



WARRNAMBOOL
CITY COUNCIL

DRAFT

Allansford Transport and Access Strategy

2026

Below: the rail bridge over the Hopkins River, Allansford.



Introduction

The town of Allansford is situated to the south of the Princes Highway, 10km east of Warrnambool.

It has a population of about 1,500 and is home to the Saputo dairy processing plant, a primary school, kindergarten, a number of small to medium businesses, a town hall and a large recreation reserve with football and cricket ovals and netball courts.

The population is forecast to grow to 1,732 by 2036 and have about 90 additional dwellings.

The town is accessed primarily via the Great Ocean Road, Princes Highway and Tooram Road.

Aim

To provide longer-term recommendations to support traffic flow in and around Allansford in line with potential future growth and development of the area.

This transport and access strategy provides an evidence-based approach to planning safe traffic and pedestrian movement in Allansford.

It supports the Allansford Strategic Framework Plan which contains the following vision for Allansford:

Allansford will be a family oriented, vibrant, and inclusive rural township, contained within well-defined boundaries and functioning as a separate satellite settlement to Warrnambool with its own character which is positively influenced by its location along the Hopkins River and as the western gateway of the Great Ocean Road. The township will be well connected through a network of active and vehicle transport options that link key destinations, such as the primary school, recreation reserve and retail services.

This strategy shares the following objectives on movement with the framework plan:

Car/truck



To create a safe and connected network of roads and bridges within and around the town and to wider regional networks.

Walking and cycling



To recognise and support the contribution of pedestrian and cycle paths to delivering a vibrant and activated public realm.

Bus



To encourage improved access to public transport from and to Allansford by supporting improvements to bus service infrastructure and timetabling to ensure regular services are provided.

Background

This draft strategy draws on information gathered over the past six years for related planning documents including the 2023 Traffic Impact Assessment, the 2021 Allansford Strategic Framework Plan, the 2025 Transport and Access Review, the Allansford Recreation Reserve Master Plan, and engineering assessments of the Ziegler Parade Bridge.

Feedback received during consultations for the Council Plan 2025-2029 has also been taken into consideration. This strategy anticipates Allansford's population growth, the scheduled closure of the Ziegler Parade Bridge and responds to the feedback received from the Allansford community over recent years.

Allansford's projected population growth can generally be accommodated via the existing primary road network and key intersections. Some traffic calming measures and service infrastructure upgrades are anticipated to ensure compliance with current design standards and to facilitate safe, active transport.

There are four entries into Allansford, two from Princes Highway, one from Tooram Road in the south and from Factory Road (Ziegler Parade) in the east.

The town entrances are not well signed and there is strong community support to strengthen entry signs with a significant urban design element - town symbol - which distinguishes the entrance and proclaims its function as an introduction to Allansford.

Opportunities exist to reinforce the visual impact of the town symbol by the planting of trees along the streets into town past the symbol.

Access to Allansford is particularly significant because the majority of Allansford residents who are employed work outside the town and use private vehicles to commute to and from work.

Princes Highway

Princes Highway is within a Transport Zone – Schedule 2 and managed by the Department of Transport and Planning (DTP). It is an arterial road of state significance (Route A1) and connects to Melbourne via Colac and Geelong to the east and to Adelaide via Warrnambool to the west.

In the vicinity of Allansford, Princes Highway is configured with an undivided carriageway carrying one traffic lane in each direction with sealed shoulders on both sides within a 60m road reservation.

Immediately west of the Allansford Township Princes Highway is configured with a divided carriageway carrying two traffic lanes in each direction, with this configuration extending to the Warrnambool Township to the west.

Great Ocean Road

Great Ocean Road is within a Transport Zone – Schedule 2 (TRZ2) and is managed by the Department of Transport and Planning (DTP). It is an arterial road (Route B100) and extends along the southern Victorian coast between Allansford and Torquay. It is configured with an undivided carriageway carrying one traffic lane in each direction. The road reservation is 60m wide north of Ziegler Parade and 40m wide south of Ziegler Parade.

A posted 100km/h speed limit applies, reducing to 80km/h on approach to the Princes Highway intersection.

Closure of the Ziegler Parade Bridge

The declining condition of the Ziegler Parade Bridge was the catalyst behind a Council decision to close the bridge by the end of 2029.



Above: Ziegler Parade Bridge in March 2026 following maintenance work.

