



GREATER SHEPPARTON CITY COUNCIL CONVERSATION REPORT

**Greater Shepparton Secondary College Local Area Traffic
Management Plan Review**

AUGUST 2022



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About the Greater Shepparton Secondary College Local Area Traffic Management Plan

In 2021, Greater Shepparton City Council (Council) prepared the Greater Shepparton Secondary College Local Area Traffic Management Plan (GSSC LATM) to cater for the opening of the Greater Shepparton Secondary College (GSSC). The GSSC was constructed as part of the Shepparton Education Plan; which merged the four public high schools in Shepparton and Moorroopna into one new school at the site of the former Shepparton High School at 31-73 Hawdon Street, Shepparton. The GSSC is expected to accommodate 2,700 students and over 300 staff, with an ultimate capacity for 3,000 students.

The increased number of students accommodated on the site substantially changed the local traffic volumes and behaviours. To respond to these changes appropriately, Council engaged One Mile Grid Pty Ltd to undertake the GSSC LATM, covering all modes of transport including: pedestrians, cyclists, cars and buses.

The objectives of the GSSC LATM included to:

- ensure suitable provision of parent/guardian parking;
- protect residential areas from the impact of pick-up/drop-off activity;
- discourage traffic from utilising lower-order roads;
- maintain two-lanes of traffic flow during peak periods;
- minimise impacts to through movements along Hawdon Street; and
- provide for suitable pedestrian control and protection.

Council undertook draft consultation for the LATM between 6 September and 4 October 2021 with landowners, occupiers of land, and business owners surrounding the College, and students or parents at the GSSC. A total of 53 submissions were received by Council during this public consultation process.

Council implemented the recommendations for the GSSC LATM ahead of the College opening in early 2022. This included changes to traffic management and parking regimes such as the introduction of line marking, changes to parking, and prohibiting certain right-hand turn movements on to and off Hawdon Street during pick-up and drop-off times. This ensures that the local road network can cater for an increase in staff and students accessing the site during pick-up and drop-off times while safely catering for pedestrian, cycling and vehicle movements around the precinct.



Consultation

In order to review the GSSC LATM, Council engaged with residents, businesses, and users of the College including staff and students to review and monitor traffic movements around the GSSC to ensure that the recommendations implemented under the GSSC LATM are operating as intended.

Council was especially keen to hear feedback on traffic management, parking restrictions during pick-up and drop-off times, all-day parking occupancy, pedestrian and cycling routes, and any safety concerns that these groups have.

Council initially undertook consultation with the community between 31 January and 18 March 2022. The methods of engagement included:

- a letter to all landowners and occupiers of land within the GSSC LATM study area;
- a media release, which attracted media attention from the Shepparton News;
- a consultation webpage on Council's Shaping Greater Shepparton website with an online submission form; and
- promotions on social media.

Following initial changes to the GSSC LATM following public feedback received, Council extended the consultation period for a further three weeks; ending on 8 April 2022. To inform the community of the initial changes to the LATM, Council undertook:

- a letter to landowners and occupiers impacted by parking changes adjacent to the GSSC;
- a media release, which attracted media attention from the Shepparton News;
- updates to Council's Shaping Greater Shepparton website, with a map of the initial parking changes; and
- a notice in the GSSC newsletter and a half-page printout in the Shepparton News on 25 March 2022; created in conjunction with the GSSC.

Submissions were invited via an online submission form, by email and by post.

Who did we hear from?

A total of 133 written submissions and a further six telephone queries were received by Council during the public consultation process. This included 126 submissions from the Shaping Greater Shepparton online submission form; and a further seven submissions directly emailed to Council.

Of those who submitted through the Shaping Greater Shepparton online submission form, 37% were parents or students at the GSSC, 34% were local residents or landowners, while 21% used the area for vehicle travel. Only three percent of respondents were pedestrians or cyclists in the area.

What we heard

Through these forums, Council heard a wide range of comments, queries and concerns. Below is a list of the main themes that emerged:

- pick-up/drop-off restrictions and on-street parking;
- intersection upgrades;
- traffic volumes;
- Hawdon Street configuration;
- pedestrian crossings;
- disabled parking;
- bus services;
- parking enforcement;
- school site; and
- Ford Reserve.

Pick-up/Drop-off Restrictions and On-Street Parking

The majority of submissions received related to all-day parking around the GSSC, and the lack of spaces that were available for pick-up and drop-off during peak times.

The GSSC LATM did not introduce extensive timed parking restrictions within the precinct as it was considered that the amount of time each space would be occupied during pick-up and drop-off would be short, regardless of whether timed parking restrictions were imposed, and to enable existing residents to park in front of their own home.

After the GSSC opened, it became clear through submissions and observations by Council officers that all-day spaces close to the GSSC were being occupied by staff members who did not utilise the on-site car park designed to cater for staff and students. This resulted in parking spaces not being available for pick-up and drop-off or visitors of the adjacent residential areas during the day. This caused traffic and safety issues within the precinct including illegal parking in no-standing zones and in road reserves, high traffic volumes, poor visibility accessing driveways and lower residential amenity.

As a result of this, Council officers worked with the GSSC to introduce early changes to the parking regime immediately surrounding the GSSC to resolve these issues. Spaces were allocated for parents undertaking pick-up and drop-off to reduce instances of all-day parking immediately adjacent to the College and improved access to driveways during peak times.

A total of 63 car parking spaces on Feshti, Hawdon and Rea Streets were converted from all-day spaces to timed 15 minute spaces between 8am – 9:30am and 2:30pm – 4pm on school days. Car parks closest to the two pedestrian crossings on Hawdon Street were identified as best to serve this function to encourage students to safely cross Hawdon Street via these designated crossings. These changes came into effect on 25 March 2022.

Following these initial changes, Council received additional submissions requesting further changes to the parking regime; including the reinstatement of all-day parking on the south side of Feshti Street and for specific parking arrangements for residents and home-based businesses.

Council is currently preparing the draft Shepparton Inner North Local Area Traffic Management Plan (Shepparton Inner North LATM), which will be used to inform any further changes required to improve traffic management, parking, and the safety of pedestrians and cyclists in the area. The draft Shepparton Inner North LATM has recommended retaining the existing pick-up and drop-off areas around the GSSC.

In the future, Council may consider further changes to parking restrictions if broader issues surrounding all-day parking occupancy are identified and are having a detrimental impact on residents. Changing parking restrictions specifically to cater for home-based businesses in residential areas would have an impact on residential amenity and, for this reason, is not supported.

Home based businesses are required under the Greater Shepparton Planning Scheme to not adversely affect the amenity of the neighbourhood in any way, including the parking of motor vehicles to ensure the residential amenity and the environment is not compromised by such secondary uses. If customer parking is required, the onus is on the business owner to ensure that parking can be accommodated on the site that the home-based business is operating from.

Council encourages anyone that has further concerns about parking to make a submission to the draft Shepparton Inner North LATM.

Intersection Upgrades

Numerous submissions requested upgrades to intersections around the precinct to improve traffic flow, safety, and pedestrian routes. In particular the following intersections were identified in submissions:

- Balaclava Road/Bourchier Street;
- Balaclava Road/Hawdon Street;
- Clive Street/Annerley Avenue;
- Glen Street/New Dookie Road;
- Railway Parade/Hawdon Street;
- Rea/Clive Streets; and
- Rea/Hawdon Streets.

Council notes the safety concerns raised in these submissions. The draft Shepparton Inner North LATM has provided recommendations for improving intersections within the study area to improve traffic flow, safety and pedestrian access. This includes the installation of roundabouts, speed control devices, pedestrian refuges and splitter islands, and continuous footpath treatments at certain intersections in high pedestrian areas. The draft Shepparton Inner North LATM also provides recommendations along Balaclava Road, including intersection improvements and pedestrian crossings to enhance safety and pedestrian connectivity. These recommendations will need to be discussed with the Department of Transport as owing to the fact that it is a state-managed road.

The intersection of Rea and Hawdon Streets was specifically mentioned, with recommendations to modify the intersection geometry and fencing, and additional signage to improve sight lines, and safety for turning vehicles and pedestrians.

Prior to the opening of the GSSC, Council conducted some minor works at the Railway Parade/Hawdon Street roundabout to improve southbound traffic flow between the College and the roundabout. Council is currently undertaking investigative works for a larger, more permanent upgrade for the roundabout to increase the capacity of the intersection.

Traffic Volumes

Council received numerous submissions noting high traffic volumes around the college, including impacts on the surrounding road network and interactions with other neighbouring schools.

Council acknowledges that traffic volumes in the area are high due to the large number of students and parents accessing the GSSC site. The preparation of the GSSC LATM was Council's initial response to mitigate the high traffic volumes in the precinct. It identified traffic management and parking regime changes that could be realised before the GSSC opened in early 2022.

The draft Shepparton Inner North LATM has recommended measures to further mitigate the impacts of high traffic volumes across a larger study area. The introduction of kerb outstands and splitter islands are recommended at intersections along Knight Street and Balaclava Road to reduce pedestrian crossing distances and slow vehicles down. The introduction of speed control devices on Clive, Corio, Dunrobin, Maude, Orr, and Rea Streets has also been recommended to slow vehicle speeds down.

Council received several submissions requesting a reduction of the speed limit on Hawdon Street to 40km/h. Speed limits in Victoria are determined by Regional Roads Victoria.

Council submitted a successful application for an extension to the time-based 40km/h school speed zone on Hawdon Street to cover the southern extent of the College site. The Department of Transport's Speed Zoning Technical Guidelines specify how school speed zones should be implemented. If a street is normally 60km/h, then the school zone is 40km/h for the peak times only.

Hawdon Street Configuration

A number of submissions raised queries about the configuration of Hawdon Street to accommodate the GSSC site, and why it has been designed the way it has. This included the width of the traffic and parking lanes, suitability of the bus bays, and the removal of bike lanes.

Council reconfigured Hawdon Street prior to the College opening in conjunction with the Department of Transport, the Department of Education and Training, Regional Roads Victoria, and the Victorian School Building Authority. Hawdon Street was designed to best accommodate the expected increase in pedestrian, cyclist, vehicular and bus movements along the narrow road reserve. This included the retention of traffic lanes in each direction, parking for pick-up/drop-off and residents on the west side, the bus bays on the east side, and a shared path for cyclists adjacent to the GSSC.

The number of on-street bus bays were designed with input from the Department of Transport and are needed to accommodate all of the bus movements in and out of the GSSC to meet its current needs and its maximum capacity. Although the bus bays may appear to be underutilised during certain times of the day, they are still needed to ensure the efficient movement of buses in and out of the College, and to ensure that students are spread out across the front of the GSSC while waiting for their bus to reduce overcrowding.

The Hawdon Street reconfiguration replaced the on-road bike lanes with a separated shared path adjacent to the GSSC on the east side of Hawdon Street between Railway Parade and Feshti Street. This will provide a safer and more comfortable riding environment for students and other commuters accessing the College. This is considered to be a good outcome as it will encourage novice cyclists to ride to school who would not otherwise do so utilising the on-road bike lanes.

The shared path will also link with the future Strategic Cycling Corridor that Council is planning for between the GSSC and Victoria Park Lake via the Shepparton Railway Station, which will provide a separated shared path that will link major destinations and tourist attractions for school and commuting trips.

It is acknowledged from submissions and queries that not all cycling users in the area are aware of the new shared path. Council will investigate improving signage and wayfinding to promote the presence of the shared path.

Council will undertake further investigative work to fulfil the missing link in the cycling network along Hawdon Street between Feshti Street and Balaclava Road, which will enable students to ride to school utilising the existing shared path along Verney Road. This is mentioned as a recommendation in the draft Shepparton Inner North LATM.

Pedestrian Crossings

A number of submissions requested that an additional pedestrian crossing be provided outside the GSSC as pedestrians tend to cross Hawdon Street in between traffic.

The GSSC LATM report investigated two potential locations for an additional pedestrian crossing on Hawdon Street, with an ultimate recommendation for a new pedestrian crossing near the southern end of the GSSC site adjacent to the Knight Street intersection.

The key benefit of having the pedestrian crossing at the southern end of the GSSC is that it does not reduce or interact with the on-road bus bays in front of the GSSC, and it allows for a redistribution of pedestrians to the south of the College site. Having an additional pedestrian crossing outside the College site will require physical changes to the bus bays and may create sight distance issues with pedestrians attempting to cross Hawdon Street from behind buses.

Regardless, Council and the GSSC will continue to review the performance of the two existing pedestrian crossings to determine whether any further changes are required.

Disabled Parking

Council received a number of submissions requesting an increase in disabled parking spaces adjacent to the College as the two existing disabled parking spaces on Feshti Street are too far away from front reception.

