



Romsey Structure Plan

Previous information:

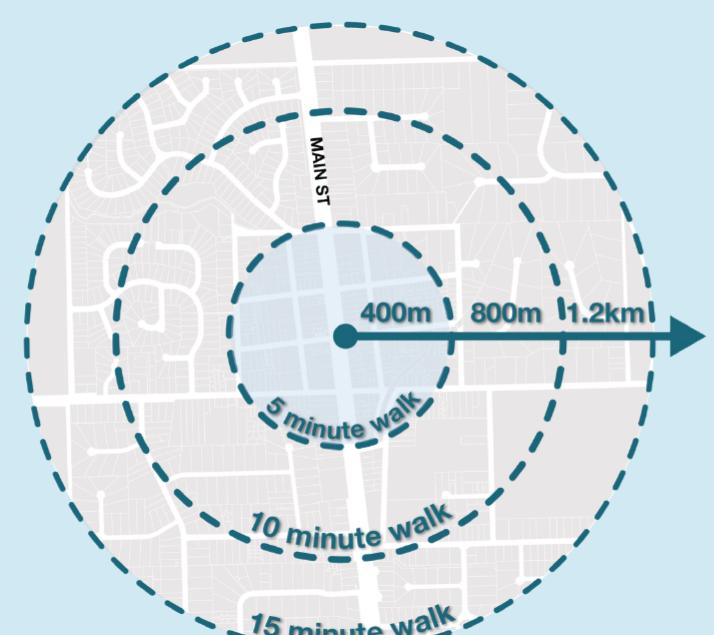
- Romsey is highly car dependent.
- The pedestrian and cycling network is focused on Main Street and town core; beyond these areas the network is fragmented and limited and a lack of infrastructure discourages people to walk and ride due to safety concerns.
- Inter-town footpaths connect Romsey to Lancefield however there is no connection to Monegeetta and Clarkefield.
- Access to the town centre is via a service road along the eastern and western sides of Melbourne-Lancefield Road with a footpath on both sides.
- There is no controlled pedestrian crossing point to link both sides of the centre.
- Public transport consists of a VLine bus route running from Lancefield to Melbourne via Sunbury or Gisborne.
- Most people commuting to Melbourne access public transport by driving to Clarkefield Station.
- Lack of public transport is a significant issue for young people.

What we have previously heard:

Consultation to date has identified the desire for an improved walking and cycling network using key roads and linear open space to improve connections between neighbourhoods and destinations (including to surrounding towns). Transport is a key issue for young people and older people.

New information and evidence:

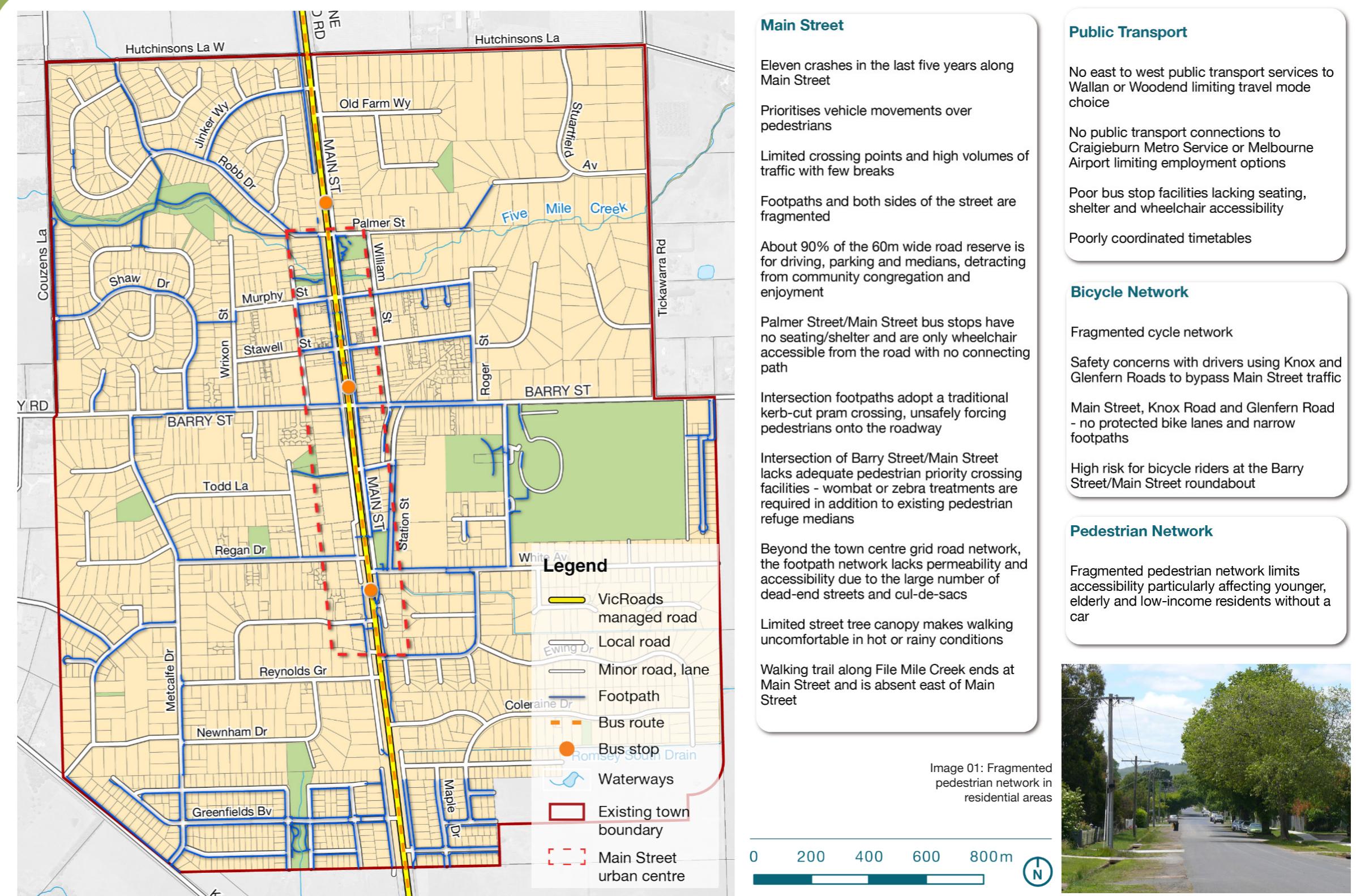
- Containing jobs within the town and services including regular shopping, schools, health facilities and eateries and other social places will reduce the need for car dependency.
- 50% of total households in Romsey live within 1km of the town centre easily undertaken on foot minimising costs of living related to transport and gaining incidental exercise.
- For households greater than 2km from Main Street, walking is relatively unattractive particularly compared to driving.
- Both the pedestrian and bike network is fragmented and limits accessibility, particularly for those without a car.
- Improved active transport links need to be safe, comfortable and interesting to encourage walking and cycling with other benefits.
- Any town growth that doesn't optimise walking could result in:
 - Higher levels of traffic congestion than would be typical in a rural township.
 - Erosion of township character and rural feel.
 - Transport-related financial burdens on households.