In 2025 Council committed to maintaining the bridge until it is closed to ensure it is safely trafficable.

The impending bridge closure was the catalyst for this strategy and for community engagement to learn from Allansford residents their preferred alternatives to using the Ziegler Parade Bridge.

A community survey in mid-2025 found that after the Ziegler Parade bridge closure more residents would prefer to use Garibaldi lane to access the Princes Highway rather than the other main alternative, Grauers Road, which is further east.

An independent assessment was made of the impacts on traffic that the closure of the bridge will have and key findings were:

- redistributed traffic volumes on to Garibaldi Lane would not impact the road classification with volumes remaining within the target range.
- redistributed traffic volumes would result in acceptable capacity and operational conditions at intersections within the study area.

Council discussed with the Department of Transport lowering the speed limit along the Princes Highway either side of the intersection with Garibaldi Lane and in May 2026 the limit was lowered from 100kmh to 80kmh between Premier Speedway and the Great Ocean Road intersection.

Garibaldi Lane Treatment

Priority Treatment

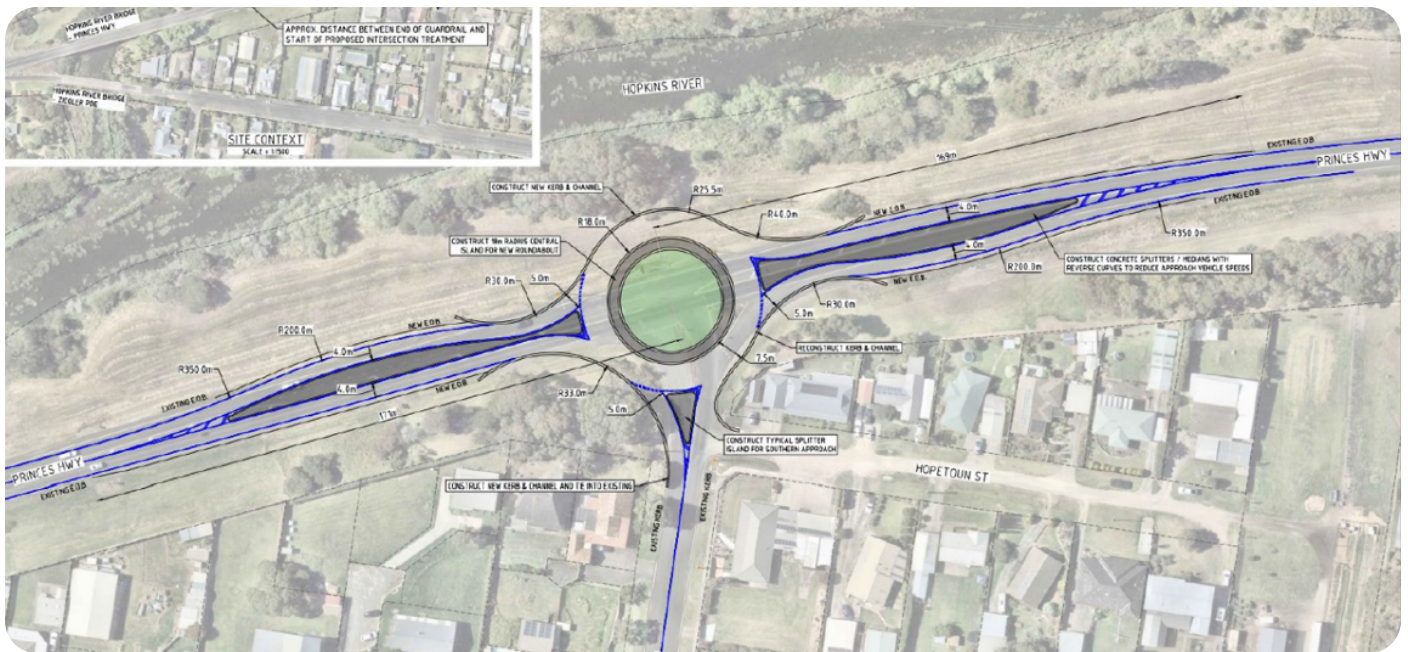
The most feasible option includes the Garibaldi Lane / Princes Highway West intersection being modified to provide a westbound acceleration lane.



Above: potential west-bound acceleration lane footprint.