Council officers participated in a working group created by the GSSC to investigate disabled parking access to the school. The GSSC has advised that parents or students who require disabled parking are able to utilise the on-site bus interchange during off-peak times.

Bus Movements

Several submissions queried whether bus services and routes serving the College, including overcrowding of bus services, and buses utilising local streets.

The provision of the School Bus Program buses (out-of-town school buses) and the School Town Special buses (inter-town school buses) are the responsibility of the Department of Education and Training, and the Department of Transport respectively. Council will forward any feedback regarding school bus routes to these respective departments for consideration.



Parking Enforcement

A number of submissions related to parking enforcement around the GSSC, citing concerns about parking in the traffic lanes, no-standing zones, across driveways, and other unsafe traffic movements.

Council's parking officers undertook initial patrols around the GSSC in term 1 to note observations about non-compliant parking around the precinct. This helped to inform some of the initial changes to the parking regime outside of the GSSC. This also gave users of the GSSC time to get familiar with the parking arrangements around the College.

Patrols to enforce parking restrictions within the precinct began in term 2 to ensure compliance with the road rules and parking restrictions.

Council notes that Road Rule 198 states that a driver is allowed to stop on or across a driveway to pick-up or drop-off passengers provided that they do not leave the vehicle unattended and are not blocking the driveway for more than 2 minutes.

Residents are encouraged to contact Council to report any parking violations.

School Site

Several submissions made comment regarding the suitability and selection of the Hawdon Street site.

The Department of Education and Training, and the Victorian School Building Authority undertook a feasibility and site selection analysis as part of the preparation of the Shepparton Education Plan. This work determined that the former Shepparton High School site was the preferred location for the construction of the GSSC. The site selection was not a Council responsibility.

With the College now open, Council is entirely focused on the local traffic conditions in this area to support the operation of the GSSC, and to manage traffic and the parking regime for residents, users of the GSSC and through users of the precinct alike.

Ford Reserve

A number of submissions queried the use of Ford Reserve directly opposite the GSSC and whether it would be used as an off-street car park.

Ford Reserve is not owned by Council and is utilised by the GSSC as a sports reserve. Council understands that a decision on the future use of the site for parking is subject to third party consideration and approval from the Department of Education and Training, and the Ford family.

Should parking on Ford Reserve be made available in the future, Council may be able to make further changes to parking restrictions within the LATM study area in the future.

What's next?

The results of this review and feedback received from the community will inform the preparation of the second and much larger Shepparton Inner North Local Area Traffic Management Plan (Shepparton Inner North LATM).

The Shepparton Inner North LATM will seek to understand the traffic impacts that the GSSC is having on the broader road network, including interaction with neighbouring schools and businesses on local streets and arterial roads. It will also be used to inform any further changes required to improve traffic management, parking, and the safety of pedestrians and cyclists in the area.

A draft Shepparton Inner North LATM will be subject to community consultation beginning in September 2022. Any parking and traffic management changes required will be implemented from 2022. Council encourages users of the GSSC and residents to make a submission to the draft Shepparton Inner North LATM.



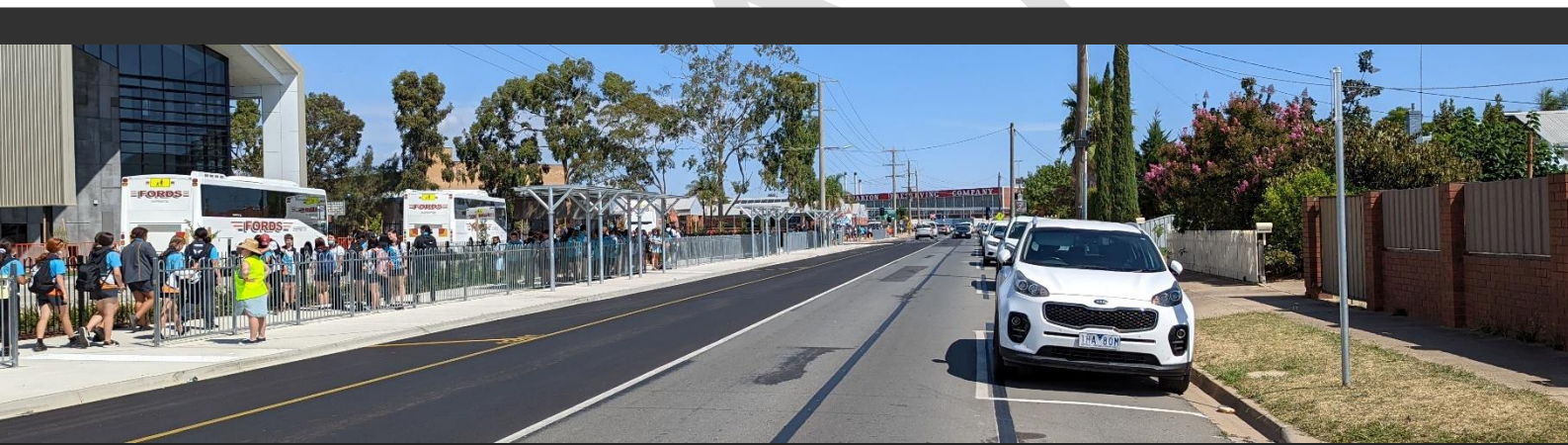
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Join the conversation:     [Agenda - CM20220928](#) Council Meeting - 20 September 2022
Attachments

Shepparton Inner North

Local Area Traffic Management Plan



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1 INTRODUCTION

onemilegrid were previously engaged by Greater Shepparton City Council to prepare a Local Area Traffic Management (LATM) study of the Greater Shepparton Secondary College (GSSC), which opened in 2022, and caters for approximately 2,600 students relocated from other secondary schools within the Shepparton area. This work identified a number of measures intended to alleviate potential traffic and parking impacts arising from the school's operation.

Following the opening of the site to students at the commencement of the 2022 school year, Council has engaged **onemilegrid** to follow up this original work with a review of traffic, parking and pedestrian management around GSSC once opened, including identification of any issues not resolved as part of the original study, or unintended consequences of the proposed measures. The scope for this study has also been expanded to include additional local streets generally west of the site to capture potential improvements to traffic management.

The following report outlines the study process, summarises existing traffic, parking and movement issues, and makes recommendations for mitigation of the problems identified.

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2 GREATER SHEPPARTON SECONDARY COLLEGE

2.1 General

The Greater Shepparton Secondary College (GSSC) commenced operating in 2022, consolidating four existing secondary schools within Shepparton on the one site at Hawdon Street. It currently caters for approximately 2,600 students and 214 staff, with potential to increase up to 3,000 students in the future as enrolments in Shepparton continue.

The use is afforded an off-street car park accommodating 214 car parking spaces within the north-eastern corner, available for staff use only. No parent/guardian parking is provided on-site and must be accommodated off-site.

Long-term plans are in place for a potential overflow parking area within Ford Reserve, immediately opposite the college site. We have been advised that use of the reserve for car parking is subject to a third-party approval (external to Council), so may not proceed.

Some bus facilities are provided on-site, with eight bays provided within a sawtooth arrangement at the southern part of the site. All public buses will be accommodated on-street.

2.2 LATM Study

As mentioned, **onemilegrid** were previously engaged by Council to undertake a Local Area Traffic Management study prior to opening of GSSC with a view to identifying and mitigating most potential parking and traffic issues arising from the school's operations.

Key recommendations from this report included:

- Line marking of on-street parking spaces;
- Implementation of No Stopping restrictions on narrower local streets during pick-up/drop-off periods;
- Acknowledgement of a need to accommodate parent pick-up/drop-off parking on streets surrounding the site;
- Inclusion of additional accessible parking spaces on Feshti Street adjacent to the Hawdon Street intersection;
- Establish a signalised pedestrian crossing on Hawdon Street towards the southern boundary of the site;
- Implementation of pick-up/drop-off period turn bans at the following locations:
 - ✦ Hawdon Street / Glenlyon Avenue (east) – left-in/left-out;
 - ✦ Hawdon Street / Glenlyon Avenue (west) – left-in/left-out;
 - ✦ Hawdon Street / Rea Street – left-out/right-out/left in;
 - ✦ Hawdon Street / Thames Street – left-in/left-out;
- Implementation of 40km/h speed limits to cover the entire frontage of the college site.

We understand that all recommendations were implemented, with the exception of the right-out ban from Thames Street into Hawdon Street.

In addition, in response to observations of all-day parking occurring in close proximity to the college, we understand that Council has implemented 15-minute parking restrictions during pick-up/drop-off periods at select locations around the site. These were not implemented at the time of traffic and parking surveys or site observations.

3 LOCAL AREA TRAFFIC MANAGEMENT

3.1 Overview

Local Area Traffic Management (LATM) is defined within Austroads' *Guide to Traffic Management Part 8: Local Street Management (2020)* as the planning and management of road usage in a defined area. A LATM is concerned with increasing the safety of drivers, pedestrians, and cyclists. This can be achieved by mitigating traffic speed, volume, parking and adjusting road and intersection design.

LATM involves the use of physical devices, streetscaping treatments, signage, and other measures to influence vehicle operation and driver behaviour, in order to create safer and more pleasant streets in local areas. This may be employed prior to construction, or as a means to address flaws in the design of local roads that encourages or permits undesirable driver behaviour.

The need for a LATM usually arises from the following:

- An intent to reduce traffic-related problems;
- Orderly traffic planning and management;
- A need to modify 'transport' behaviour;
- A desire to improve the community space;
- A desire to improve environmental, economic, and social outcomes; or
- Traffic interventions associated with new development or the implementation of pedestrian and bicycle plans and other local policies (e.g., RTA 2002).

In developing an effective LATM, consideration should be given to the dual, and often conflicting, functions of local streets; movement (access and service), and amenity (social functions associated with the use and enjoyment of the streetscape and the land abutting the street).

In the context of this project, the objectives of this study are to:

- Ensure suitable provision of parent/guardian parking in convenient locations;
- Protect residential areas from the impact of pick-up/drop-off activity or overflow of long-term parking;
- Discourage traffic from utilising lower-order roads;
- Maintain two-lanes of traffic flow during peak periods;
- Encourage and maintain safe traffic speeds through the precinct;
- Minimise impacts to through movements along Hawdon Street; and
- Provide for suitable pedestrian control and protection.

3.2 Methodology

This LATM study has been undertaken in accordance with the Austroads *Guide to Traffic Management Part 8: Local Street Management* (2020). This guide outlines a six-stage checklist of tasks that should be undertaken in any LATM study.

A summary of the relevant stages is provided below:

1. Preparing for an LATM study
2. Defining the study scope and objectives
3. Developing plans
 - a) Define and collect required data
 - b) Identify problems
 - c) Identify potential solutions
 - d) Define and confirm objectives
4. Scheme design
 - a) Clarify suitable strategies
 - b) Develop outline schemes and supporting arterial improvements
 - c) Consult on draft plans
 - d) Assess and refine alternatives
 - e) Select, present to Council for adoption
5. Implementation
6. Monitoring and review

3.3 Warrants

When considering the implementation of LATM measures, the following quantitative criteria are typically reviewed:

- Traffic speed – usually in terms of 85th percentile;
- Traffic volume – both in terms of vehicles per day and highest hourly volume;
- Crashes – over the most recent period that gives useable data (say, two to five years), taking separate account of fatalities, serious injuries, and other crashes; it may be appropriate to include minor and (if able to be estimated through local reports, debris surveys etc.) unreported crashes; and
- Presence of activity generators and/or sensitive land uses – specifically in terms of likely pedestrian and bicycle generation and requirements for people with disabilities.

