areas
- Potential Revitalisation of Railway Line
- Potential Green Corridors
- Freeway / Highway
- Major / Arterial Road
- Local Road
- Railway
- Railway Station
- Moorabool Railway Station (Former)

**WORKING DRAFT
FOR CONSULTATION
SUBJECT TO CHANGE**



WESTERN GEELONG GROWTH AREA TRANSPORT CONNECTIONS

27 October 2017
CITY OF GREATER
GEELONG

**NORTHERN
& WESTERN
GEELONG
GROWTH AREAS**

ACTIVE AND PUBLIC TRANSPORT

WESTERN GEELONG GROWTH AREA

Public Transport

- Active and public transport links will be provided throughout the growth area, with the main priority being direct links to key destinations such as activity centres, schools, community facilities and sports reserves.
- The Barwon and Moorabool river corridors will provide significant active transport links within the Western Geelong Growth Area and form the basis for an extensive shared path network within the open space corridors.
- Evans Road will be upgraded between Anakie Road and the Geelong-Ballarat rail corridor to provide active and public transport as the primary connection between the Northern and Western Geelong Growth Areas. The existing alignment of Evans Road will limit localised “interchange hopping” along the Geelong Ring Road.
- Development of the growth areas offers an opportunity for Greater Geelong to transition to a more sustainable transport future with a higher rate of public transport and active transport use throughout the region. As such, it is important that any infrastructural projects associated with these growth areas respond to these future aspirations, including future investigation of new or upgraded railway stations along the Melbourne-Geelong or Geelong-Ballarat rail corridors.

Existing services

- Existing public transport routes in proximity to the growth area are limited. Route 19 to Bannockburn operates along Midland Highway, as does a VLine bus service to Ballarat and beyond. Route 25 operates east of the study area on Rollins Road to Creamery Road. School buses also travel along Midland and Hamilton Highways.
- North Geelong Railway Station (approximately 3 kilometres to the east) and Geelong Railway Station (approximately 5 kilometres to the east) are the closest railway stations.
- The Geelong-Ballarat rail corridor on the northern study boundary currently caters for freight rail only. Passenger services previously operated along this section of rail line with the former Moorabool Railway Station abutting the study area.
- Existing pedestrian and cycling facilities in proximity to the growth area are limited. Existing shared paths are located along Midland Highway (Ballan Road to Geelong Ring Road, and west of Dog Rocks Road), Geelong Ring Road (Ted Wilson Trail), Bluestone Bridge Road (with underpass to Geelong Ring Road; Cowies Creek Trail), Barwon River Trail and Tom McKean Trail (along former Cement Works rail line in Herne Hill).

ACTIVE TRANSPORT PRINCIPLES

A set of nine principles have been developed to help guide the creation of framework for the delivery of sustainable liveable communities in both the Northern and Western Geelong Growth Areas. Where appropriate, the principles may assist to inform land use planning outcomes in the framework plan and any subsequent precinct structure plan.

Priority for Active Modes:

Designing neighbourhoods to make walking and cycling to key destinations (such as grocery stores/supermarkets, open spaces, child care centres, cafes/restaurants, and primary/secondary schools) always shorter than 'driving' alternatives.

Land Uses and Distances:

Identifying desirable distances to support the 5-minute neighbourhood living concept to give people the ability to 'live locally', meeting most of their everyday needs within a 5-minute walk, cycle or local public transport trip of their home.

Consolidated Residential Parking:

Provision of centralised communal parking on neighbourhood edges, rather than providing car parking on individual residential lots, to discourage excessive reliance on the use of cars.

Parking and Schools:

Creating exclusion zones around schools so that there is no public parking within 500 metres of any entrance to promote children walking and cycling to school, and enhance road safety for the most vulnerable road users.

Accessible Shared Mobility:

Establishing shared mobility systems within a 5-minute walk of all homes (shared bikes at a maximum of 250 metres and shared cars at a maximum of 500 metres) to encourage the use of shared vehicles and discourage high levels of vehicle ownership by residents.

Day One Public Transport:

Establishing public transport services in the form of shuttle bus services that link to/from Geelong CBD in the peak periods seven days a week to discourage reliance on the use of cars for commuting trips.

Road Design and Traffic Management:

Establishing a network of pedestrian and cycle friendly local roads in the form of pedestrian-bicycle priority spaces and shared zones to encourage the use of roads as spaces for people (on foot and bike), create an urban environment where people of all ages and abilities can safely walk and cycle, and discourage the use of cars for local trips.

Pedestrian Villages:

Designing neighbourhoods where the frontages of homes face a network of linear pedestrian/cycle park paths that connect all homes to commercial areas, parks, schools, recreation and other amenities to provide full separation for pedestrians and cyclists for the majority of their local trips.

Local Business Incentives:

Providing financial incentives to assist the establishment and viability of local businesses that are consistent with the land uses required to encourage active transport to promote the establishment of viable and high-quality local centres and neighbourhood activity centres that allow people to meet most of their daily needs by traveling on foot and by bike.