Movement, Transport and Access

- Significant losses of economic activity.
- Adverse health impacts as a result of sedentary lifestyles.
- Parking requirements should be managed to ensure that an oversupply is not delivered which can result in negative impacts including:
- Opportunity cost of other uses due to the large amount of space cars occupy.
- Induced car trips that might otherwise be undertaken on foot or by bicycle.
- High costs to implement and maintain, funds that could be better spent for greater public benefit.

Movement, transport and access map:



How the Structure Plan could respond:

Settlement Principles

The Settlement boundary should be guided by the following principles:

- Increase the concentration of development within 400m of the town centre to increase the walkability and foot traffic in the town centre.
- Create an urban structure that promotes walking.

Potential Responses

- Develop an above kerb active transport link along Barry Road with safe crossing points for pedestrians and cyclists.
- Prioritise the development of footpath infrastructure to the town centre, between key destinations and around the school (priority being a 400m radius of the town centre).
- Provide an intertown path from Romsey to Monegeetta and Clarkefield similar to the Lancefield connection.
- Work with DoT to improve public transport to provide more frequent services and integrated timetables.
- Work with DoT to improve the shuttle bus service to Clarkefield Station with a mixture of public bus and volunteer car drivers to provide services which align with the V/Line train timetable.
- Consider working with non-profit Community Transport service providers such as Link Community Transport to expand the availability of peri-public transport services in Romsey.
- Improve tree canopy coverage across the whole town.

- Conduct a DDA compliance assessment along Main Street and prioritise actions to address shortfalls for those of the community with limited mobility and disabilities.
- Establish an off-road shared path network, particularly linking the Town Centre with the Recreation Reserve, Primary School, childcare facilities and Five Mile Creek to allow for safe bicycle travel both for transit and recreationally.
- Design and construct a shared user path along Five Mile Creek.
- Provide opportunities for larger vehicles to park near the town centre.
- Limit speeds on Glenfern and Knox Roads to 80kmh.
- Slowing traffic on Main Street and providing pedestrian priority crossings in the main strip of shops would improve safety for both drivers and pedestrians as the area becomes busier.
- Investigate locations for wombat or zebra crossings across Barry Street and Main Street.
- Consider the need for a signalised pedestrian crossing near bus stops in Main Street.
- Renew awareness of the Avenue of Honour with signage and additional canopy trees.
- Consider restricting access to Stawell Street to be from the service lanes only, removing the intersections with Main Street through lanes.
- Investigate parking provision on Main Street and outside Romsey Primary School on Station Street to determine the best use of road space for the community.

Have your say

What are your thoughts on the Potential Responses outlined?

What do you think about the focus on Barry Street for improved safety and movement of walkers and cyclists?

What do you think about focusing footpath upgrades around Main Street and the Romsey Primary School?