In addition to the above, the use of LATM may also be influenced by more subjective matters such as:

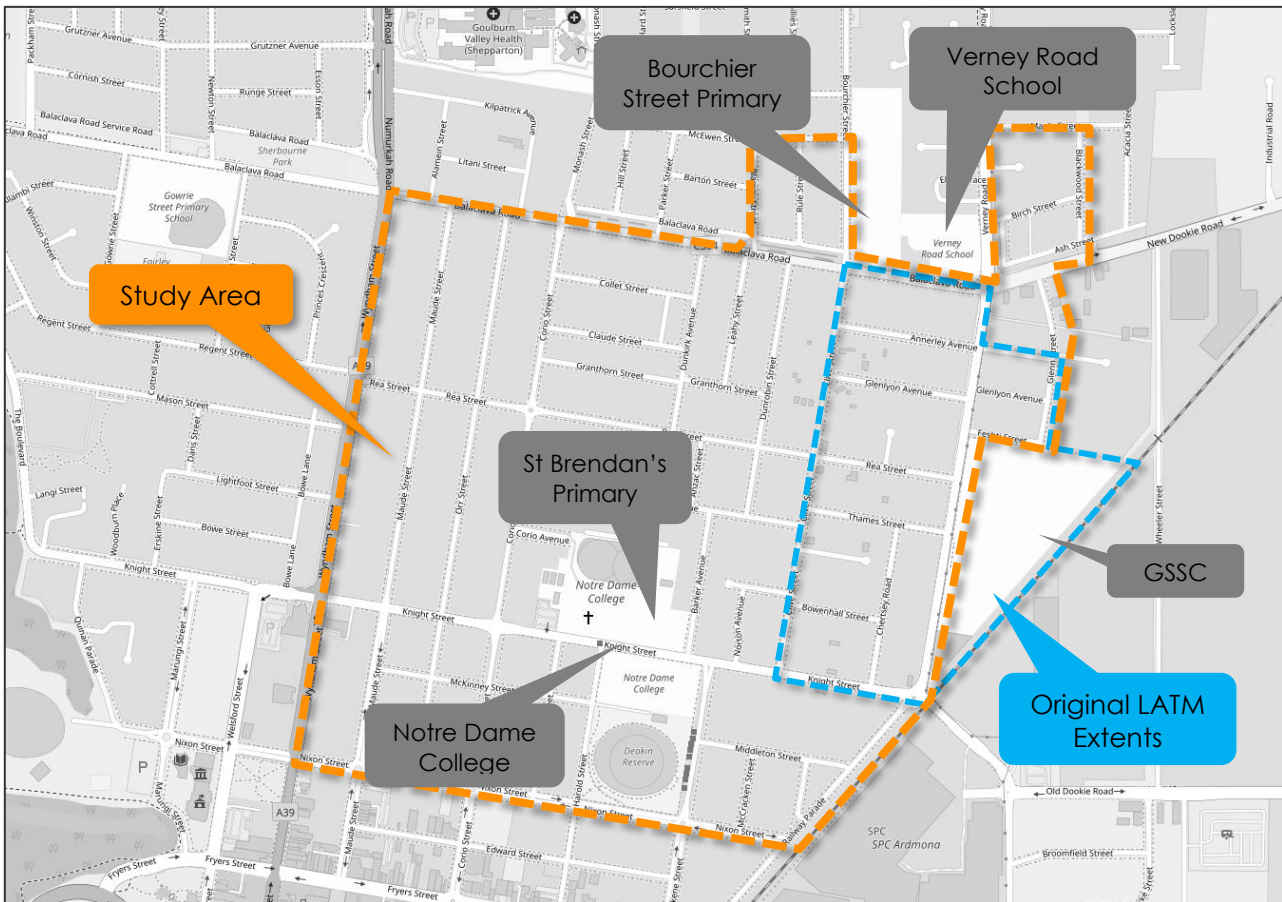
- Local perception of the seriousness of the problem;
- How long the problem has been present before Council has identified an issue;
- The judgement of the staff involved about need and likely effectiveness of countermeasures; and
- The likely costs and the funds available.

4 SITE CONTEXT

4.1 Study Area

The study area forms a significant proportion of the inner north of Shepparton, extending generally from Wyndham Street through to Hawdon Street, and from Nixon Street to Balaclava Road as shown in Figure 1 below.

Figure 1 Site Location



The study area includes notable land uses such as:

- Greater Shepparton Secondary College;
- Notre Dame College;
- St Brendan's Primary School;
- Verney Road School; and
- Burchier Street Primary School.

Land use in the study area is mixed, with largely residential uses to the west and north, and commercial and industrial uses to the east and north-east.

4.2 Road Hierarchy

The study area comprises largely local Access Streets (Level 1) or Access Streets (Level 2), with respective carriageway widths of between 7.5 and 11.3 metres. These roads have a primary function of providing access to properties and other local streets.

Clause 56 of the Planning Scheme provides indicative traffic capacities for each of these road types. An Access Street (Level 1) is nominated with a capacity for between 1,000 and 2,000 vehicles per day, whilst an Access Street (Level 2) is nominated with a capacity for between 2,000 and 3,000 vehicles per day.

In addition to the above, the study area includes a number of Collector and Sub-Collector roads that provide both local access and connecting functions, and Arterial roads along the northern and western boundaries. Capacities for these roads have been derived from the Planning Scheme and Austroads Guide to Traffic Management Part 3.

A summary of the cross-section and operating characteristic of each road within the study area is presented in Table 1 below.

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Table 1 Road Network Characteristics

Road Name	Between	Classification	Alignment	Cross-Section	Carriageway	Indicative Capacity	Footpath Provision	Bicycle Facilities	Car Parking	Speed Limit
Hawdon St	Knight St & Glenlyon Ave	Collector	N-S	Two-way / Two-lane	13.5 m	12,000	Yes	None	Marked kerbside	60km/h (40km/h school times)
Hawdon St	Glenlyon Ave & Balaclava Rd	Collector	N-S	Two-way / Four-lane	13.5 m	12,000	Yes	Shared path east side	No Stopping 7:30AM-6:30PM Monday-Friday	60km/h (40km/h school times)
Annerley Ave	Clive St & Hawdon St	Access L2	E-W	Two-way unmarked	10 metres	3,000	Yes	None	Kerbside on carriageway	50km/h
Annerley Ave	Hawdon St & Glenn St	Access L1	E-W	Two-way unmarked	8 metres	2,000	Yes	None	Kerbside on carriageway	50km/h
Glenlyon Ave	Clive St & Hawdon St	Access L1	E-W	Two-way unmarked	9.5 m	2,000	Yes	None	Kerbside on carriageway	50km/h
Glenlyon Ave	Hawdon St & Glenn St	Access L1	E-W	Two-way unmarked	8 m	2,000	Yes	None	Kerbside on carriageway	50km/h
Feshi St	Hawdon St & Glenn St	Access L2	E-W	Two-way unmarked	11.3 m	3,000	Yes	None	Kerbside on carriageway (including accessible)	40km/h
Rea St	Hawdon St & Clive St	Sub Collector	E-W	Two-way / Two-lane	11.3 m	3,000	Yes	None	Kerbside on carriageway	50km/h
Thames St	Hawdon St & Clive St	Access L1	E-W	Two-way unmarked	7.5 m	2,000	Yes	None	Kerbside on carriageway	50km/h
Chertsey Rd	Knight St & Thames St	Access L1	N-S	Two-way unmarked	7.5 m	2,000	Yes	None	Kerbside on carriageway	50km/h
Glenn St	Feshi St & Balaclava Rd	Access L2	N-S	Two-way unmarked	11.3 m	3,000	Yes	None	Kerbside on carriageway	50km/h
Norris Court	Rea St & N/A	Access L1	N-S	Two-way unmarked	7.5 m	2,000	No	None	Kerbside on carriageway	50km/h
Clive St	Balaclava Rd & Rea St	Access L2	N-S	Two-way unmarked	10.7 m	3,000	Yes	None	Kerbside on carriageway	50km/h
Clive St	Rea St & Knight St	Access L1	N-S	Two-way unmarked	10.7 m	3,000	Yes	None	Kerbside on carriageway	50km/h
McCormack Ave	Clive St & N/A	Access L1	E-W	Two-way unmarked	8.5 m	2,000	Yes	None	Kerbside on carriageway	50km/h
Bowenhall St	Clive St & Chertsey Rd	Access L1	E-W	Two-way unmarked	7.5 m	2,000	Yes	None	Kerbside on carriageway	50km/h
Coomboona St	Clive St & N/A	Access L2	E-W	Two-way unmarked	10 m	3,000	Yes	None	Kerbside on carriageway	50km/h
Norton Ave	Coomboona St & Knight St	Access L1	E-W	Two-way unmarked	8 m	2,000	Yes	None	Kerbside on carriageway	50km/h
Knight St	Hawdon St & Skenes St	Collector	E-W	Two-way / Two-lane	13.5 m	12,000	Yes	On-road bike lane both sides of road	Marked kerbside	60km/h
Knight St	Skenes St & Corio St	Collector	E-W	Two-way / Two-lane	13.5 m	12,000	Yes	On-road bike lane both sides of road	Marked kerbside	60km/h (40km/h school times)
Knight St	Corio St & Wyndham St	Collector	E-W	Two-way / Two-lane	13.5 m	12,000	Yes	On-road bike lane both sides of road	Marked kerbside	60km/h
Dunrobin St	Balaclava Rd & Rea St	Access L1	N-S	Two-way unmarked	9.5 m	2,000	Yes	None	Kerbside on carriageway	50km/h
Dunrobin St	Rea St & Sutherland Ave	Access L1	N-S	Two-way unmarked	9.5 m	2,000	Yes	None	Kerbside on carriageway	50km/h
Barker Ave	Sutherland Ave & Knight St	Access L1	N-S	Two-way unmarked	9.5 m	2,000	Yes	None	Marked kerbside (W) Kerbside carriageway (E)	50km/h
Leahy St	Balaclava Rd & Granthorn St	Access L1	N-S	Two-way unmarked	10.5m	3,000	Yes	None	Kerbside on carriageway	50km/h
Granthorn St	Dunkirk Ave & Dunrobin St	Access L1	E-W	Two-way unmarked	9.5 m	2,000	Yes	None	Kerbside on carriageway	50km/h
Dunkirk Ave	Balaclava Rd & Collet St / Claude St & Rea St	Access L1	N-S	Two-way unmarked	10.5 m	3,000	Yes	None	Kerbside on carriageway	50km/h
Dunkirk Ave	Collet St & Claude St	Access L2	N-S	Two-way unmarked	15 m	3,000	Yes	None	45-degree marked kerbside (W) Kerbside on carriageway (E)	50km/h
Rea St	Rea St & Corio St	Sub Collector	E-W	Two-way / Two-lane	11.3	3,000	Yes	None	Kerbside on carriageway	50km/h
Anzac St	Rea St & Sutherland St	Access L2	N-S	Two-way unmarked	11.3	3,000	Yes	None	Kerbside on carriageway	50km/h
Sutherland Ave	Clive St & Corio St	Access L2	E-W	Two-way unmarked	10.5	3,000	Yes	None	Kerbside on carriageway	50km/h
Breage Court	Sutherland Ave & Breage Ct	Access Place	N-S	Two-way unmarked*	6m	1,000	No	None	N/A	40km/h
Corio St	Balaclava St & Corio St	Sub Collector	N-S	Two-way unmarked	11.3m	3,000	Yes	None	Kerbside on carriageway	50km/h

