Moorabool
Shire Council

# Ballan Integrated Transport Strategy

Moorabool Shire Council
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# Contents

# 1 Message from the Mayor

As our community continues to thrive and evolve, we must ensure that the infrastructure supporting our growing town keeps pace. Ballan is experiencing high population growth, and with it comes the responsibility to provide safe, sustainable, and efficient transport options for all residents.

We are committed to building a future where everyone, whether driving, walking, cycling, or using public transport, can move around safely and with ease. This Integrated Transport Strategy will set the foundation for a more connected and accessible town, where roads, pathways, and services are designed with the needs of a growing population in mind.

By working together with our transport partners, developers, and the community, we can create a transport network that not only supports economic growth but also enhances the quality of life for all. I invite you to join us as we plan for a safer, healthier, and more connected Ballan.

# 2 Overview

## 2.1 Why Do We Need This Strategy?

Ballan's population is expected to triple over the next 25 years. We need to ensure the town's road network and transport services can cater to a growing community while preserving its rural character and overall well-being.

Many of Victoria's urban and rural centres boast transport options that typically include:

**Private vehicles, such as cars and motorcycles;**

**Interconnecting public transport, including trains, trams, buses, ridesharing and taxis;**

**Personal travel options for pedestrians, cyclists, and scooter users; and**

**Mobility options for older adults and individuals living with disabilities.**

It is essential to establish a transport system that reflects those of larger population centres while maintaining Ballan's unique character, so that we address the justifiable expectations of the community for equality and fairness in Ballan's transport network.

New housing developments must also be strategically aligned with community goals to ensure that growth supports, rather than strains, local infrastructure. The Ballan Integrated Transport Strategy (BITS) is designed to deliver a cohesive, future-ready network that enhances accessibility, strengthens connectivity, and promotes sustainability by integrating both existing and emerging transport modes.

Equally important is the community's safety, health, and well-being. The BITS prioritises developing scenic, functional walking and cycling paths that not only support active lifestyles but also provide safe, sustainable mobility alternatives for individuals and families.

The BITS will help the Council plan, invest in, and advocate for the critical transport infrastructure required to service the growing township of Ballan and maintain a neighborhood character where it is easy and safe to move around.

The Council's prior report, the Ballan Transport Study, indicates that although some intersections and roads may face noticeable delays or congestion as the town grows, they are still considered manageable from a traffic operations perspective. In other words, the current traffic conditions do not yet require urgent upgrades in line with standard industry practice.

However, Council acknowledges that even if roads are considered "operationally acceptable," they may still fall short of the expectations of residents and commuters. With this in mind, Council will continue to seek funding opportunities, collaborate with developers, and advocate to State Government agencies to ensure traffic conditions improve over time and keep pace with Ballan's future growth and transport needs.

**“The BITS will help the Council plan, invest in, and advocate for the critical transport infrastructure required to service the growing township of Ballan.”**

## 2.2 Feedback

In 2024, Council conducted a Have Your Say survey to understand the community's transport needs in Ballan. Here is an overview of what we heard from residents regarding their priorities and suggestions for improvement:

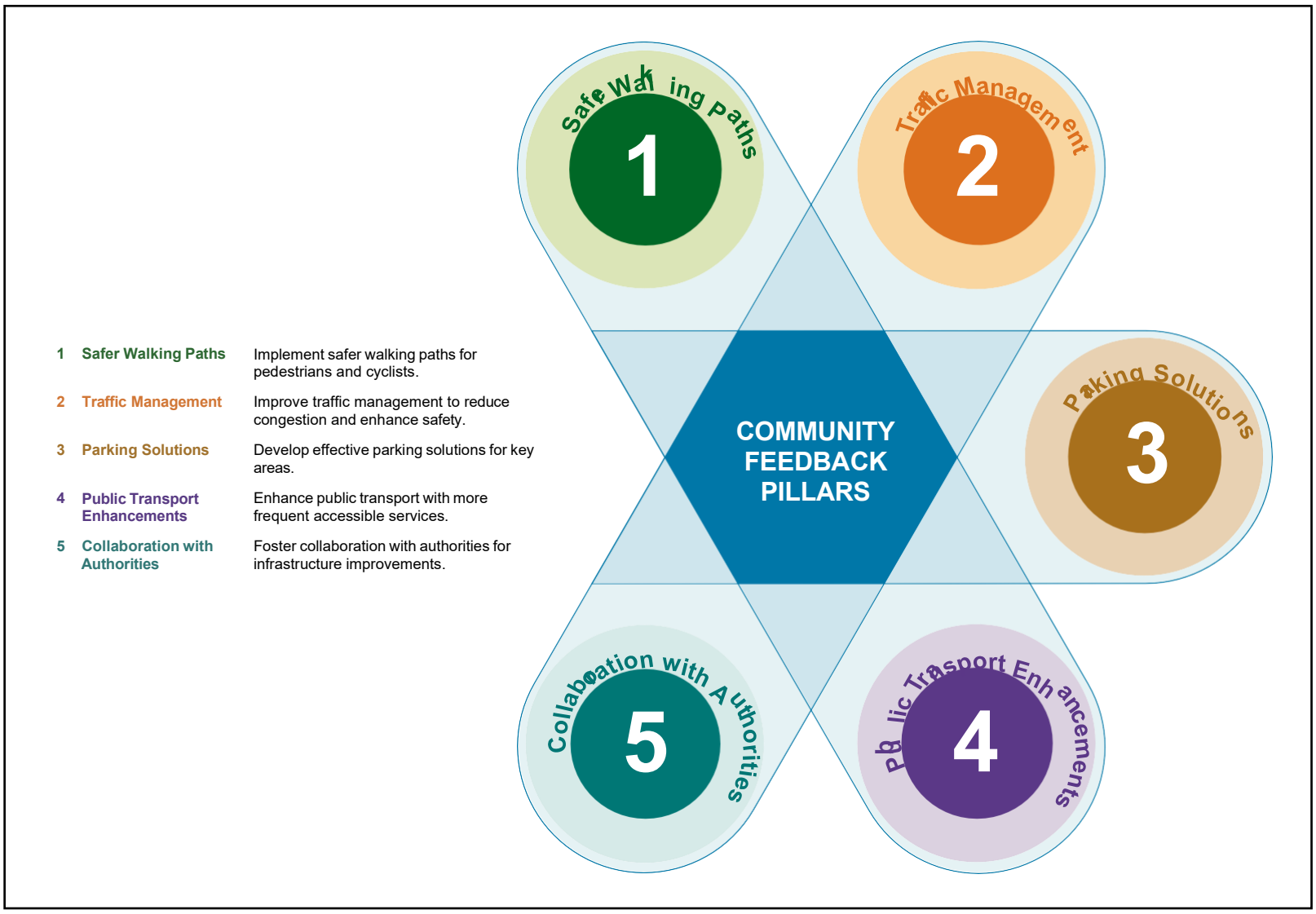



**Figure 1:** *Community feedback pillars.*

> **Walking in an 80kph zone isn't safe.**

> **Very little public transport in Ballan.**

> **Congestion in Inglis Street is growing.**

## 2.3 Supporting Plans, Planning Documents & Strategies

Including strategies and plans such as Plan for Victoria 2025, Moorabool Shire Sustainable Environment Strategy 2016-26, and the Moorabool Planning Scheme within an integrated transport strategy ensures a comprehensive and cohesive approach to Ballan's development. These documents provide a framework for sustainable growth, environmental stewardship, and community well-being.

The Ballan Strategic Directions 2018 and Ballan Transport Study Traffic Engineering Review offer specific insights into local urban planning and transport needs, while the Hike and Bike initiative promotes active travel. The Moorabool Health and Wellbeing Plan and Moorabool Community Road Safety Strategy emphasise the importance of health, safety, and community engagement.

Finally, the Regional Network Development Plan outlines long-term priorities for enhancing regional connectivity and public transport infrastructure. Three of these documents are discussed in more detail below to highlight their specific contributions to Ballan's integrated transport strategy.

**Figure 2:** *Strategies and plans support maintaining Ballan's unique character.*

### Plan for Victoria 2025

This state-wide plan outlines how Victoria, including towns like Ballan, will grow sustainably. It calls for 20,000 new homes in Moorabool Shire over 30 years, with some in Ballan. The plan emphasises the need for improved infrastructure, prioritises active transport, supports local job creation, and ensures access to essential services, such as healthcare and education.

