1. Extend shared path along Bruce Creek corridor north and south of existing section to access new development within the north west and southern areas within development framework.

2. Provide shared path along sub-arterial and connector road network within Somerset Estate development area.

3. Provide new shared path along Burnside Road serving existing and new development in south east area within development framework.

4. Provide footpath within existing business park connecting to Shelford-Bannockburn Road and provide connection into expansion area.

5. Continue footpath connection from existing Creek crossing through residential development into town centre and provide connection to Bannockburn Bushland Reserve.

6. Upgrade existing pedestrian crossing to match Geelong Road improvements if required.

7. Complete footpath connections along existing street network south and east of Burnside Road.

8. Provide new shared path with appropriate crossings at intersections within new development.


10. Provide on-road cycle lanes along Bannockburn-Shelford Road, Harvey Road, Geelong Road, Clyde Road, and new sub-arterial road within Somerset Estate.

NOTES
- Extend shared path along Bruce Creek corridor north and south of existing section to access new development within the north west and southern areas within development framework.
- Provide shared path along sub-arterial and connector road network within Somerset Estate development area.
- Provide new shared path along Burnside Road serving existing and new development in south east area within development framework.
- Provide footpath within existing business park connecting to Shelford-Bannockburn Road and provide connection into expansion area.
- Continue footpath connection from existing Creek crossing through residential development into town centre and provide connection to Bannockburn Bushland Reserve.
- Upgrade existing pedestrian crossing to match Geelong Road improvements if required.
- Complete footpath connections along existing street network south and east of Burnside Road.
- Provide new shared path with appropriate crossings at intersections within new development.
- Potential future shared path connecting new development between rail line and Geelong Road.
- Provide on-road cycle lanes along Bannockburn-Shelford Road, Harvey Road, Geelong Road, Clyde Road, and new sub-arterial road within Somerset Estate.
1. Extend shared path along Milton Street to provide attractive pedestrian / cycle corridor between High Street and Victoria Park.

2. Provide new pedestrian crossing linking Milton Street shared path to Victoria Park and Moore Street shared path.

3. Provide shared path connection to complete link through new green space between Kelly Road closure and Geelong Road intersection pedestrian facilities.

4. Streamline mid-block pedestrian facilities on High Street to improve safety and remove existing informal pedestrian crossing outside service station and upgrade existing crossing at Civic Square to signal crossing considering proximity to bus stops.

5. With closure of primary school, review need for school crossing but modify as appropriate to maintain pedestrian crossing on widened High Street.

6. Ensure shared path network links existing and proposed residential areas, schools and recreational facilities to Town Centre.

7. Integrate bike lanes to High Street with road improvements including intersections.
3. Consider access to future business park expansion.

Ensure clearance between road and nature reserve.

Upgrade Harvey road to IDM rural access road.

Consider future heavy vehicle bypass and pedestrian crossing over Bruce Creek.

Provide new roundabout intersection.

Upgrade Harvey road intersection to roundabout, with consideration of traffic signals with possible future heavy vehicle bypass.

Provide new sub arterial and supporting connector and local street network to support development.

Provide bridge crossing over Bruce Creek.

Refer to Plan Sk004 for town centre road network improvements.

1. Upgrade Midland Highway / Clyde Road intersection to roundabout.

Upgrade Clyde road to IDM low density collector road.

Upgrade Lowndes Road to IDM low density residential access road.

Upgrade to traffic signals.

Provide network of collector streets and local access streets as development progresses.

2. Upgrade Midland Highway / Geelong road intersection to traffic signals.

Upgrade Chariton Road to access street and provide roundabout at Levy Road intersection.

Upgrade Burnside Road / Levy Road intersection to signals with localised widening on approaches.

Provide roundabout intersection at Levy Road.

4. Consider local widening and intersection treatments along Geelong Road.

Consider traffic calming measures on Levy Road to encourage use of Burnside Road.

Consider future traffic signals.

5. Investigate potential additional vehicle and pedestrian crossing over Bruce Creek as a long term option if demand exists and/or as part of a heavy vehicle bypass option.

Provide sub arterial and supporting connector and local street network to support development.

6. Close Kelly Road at Geelong Road and upgrade Gillett Street and intersection at Geelong Road.

Close Kelly Road to vehicles at Geelong Road to simplify intersection and upgrade Gillett Street and intersection at Geelong Road for access.

Upgrade Burnside Road to connector streets with local widening to allow channelised right and left turns at intersections.

7. Upgrade Burnside Road to connector streets with local widening to allow channelised right and left turns at intersections.

8. Intersection arrangements south of Chariton Road indicate only. When new development distribution is known in this area, local traffic modeling can determine most appropriate intersection control.

