Active Transport Network Plan - Griffin 2021
Located east of the Bruce Highway and south of Rothwell, Griffin is a developing area with an approximate population of 7000 (ABS 2016). The area is zoned largely as General Residential with areas of Recreation and Open Space, and Environmental Management and Conservation.

Griffin is located in an area with high cultural heritage value with a large surface area subject to Native Title and Cultural Heritage Points. The Kabi Kabi First Nation Traditional Owners Group have identified a number of sites within Griffin that have been protected and will determine the outcome of future planning projects.

The area is also earmarked for several development projects including the construction of the future Griffin Sports Complex, the Henry Road upgrade project and the future North-South Arterial Upgrade. There is also a significant amount of residential development that is currently underway.

In order to ensure the safe and effective movement of residents through the area as new development is introduced, Council has identified the need to develop an Active Transport Network Plan. This document will assess the main destinations, both existing and future, key open space and public facilities, and create an effective network plan to safely connect the surrounding community.
POINTS OF INTEREST - Major Destinations

1. SHOPPING COMPLEX
   IGA - Local Shops

2. HENRY ROAD
   Upgrade - Design schedule for 20/21FY

3. GRIFFIN SPORTS COMPLEX
   Stage 1 - Construction scheduled for 20/21FY

4. SHOPPING COMPLEX
   Coles - District Shops

- DOHLES ROCKS FORESHORE
- DOHLES ROCKS ROAD
- BRUCE HIGHWAY
POINTS OF INTEREST - Public Open Space - Parks

This analysis does not consider every park within the Griffin area. Large or popular parks, and public space, have been included as points of interest while smaller, lower use parks have not been considered.
ANALYSIS - DESIRED MOVEMENT LINES

POSSIBLE FUTURE CONNECTIONS - WILL REQUIRE FURTHER INVESTIGATION WHEN INFORMATION ON THE NORTH-SOUTH ARTERIAL UPGRADE IS RELEASED.
ANALYSIS - BARRIERS

1. Ultramarine Parade Park
2. White Ibis Drive Park
3. Beverly Ct Park
4. Future Park
5. Osprey House
6. Bray Farm Park

1. SHOPPING COMPLEX
2. GRIFFIN SPORTS COMPLEX
3. SHOPPING COMPLEX
4. DOHLES ROCKS FORESHORE

1. BRUCE HIGHWAY
2. BRAYS ROAD
3. HENRY ROAD
4. DOHLES ROCKS ROAD
ANALYSIS - KEY ACCESS POINTS

1. Ultramarine Parade Park
2. White Ibis Drive Park
3. Beverly Ct Park
4. Future Park
5. Osprey House
6. Bray Farm Park

1. Existing Underpass
2. Signalised Crossing
3. Future Ped Crossing
4. Future Griffin Sports Entrance
5. Existing Roundabout

EXISTING UNDERPASS
SIGNALISED CROSSING
FUTURE PED CROSSING
FUTURE GRIFFIN SPORTS ENTRANCE
EXISTING ROUNDABOUT
ACTIVE TRANSPORT OVERLAY

1. Ultramarine Parade Park
2. White Ibis Drive Park
3. Beverly Ct Park
4. Future Park
5. Osprey House
6. Bray Farm Park

Primary Network

Secondary Network

Bus Network - Griffin Route 679
ROAD HIERARCHY OVERLAY

1. Ultramarine Parade Park
2. White Ibis Drive Park
3. Beverly Ct Park
4. Future Park
5. Osprey House
6. Bray Farm Park

Motorway
Council Arterial
Council Sub-arterial
Proposed Council Sub-arterial (NSA)
Council District Collector
Proposed Council District Collector
Council Local Collector
Local Access

SHOPPING COMPLEX
GRIFFIN SPORTS COMPLEX
SHOPPING COMPLEX
DOHLES ROCKS FORESHORE
Planning is currently underway for the North South Arterial (also known as the Moreton Connector). The corridor is planned to connect between the Bruce Highway and Anzac Avenue, through Griffin. TMR expects the business case for the project to be finalised in 2023.
In order to effectively plan and assess the connection requirements, the Griffin area has been split into three key focal areas; North West, South West and the Eastern Section.