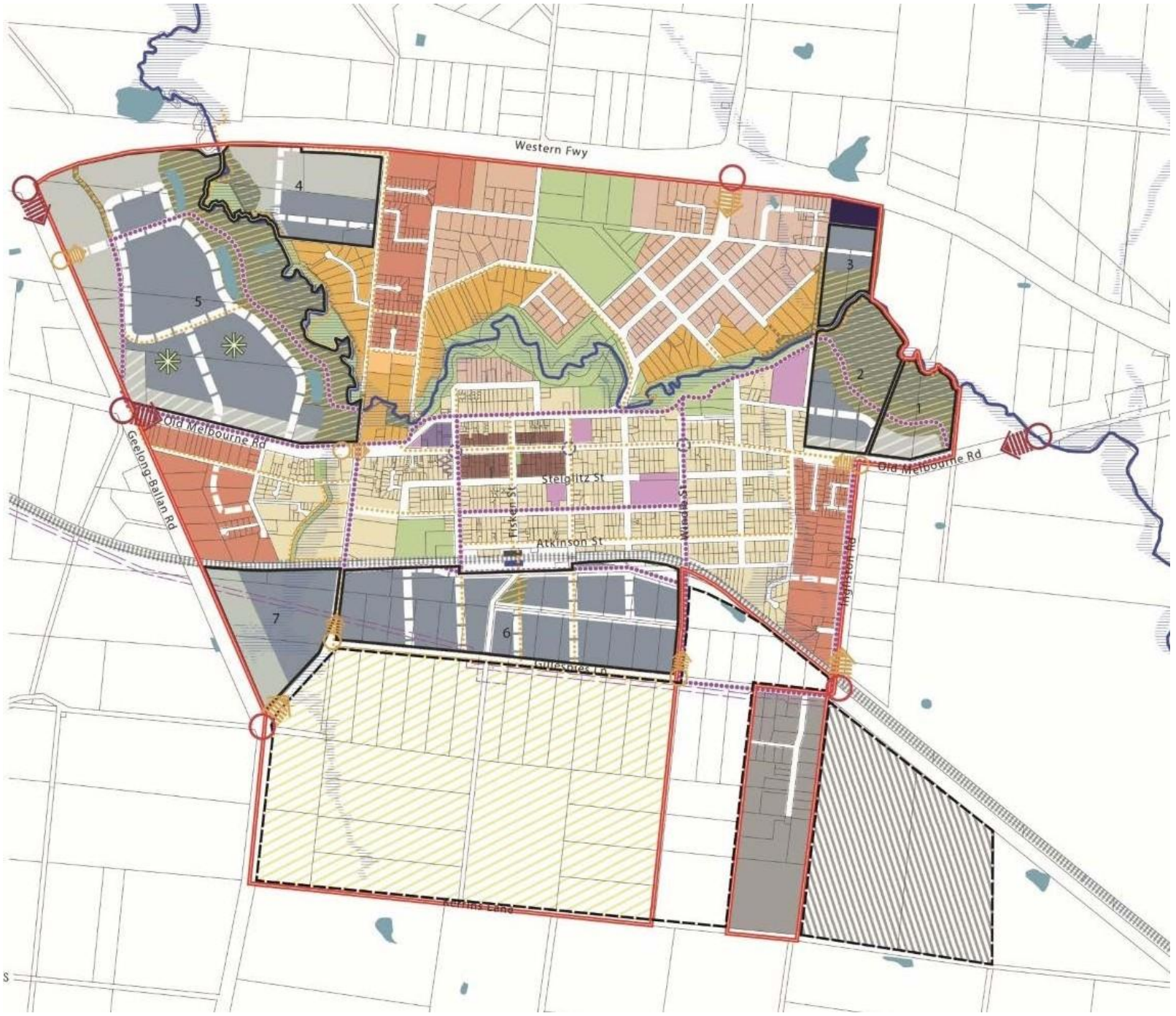
### Ballan Strategic Directions 2018

The Ballan Strategic Directions 2018 sets out a vision for growth that respects and enhances Ballan's village character while accommodating future development. The focus is on establishing a clear and practical road hierarchy to support connectivity and guide urban growth. Strategic priorities include the timely upgrading of roads and drainage infrastructure, ensuring new developments are well-coordinated and appropriately sequenced. The plan also promotes equitable access to essential services, well-maintained footpaths, and a safe, connected network for pedestrians and cyclists, aligned with the Moorabool Road Safety Strategy. Improving community health, safety, and well-being is central to the strategy, with a focus on enhancing public transportation options. This involves increasing bus service frequency and strengthening regional transport links to keep Ballan accessible and resilient as it continues to develop.

### Ballan Framework Plan

The Ballan Framework Plan, part of the Moorabool Planning Scheme, sets out a strategy to meet future housing needs while preserving Ballan's unique character. It establishes clear development boundaries to protect the town's historical and aesthetic qualities. The plan identifies seven precincts for new housing, along with a residential investigation area and an industrial investigation area, ensuring that growth is supported by appropriate infrastructure and services. By focusing development within defined areas, Ballan avoids scattered expansion and encourages new housing that complements existing neighbourhoods, strengthening community cohesion. The plan also prioritises pedestrian and cycling connectivity through a network of integrated paths linking key destinations and open spaces.

**Figure 3:** *Ballan Framework Plan*




## DRAWING KEY

### GROWTH TYPES

- Natural Growth (Existing General Residential)
- Greenfield Growth
- Greenfield Growth
  Proposed lower densities
- Greenfield Growth
  Proposed larger residential allotments
- Minimal Growth
  (Existing Neighbourhood Residential - 1,400m² min.)
- Minimal Growth
  (Existing Neighbourhood Residential - 800m² min.)
- Minimal Growth
  (Existing Low Density Residential - 2,000m² min.)
- Minimal Growth
  (Existing Low Density Residential - 4,000m² min.)
- Future investigation area for potential residential

### MOVEMENT NETWORK

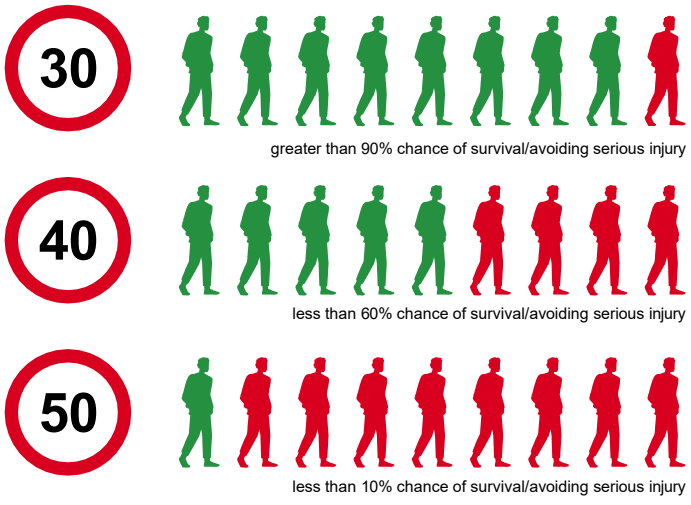
- Indicative road network
- Railway Line & Station
- Proposed Station Expansion
- Primary Shared Path Network (Hike & Bike)
- Secondary Path Network

## Movement and Place 2019

The Movement and Place framework is a valuable tool for planning and managing how people move around and reach destinations. It recognises that roads and streets are not just transport corridors, they are also vital public spaces that shape the character and function of their surrounding areas.

This framework supports the development of infrastructure that enhances access to schools, medical facilities, parks, shops, and housing across all transport modes. It aims to ensure that public spaces function effectively for walking, cycling, driving, and leisure activities.

A core principle of the framework is that road designs must be fit for purpose, especially when it comes to protecting our most vulnerable road users. Pedestrians and cyclists face a dramatically increased risk of serious injury or death with even modest increases in vehicle speed.




This highlights the need to separate vulnerable road users from high-speed traffic. On arterial roads like Geelong-Ballan Road or Old Melbourne Road, shared walking and cycling paths should be separated from traffic by wide nature strips, barriers, or vegetation.

In areas with high pedestrian activity and community gatherings, such as Inglis Street, traffic calming measures will be promoted through infrastructure like raised pedestrian crossings, raised intersections, and roundabouts.

## Levels of Movement and Place

**Connectors:** provide a transition between high-speed roads and lower-speed streets. Connectors include freeways and roads, such as the Geelong-Ballan Road. They are managed by the Victorian government. However, the council may have some input for designing connector roads, particularly at intersections and separated bike path corridors.

**Activity Streets and Boulevards:** These streets and boulevards are designed for vehicle travel at lower speeds, accommodating pedestrians and cyclists, with separation where possible. They may also feature angled parking instead of parallel parking. Successful Activity Streets and Boulevards provide access to shops and services by all travel modes, which requires a balance of the different needs within the available road space. The responsibility for these roads can lie with the Victorian government, the Moorabool Shire Council, or both, and includes streets like Fisken Street, Duncan Street, Atkinson Street, and Blackwood Street, as well as priority routes within new subdivisions.

**City hubs:** are busy and lively areas with high movement demand. They serve as focal points for business and culture. The goal of this street should be to minimise the impact of heavy traffic volumes while accommodating high pedestrian volumes, multi-modal travel, and access to public transport and emergency services.