Road Name	Between	Classification	Alignment	Cross-Section	Carriageway	Indicative Capacity	Footpath Provision	Bicycle Facilities	Car Parking	Speed Limit
Corio St	Corio St & Knight St	Sub Collector	N-S	Two-way unmarked	10.5m	3,000	Yes	None	Kerbside on carriageway	50km/h
Corio Ave	Corio St & N/A	Sub Collector	E-W	Two-way marked median w/ vegetation	16m	3,000	Yes	None	Kerbside on carriageway	50km/h
Collet St	Corio St & Dunkirk Ave	Access L1	E-W	Two-way unmarked	9.5m	2,000	Yes	None	Kerbside on carriageway	50km/h
Cummins Ln	Collet St & Claude St	Access Lane	N-S	Two-way unmarked	5.5m	300	Yes	None	N/A	50km/h
Claude St	Corio St & Dunkirk Ave	Access L1	E-W	Two-way unmarked	9.5m	2,000	Yes	None	Kerbside on carriageway	50km/h
Granthorn St	Corio St & Dunkirk Ave	Access L1	E-W	Two-way unmarked	9.5m	2,000	Yes	None	Kerbside on carriageway	50km/h
Orr St	Balaclava Rd & Rea St	Access L1	N-S	Two-way unmarked	9.5m	2,000	Yes	None	Kerbside on carriageway	50km/h
Maude St	Balaclava Rd & Rea St	Access L2	N-S	Two-way unmarked	10.5m	3,000	Yes	None	Kerbside on carriageway	50km/h
Rea St	Wyndham St & Hawdon St	Sub Collector	E-W	Two-way / Two-lane	11.3	3,000	Yes	None	Kerbside on carriageway	50km/h
Orr St	Balaclava Rd & Knight St	Access L1	N-S	Two-way unmarked	9.5m	2,000	Yes	None	Kerbside on carriageway	50km/h
Maude St	Balaclava Rd & Knight St	Access L2	N-S	Two-way unmarked	10.5m	3,000	Yes	None	Kerbside on carriageway	50km/h
Balaclava Rd	Wyndham St & Alamein St	Arterial	E-W	Two-way / Two-lane w/ right turn lane	12.5m	18,000	Yes	On-road bike lane on north side	No Stopping	60km/h
Balaclava Rd	Alamein St & Kilpatrick Ave	Arterial	E-W	Two-way / Two-lane	12.5	18,000	Yes	On-road bike lane on both sides	Separated marked kerbside	60km/h
Balaclava Rd	Kilpatrick Ave & Parker St	Arterial	E-W	Two-way/ Two-lane w/ marked median and right turn	12.5	18,000	Yes	On-road bike lane on both sides	No Stopping	60km/h
Balaclava Rd	Parker St & Clive St	Arterial	E-W	Two-way / Two-lane	12.5	18,000	Yes	On-road bike lane on both sides	Separated marked kerbside	60km/h
Balaclava Rd	Clive St & Hawdon St	Arterial	E-W	Two-way / Four-lane w/ right turn lane	16.5m	18,000	Yes	None	No Stopping	60km/h (40km/h school times)
Blamey St	Balaclava Rd & McEwen St	Access L1	N-S	Two-way unmarked	7.5m	2,000	Yes	None	Kerbside on carriageway	50km/h
Rule St	McEwen St & Balaclava Rd	Access L1	N-S	Two-way unmarked	7.5m	2,000	Yes	None	Kerbside on carriageway	50km/h
Bourchier St	McEwen St & Balaclava Rd	Access L2	N-S	Two-way / Two-lane	11m	3,000	Yes	None	Marked kerbside	40km/h
Verney Rd	Balaclava Rd & Birch St	Collector	N-S	Two-way / Four-lane w/ medians	16.5m	12,000	Yes	On-road bike lane on east side, shared path west side	No Stopping	60km/h (40km/h school times)
Verney Rd	Birch St & Maple St	Collector	N-S	Two-way / Two-lane w/ medians	16m	3,000	Yes	On-road bike lane both sides, shared path west side	No Stopping	60km/h (40km/h school times)
Clark Court	Verney Rd	Access L1	E-W	Two-way unmarked	7.5m	2,000	Yes	None	Kerbside on carriageway	50km/h
Birch St	Verney Rd & Blackwood St	Access L1	E-W	Two-way unmarked	7m	2,000	Yes	None	Kerbside carriageway	50km/h
Conifer St	Birch St & Ash St	Access L2	N-S	Two-way / Two-lane	18m	3,000	Yes	None	Marked kerbside and median	N/A
Redwood Ln	Birch St & Ash St	Access L1	N-S	Two-way / One-lane	5m	2,000	Yes	None	N/A	N/A
Ash St	Conifer St & Blackwood St	Access L1	E-W	Two-way unmarked	6.5m	2,000	Yes	None	Kerbside carriageway & off-street	50km/h
Blackwood St	Maple St & Ash St	Access L1	N-S	Two-way unmarked	7.5m	2,000	Yes	None	Kerbside carriageway	50km/h
New Dookie Rd	Hawdon St & Glen St	Arterial	E-W	Two-way / Four-lane	17.5m	18,000	Yes	None	No Stopping	60km/h
Wyndham St	Balaclava Rd & Nixon St	Arterial	N-S	Two-way / Four-lane w/ median	17.5m	>20,000	Yes	None	Separated marked kerbside	60km/h
Maude St	Knight St & Nixon St	Access L2	N-S	Two-way-Two lane	18m	3,000	Yes	None	Marked kerbside and median	50km/h
Orr St	Knight St & Nixon St	Access L2	N-S	Two-lane unmarked	10.5m	3,000	Yes	None	Marked kerbside	50km/h

Road Name	Between	Classification	Alignment	Cross-Section	Carriageway	Indicative Capacity	Footpath Provision	Bicycle Facilities	Car Parking	Speed Limit
Corio St	Knight St & Nixon St	Sub Collector	N-S	Two-way / Two-lane	17m	3,000	Yes	On-road bike lane both sides	Marked kerbside	50km/h
Oram St	Knight St & Nixon St	Access L2	N-S	Two-way unmarked	10.5m	3,000	Yes	None	Marked kerbside	50km/h
Harold St	Knight St & Nixon St	Access L1	N-S	Two-way unmarked	7.5m	2,000	Yes	None	No Stopping (E) & Kerbside on carriageway (W)	50km/h
Skenes St	Knight St & Nixon St	Access L2	N-S	Two-way unmarked	19m	3,000	Yes	None	Kerbside on one side carriageway	40km/h
McKinney St	Maude St & Orr St	Access L2	E-W	Two-way unmarked	12m	3,000	Yes	None	Marked kerbside	50km/h
McKinney St	Orr St & Harold St	Access L2	E-W	Two-way unmarked	12m	3,000	Yes	None	Kerbside carriageway	50km/h
Middleton St	Skenes St & Railway Pde	Access L2	E-W	Two-way unmarked	10.5m	3,000	Yes	None	Kerbside carriageway	50km/h
McCracken St	Middleton St & Nixon St	Access L1	N-S	Two-way unmarked	9m	2,000	Yes	None	Kerbside carriageway	50km/h
Nugent St	Middleton St & Railway Pde	Access L1	N-S	Two-way unmarked	9m	2,000	Yes	None	Kerbside carriageway	50km/h
Railway Parade	Hawdon St & Nixon St	Collector	N-S	Two-way / Two-lane	10m	3,000	Yes	On-road bike lane both sides	Separated kerbside carriageway (W)	60km/h
Nixon St	Wyndham St & Railway Pde	Collector	E-W	Two-way / Two-lane	29m	3,000	Yes	None	Marked kerbside & median	40km/h

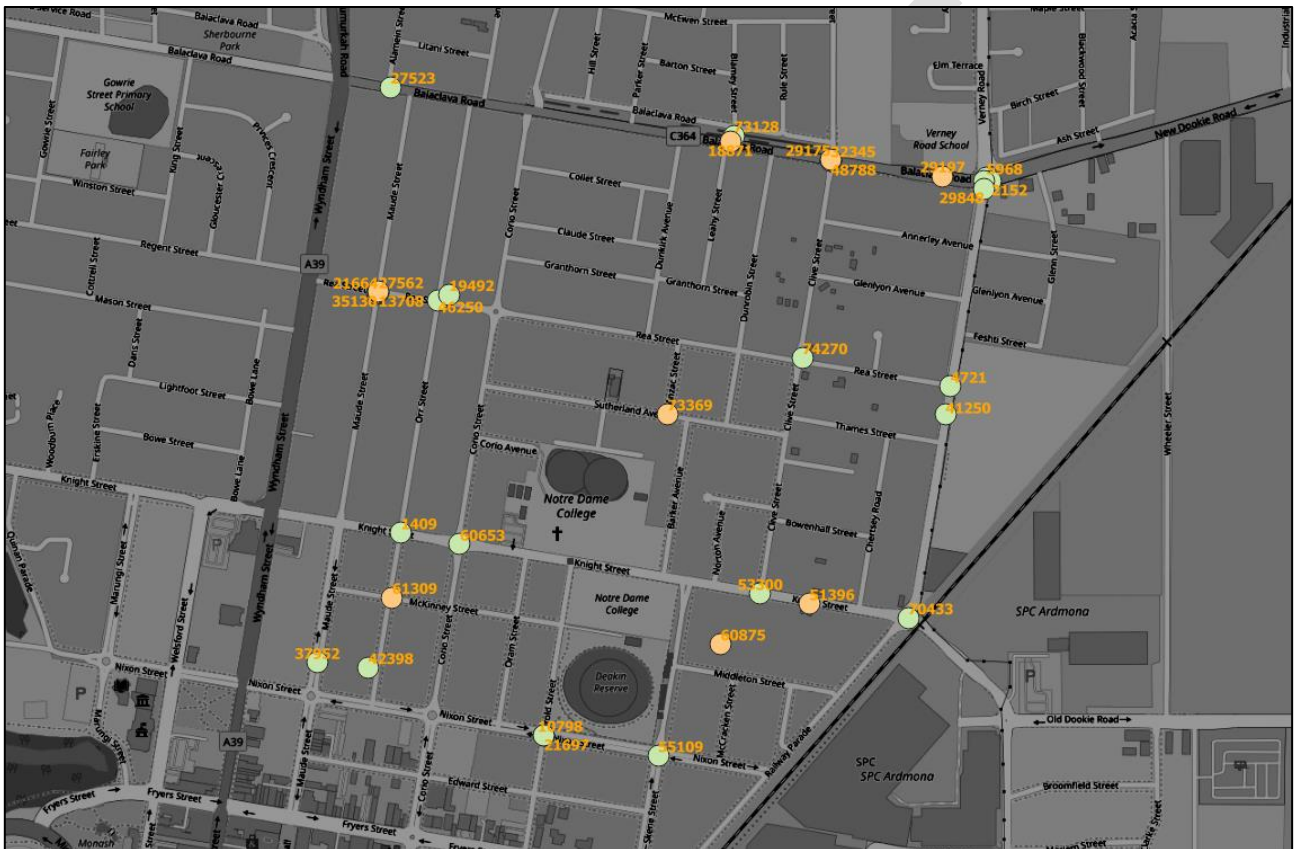
4.3 Crash History

Crash history information was obtained through the Department of Transport (VicRoads) CrashStats (the Victorian accident statistics and mapping program) for the latest available 5-year period (2015-2020) in the vicinity of the site.

It is noted that no crash data is yet available for the period in which GSSC has been operating. Additionally, the former Shepparton High School (on the GSSC site) was closed in December 2019.

The data is illustrated in Figure 2 and detailed in Table 2 overleaf.

Figure 2 Crash Locations



Multiple crashes have been recorded at the Balaclava Road / Clive Street intersection adjacent to the Bouchier Street Primary School, including two serious injuries.

While multiple crashes were observed at the Balaclava Road / Hawdon Street intersection, it is noted that recent conversion from a roundabout to signalised control will mean many of the crash types are no longer applicable.

The intersection of Rea Street / Maude Street has experienced a considerable number of crashes, with 4 of 5 as a result of the cross-intersection configuration, which is sign-controlled to provide east-west priority. Three of these crashes resulted in serious injury.

Similar cross-intersection crashes occurred at uncontrolled intersections of Rea Street with Clive Street and Orr Street.

Two cross-traffic crashes occurred at the Nixon Street / Harold Street intersection, which is sign-controlled to provide east-west priority.

Other crashes are generally isolated, and do not suggest any particular trend in crash history.