9. Advocate for future town bypass to reduce through traffic on High Street including heavy vehicles.

NOTES:

1. Advocate for upgrade to Midland Highway / Clyde Road intersection to roundabout to VicRoads.

2. Advocate for upgrade to Midland Highway / Geelong road intersection to traffic signals.

3. Consider access to future expansion of business park off Harvey Road pending size and nature of expansion.

4. Consider local widening and intersection treatments to improve safety and increase capacity along Geelong Road.

5. Investigate potential additional vehicle and pedestrian crossing over Bruce Creek as a long term option.

6. Investigate potential additional vehicle and pedestrian crossing over Bruce Creek as a long term option.

7. Advocate for future town bypass to reduce through traffic on high street including heavy vehicles.

8. Consider future traffic signals.

9. Advocate for future town bypass to reduce through traffic on high street including heavy vehicles.

KEY

- Upgrade to traffic signals
- Upgrade to roundabout
- Upgrade to provide channelised turns
- Road upgrade
- New road
- New bridge crossing
NOTES

1. UPGRADE HIGH STREET TO DUAL CARRIAGEWAY 2 LANES IN EACH DIRECTION (2 X 7m CARRIAGEWAYS + 6m CENTRAL MEDIAN AS PER IDM STANDARDS)

2. REMOVE MID BLOCK ACCESS TO SERVICE ROADS. ADD ENTRY SOUTH OF McPHILLIPS ROAD

3. UPGRADE MOORE STREET AND McPHILLIPS ROAD TO IDM COLLECTOR STREET LEVEL 1, INCORPORATING SHARED PATHS AND PARKING

4. UPGRADE MILTON STREET TO FORMALISE EXISTING PARKING AND ACCOMMODATE SHARED PATH. MAINTAIN EXISTING CHARACTER AND PROVIDE ATTRACTIVE PEDESTRIAN LINK BETWEEN HIGH STREET AND VICTORIA PARK

5. UPGRADE HIGH STREET / MILTON STREET TO SIGNALISED INTERSECTION WITH FULL PEDESTRIAN ACCESS

6. LOCALISED WIDENING OF MILTON STREET TO PROVIDE CHANNELISED LEFT AND RIGHT TURNS INTO VICTOR STREET AND BURNS STREET

7. REMOVE KELLY ROAD ARM AND UPGRADE GEELONG ROAD / CLYDE ROAD INTERSECTION TO ROUNDABOUT IN THE INTERIM, AND FULLY SIGNALISED INTERSECTION INCLUDING PEDESTRIAN ACCESS AND INTEGRATION WITH RAIL LEVEL CROSSING AS AN ULTIMATE SCENARIO AS DEMAND DICTATES
NOTES

1. ADVOCATE FOR INCREASED SERVICE FREQUENCY FOR BANNOCKBURN - GEELONG BUS SERVICE

2. UPGRADE ALL MODIFIED INTERSECTIONS ARE BUS CAPABLE TO FACILITATE FUTURE SERVICES

3. ADVOCATE FOR LOCAL BUS SERVICE IN STAGED EXPANSION AS FUTURE DEVELOPMENT PROGRESSES WITH BUS STOPS LOCATED TO MAXIMISE CATCHMENT

4. ENSURE SCHOOL BUS ROUTES CONTINUE TO SERVICE EXPANDING DEVELOPMENT

5. ADVOCATE FOR FUTURE REINSTATEMENT OF TRAIN SERVICE VIA BALLARAT - GEELONG RAIL LINE AS GROWTH EXTENDS WEST OF GEELONG

6. RELOCATE BUS INTERCHANGE IF TRAIN SERVICE REINSTATED AND/OR CANNOT FIT AS HIGH STREET WIDENED

KEY

- EXISTING GEELONG - BANNOCKBURN BUS ROUTE
- EXISTING BUS STOP
- EXISTING BUS TERMINAL
- POTENTIAL RELOCATED BUS TERMINAL SITES
- PROPOSED STAGE 1 LOCAL BUS ROUTE
- PROPOSED STAGE 2 BUS ROUTE
SUPPORT PARKING PROVISION
DETAILED ON VICTORIA PARK
PRECINCT MASTERPLAN

PROPOSED BANNOCKBURN PLAZA
CAR PARKING PROVISION & ACCESS*

NOTES

1. INTRODUCTION OF FUTURE PARKING CONTROLS SUBJECT TO SEPARATE CAR PARKING ASSESSMENT

2. CONSIDER INTRODUCTION OF PARKING CONTROLS ON HIGH STREET SUBJECT TO FUTURE DEVELOPMENT AND ASSOCIATED DEMAND - SUBJECT TO FUTURE LANE CONFIGURATION OF HIGH STREET

3. PROVIDE OVERFLOW PARKING ALONG MOORE STREET FOR EVENTS AT VICTORIA PARK AND CIVIC HEART ACTIVITIES INCLUDING MARKET

4. PROVISION OF PARKING ASSOCIATED WITH BANNOCKBURN PLAZA MAINTAINS OVER SUPPLY UNDER CURRENT CONDITIONS AND WILL CONTINUE TO DO SO AS DEVELOPMENT / DEMAND PROGRESSES

5. CAR PARKING ASSOCIATED WITH FUTURE DEVELOPMENT TO BE ASSESSED AS PER PLANNING SCHEME REQUIREMENTS WHILST CONSIDERING NEARBY ON AND OFF STREET PARKING CONDITIONS SUPPLY AND DEMAND

*SUBJECT TO FUTURE PLANNING APPROVAL

KEY

P EXISTING CAR PARKING
CONSIDERATION OF FUTURE PARKING CONTROLS
FORMALISE ON STREET PARKING
MAINTAIN EXISTING PARKING CONTROLS

PROJECT: Bannockburn Transport Strategy
TITLE: Car Parking Opportunities
DWG No: V171834-TR-SK-006    Rev: 2
DRAWN / CHECKED: MM       DATE: 21/03/2019