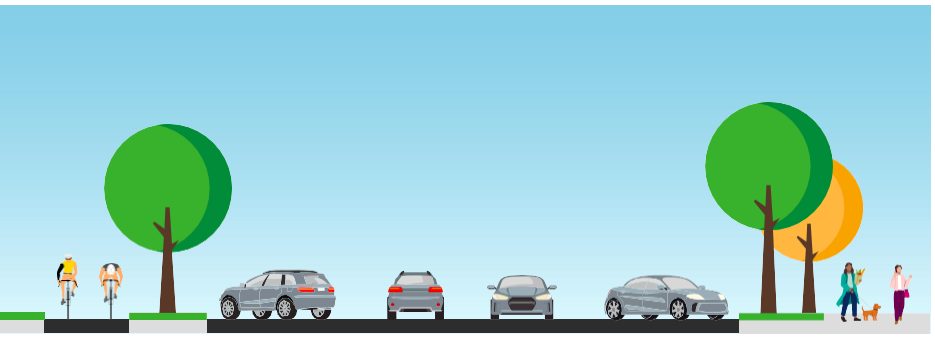


**Figure 4:** *Typical road cross-section - Streets with high parking demand, such as Steiglitz, Walsh & Atkinson Streets.*

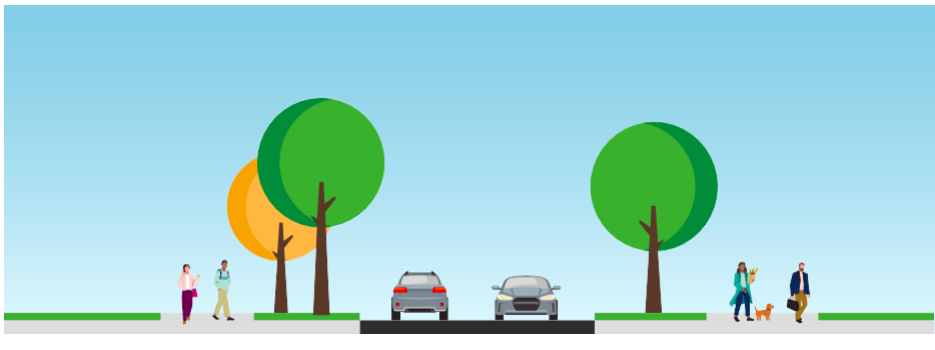


**Figure 5:** *Typical road cross-section for local access streets within new residential subdivisions.*

**Figure 6:** *City Place - Caledonian Park*

**Figure 7:** *City Place - Mill Park*

Typical cross-section, also called Activity Streets and Boulevards, applies to Inglis Street and includes angle parking, bicycle lanes, and traffic calming measures. Responsibility for city hubs may rest with the Victorian government, the Moorabool Shire Council, or both.

**Local Streets:** are where most people live. They provide access to your home and are prioritised as a place for walking, cycling, and socialising activities. The responsibility for these streets with the Council.Designed with safety and livability in mind, these streets typically feature lower vehicle speeds, traffic calming devices, pedestrian crossings, minimum 1.5 metre wide footpaths, and green spaces that enhance the quality of life.

**City Places:** are spaces for people to enjoy and use in everyday life. They include parks, town squares, malls, or streets where walking, meeting, and spending time with others is encouraged. The focus is on creating safe, welcoming, and vibrant places for everyone. There is usually little or no vehicle access to these areas. Ballan's current City Places include Caledonian Park, Ballan Recreation Reserve, and Mill Park Reserve. The responsibility for City Places usually lies with the Council.

To achieve these goals, this strategy requires developers to adopt specific cross-sections for their street designs. The Infrastructure Design Manual is the primary source document for determining the cross-sectional elements for the local street network. These cross-sections have been carefully selected to be fit for purpose, improving public amenity and safety while aligning with the Movement and Place framework. Their consistent use will ensure that developments meet broader BITS objectives aimed at enhancing community wellbeing and maintaining a cohesive and functional public realm.

In Ballan's older areas, starting with the streets closest to Inglis Street, the Council will consider upgrades that are consistent with the cross-section designs in new developments, or suitable variations that allow for existing infrastructure constraints plus maintain their general rural appeal, while ensuring the safety of all road users.

Implementation considerations for these older areas are budget-dependent and will be delivered over time as resources allow.

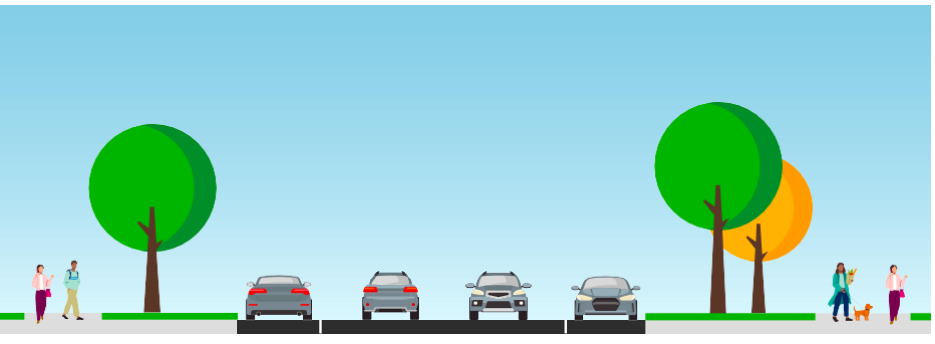


**Figure 8:** *Typical road cross-section for older Residential Streets*

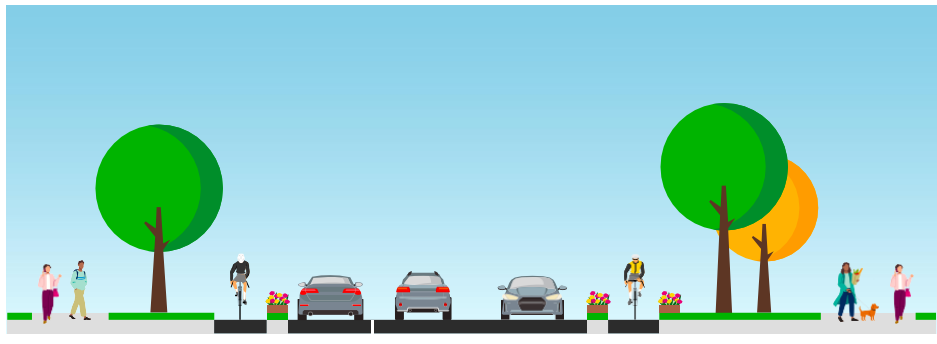


**Figure 9** *Typical road cross-section for active travel streets include Cowie Street, Stead Street, Duncan Street, and Windle Street, as well as priority cycling routes within new subdivisions, with dedicated bike lanes provided on both sides of the road.*

# 3 Key Themes

The following key themes have been identified based on strategic planning objectives and valuable input from the community. They reflect the key priorities for improving accessibility, safety, and connectivity across the area, fostering a more pedestrian and cyclist-friendly environment while enhancing transport options for all:

1. **Road Network**
2. **Major Intersections**
3. **Active Transport**
4. **Car Parking**
5. **Public and Other Transport**

These themes are explored in the following pages and supported by an action plan with timelines.


**Figure 10:** *Inglis Street is a City Hub, characterised by high vehicle movement and a lively precinct for people*

## 3.1 Road Network

As Ballan expands with new residential subdivisions, attention must also turn to the town's legacy road network, much of which was not designed to accommodate modern traffic volumes or patterns.

The future of Ballan's legacy road network is closely tied to the town's growth and evolving transport needs. As the population increases and traffic volumes rise, the existing road infrastructure, much of which was designed for a smaller, less mobile community, will require upgrades.

Transport modelling has been used to forecast traffic patterns into the future, helping to identify where the legacy network may struggle and where strategic upgrades are most needed. The resulting network upgrade will enhance connectivity, safety, and accessibility, particularly to key destinations such as the Western Freeway, schools, the train station, and commercial and employment areas. New roads will be constructed in the growth precincts, connecting new residents to employment, education, and service opportunities.

Many of Ballan's older streets were originally built with wide road reserves, providing opportunities for redesigns that incorporate modern standards such as road widening, footpaths, bike lanes, and parking—without losing the town's character. Upgrading Ballan's road network will happen gradually, starting with streets near the town centre and expanding outward as resources permit. Several challenges, including limited funding, competition for skilled contractors, and extensive planning and heritage assessments, may affect the timing and location of these capital works.