Table 2 Crash Statistics Data

Crash ID	Location	Date	Type	DCA Description	Geometry	Severity	Speed Zone	Bicyclist	Pedestrian
27523	Balaclava Road	18/05/2017	Struck Pedestrian	FAR SIDE. PED HIT BY VEHICLE FROM THE LEFT	T intersection	Other	60 km/hr	0	1
29197		24/07/2017	Collision with vehicle	REAR END (VEHICLES IN SAME LANE)	Not at intersection	Serious	40 km/hr	0	0
73128		29/04/2019	Collision with vehicle	OTHER ADJACENT (INTERSECTIONS ONLY)	T intersection	Other	60 km/hr	0	0
18871	Balaclava Road / Blamey Street	4/11/2016	Collision with vehicle	LEFT TURN SIDESWIPE	Multiple intersection	Serious	60 km/hr	0	0
29175		28/07/2017	Collision with vehicle	RIGHT THROUGH	Cross intersection	Serious	60 km/hr	0	0
34360	Balaclava Road / Clive Street / Bourchier Street	3/11/2017	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Serious	60 km/hr	0	0
48788		23/01/2019	Collision with vehicle	RIGHT REAR.	Cross intersection	Other	60 km/hr	0	0
2152		27/08/2015	Collision with vehicle	REAR END (VEHICLES IN SAME LANE)	Cross intersection	Other	50 km/hr	0	0
5968		13/12/2015	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Other	60 km/hr	1	0
18167	Balaclava Road / Hawdon Street	6/10/2016	Collision with vehicle	OTHER ADJACENT (INTERSECTIONS ONLY)	Cross intersection	Fatal	60 km/hr	0	0
29848		20/08/2017	Collision with vehicle	LEFT REAR	Cross intersection	Other	50 km/hr	0	0
49066		2/05/2019	Collision with a fixed object	OFF END OF ROAD/T-INTERSECTION.	Cross intersection	Other	50 km/hr	0	0
13708		24/06/2016	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Other	60 km/hr	0	0
15375		21/07/2016	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Serious	50 km/hr	0	0
21664	Rea Street / Maude Street	10/12/2016	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Serious	50 km/hr	1	0
27562		5/06/2017	Collision with vehicle	LEFT NEAR (INTERSECTIONS ONLY)	Cross intersection	Serious	60 km/hr	0	0
35130		6/12/2017	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Other	60 km/hr	0	0
19492	Rea Street / Orr Street	27/10/2016	Collision with a fixed object	RIGHT OFF CARRIAGEWAY INTO OBJECT	Not at intersection	Other	50 km/hr	0	0
46250		10/01/2019	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Other	50 km/hr	0	0
74270	Rea Street / Clive Street	28/11/2019	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Other	50 km/hr	0	0
4721	Rea Street / Hawdon Street	10/11/2015	Collision with vehicle	RIGHT NEAR (INTERSECTIONS ONLY)	T intersection	Other	60 km/hr	0	0
41250	Hawdon Street	29/08/2018	Collision with a fixed object	RIGHT OFF CARRIAGEWAY INTO OBJECT	Not at intersection	Other	60 km/hr	0	0
73369	Sutherland Avenue / Anzac Street	17/06/2019	Struck Pedestrian	PED NEAR SIDE. PED HIT BY VEHICLE FROM THE RIGHT.	T intersection	Serious	50 km/hr	0	1
1409	Knight Street / Orr Street	10/08/2015	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Other	60 km/hr	0	0
60653	Knight Street / Corio Street	19/11/2019	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Other	50 km/hr	0	0
53300	Knight Street / Clive Street	4/08/2019	Collision with vehicle	RIGHT NEAR (INTERSECTIONS ONLY)	T intersection	Other	60 km/hr	0	0
51396	Knight Street	11/05/2019	Collision with vehicle	VEHICLE COLLIDES WITH VEHICLE PARKED ON LEFT	Not at intersection	Serious	60 km/hr	1	0
70433	Knight Street / Hawdon Street	14/10/2017	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Other	60 km/hr	0	0
61309	McKinney Street / Orr Street	30/01/2020	Collision with vehicle	VEHICLE OFF FOOTPATH STRIKES VEH ON CARRIAGEWAY	Cross intersection	Serious	50 km/hr	1	0
60875	Middleton Street	24/01/2020	Collision with a fixed object	OTHER ACCIDENTS-OFF STRAIGHT	Private property	Serious	N/A	0	0
37952	Maude Street	18/02/2018	Collision with vehicle	OTHER ON PATH	Not at intersection	Other	60 km/hr	0	0
42398	Orr Street	18/09/2018	Collision with a fixed object	OTHER ACCIDENTS-OFF STRAIGHT	Not at intersection	Other	N/A	0	0
10798		6/04/2016	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Other	60 km/hr	0	0
21697	Nixon Street / Harold Street	20/01/2017	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Other	50 km/hr	0	0
55109	Nixon Street / Skene Street	7/08/2019	Collision with vehicle	CROSS TRAFFIC (INTERSECTIONS ONLY)	Cross intersection	Other	50 km/hr	1	0

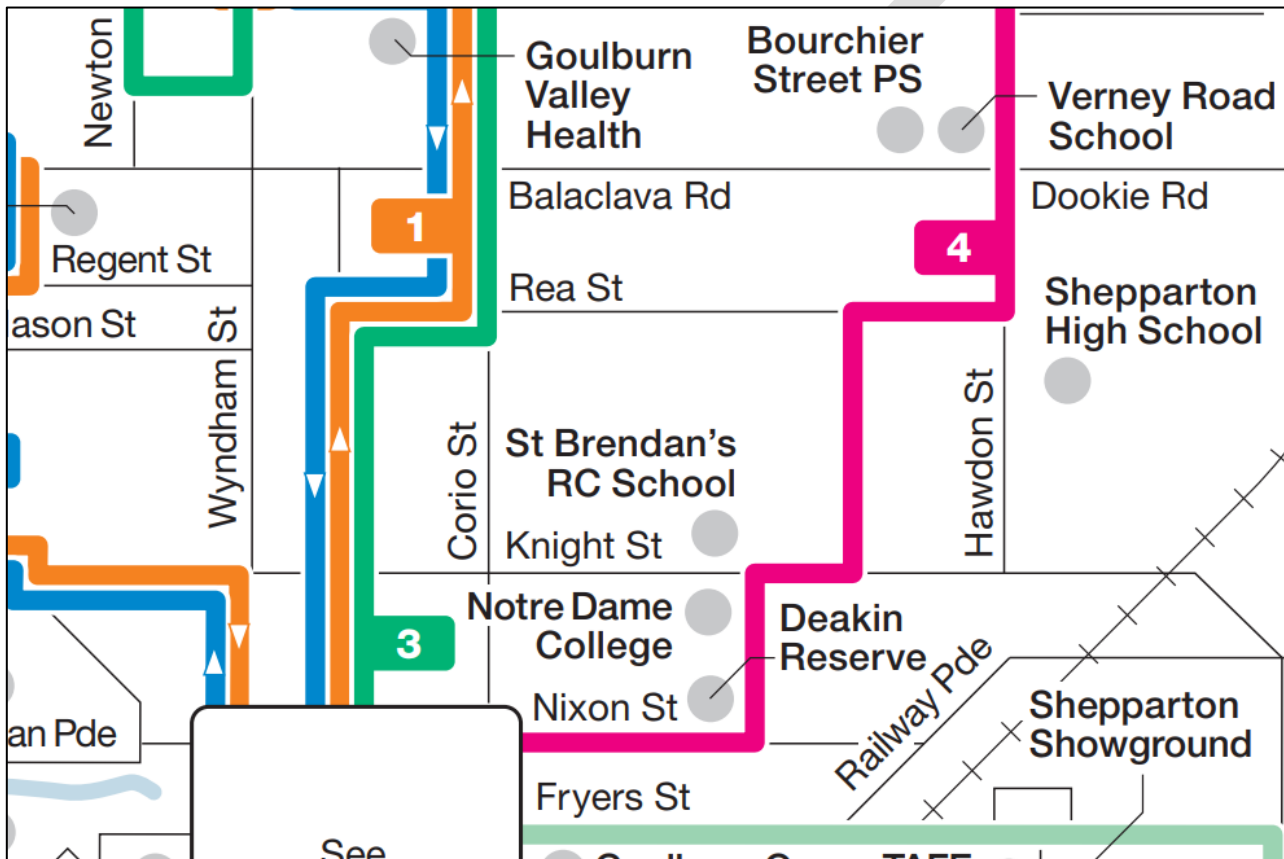
4.4 Sustainable Transport

4.4.1 Public Transport

A number of public bus services operate through the study area, including Routes 1, 2, 3, and 4 as shown in Figure 3 below.

These operate along Hawdon Street, Rea Street, Corio Street, Clive Street, Knight Street, Skene Street and Nixon Street. The need to cater for bus access will be a consideration as part of LATM recommendations.

Figure 3 Public Transport Map



4.4.2 School Town Special Buses

Students who live in Shepparton and Mooropna can access the School Town Special buses to travel to and from their school campus, provided by the Department of Transport.

There are approximately 30 of these services providing access to the College.

4.4.3 School Bus Program

The School Bus Program is an extensive school bus network that provides travel to eligible government and non-government students living in rural and regional Victoria. Locally, the School Bus Program is used by students who live outside of Shepparton and Mooropna and who travel into town for school. This service is generally free for students.

There are approximately 23 school bus program buses servicing the GSSC campus.

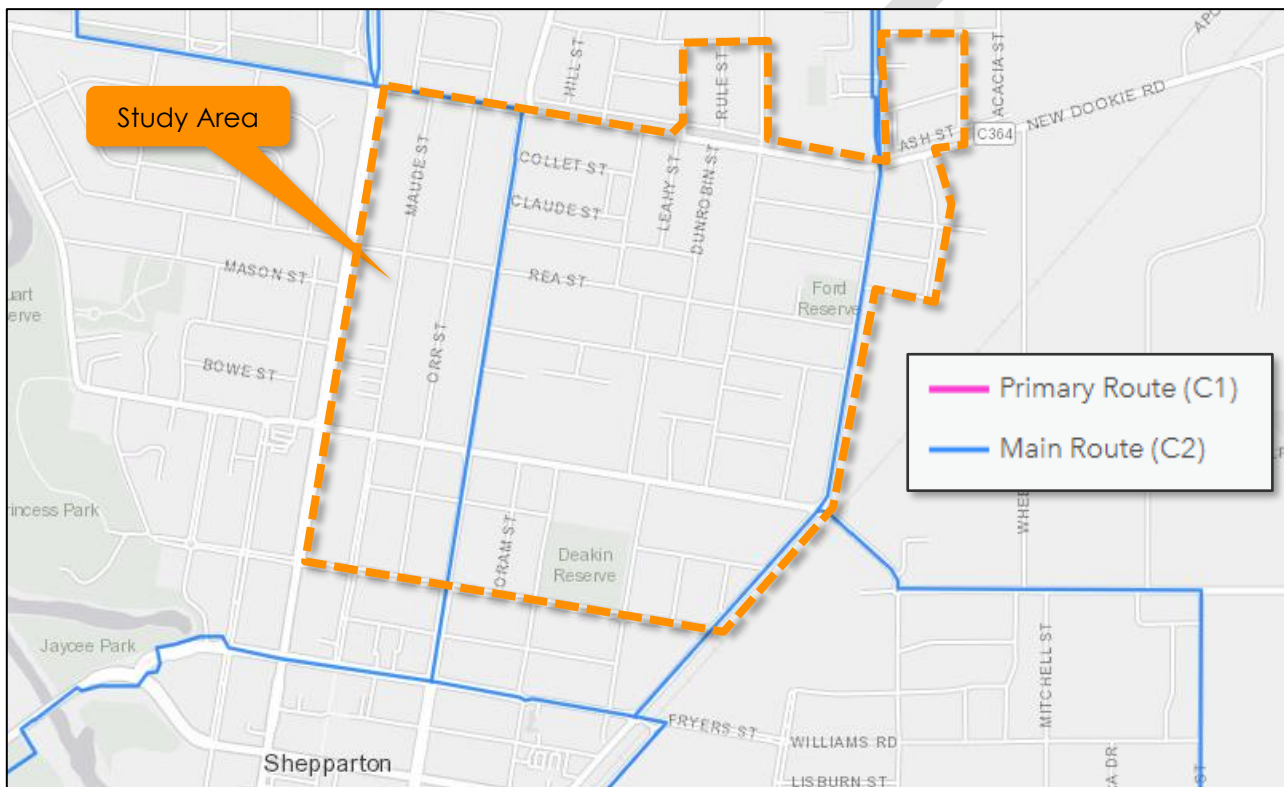
4.4.4 Bicycle Facilities

Strategic Cycling Corridors (SCCs) are important routes for cycling for transport and link up important destinations including the Central City, National Employment and Innovations Clusters, Metropolitan Activity Centres and other destinations of metropolitan and regional significance.

SCCs are considered to be the arterials for bicycles, and have been designed to provide connected, low stress and safe routes, intended primarily for the use of cyclists for transport (rather than recreation).

The SCCs in the vicinity of the site are shown in Figure 4.

Figure 4 Strategic Cycling Corridors



Hawdon Street is identified as a Main Route, connecting with Main Routes along Railway Parade, Andrew Fairley Avenue / Old Dookie Road and continuing along Verney Road to the north.

Corio Street is also a Main Route, linking Fryers Street and Balaclava Road.

On-road cycling lanes are currently provided on Hawdon Street and Balaclava Road in addition to Knight Street, Railway Parade and Andrew Fairley Drive, providing good connectivity to the site via bicycle.

Planning is underway for improvements to cycling facilities on Corio Street as part of the Hume Region Safer Cycling Corridors project, being undertaken by Regional Roads Victoria. This includes use of painted and shared bicycle lanes, kerb outstands, and speed cushions as shown in Figure 5 below.

Figure 5 Hume Region Safer Cycling Corridors Project Description



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4.5 Existing Traffic Management

A number of LATM measures are currently employed across the study area including; roundabouts, splitter islands, and pedestrian crossings. Figure 6 below shows the location of each LATM within the study area and immediate surrounds.

In addition to those, there are additional give-way and stop signage / line marking in various locations throughout the study area.

Figure 6 Existing LATM Treatments



As shown above, LATM within the study area is generally restricted to use of splitter islands at t- and cross-intersections, roundabouts at select cross-intersections, and pedestrian crossings adjacent to the various schools. Notably, there are no speed control measures employed, other than via the roundabouts identified.

5 DATA COLLECTION

5.1 Traffic Volumes and Speeds

In order to establish existing traffic conditions in the vicinity of the site, **onemilegrid** commissioned a number of 24-hour, 7-day traffic surveys, from Monday 7th to Sunday 13th March 2022.