Ultimate longer-term treatment

The ultimate treatment for the Princes Hwy connection from Garibaldi Lane includes much larger, expensive, and time-consuming infrastructure. Consistent with other locations across the Victorian Highway network, Department of Transport and Planning considers the best distribution of funding allocations. While a roundabout in this location would assist in addressing some aspects, it may also be beneficial that the design incorporates consideration of highway widening more broadly.



Above: potential roundabout footprint

Utilities

Council will liaise with NBN Co, Wannon Water and Telstra, which currently use the Ziegler Parade Bridge structure to help deliver services.

School Precinct Treatment

Maintaining safety while including connectivity to the Allansford and District Primary School remains paramount.

Infrastructure and education to support several factors to maximise the safety benefits surrounding the school precinct include:

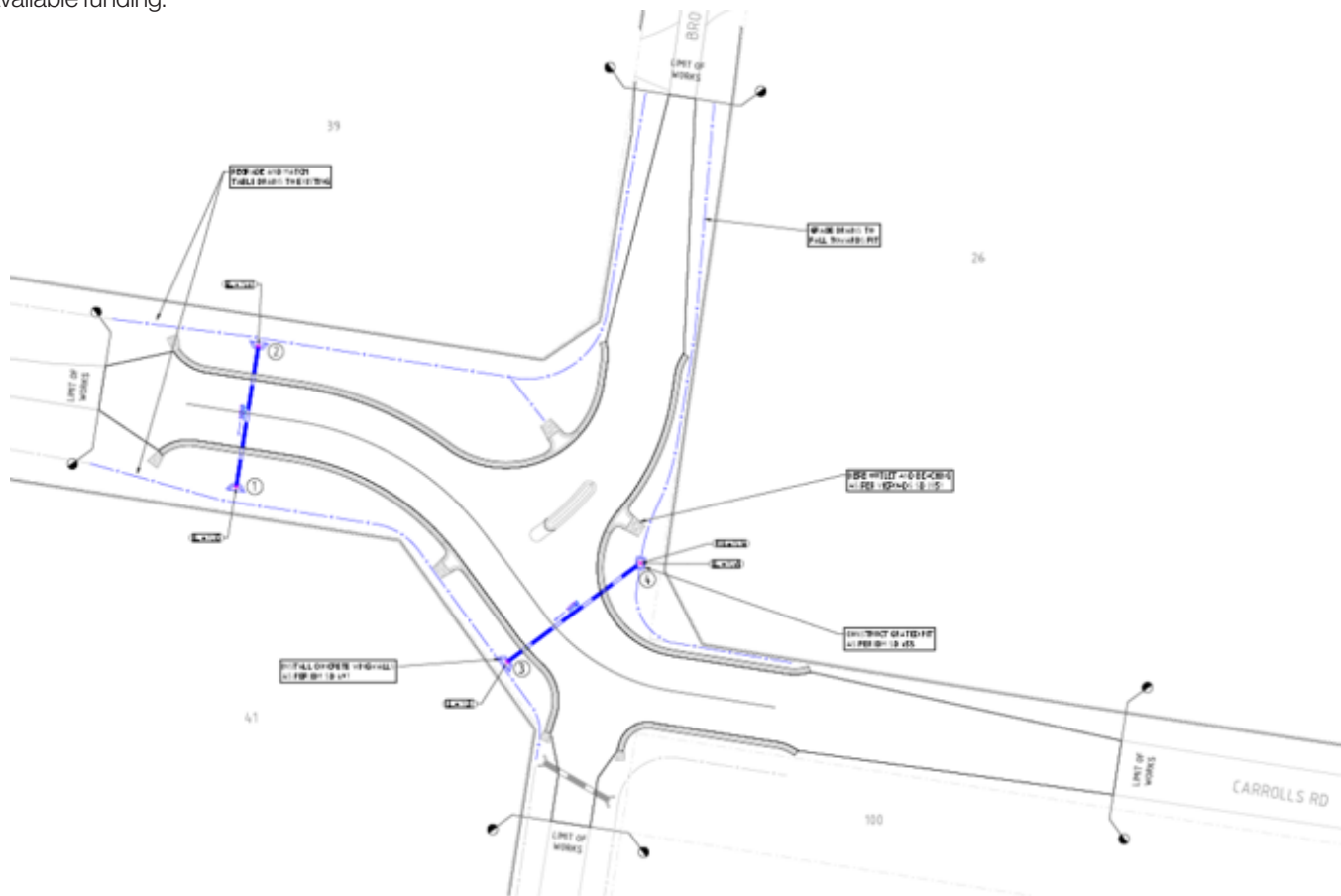
- drop-off and pick-up points, including speed management
- consideration for road crossing points and when accessing or crossing major activity nodes
- diversion where possible of larger vehicles and higher volumes of vehicles



Above: future footpath construction will focus on connections to the school, playground, recreation reserve and shops.