### Actions to manage increased traffic and road upgrades

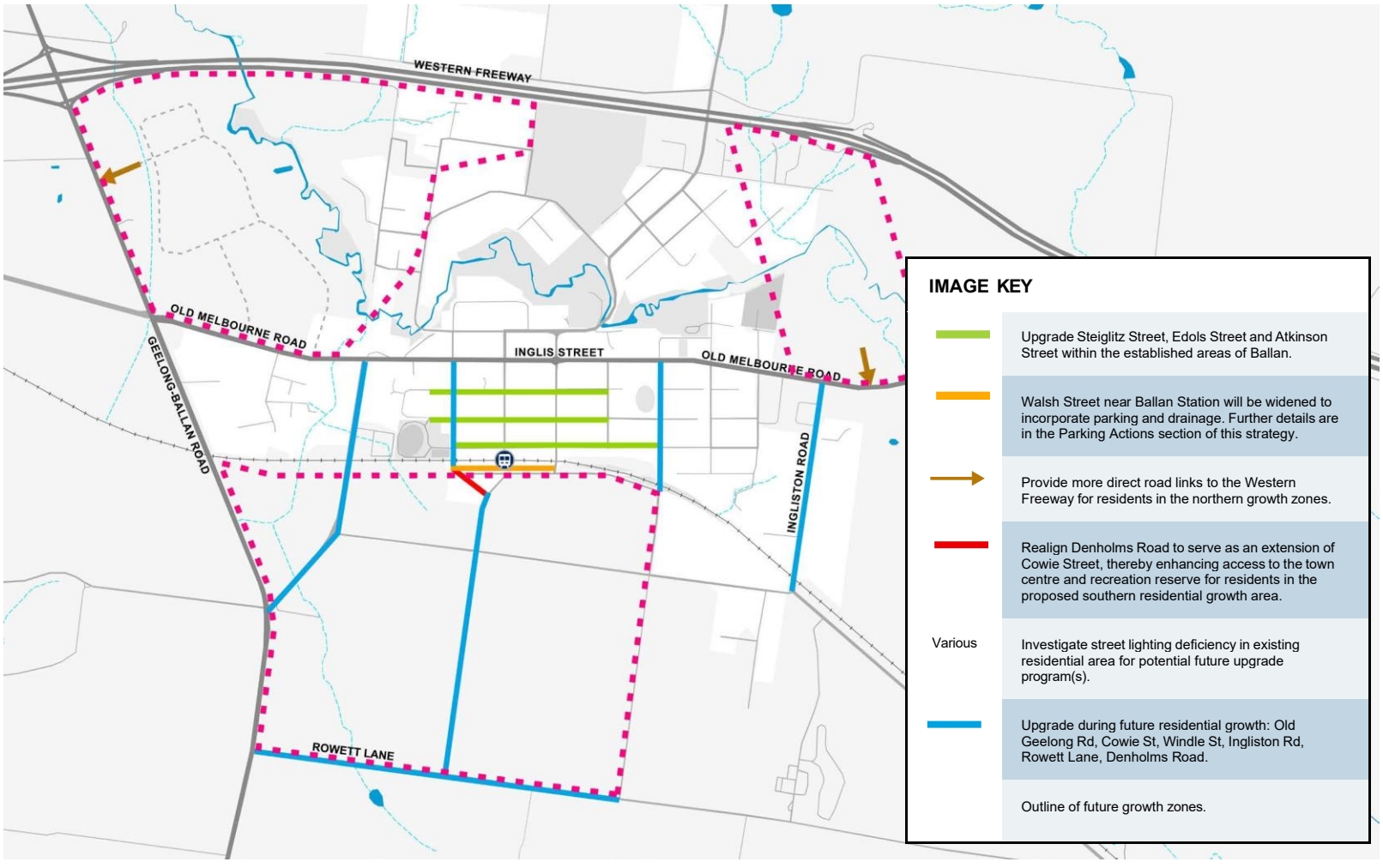



**Figure 11:** *Locality map of actions to manage increased traffic and road upgrades*

## 3.2 Major Intersections

In 2020, Moorabool Shire Council took a proactive step toward managing Ballan's future growth by commissioning expert traffic analysis to inform the improvement of key intersections in the township. A specialist consultant was engaged to conduct a detailed assessment using advanced traffic modelling software. This analysis evaluated the current performance of key intersections, projected future population growth, and assessed the long-term capacity and functionality of the town's road network.

The study focused on ten strategically selected locations across Ballan, chosen for their importance to local traffic flow and connectivity. The consultant provided detailed insights into how increasing traffic volumes and development pressures would affect these intersections over time. This information has been used to identify where and when infrastructure upgrades may be required to maintain safe and efficient movement throughout the town.

By linking infrastructure planning to projected growth and performance modelling, the Ballan Integrated Transport Strategy (BITS) establishes a clear, evidence-based framework for prioritising future works. This approach enables the Council and stakeholders to respond proactively to growth, ensuring that road and intersection improvements are delivered in a timely, coordinated, and cost-effective manner, supporting safety, accessibility, and long-term network performance.

*Further intersection improvements along Inglis Street are outlined in ***Section 3: Active Transport***.

## Actions to address future congestion at major intersections

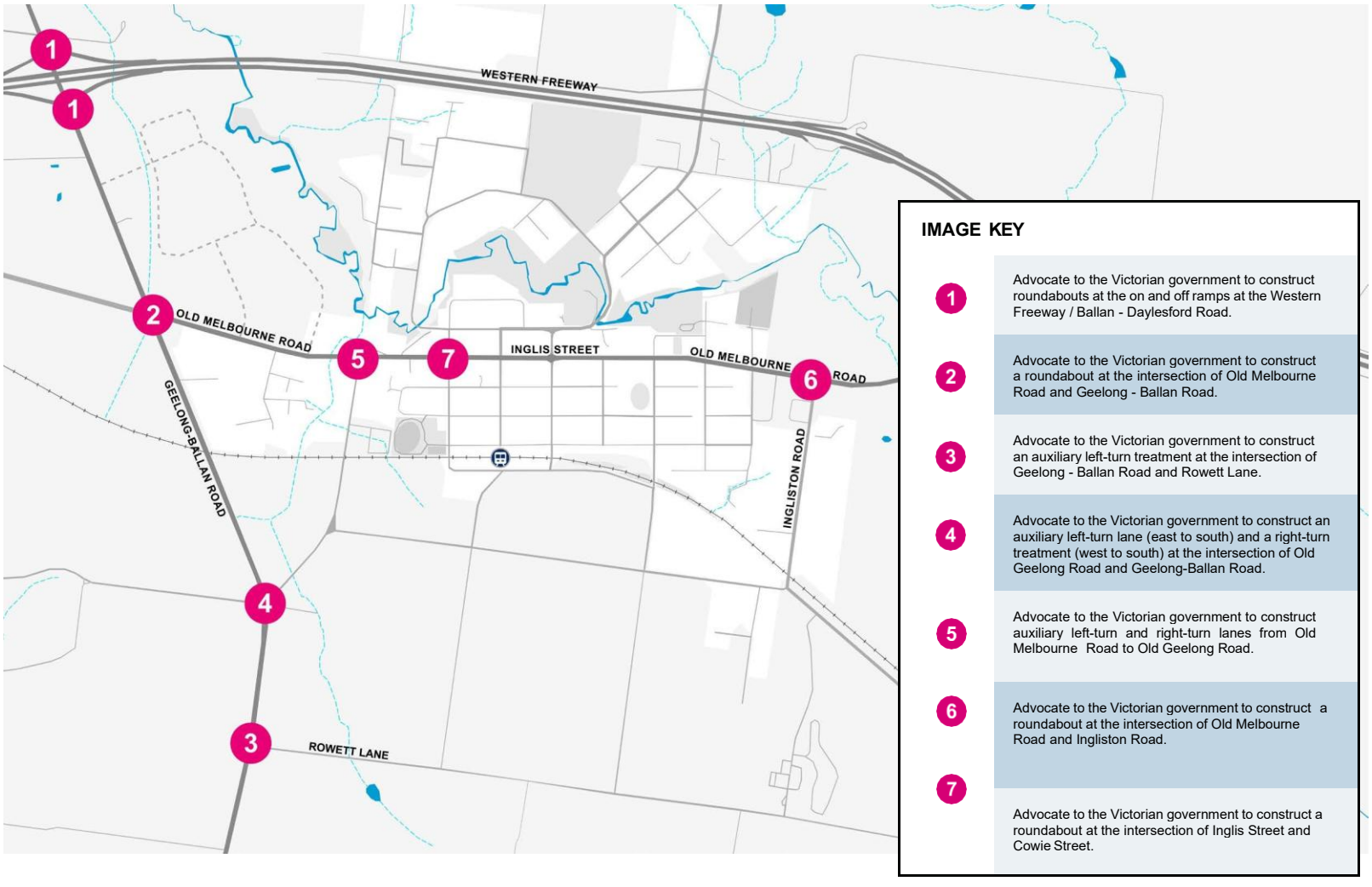



**Figure 12:** *Locality map of actions that address future congestion at major intersections*

## 3.3 Active Transport

Given that most new and existing residential properties within Ballan township are situated within a one-kilometre radius of the town centre, walking or cycling becomes a highly practical and beneficial option for residents. Choosing to walk or cycle promotes physical health and well-being and reduces traffic congestion and the resulting environmental impact. It fosters a sense of community as residents interact more frequently with their neighbours and local businesses.

Currently, missing connections within the existing footpath network can make walking and cycling challenging. This BITS addresses these gaps, making walking and cycling more desirable and cost-effective alternatives to driving, thereby saving on fuel and maintenance costs. By encouraging these modes of transport, Ballan can enhance its livability, making it a more vibrant, connected, and sustainable town. It will ensure that all residents can access open spaces, shops, businesses, services, train stations, schools, and recreation facilities, while also connecting with family, friends, and the community by using safe and well-connected walking and cycling paths.