The surveys aimed to capture daily traffic data, speeds, vehicle classifications and any other relevant information on the local streets within the study area.

The locations for the traffic counts were determined having regard to site observations, key access routes, and areas likely to attract undesirable driver behaviour. The exact location of the tube counters is illustrated in Figure 7 below, with the surveyed weekday daily traffic volumes identified for each location.

Figure 7 Survey Locations & Daily Traffic Volumes



A summary of each traffic survey is provided in Table 3.

Table 3 Traffic Volume and Speed Surveys

Location	Segment	Direction	Daily Traffic Volume (vpd)	Peak Traffic Volume (vpd)		85 th Percentile Speed (km/h)
				AM Peak	PM Peak	
Hawdon Street	Knight St & Thames St	Northbound	6,042	488	588	55.0
		Southbound	4,929	446	411	55.4
		Combined	10,971	934	999	55.2
Hawdon Street	Glenlyon Ave & Feshti St	Northbound	5,564	387	564	56.8
		Southbound	4,752	472	384	58.3
		Combined	10,316	896	948	57.5
Balaclava Road	Hawdon St & Clive St	Westbound	3,869	397	476	59.5
		Eastbound	4,028	485	385	59.4
		Combined	7,897	882	851	59.4
Clive Street	Glenlyon Ave & Annerley Ave	Northbound	639	113	110	52.5
		Southbound	766	131	107	54.8
		Combined	1,405	243	218	53.8
Clive Street	Coomboona St & McCormack Ave	Northbound	1,104	150	201	54.1
		Southbound	1,174	203	169	56.4
		Combined	2,278	354	370	55.0
Knight Street	Clive St & Norton Ave	Westbound	3,091	346	351	57.1
		Eastbound	2,836	271	264	59.0
		Combined	5,927	616	615	58.0
Chertsey Road	Bowenhall St & Thames St	Northbound	159	19	33	41.2
		Southbound	308	62	62	41.1
		Combined	467	81	95	41.2
Thames Street	Hawdon St & Chertsey Rd	Westbound	444	99	78	37.1
		Eastbound	238	48	51	35.9
		Combined	682	147	130	36.4
Rea Street	Norris Ct & Clive St	Westbound	652	111	101	54.7
		Eastbound	611	111	72	55.7
		Combined	1,263	222	173	55.1
Rea Street	Dunrobin St & Anzac St	Westbound	765	115	125	54.7
		Eastbound	912	150	108	54.9
		Combined	1,677	265	233	54.7
Orr Street	Balaclava Rd & Rea St	Northbound	227	22	26	51.1
		Southbound	217	35	29	50.1
		Combined	444	57	55	50.6
Maude Street	Knight St & Rea Street	Northbound	618	44	51	49.6
		Southbound	639	58	37	60.5
		Combined	987	102	88	53.7
Corio Street	Knight St & Corio Ave	Northbound	2,147	169	227	53.7
		Southbound	2,529	313	306	51.7
		Combined	4,676	472	533	52.5

A comparison with data collection over previous years suggests the following notable observations:

- Traffic volumes on Hawdon Street remain effectively identical to pre-GSSC data captured in April 2021;
- Volumes on Chertsey Road have increased from 235 vehicles per day (vpd) in 2012 to 467 vpd in 2022;
- Volumes on Clive Street have increased from 1,350 vpd in 2018 to 2,278 vpd in 2022; and
- Volumes on Rea Street remain comparable between 2016 and 2022 volumes;
- Volumes on Thames Street have increased from 283 vpd in 202 to 682 vpd in 2022.

A comparison of the respective sets of data is provided in Table 4 below.

Table 4 Traffic Volume and Speed Surveys Comparison

Location	Segment	Date	Direction	Daily Traffic Volume (vpd)		
				Previous	2022	% Change
Hawdon Street	Thames St & Knight St	20/4/21	Southbound	5,264	6,042	+15%
			Northbound	5,827	4,929	-15%
			Combined	11,091	10,971	-1%
Chertsey Road	Thames St & Bowenhall St	17/4/12	Southbound	114	159	+39%
			Northbound	121	308	+155%
			Combined	235	467	+99%
Clive Street	Coomboona St & McCormack Ave	11/9/18	Southbound	823	1,104	+34%
			Northbound	527	1,174	+123%
			Combined	1,350	2,278	+69%
Rea Street	Clive St & Norris Ct	24/5/16	Westbound	522	652	+25%
			Eastbound	751	611	-19%
			Combined	1,273	1,263	-1%
Thames Street	Chertsey Rd & Hawdon St	17/4/12	Westbound	162	444	+174%
			Eastbound	121	238	+97%
			Combined	283	682	+141%

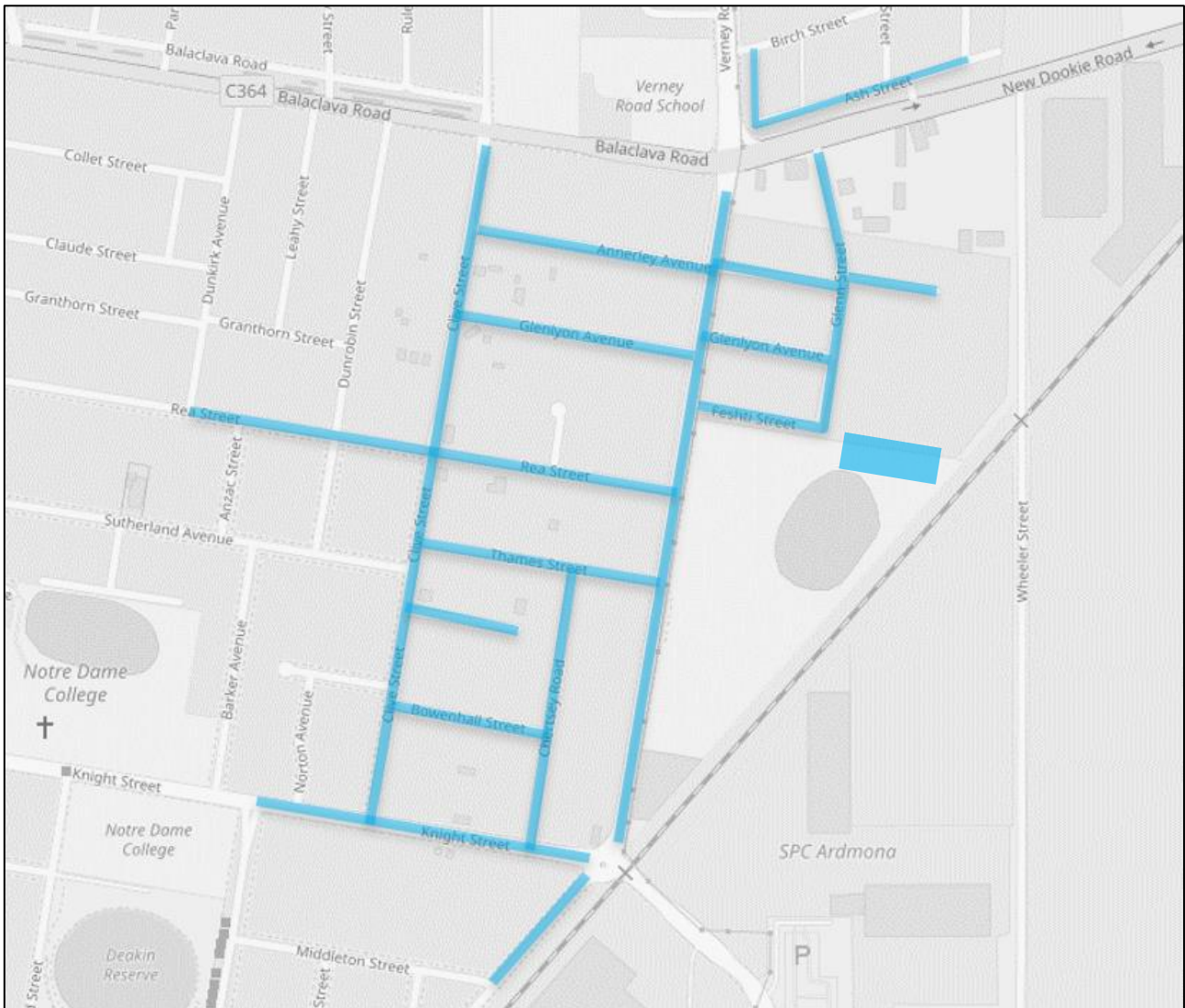
5.2 Car Parking

In addition to traffic surveys, **onemilegrid** also commissioned car parking occupancy surveys of on-street and off-street parking areas in the vicinity of GSSC.

The surveys were undertaken over the areas identified within Figure 8, on Monday 7th March 2022 (Week 6 of Term 1) from 7:30AM-9:30AM, 12:00PM, and 2:30PM-4:00PM.

The weather during the survey was fine, with a maximum temperature of 30.6 degrees.

Figure 8 Car Parking Survey Locations



Following the parking surveys, and initial feedback from the community, Council implemented modified parking restrictions on Friday 25th March 2022 for 63 car parking spaces on Feshti, Hawdon and Rea Streets, to allow for the drop-off and pick-up of students during school times in close proximity to the GSSC. These spaces are 15-minute parking between 8.00AM-9:30AM and 2.30PM-4.00PM on school days.

A series of additional parking surveys were undertaken on Wednesday 27th July 2022 during the same times to establish the impacts of changes to these changes to parking restrictions. The weather during this survey was overcast, with a maximum temperature of 15.1 degrees and 0.2mm rainfall throughout the day.

6 ISSUES IDENTIFICATION

6.1 Community Feedback

To assist with identifying issues relating to pedestrian, traffic or parking movements within the study area that were not evident during site inspections or data collection, Council has provided an extensive list of community feedback generated during the consultation phase of the original GSSC LATM. While not incorporated into this report for brevity, this feedback has assisted with our review and ultimate recommendations.

6.2 Site Observations

To provide first-hand understanding of traffic and parking issues within the study area, **onemilegrid** undertook a series of comprehensive site inspections on Friday 25th February 2022. The observations included multiple team members posted across key locations within the study area, during both AM and PM pick-up/drop-off and road network peak periods. The weather during the site observations was sunny and warm.

A summary of observations from site is provided in Figure 9 and Table 5 below.

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Figure 9 Site Observations



Table 5 Site Observations

No.	Location	Observation
AM Peak (Drop-Off)		
1.	New Dookie Road / Balaclava Road / Verney Road / Hawdon Street	Northwest corner zebra crossing – drivers focussed on oncoming traffic and not stopping for pedestrians
2.		Wide shared paths to the north of intersection, poor cycling infrastructure to the south
3.		Two lanes from intersection merge to one. Drivers still using road as two lanes -driving over bike lane
4.	Balaclava Road (40km/h*)	Drivers undertaking U-turns to access kerbside parking
5.		Long delays for vehicles turning onto Balaclava Road
6.	Bourchier Street (40km/h*)	Queuing vehicles turning onto Balaclava Road – affecting pedestrian crossing on Bourchier
7.	Clive Street / Knight Street	Significant turn right volumes to/from Clive Street generate congestion
8.	Knight Street (60km/h)	Student drop-off were observed <ul style="list-style-type: none"> ➤ Between pedestrian crossing and Knight Street roundabout (while traffic was at a standstill); ➤ Parents dropping kids off within “No Stopping” zone adjacent to pedestrian crossing;
9.	Chertsey Road / Knight Street	Queues on approach to Knight Street roundabout can block visibility for drivers exiting Chertsey Road to the east
10.		Vehicle queues from the pedestrian crossing occasionally extend back to the Knight Street roundabout
11.	Hawdon Street (40km/h*)	Student drop offs observed at crossovers and No Stopping areas
12.		Late students were observed being dropped-off in bus bays
13.		Pedestrian fencing at the pedestrian crossing partially inhibits sightlines to drivers exiting Rea Street and southbound vehicles on Hawdon Street
14.		There is sufficient space for left and right-turning vehicles to queue at the Rea Street intersection. Right-turning vehicles block sightlines for left-turn vehicle, leading to potentially dangerous manoeuvres
15.	Hawdon Street / Rea Street	Upstream pedestrian crossing provides ample right-turn opportunities such that queues did not develop
16.		Many drivers ignore restrictions on right-in movements into Rea Street
17.		A near miss was observed with a pedestrian moving south to north and driver turning right into Rea Street
18.		Drivers turning (illegally) right in to Rea Street can generate queues for southbound drivers on Hawdon Street
19.	Hawdon Street / Feshti Street	Vehicles turning right-in can impact traffic flow northbound on Hawdon Street. The adjacent bus bay is generally empty though, which allows other drivers to clear the turning vehicle