The areas were determined by considering the catchment areas and the key barriers/dividers identified in the initial analysis, including the Bruce Highway, Henry Road, Dohles Rocks Road and the future North South Arterial.

Key access and connection points between these sections will need to be carefully considered to ensure public safety and efficiency of design, along with a strategic staging plan to cater for existing and future development.
NORTH WEST SECTION - Analysis

1. Bruce Highway
2. Henry Road
3. Dohles Rocks Rd

KEY ACCESS POINTS

1. SHOPPING COMPLEX
2. GRIFFIN SPORTS COMPLEX
3. SHOPPING COMPLEX

1. Ultramarine Parade Park
2. White Ibis Drive Park
Key Access Points.

The North West Section is adjoined by Bray Road to the North, Henry Road to the East, Dohles Rock Road to the South and the Bruce Highway to the West.

In order to allow residents to safety cross these roads Key Access Points have been identified where appropriate crossing infrastructure should be implemented.

**Access Point 1** is located on Bray Road to the East of the local shopping center. There is an existing network of constructed footpaths with appropriate crossing options built into the round about.

**Access Point 2** is located along Henry Road. It is intended that the crossing will be designed to be compatible with the new entry to the Griffin Sports Complex. This is considered a critical link as it will serve as the major connection across Henry Road. Consideration should be given to the appropriate crossing model (i.e Pedestrian Refuge, Signalised Crossing).

**Access Point 3** is located on Dohles Rocks Road, and is a fully constructed underpass that serves as an appropriate crossing from the western side of the Bruce.
NORTH WEST SECTION - Opportunity and Constraint Analysis

Road Network
The Northwest Section is well developed with several catchments areas and an appropriate road network. A majority of the catchment areas are connected via small internal access roads, with the main entry points located along Brays Road and Dohles Rocks Road.

There is however, no road connections between the northern catchments and the southern catchments.

Access Points
There are three key access points into the Northwest section located along Henry Road, Brays Road and the Bruce Highway. There is an additional fourth non-critical access point along Dohles Rocks Road.

Connection Opportunities
There is the opportunity to create strategic connections in this area which will allow pedestrian movement between all four access points. By creating both primary and secondary footpaths, it is possible for the residents in this area to move north-south and east-west.

Land Uses
This area has multiple land uses including residential development, environmental conservation, and future development including the anticipated North South Arterial upgrade project currently being planned by the Department of Transport and Main Roads (DTMR).
SOUTH WEST SECTION - Analysis

- Bruce Highway
- Dohles Rocks Road
- Beverly Ct Park
- Future Park
KEY ACCESS POINTS

The South West Section is adjoined by Dohles Rock Road to the North and the Bruce Highway to the West. The southern and eastern perimeter of the catchment adjoins the North Pine River.

In order to allow residents to safety cross these roads Key Access Points have been identified where appropriate crossing infrastructure should be implemented.

**Access Point 1** is located on Dohles Rocks Road to the east of the Bruce Highway. There is an existing network of constructed footpaths with appropriate signalled crossing option between the North and South catchments.

**Access Point 2** is included in the concept for the future Henry Road Upgrade scheduled for Detailed Design in 20/21 financial year. An appropriate pedestrian road crossing is proposed to allow safe crossing over Dohles Rocks Road.

**Access Point 3** is located on Dohles Rocks Road, and is a fully constructed underpass that serves as an appropriate crossing from the western side of the Bruce.

**Access Point 4** is a potential future link to the western side of the Bruce Highway.
ROAD NETWORK
The Southwest Section has several developed catchments with at least two new catchments currently under development. The existing road network with a majority of the catchment areas connected via small internal access roads, with the main entry points located along Dohles Rocks Road.

There is however, no road connections between the eastern and western catchments.

ACCESS POINTS
There are three key access points into the Southwest section all located along Dohles Rocks Road.