**Figure 13:** *Safer paths encourage more people to walk*

## In Ballan, the best of town is just a short walk

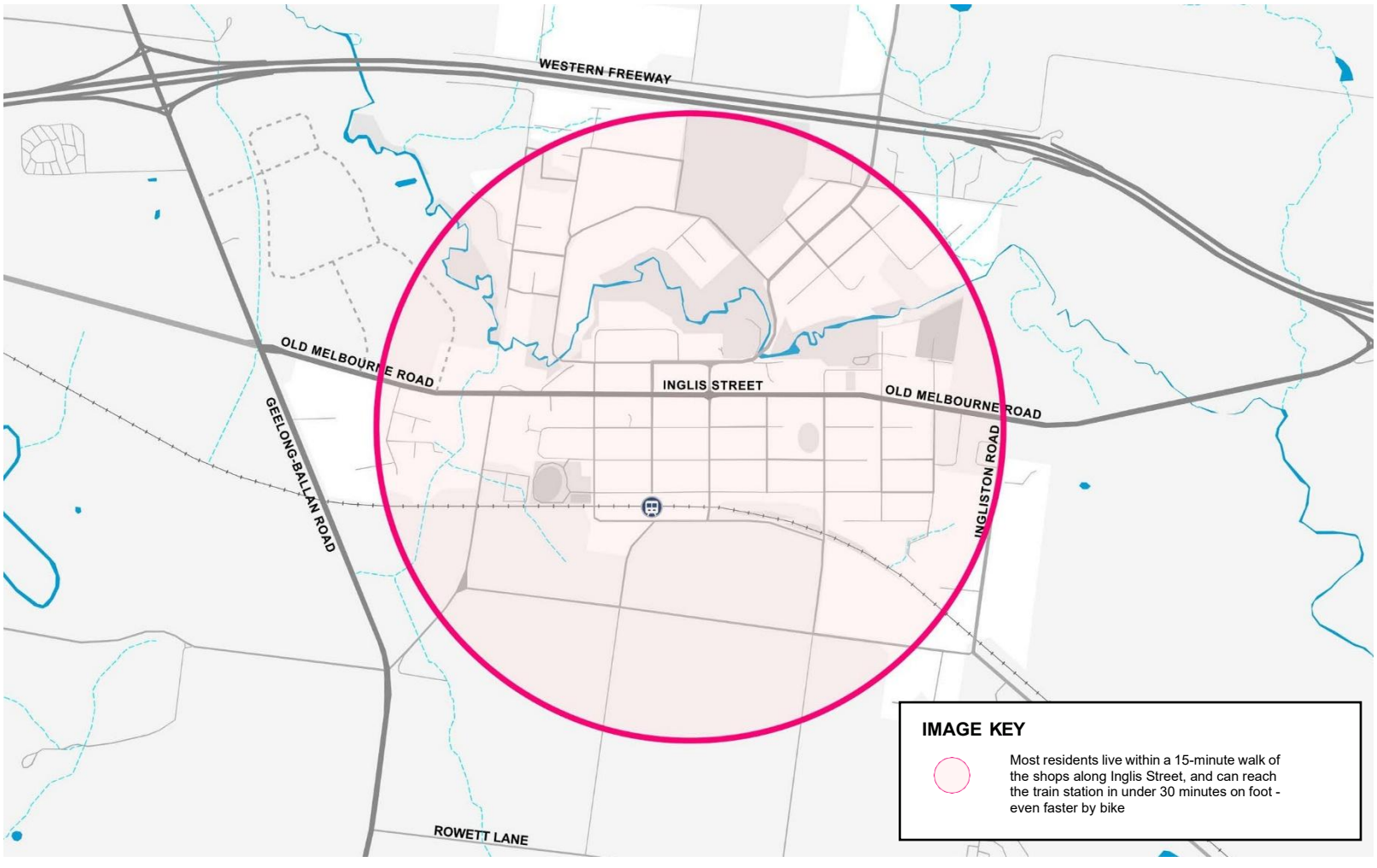



**Figure 14:** *1,000 metres = 15 minute walk*

# Designing Safe and Engaging Paths

Designing safe and engaging paths for cyclists and pedestrians is crucial in an integrated transport strategy. Council will advocate to create a transport network that is forgiving of human error and minimises the risk of serious injury or death by separating vulnerable road users from vehicles, using clear signage, and implementing traffic calming measures. Various safety measures are detailed in the Moorabool Road Safety Strategy. Additionally, the incorporation of the comfort initiatives noted below enhances the usability and attractiveness of paths, ensuring that our transport system is safe, inclusive, and engaging for all.

One such initiative involves connecting the new shared path in Precinct 5 to the existing network via an additional trail along the southern side of Werribee River. This connection would form part of a broader recreational trail along the river, with the potential to extend further east to accommodate future developments. In doing so, it would seamlessly link the current pedestrian path network with both existing and planned growth areas to the west and east.

Connectivity gaps within the walking and cycling network, specifically those requiring a pedestrian and cyclist bridge or an underpass, are addressed in detail in the Bridges and Underpasses section of this Strategy.

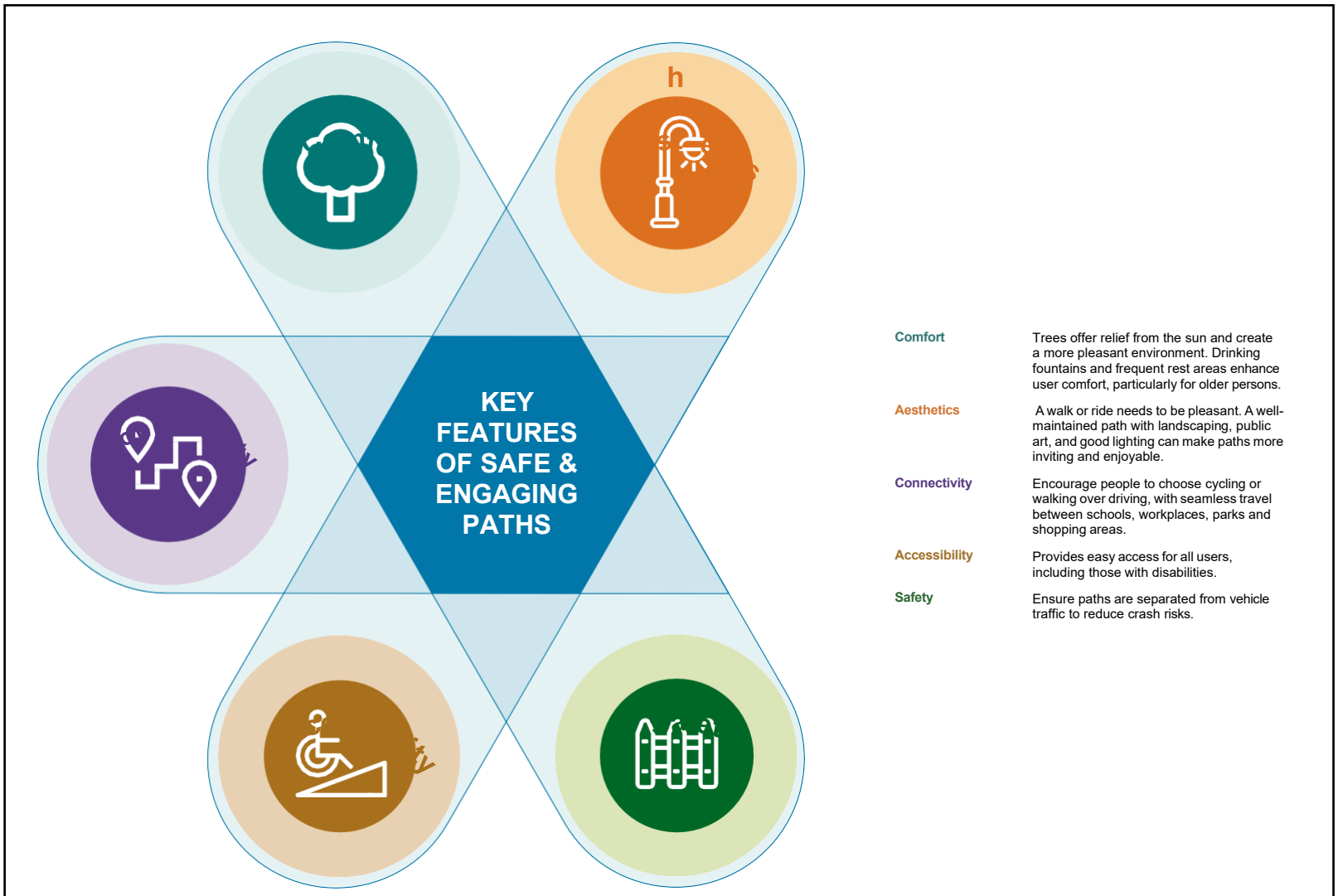



**Figure 15:** *Key features of safe and engaging paths.*

**Figure 16:** *Families on Inglis Street would gain from wider paths (Ballan)*

**Figure 17:** *A Safe System "Bend In" priority raised crossing providing priority for pedestrians and cyclists (Ballarat)*

## Bridges and Underpasses

Ballan has three major natural and constructed dividers: the Werribee River, the Western Freeway, and the Melbourne-Ararat Railway line. These features limit safe and convenient crossing points for pedestrians and cyclists, contributing to the dominance of private car use across the town. By introducing well-designed underpasses and bridges, Ballan can improve active transport options, ease traffic congestion, and support a healthier, more sustainable community lifestyle.

Redeveloping the Stead Street underpass for exclusive use by active travel users is a positive initiative to improve safety and connectivity with the proposed residential growth planned south of the Ballarat-Melbourne rail line. The underpass will provide a safe crossing point for pedestrians and cyclists by separating them from vehicles.

Given the narrow Ballan-Greendale Road bridge, which has limited shoulders and a 60 km/h speed limit, residents north of the freeway would benefit from safe walking or cycling access to town, schools, and the railway station. A shared path under the Western Freeway, along the banks of the Werribee River, and connecting to Carween Lane would provide a practical alternative. This path would link with the proposed Werribee River shared trail from the freeway to Hogan Road. A feasibility study is recommended to explore potential environmental, design, and funding challenges for the Werribee River Western Freeway underpass connection. The study should also assess an alternative pedestrian/shared path over the freeway at Ballan-Greendale Road.

