

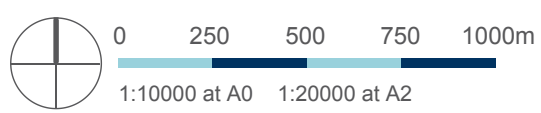
**DRAWING KEY**

**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**



**WESTERN GEELONG GROWTH AREA  
 TRANSPORT**

27 October 2017  
 CITY OF GREATER  
**GEELONG**

**NORTHERN  
 & WESTERN  
 GEELONG  
 GROWTH AREAS**

# MOVEMENT AND ACCESS

## WESTERN GEELONG GROWTH AREA

- As practicable, a grid-based road network with 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 the Midland Highway (declared VicRoads arterial), in its existing or future alignment, and the Hamilton Highway (declared VicRoads arterial).
- VicRoads is currently undertaking the Midland Highway Upgrade Business Case project that is considering upgrade options including duplication of the existing alignment or bypass options. The City of Greater Geelong is liaising closely with VicRoads on this project; however, the ultimate alignment will be determined by VicRoads.
- Existing roads within the growth area that will require upgrades to arterial road standard include Evans Road, creating improved connection to the Northern Geelong Growth Area.
- Existing roads within the growth area requiring upgrades to connector street standard may include Geelong-Ballan Road, Creamery Road, Fyansford-Gheringhap Road and Dog Rocks Road and Merrawarp Road and other existing road reserves.
- A new north-south arterial road will be required to distribute high volumes of traffic located between the Midland Highway and the Hamilton Highway. The construction of this link is a long-term project and the delivery of the project, including the proposed alignment, will be associated with the future transition of the Batesford quarry.
- Additional new arterial roads may be required throughout the precinct to distribute high volumes of traffic: an east-west road to the north of the Midland Highway, an east-west road to the south of the quarry, and a north-south road in the western part of the growth area.
- 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 including the steep topography around the quarry, quarry stockpile areas, and adjacent to all of the major waterways, particularly in the planning for suitable walking and cycling links.
- 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.