Brown Street and Carrolls Road Intersection Treatment

The Brown Street and Carrolls Road Intersection provides an opportunity for an altered layout should road renewal be triggered or if development in the area increases. A redesigned intersection would improve safety, with southbound traffic on Brown Street required to give way to vehicles travelling east-west along Carrolls Road. This upgrade is heavily contingent on the number of users and available funding.



Cyclists and pedestrians

The pedestrian and cycling environment in Allansford is dominated by vehicle and truck movements.

A key challenge identified by the community was facilitating safe pedestrian and cycle movement within the town.

Key areas for pedestrian movement include Ziegler Parade from the primary school to the junction of Ziegler Parade, Grauers Road and Brown Street.

Further guided by the Allansford Strategic Framework Plan Implementation report, other key streets to consider for future pedestrian upgrades include Frank Street, Carrolls Road and Brown Street.



This would encourage residents to use active transport (walking, cycling etc), particularly between key destinations such as the school, recreation reserve and shops.

There are many opportunities to improve the amenity and safety of the pedestrians while accommodating other modes of active transport including bicycles and scooters.

A variety of improvements were noted by the community as follows:

- An off-road cycle path to Warrnambool
- A pedestrian loop in the town for exercise
- A walking path along Station Street to avoid pedestrian conflict with heavy vehicle traffic on Carrols Road, or/and a walking path directly on Carrols Road to alleviate the localised conflict.
- Footpath and pedestrian crossing upgrades in key locations in town

Any shared pathway system through Allansford should be associated with the Hopkins River.

The Sustainable Transport Strategy identified the need for a shared path linking Allansford and Warrnambool, which is to be located along the railway corridor, along with identifying upgrades to pedestrian crossings and footpaths.

It is noted that across the municipality, there is a significant demand for the construction or upgrading of footpaths and these works are subject to resourcing and Council identified priorities.

Council's Cycling Reference Group provides informed advice on cycling matters including opportunities for more and safer cycling paths.

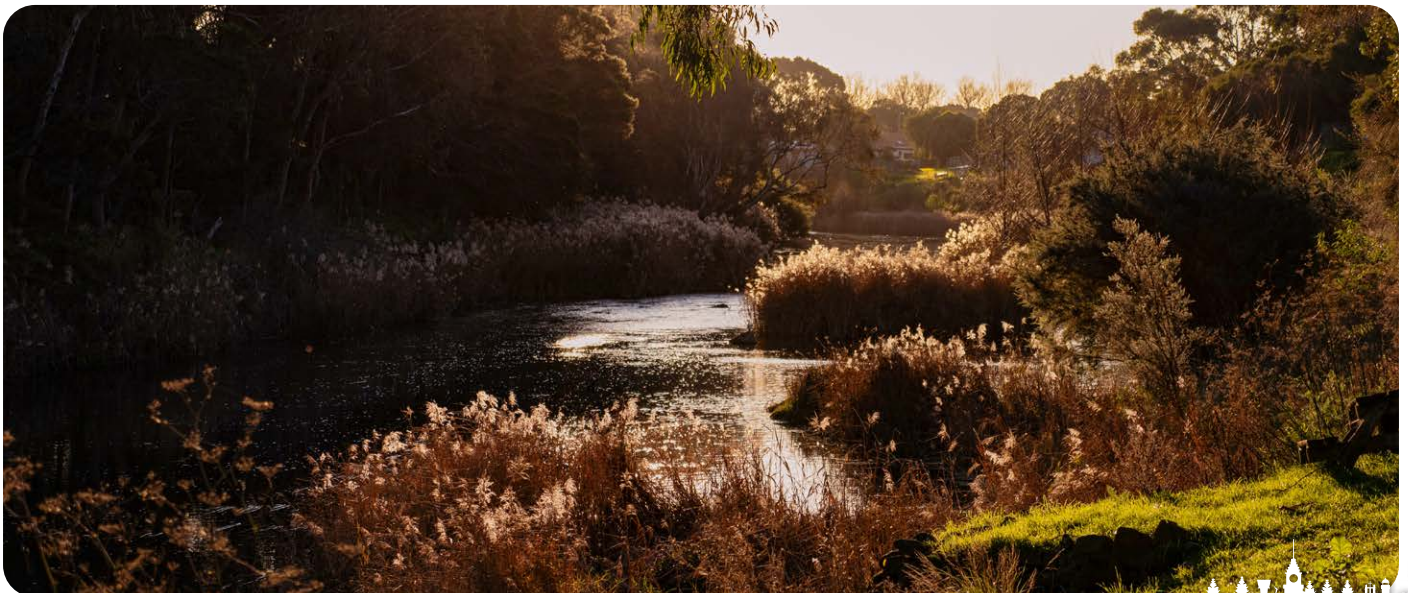
Council's Active Warrnambool Plan supports the continued development of cycling and pedestrian networks including the off-road trail network and connection of established active transport routes.