A feasibility study will be conducted to identify gaps in the path network, ensuring these connections link existing and future recreational trails and developments.

The study should also include an underpass at Blackwood Street, along the bank of the Werribee River, providing a connection with Mill Park and the Werribee Flour Mill bridge, as well as a bridge connecting the Ocock Street / Hall Street path to the existing paths to the south across the river. Our aim with this study is to create a connected and safe environment where people can walk and ride confidently and safely throughout the town on well-designed, sustainable paths, and ensure that areas such as schools, the town centre, the station, Mill Park, and Caledonian Park are accessible to all residents.

The Werribee River greatly benefits the Ballan community by providing a natural, scenic environment that adds to the town's aesthetic appeal and serves as a venue for activities such as picnicking, walking, and cycling. However, it also separates the communities on either side of the river and from the town centre. To improve connectivity for pedestrians and cyclists, this strategy recommends placing an active transport bridge at Growth Precinct 5 and a new bridge near the Hall Street walking track serving the town’s northeast community.

**Figure 18:** *Example of a river path under a major road: Calder Highway at Bridgewater on Loddon*

# Actions to address active transport challenges

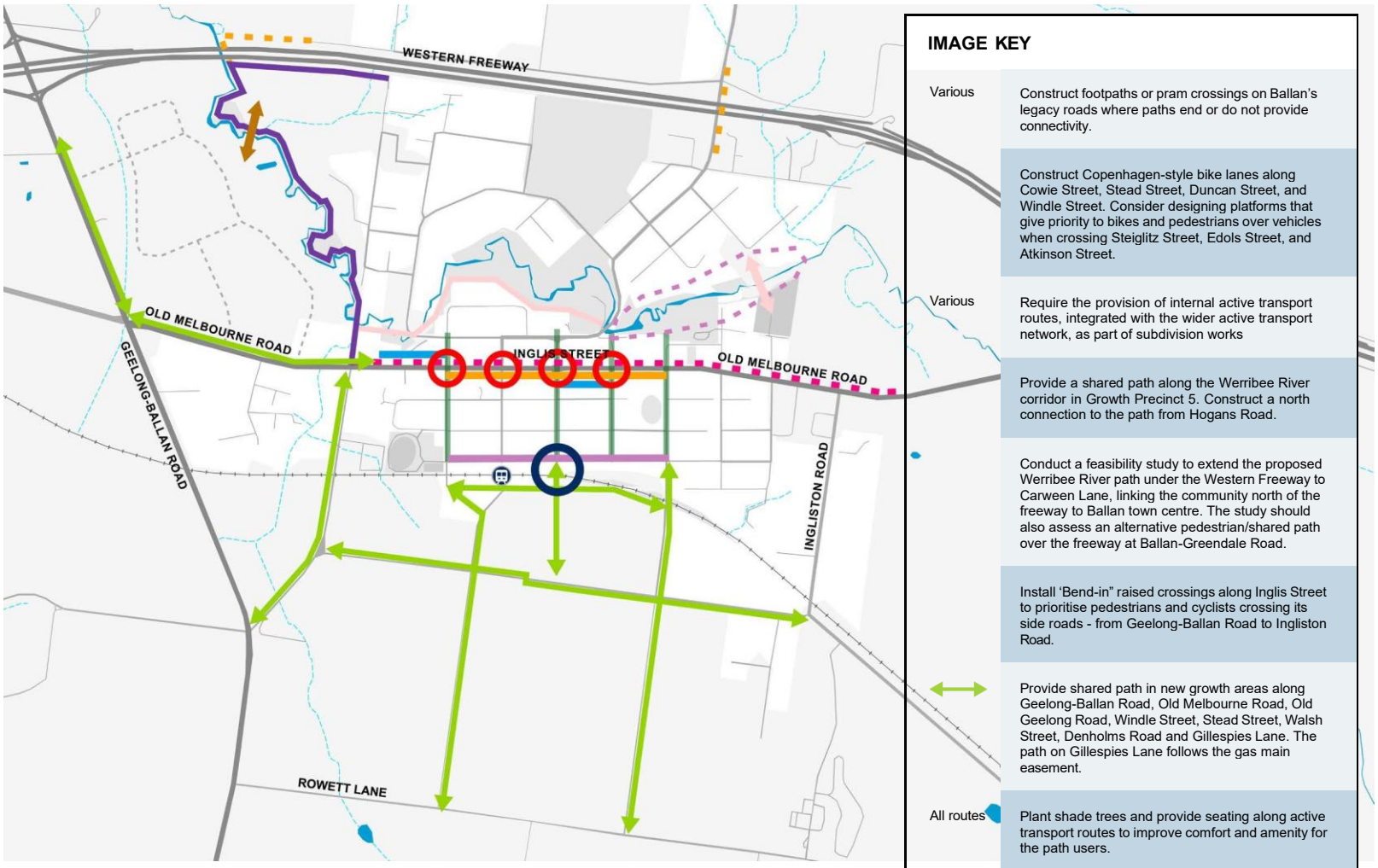



**Figure 19:** *Locality map of actions that address active transport challenges*


**Figure 20:**

*Stead Street underpass redevelopment for active travel, linking future southern residential growth*

**Figure 21:**

*Example of a Copenhagen-style bicycle path*

## 3.4 Car Parking

Parking issues in Ballan are becoming increasingly noticeable as the town's population continues to grow steadily. The main issue arises from the limited infrastructure in the town centre, which was originally designed for a much smaller population and less traffic. Inglis Street, Ballan's primary shopping strip, has high demand for on-street parking with few off-street options, which often causes congestion and frustration for both locals and visitors. Shop driveways also hinder the opportunity to increase the number of parking bays on Inglis Street.

Residents have frequently expressed the need for more long-term parking, particularly near the railway station and schools, as well as accessible parking for individuals with mobility challenges. Atkinson Street, which abuts the Ballan Railway Station, warrants focused review.

This corridor currently operates under parking restrictions, but consistently high occupancy levels suggest an imbalance between supply and demand. A formal review of Atkinson Street parking arrangements is recommended to improve turnover, support commuter convenience, and optimise usage in line with Ballan's anticipated growth trajectory. A shortage of designated accessible parking also compounds the issue, highlighting a need for a more inclusive approach to transport planning that prioritises access and equity for people with limited mobility.

These challenges highlight the need for a parking plan that strikes a balance between heritage and modern infrastructure needs. Solutions include expanding off-street and on-street parking, as well as boosting pedestrian and cycling infrastructure to reduce reliance on cars.