No.	Location	Observation
20.		Lots of pedestrians cross north of fencing at the intersection during periods of queued traffic
21.		A near miss occurred with right-out movement cutting off southbound driver. This is likely attributable to long delays for right-out movements.
22.	Thames Street (50km/h)	Students were observed at the Hawdon Street intersection rather than dedicated locations, facilitated by gaps in fencing near bus bays
23.		Many drop-offs occurred within the No Stopping area adjacent to the Hawdon Street intersection
24.	Rea Street (50km/h)	Many drop-offs occurred within the No Stopping area adjacent to the Hawdon Street intersection
PM Peak (Pick-Up)		
25.	Bourchier Street (40km/h)	Cars waiting on the road for kerbside parking, or picking up students holding up traffic
26.	Balaclava Road (40km/h*)	Car parking observed on wide nature strip
27.	New Dookie Road / Balaclava Road / Verney Road / Hawdon Street	Parents park at northeast corner of intersection, with students from GSSC observed walking up from the south.
28.	Chertsey Road / Knight Street	Limited sight distance for motorists exiting Chertsey Rad due to parked cars on either side of southern approach;
29.	Hawdon Street / Knight Street	A significant number of students from GSSC were picked up along Andrew Fairley Ave (and at SPC), with considerable pedestrian demand for crossing of the eastern leg
30.	Clive Street / Knight Street	Significant queues for drivers exiting Clive Street, with a number of near misses observed turning right-out
31.	Hawdon Street (40km/h*)	Queuing north of roundabout on Hawdon Street occurred due to student/pedestrian crossing, vehicles maneuvering in/out of car wash and buses trying to exit from student pick-up zone;
32.		Students queue for buses along the length of the school frontage, completely blocking the shared path
33.		Right-turn movement into car wash can block northbound movements on Hawdon Street
34.	Rea Street /Hawdon Street	Left-turn into Rea Street can be undertaken at high speed
35.	Thames / Hawdon Street	Many drivers ignore right-in ban into Thames Street
General		
36.	Balaclava Road (40km/h*)	No pedestrian crossing facilities are provided between Bourchier Street and Wyndham Street
37.	Harold Street (50km/h)	Footpath on east side stops halfway along the street

No.	Location	Observation
38.	Corio Street / Balaclava Road	Pedestrians crossing Corio Street are diverted south around the corner and may be less visible to southbound drivers approaching from the east

* During school time

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6.3 Speed

Traditionally, traffic design philosophy has been to match the desired speed limit of a road to the 85th percentile observed speed of vehicles utilising the roadway, acknowledging that a level of traffic will always exceed the speed limit, and it may be impractical to curb that behaviour.

In this regard, in order to determine where excessive speeds commonly occur, traffic volume data collected as part of this study has been reviewed with particular emphasis given to 85th percentile vehicle speeds.

A summary of the traffic survey data is provided below.

- Balaclava Road 59.5 km/h (outside of school periods)
- Balaclava Road 49.9 km/h (during pick-up/drop-off)
- Knight Street 58.0 km/h
- Hawdon Street (North) 57.5 km/h (outside of school periods)
- Hawdon Street (North) 52.8 km/h (during pick-up/drop-off)
- Hawdon Street (South) 54.7 km/h (outside of school periods)
- Hawdon Street (South) 49.7 km/h (during pick-up/drop-off)
- Clive Street (South) 55.0 km/h
- Rea Street (East) 55.1 km/h
- Rea Street (West) 54.7 km/h
- Clive Street (North) 53.8 km/h
- Maude Street 53.7 km/h
- Corio Street 52.5 km/h
- Orr Street 50.6 km/h
- Chertsey Road 41.2 km/h
- Thames Street 36.4 km/h

Traffic speeds along many streets are in excess of speed limits, including both sections of Clive Street, both sections of Rea Street, Maude Street, Corio Street, and Orr Street. Outside of school pick-up/drop-off periods, speeds on Balaclava Road and Hawdon Street are within posted speed limits, however during pick-up/drop-off periods where a 40km/h limit applies, speeds are well in excess of the preferred thresholds.

This data suggests that speed control measures are warranted in many locations throughout the study area.

Historical data provided by Council suggests that 85th percentile speeds along Feshti Street, Glenlyon Avenue, and Glenn Street are below 50km/h.

While traffic data was not gathered on all streets, it is expected that street with similar characteristics will exhibit comparable speed behaviour.

6.4 Traffic Volumes

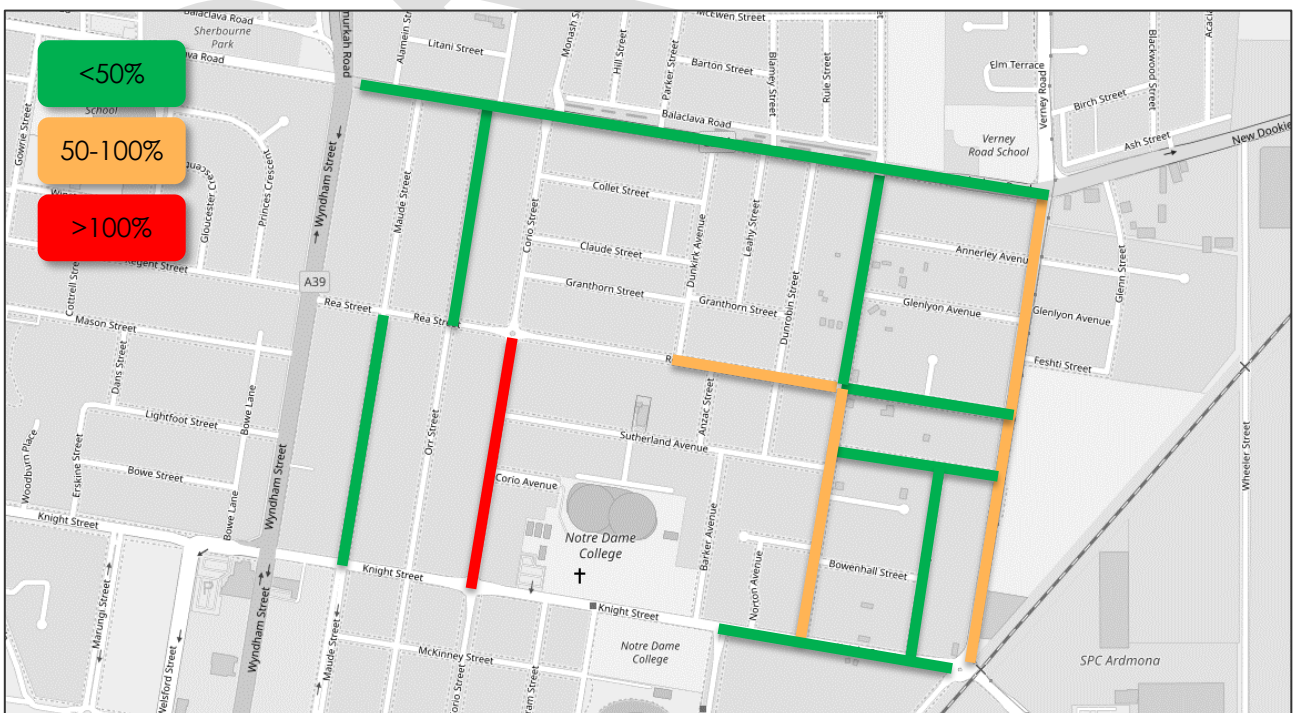
Table 6 below provides a summary of each surveyed road against its nominal capacity, as discussed within Section 4.2 and detailed within Table 1.

Table 6 Traffic Volumes & Capacity

Street	Location	Daily Traffic Volumes (Weekday Average)	Indicative Capacity	% of Capacity
Hawdon Street	Knight St & Thames St	10,971	12,000	91%
Hawdon Street	Glenlyon Ave & Feshti St	10,316	12,000	86%
Balaclava Road	Hawdon St & Clive St	7,897	18,000	44%
Clive Street	Glenlyon Ave & Annerley Ave	1,405	3,000	47%
Clive Street	Coomboona St & McCormack Ave	2,278	3,000	76%
Knight Street	Clive St & Norton Ave	5,927	12,000	49%
Chertsey Road	Bowenhall St & Thames St	467	2,000	23%
Thames Street	Hawdon St & Chertsey Rd	682	2,000	34%
Rea Street	Norris Ct & Clive St	1,263	3,000	42%
Rea Street	Dunrobin St & Anzac St	1,677	3,000	56%
Orr Street	Balaclava Rd & Rea St	444	2,000	22%
Maude Street	Knight St & Rea Street	987	3,000	33%
Corio Street	Knight St & Corio Ave	4,676	3,000	156%

The above data suggests all roads are operating within their respective capacities, with the exception of Corio Street, which carries volumes in excess of those expected for a road of that function and cross-section. The above data is illustrated in Figure 10.

Figure 10 Daily Traffic Volume Capacity



6.5 Car Parking

6.5.1 Survey 1 - 7th March 2022

6.5.1.1 On-Street

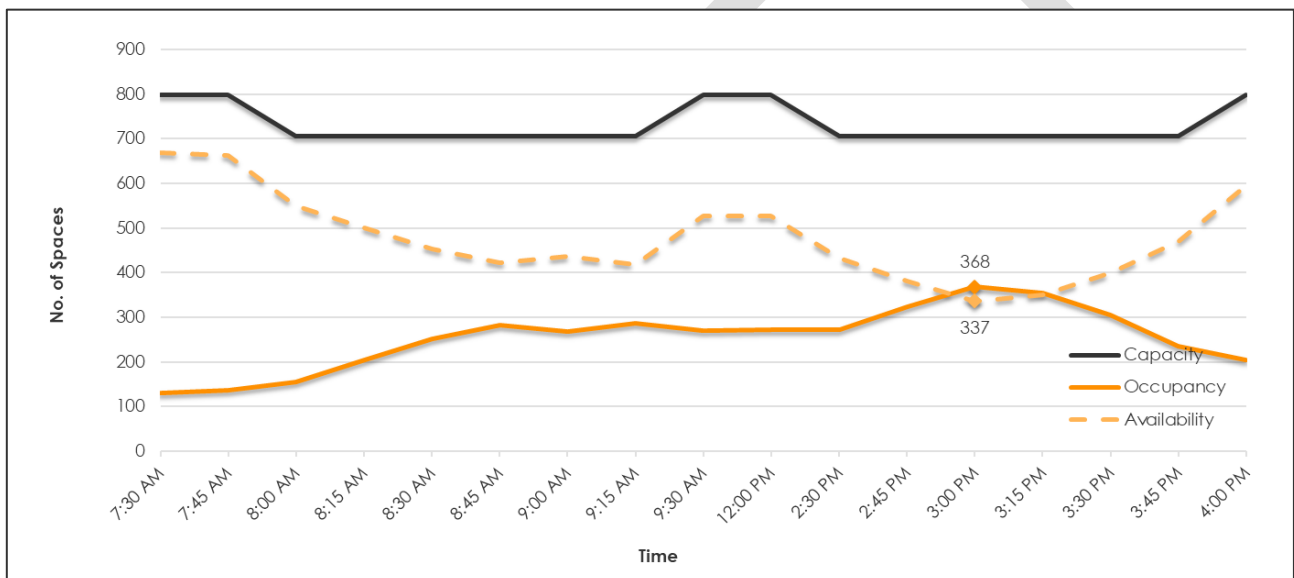
The surveys identified a supply of between 705 and 799 parking spaces on-street within the study area, with the variation attributable to changing parking restrictions (including timed No Stopping restrictions) throughout the survey period.

During the morning (drop-off) period, occupancy peaked at 9:15AM when 287 of the 705 available spaces were occupied, representing 41% of all spaces throughout the survey area.

During the afternoon period, peak occupancy occurred at 3:00PM when 368 of 705 spaces were occupied, representing 52% of all spaces throughout the survey area.

A view of the on-street parking occupancy profile is provided in Figure 11 below.

Figure 11 Parking Occupancy Profile – On-Street (7th March 2022)



Notable observations from the data include:

- Unrestricted car parking along Hawdon Street was fully occupied by 8:30AM and remained fully occupied until 3:15PM;
- Unrestricted car parking along Feshti Street was fully occupied by 9:00AM and remained fully occupied until 3:15PM;
- Long-term car parking was observed along Glenn Street, with the southern section at capacity from 9:00AM;
- Car parking along Ash Street (adjacent to Verney Road) was well utilised across the survey period, suggesting long-term demands;
- Only modest demands for parking were observed along Glenlyon Avenue and Annerley Avenue west of Hawdon Street;
- Unrestricted parking along the northern side of Rea Street close to Hawdon Street was fully utilised by long-term parkers;
- Unrestricted parking along Thames Street was fully occupied for the entirety of the survey period. This may be partly attributable to residents avoiding No Stopping restrictions that apply on the opposite kerb during pick-up/drop-off periods; and
- Parking demands across the remainder of the network were generally quite low.