One of these access points is a future project scheduled to be delivered along with the Henry's Road Upgrade project.

Connection Opportunities
There is the opportunity to create strategic connections in this area which will allow pedestrian movement between all three access points.

There is also an opportunity to create valuable Boardwalk connection that will also serve as a recreational draw card for the area along the North Pine River.

LAND USES
This area has multiple land uses including residential development, environmental conservation, and marine habitat.

Subject to the outcomes of current DTMR planning, there is potential for the North South Arterial road to be constructed through this section.
EASTERN SECTION - Analysis

2 GRIFFIN SPORTS COMPLEX
4 DOHLES ROCKS FORESHORE
5 Osprey House
6 Bray Farm Park
The Eastern Section is adjoined by Dohles Rock Road to the South, Henery's Road, connecting into Brays Road, to the West. The southern and eastern perimeter of the catchment adjoins the North Pine River.

In order to allow residents to safety cross these roads Key Access Points have been identified where appropriate crossing infrastructure should be implemented.

**Access Point 1** is located on Brays Road to the East of the local shopping center. There is an existing network of constructed footpaths with appropriate crossing options built into the round about.

**Access Point 2** is proposed to be incorporated into the future entry of the Griffin Sports Complex. This access will need to be preserved in the future North South Arterial construction, subject to the ultimate alignment.

An interim temporary pedestrian crossing may need to be considered along Brays Road until the formalised signalised crossing can be established.

**Access Point 3** is included in the concept for the future Henry Road Upgrade scheduled for Detailed Design in 20/21 financial year. An appropriate pedestrian road crossing is proposed to allow safe crossing over Dohles Rocks Road.
Road Network
The Eastern Section is the least developed within the Griffin area. A majority of the existing road network is located within the developed northern sections, with the main entry points located along Brays Road.

There is however, no road connections between the northern catchments and the southern catchments outside of Henry's road.

Access Points
There are three key access points into the Eastern section located along Henry Road, Brays Road and Dohles Rocks Road.

Connection Opportunities
There is the opportunity to create strategic connections in this area which will allow pedestrian movement between all three access points.

By creating both primary and secondary footpaths, it is possible for the residents in this area to move north-south and east-west.

Land Uses
A majority of the catchment area is zoned as recreation openspace and environmental management and conservation. There is existing development in the northern sections with more development planned. The southern areas are adjoined by marine habitat. The area also has significant cultural heritage value.
PROPOSED NETWORK PLAN

1. Ultramarine Parade Park
2. White Ibis Drive Park
3. Beverly Ct Park
4. Future Park
5. Osprey House
6. Bray Farm Park

Primary Line
Secondary Line
Board Walk
Semi-Formal
Future Considerations

SHOPPING COMPLEX
GRiffin SPORTS COMPLEX
SHOPPING COMPLEX
DOHLES ROCKS FORESHORE
EXISTING NETWORK v PROPOSED NETWORK

Existing Network

Proposed Network

1. Ultramarine Parade Park
2. White Ibis Drive Park
3. Beverly Ct Park
4. Future Park
5. Osprey House
6. Bray Farm Park

1. SHOPPING COMPLEX
2. GRIFFIN SPORTS COMPLEX
3. SHOPPING COMPLEX
4. DOHLES ROCKS FORESHORE
PROPOSED STAGING PLAN

STAGE 1 (Missing links and links providing immediate connectivity)
STAGE 2 (Links connecting between existing development and the future Griffin Sports Complex)
STAGE 3 (Links connecting through future development and non-MBRC land)
STAGE 4 (Aspirational links and associated connections)
STAGE 5 (Future Aspirational Links)
LINK ID's
STAGE 1 - Missing links and links providing immediate connectivity
STAGE 2 - Links connecting between existing development and the future Griffin Sports Complex
STAGE 3 - Links Connecting through Future Development and non-MBRC land
STAGE 4 - Aspirational links and associated connections
STAGE 5 - Future Aspirational Links

Potential future connection