### Actions to address car parking challenges

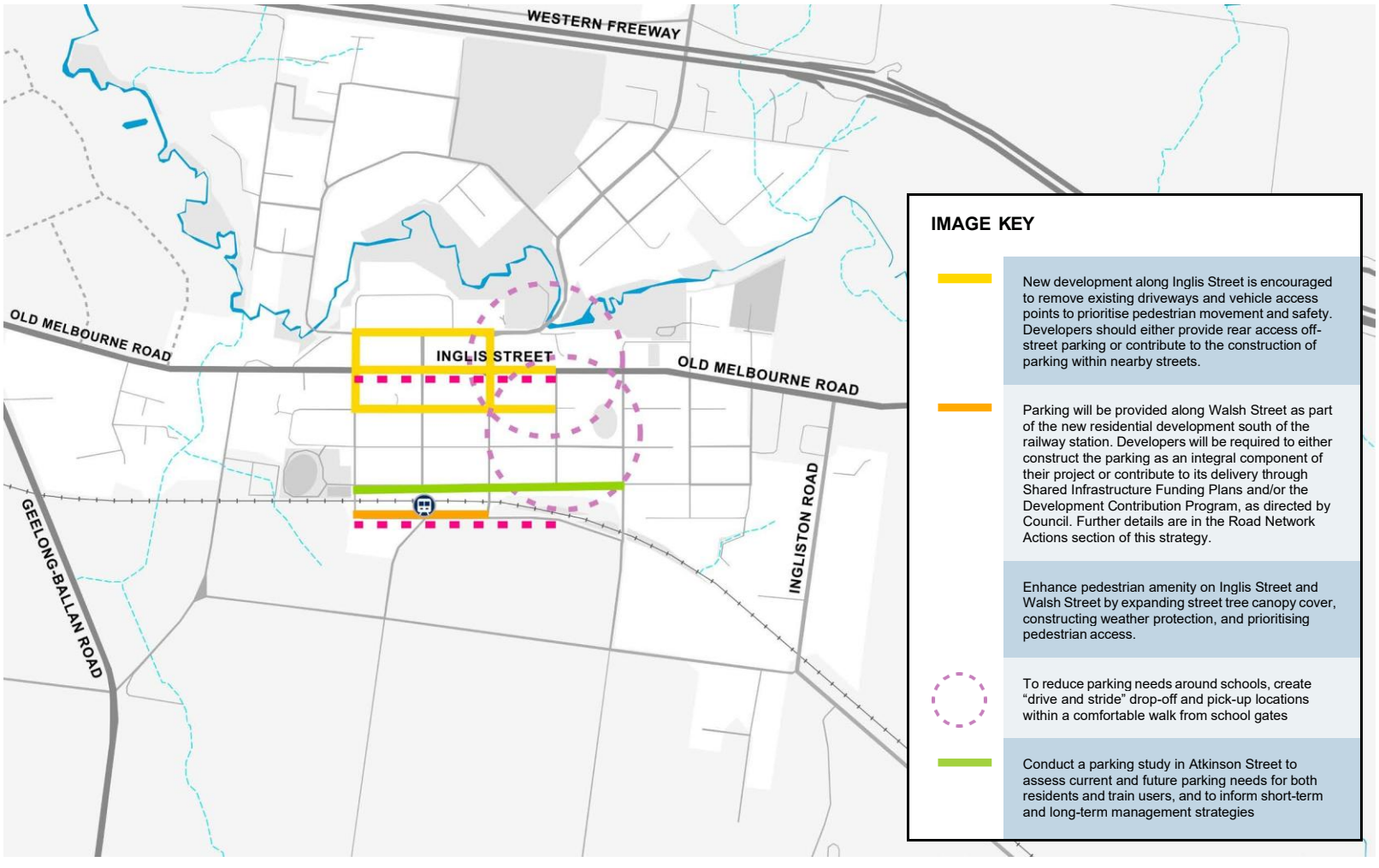



**Figure 22:** *Locality map of actions that address car parking challenges*

## 3.5 Public & Other Transport

Ballan faces a significant transport gap due to the absence of a local public bus service and alternative transport options. While regional routes connect some nearby towns, the absence of neighbourhood connectivity restricts mobility and access to essential services. This strategy adopts a multi-faceted approach to address this issue:

- Establishing a tailored local bus network to support Ballan's growing population and align with Victoria's sustainable transport goals;
- Introducing a FlexiRide on-call bus service to provide flexible, pre-booked transport to key destinations. This reduces dependence on private vehicles and improves access for residents, including those in nearby areas such as Mount Egerton, Gordon, and Greendale.
- Encouraging the development of a community-led, not-for-profit transport service to offer affordable, supportive travel for medical appointments, shopping, and social visits for older or disability-impaired residents.
- Advocate to the Victorian government for improved train services by enhancing level crossing safety, increasing capacity, and boosting frequency to provide a smoother, more reliable journey.

In addition to state advocacy, urbanisation of rail crossings—which involves upgrading crossings to accommodate pedestrian, bicycle, and DDA-compliant access for vulnerable road users—represents a key future opportunity. Council will explore options for advocating these upgrades through development contributions, with funding responsibility potentially shared by developers. Any such proposals would remain subject to the relevant approvals from V/Line and other transport agencies, ensuring appropriate safety and infrastructure outcomes are achieved.

Together, these initiatives aim to create a more connected, inclusive, and sustainable transport system for the Ballan township and its neighbouring communities.


**Figure 23:** *AI generated example of a community-led, not-for-profit transport service*


**Figure 24:** *Advocacy for improved PTV services*

# Actions to address transport challenges

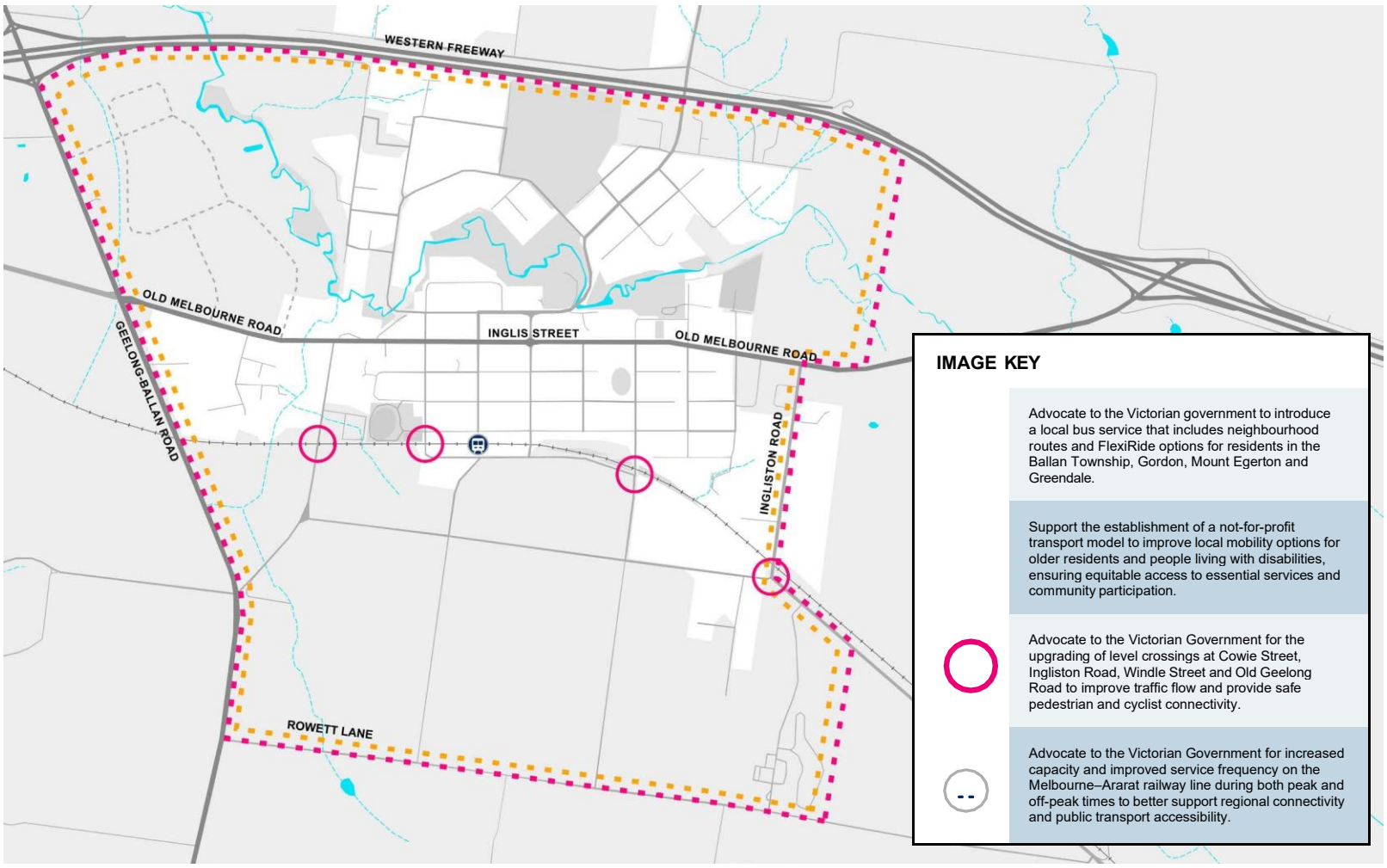



**Figure 25:** *Locality map of actions that address transport challenges*


**Figure 26:** *Advocate for safety upgrades to Ballan's level crossings*

# 4 Strategy Summary

The Ballan Integrated Transport Strategy (BITS) sets out a forward-thinking approach to shaping the town's transport future. As Ballan grows, its transport systems must also expand, ensuring it remains safe, accessible, and responsive to the needs of all users. This strategy provides a clear roadmap for delivering a diverse, adaptable, and sustainable transport network that supports both current residents and future growth.

Through targeted improvements to roads, paths, and transport services, BITS will create a well-connected township where people can move around easily and safely—whether by car, bike, foot, or public transport. The strategy prioritises vulnerable road users, including pedestrians, cyclists, children, and older residents, ensuring infrastructure upgrades enhance safety and accessibility for all.

BITS aligns infrastructure delivery with projected population growth, ensuring that roads, intersections, parking, and path networks evolve alongside development. This approach helps avoid congestion, maintain high service levels, and ensure that new subdivisions and developments integrate seamlessly with the broader transport framework. The result is a cohesive and efficient system that supports the town's long-term liveability.

## 4.1 Key Outcomes

By embedding flexibility, safety, and sustainability into its core, the strategy positions Ballan to thrive as a connected, liveable, and future-ready community.

- Seamless transport links will be established between residential areas, schools, shops, the train station, and recreational spaces, creating a well-connected township.
- Upgrades will focus on improving safety and efficiency for all road users, with particular attention to pedestrians and cyclists.
- Roads and intersection infrastructure will be delivered in line with population and development milestones, ensuring that the road and path network keeps pace with growth.
- New developments will be required to integrate with the strategy's service levels, contributing to a coordinated and sustainable transport system across Ballan.

**Figure 27:** *All abilities shared paths provide safety and access for all*

**Figure 28:** *Walking to the shops boosts health and helps the environment*


## 4.2 Monitoring and Review

For an Integrated Transport Strategy to be successful, in a rapidly growing and changing municipality, it will need to be regularly reviewed and monitored. Any significant changes to land use and/or the transport network within the municipality will impact its transport requirements, prompting a review of the Strategy. Examples of such changes that create or change transport priorities that were not envisaged in this document are:

Changes to the Ballan Settlement Boundary.

Changes to Victorian Government plans and strategies.

Given Ballan's forecast population and development growth rate this document will require review in 2035 to ensure it reflects the most recent transport requirements and vision.

# 5 Action Plan

The Ballan Integrated Transport Strategy (BITS) Action Plan outlines a clear and coordinated vision for the future of transport in Ballan. Each action in this plan aims to address the evolving needs of the community, support population growth, and align with broader regional and state transport objectives. The plan acknowledges the importance of preserving Ballan's rural character while ensuring residents have equitable access to safe, efficient, and flexible transport options.

