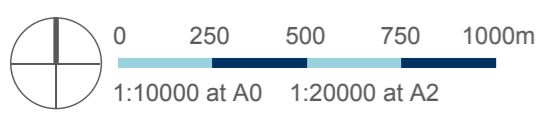


DRAWING KEY

BOUNDARIES
 Study Area Boundary

MOVEMENT NETWORK
 Potential Major Road Corridor Upgrade
 Potential New Major Road Corridor
 Freeway / Highway
 Major / Arterial Road
 Local Road
 Railway

**WORKING DRAFT
 FOR CONSULTATION
 SUBJECT TO CHANGE**



**NORTHERN GEELONG GROWTH AREA
 TRANSPORT**

27 October 2017
 CITY OF GREATER
GEELONG

**NORTHERN
 & WESTERN
 GEELONG
 GROWTH AREAS**

MOVEMENT AND ACCESS

NORTHERN GEELONG GROWTH AREA

- A future road network can provide generally grid-based major arterial roads (generally four to six-lane roads) spaced at 1.6 kilometre intervals ('one mile grid') with connector streets (high-volume two-lane roads) spaced evenly between the arterial road network.
- Major roads connecting the growth area to central Geelong and the Geelong Ring Road will be Bacchus Marsh Road (declared VicRoads arterial) and Anakie Road (Council arterial).
- Existing roads within the growth area that will require upgrades to arterial road standard include Evans Road, Elcho Road and Heales Road, creating improved connections to Lara and the Western Geelong Growth Area.
- Existing roads within the growth area requiring upgrades to connector street standard may include Staceys Road, Emerson Road, Tower Hill Drive and other existing road reserves.
- A new north-south arterial road will be required to distribute high volumes of traffic located between Bacchus Marsh Road and Evans Road.
- New and upgraded arterial road and connector street network will be capable of facilitating bus routes with bus priority at all signalised intersections.
- Potential landform constraints to be considered in delivery of the future road and active transport network include the topography of the monocline along the eastern part, particularly in the planning for suitable walking and cycling links, and the gas pipeline and fragmented land parcels in areas of rural living.
- Walking and cycling links provided in the road network will be complemented by active transport links within the open space network to create easy connection between key destinations.
- Strategic transport modelling will test the road network established by the Enquiry by Design process to predict the expected traffic movements generated by the growth area and assess its effect on the surrounding existing network. Further detailed design and transport modelling will be undertaken in subsequent planning stages.
- Alignment of the future road network and design of road cross sections is refined in the precinct structure planning process.