Connection to major activity nodes is highlighted through the Allansford Recreation Reserve Master Plan and could be beneficial for the nearby school and businesses fronting Graures Rd.

Funding

The recommendations presented in this report provide a long-term strategic outlook and are intended to guide future planning and investment decisions. Delivery of these recommendations will be influenced by the availability of funding opportunities, which arise through a range of funding streams and grant programs over time. As such, it is recognised that not all recommendations may be achieved within the life of this document. The implementation of individual recommendations will be subject to funding availability, strategic priorities, and alignment with the eligibility criteria and objectives of specific grant programs and funding sources. Projects should therefore be viewed as a portfolio of opportunities that may be progressed as circumstances and funding opportunities permit.

To support the delivery of the actions identified in this strategy, Council will actively pursue relevant funding opportunities as they become available. Funding may be sought through a range of agencies and programs, including the Department of Transport and Planning, the Transport Accident Commission, the Tiny Towns Fund, and other Commonwealth and Victorian Government funding programs. The availability, timing and eligibility requirements of these funding sources will influence the prioritisation and implementation of individual actions over time.





Recommendations

Advocacy Items

- 1.** Safety concerns at the Garabaldi Lane-Princes Highway intersection be to addressed in line with relevant standards and guidelines.
- 2.** Garabaldi Lane-Ziegler Parade intersection to be modified with the north and east legs receiving priority, should support be provided from PTV regarding Route 9 stop relocation.
- 3.** Advocate for access to the Princes Highway to ensure it meets current standards and guidelines.
- 4.** Advocacy for on-road cyclists, including:
 - widening of the shoulders on Princes Highway (Garabaldi Lane to Hopkins River Bridge) to 1.8m or greater.
 - regular cleaning of the Princes Highway and Hopkins River bridge shoulders.
- 5.** Continue to advocate for the proposed redesign of the Brown Street and Carrolls Road intersection. The concept design could introduce a new priority arrangement whereby southbound traffic on Brown Street would be required to give way to east-west traffic travelling along Carrolls Road, improving intersection operation and aligning vehicle priority with traffic movements. Implementation of this project remains contingent on securing external funding.
- 6.** Develop prominent town entrance signs with a unique symbol that represents Allansford.



Above: aerial image shows Princes Highway to the left and Ziegler Parade to the right of the Allansford Recreation Reserve.

Council Items

- 7.** Prioritise footpath construction along existing routes linking key attractors including the school, playground, recreation reserve and shops as funds become available.
- 8.** Ziegler Parade safety improvements including kerb outstands, line-marking and pedestrian refuges.
- 9.** Road sealing, kerb and channel to be completed by a land developer in Clarke Street, Station Street and the southern section of Elizabeth Street as additional residential development is undertaken.
- 10.** Continue to work with the Allansford and District Primary School to maximise transport connection while improving safety.
- 11.** Arrange alternative access and waste collection point for the two impacted properties along Ziegler Parade and the Princes Hwy, west of the bridge.
- 12.** Progressively improve conditions for cyclists and pedestrians, including;
 - improving links between open space within Allansford as described in the Allansford Strategic Framework Plan, and
 - improving pedestrian access into and around the Allansford Recreation Reserve.
- 13.** Review impacts, continue to develop plans and advocate for on street parking and widening roadway shoulder with a focus at activity nodes, including the recreation reserve, school, and businesses fronting Grauers Road.