The following pages detail key focus areas, including roads, intersections, active travel, car parking, and improvements to public and community transport. These actions guide investment, inform planning decisions, and foster collaboration among government, community, and industry stakeholders. Combined, these efforts will help shape a transport system that not only moves people but also strengthens the social, economic, and environmental fabric of Ballan.

## 5.1 Action Plan Abbreviations & Notes

### Abbreviations

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| **MSC** | Moorabool Shire Council |

### Time Frame Notes

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|---|---|
| **Short Term** | refers to the period before the township population reaches 4700 people, currently estimated for 2031 |
| **Med Term** | refers to the period before the township population reaches 6,700 people, currently estimated for 2041 |
| **Long Term** | refers to the period before the township population reaches 8,700 people, currently estimated for 2051 |

### Responsibility Notes

This strategy designates the Victorian Government, developers, Moorabool Shire Council, and Community organisations as the key authorities responsible for providing transport infrastructure and services. The Victorian Government primarily leads and finances major projects on state-managed roads, intersections, and public transport. Developers are responsible for designing, constructing, and funding infrastructure within new developments, as well as financing other projects related to the growth of these developments. The Moorabool Shire Council manages local design standards, coordinates project implementation, and may co-fund or directly undertake community transport enhancements. Community organisations will operate community-based projects with funding from state, local, and community sources. Where two or more entities are mentioned within the action plan, their responsibilities are shared.

| 01. ROAD NETWORK ACTIONS | RESPONSIBILITY | TIME FRAME |
|---|---|---|
| Upgrade Steiglitz Street, Edols Street and Atkinson Street within the established areas of Ballan. | MSC | Short Term to Long Term |
| Walsh Street near Ballan Station will be widened to incorporate parking and drainage. Further details are in the Parking Actions section of this strategy. | Developer | Long Term |
| Provide more direct road links to the Western Freeway for residents in the northern growth zones. | Developer | Long Term |
| Realign Denholms Road to serve as an extension of Cowie Street, thereby enhancing access to the town centre and recreation reserve for residents in the proposed southern residential growth area. | Developer | Long Term |
| Investigate street lighting deficiency in existing residential area for potential future upgrade program(s). | MSC | Short Term |
| Upgrade during future residential growth: Old Geelong Rd, Cowie St, Windle St, Ingliston Rd, Rowett Lane, Denholms Road. | Developer | Short Term to Long Term |
| **02. MAJOR INTERSECTIONS ACTIONS** | **RESPONSIBILITY** | **TIME FRAME** |
| Advocate to the Victorian government to construct roundabouts at the on and off ramps at the Western Freeway / Ballan-Daylesford Road. | Victorian government / Developer | Long Term |
| Advocate to the Victorian government to construct a roundabout at the intersection of Old Melbourne Road and Geelong-Ballan Road. | Victorian government / Developer | Short Term |
| Advocate to the Victorian government to construct an auxiliary left-turn treatment at the intersection of Geelong-Ballan Road and Rowett Lane | Victorian government / Developer | Short Term |
| Advocate to the Victorian government to construct an auxiliary left-turn lane (east to south) and a right-turn treatment (west to south) at the intersection of Old Geelong Road and Geelong-Ballan Road. | Victorian government / Developer | Short Term |
| Advocate to the Victorian government to construct auxiliary left-turn and right-turn lanes from Old Melbourne Road to Old Geelong Road. | Victorian government | Medium to Long Term |
| Advocate to the Victorian government to construct a roundabout at the intersection of Old Melbourne Road and Ingliston Road | Victorian government | Medium Term |
| Advocate to the Victorian government to construct a roundabout at the intersection of Inglis Street and Cowie Street. | Victorian government / Developer | Short Term |
| **03. ACTIVE TRAVEL ACTIONS** | **RESPONSIBILITY** | **TIME FRAME** |
| Construct footpaths or pram crossings on Ballan's legacy roads where paths end or do not provide connectivity. | MSC | Short Term to Long Term |
| Construct Copenhagen-style bike lanes along Cowie Street, Stead Street, Duncan Street, and Windle Street. Consider designing platforms that give priority to bikes and pedestrians over vehicles when crossing Steiglitz Street, Edols Street, and Atkinson Street. | MSC | Short Term to Medium Term |
| Require the provision of internal active transport routes, integrated with the wider active transport network, as part of subdivision works | Developer | Short Term to Long Term |

| 03. ACTIVE TRAVEL ACTIONS | RESPONSIBILITY | TIME FRAME |
|---|---|---|
| Provide a shared path along the Werribee River corridor in Growth Precinct 5. Construct a north connection to the path from Hogans Road | Developer | Medium Term |
| Conduct a feasibility study to extend the proposed Werribee River path under the Western Freeway to Carween Lane, linking the community north of the freeway to Ballan town centre. The study should also assess an alternative pedestrian/ shared path over the freeway at Ballan-Greendale Road. | Developer | Short Term |
| Install 'Bend-in" raised crossings along Inglis Street to prioritise pedestrians and cyclists crossing its side roads - from Geelong-Ballan Road to Ingliston Road. | Victorian government / MSC / Developer | Medium Term |
| Provide shared path in new growth areas along Geelong-Ballan Road, Old Melbourne Road, Old Geelong Road, Windle Street, Stead Street, Walsh Street, Denholms Road and Gillespies Lane. The path on Gillespies Lane follows the gas main easement. | Developer | Short Term to Long Term |
| Plant shade trees and provide seating along active transport routes to improve comfort and amenity for the path users. | MSC | Short Term to Medium Term |
| Extend the existing paths in Caledonian Park to promote physical activity, safety, and social interaction. | MSC / Developer | Medium Term |
| Convert the single-vehicle rail underpass at Stead Street to an exclusive walking and cycling path. | Victorian government / MSC / Developer | Medium Term to Long Term |
| Construct a new pedestrian bridge and connecting paths over the Werribee River at Growth Precinct 5. | Developer | Short Term to Medium Term |
| Along Inglis Street between Bradshaw Street and Cowie Street (north side) and Stead Street to Duncan Street (south side), increase the path width to cater for active transport and disability access to medical facilities, retail, and schools. | MSC | Short Term |
| Create a pedestrian precinct along Inglis Street that welcomes pedestrians and cyclists by introducing mid-block traffic calming, pedestrian crossings, and vehicle speeds that align with the Moorabool Road Safety Strategy. | Victorian government | Short Term |
| Construct a Roundabout at Cowie Street, Raised Intersections at Fisken Street and Duncan Street, and, with the addition of Stead Street, install priority pedestrian crossings on all approaches of each intersection. | MSC / Victorian government | Medium Term |
| Enhance pedestrian and cyclist access to the railway station by implementing priority crossings and dedicated paths on Atkinson Street. | MSC/Developer | Medium Term |
| Conduct a feasibility study to identify gaps in the path network, linking existing and future trails and developments, and consider an underpass at Blackwood Street along the Werribee River, as well as a bridge connecting the Ocock Street / Hall Street path to paths south of the river. | MSC / Developer / Victorian government | Short Term |

| 04. PARKING ACTIONS | RESPONSIBILITY | TIME FRAME |
|---|---|---|
| New development along Inglis Street is encouraged to remove existing driveways and vehicle access points to prioritise pedestrian movement and safety. Development should either provide rear access off-street parking or contribute to the construction of parking within nearby streets. | Developer | Short Term to Long Term |
| Parking will be provided along Walsh Street as part of the new residential development south of the railway station. Developers will be required to either construct the parking as an integral component of their project or contribute to its delivery through Shared Infrastructure Funding Plans and/or the Development Contribution Program, as directed by Council. Further details are in the Road Network Actions section of this strategy. | Developer / DCP | Long Term |
| Enhance pedestrian amenity on Inglis Street and Walsh Street by expanding street tree canopy cover, constructing weather protection, and prioritising pedestrian access. | Developer / DCP | Long Term |
| To reduce parking needs around schools, create “drive and stride” drop-off and pick-up locations within a comfortable walk from school gates | MSC | Short Term |
| Conduct a parking study in Atkinson Street to assess current and future parking needs for both residents and train users, and to inform short-term and long-term management strategies | MSC | Short Term |

| 05. PUBLIC & VOLUNTEER TRANSPORT ACTIONS | RESPONSIBILITY | TIME FRAME |
|---|---|---|
| Advocate to the Victorian government to introduce a local bus service that includes neighbourhood routes and FlexiRide options for residents in the Ballan Township, Gordon, Mount Egerton and Greendale. | Victorian government | Short Term |
| Support the establishment of a not-for-profit transport model to improve local mobility options for older residents and people living with disabilities, ensuring equitable access to essential services and community participation. | MSC / Community organisations | Short Term |
| Advocate to the Victorian Government for the upgrading of level crossings at Cowie Street, Ingliston Road, Windle Street and Old Geelong Road to improve traffic flow and provide safe pedestrian and cyclist connectivity. | Victorian government / Developer | Short Term to Medium Term |
| Advocate to the Victorian Government for increased capacity and improved service frequency on the Melbourne–Ararat railway line during both peak and off-peak times to better support regional connectivity and public transport accessibility. | MSC | Short Term |