6.5.1.2 Off-Street

As mentioned, the college has an off-street car park for staff use, accommodating a total of 214 spaces, including eight accessible spaces.

Peak occupancy occurred at 9:15 AM when 155 spaces were occupied, leaving no fewer than 59 spaces available for use. Occupancy at 12:00PM was 153 spaces. Occupancy at 2:30PM was 148 spaces, with demands steadily reducing to a minimum of 89 occupied spaces at the end of the survey. It is noted that this differs to observations on-site which suggested an occupancy of approximately 90% during school hours.

At the commencement of the survey (7:30AM), the on-site staff car park was almost empty, suggesting that there are not likely to be significant demands for school parking at this time, and that these commencing surveys are likely reflective of baseline demands for car parking in the vicinity.

A view of the on-street parking occupancy profile is provided in Figure 12 below.

Figure 12 Parking Occupancy Profile – On-Site (7th March 2022)

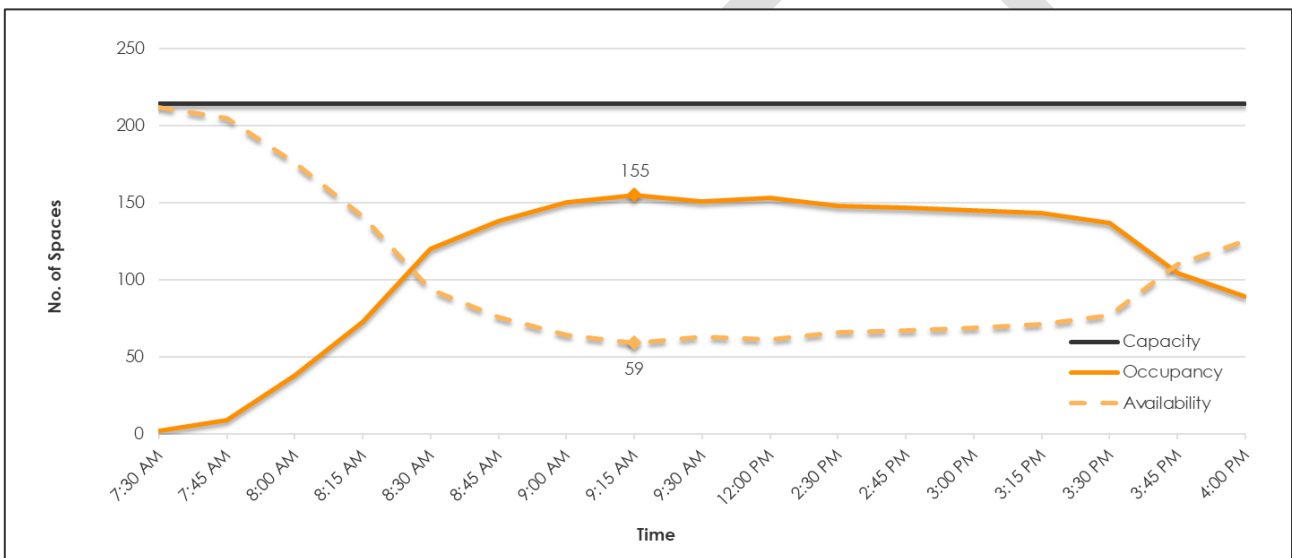


Figure 13, Figure 14, and Figure 15 below provide car parking demand 'heat-maps' for the drop-off, mid-day, and pick-up periods, indicating the relative occupancy of each street segment within the study area.

Notable observations include:

- AM peak – High-value car parking in close proximity to the school is well-utilised, but does not extend for a great distance beyond the school, with streets 100-200m distant experiencing fairly low occupancy;
- Midday – A considerable amount of long-stay parking is observed along Hawdon Street, Feshti Street, Rea Street and Glenn Street. No Stopping restrictions employed to prevent parking during pick-up/drop-off ensure that this occupancy within these areas remains low, and protects the supply of parking for residents and visitors.
- PM Peak – Long-term parking on Feshti and Glenn Streets limits opportunities for pick-ups approaching from the north (due to right-turn bans further south), requiring more parents to utilise Glenlyon and Annerley Avenues. Occupancy within Annerley Avenue, Glenlyon Avenue, Clive Street all remain low.

Figure 13 Parking Occupancy – 9:15AM (7th March 2022)



Figure 14 Parking Occupancy – 12:00PM (7th March 2022)



Figure 15 Parking Occupancy – 3:00PM (7th March 2022)



6.5.2 Survey 2 - 27th July 2022

As noted above, a second series of parking surveys were undertaken to better understand the impacts of new short-term parking restrictions implemented in late March.

6.5.2.1 On-Street

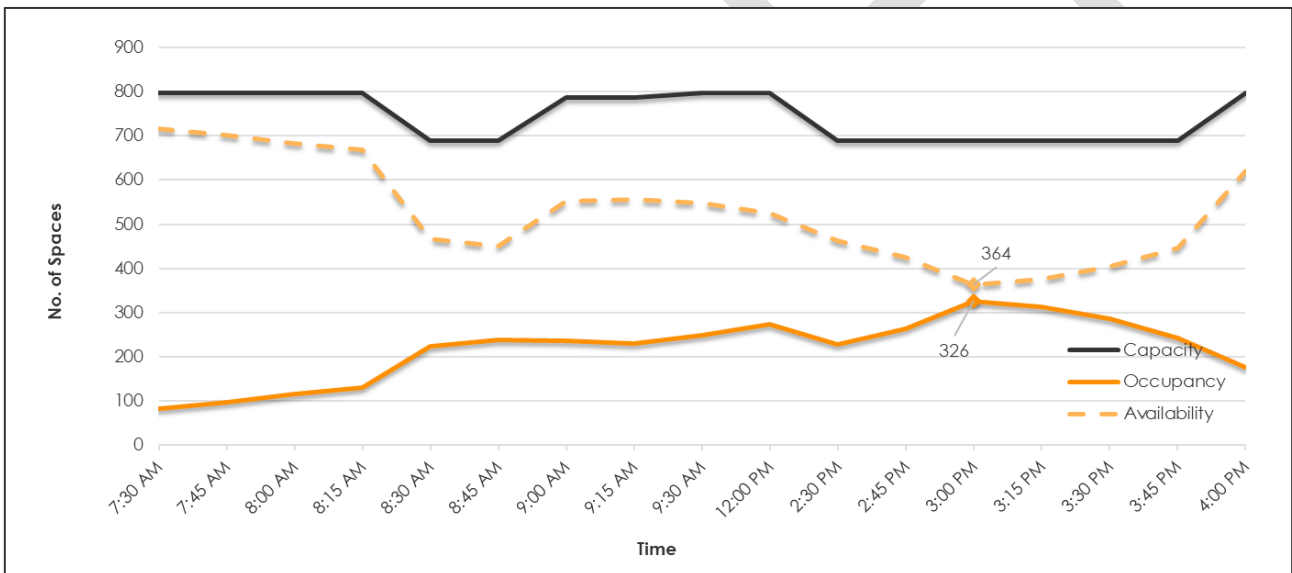
The surveys identified a supply of between 690 and 798 parking spaces, with the variation attributable to changing parking restrictions (including timed No Stopping restrictions) throughout the survey period.

During the morning (drop-off) period, occupancy peaked at 9:30AM when 273 of the 798 available spaces were occupied, representing 31% of all spaces throughout the survey area.

During the afternoon period, peak occupancy occurred at 3:00PM when 326 of 690 spaces were occupied, representing 47% of all spaces throughout the survey area.

A view of the on-street parking occupancy profile is provided in Figure 11 below.

Figure 16 Parking Occupancy Profile – On-Street (27th July 2022)



Notable observations from the data include:

- Unrestricted car parking along Hawdon Street was fully occupied by 9:30AM and remained fully occupied until 3:15PM;
- Short-term parking along Hawdon Street was only fully occupied once at 3:00PM;
- Long-term parking occurred within unrestricted spaces along Glenlyon Avenue;
- Car parking along Ash Street (adjacent to Verney Road) was well utilised across the survey period, suggesting long-term demands;
- Only modest demands for parking were observed along Glenlyon Avenue and Annerley Avenue west of Hawdon Street;
- Unrestricted parking along Rea Street was not fully occupied;
- Unrestricted parking along Chertsey road was highly utilised;
- Parking demands across the remainder of the network were generally quite low.

6.5.2.2 Off-Street

As mentioned, the college has an off-street car park for staff use, accommodating a total of 214 spaces, including eight accessible spaces.

Demands within this car park increased steadily up to 8:30 AM, after which they remained steady until 3:00 PM.

Peak occupancy occurred at 12:00 PM when 204 spaces were occupied, leaving only 10 vacant spaces available for use. Occupancy at 12:00PM was 153 spaces.

We understand that GSSC staff have been instructed to utilise on-site parking in preference to local streets, which is evident in the change to parking patterns from the March survey.

A view of the on-street parking occupancy profile is provided in Figure 12 below.

Figure 17 Parking Occupancy Profile – On-Site (27th July 2022)

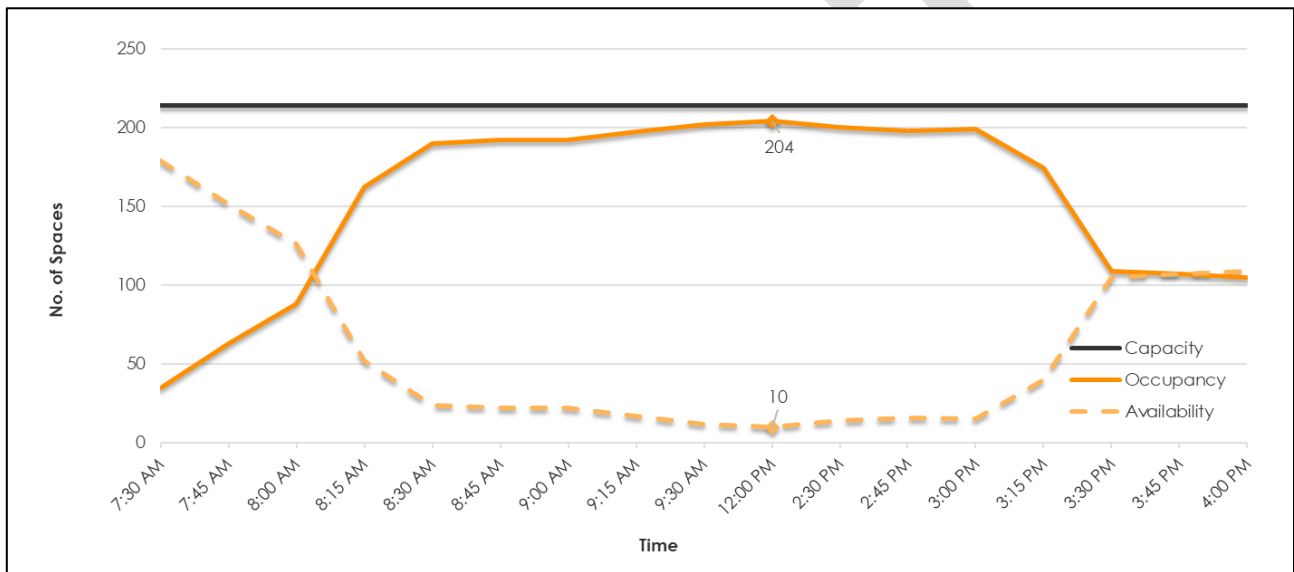


Figure 18, Figure 19, and Figure 20 below provide car parking demand 'heat-maps' for the drop-off, mid-day, and pick-up periods, indicating the relative occupancy of each street segment within the study area.

Notable observations include:

- AM peak – Drop-off parking demands are relatively evenly distributed across the areas surrounding the college, but do not extend as far as Clive Street. Glenlyon Avenue and Annerley Avenue west of Hawdon Street do not appear to accommodate any drop-off parking demands.
- Midday – A considerable amount of long-stay parking is observed along one side of each of Thames Street, Chertsey Road, Glenn Street and Glenlyon Avenue. No Stopping restrictions in place during pick-up/drop-off periods on the opposite side of each street (except for Glenn Street) protect the supply of parking for residents and visitors.
- PM Peak – Occupancy in the vicinity of the college is generally high, however there is considerable capacity in Glenlyon Avenue and Annerley Avenue west of Hawdon Street.

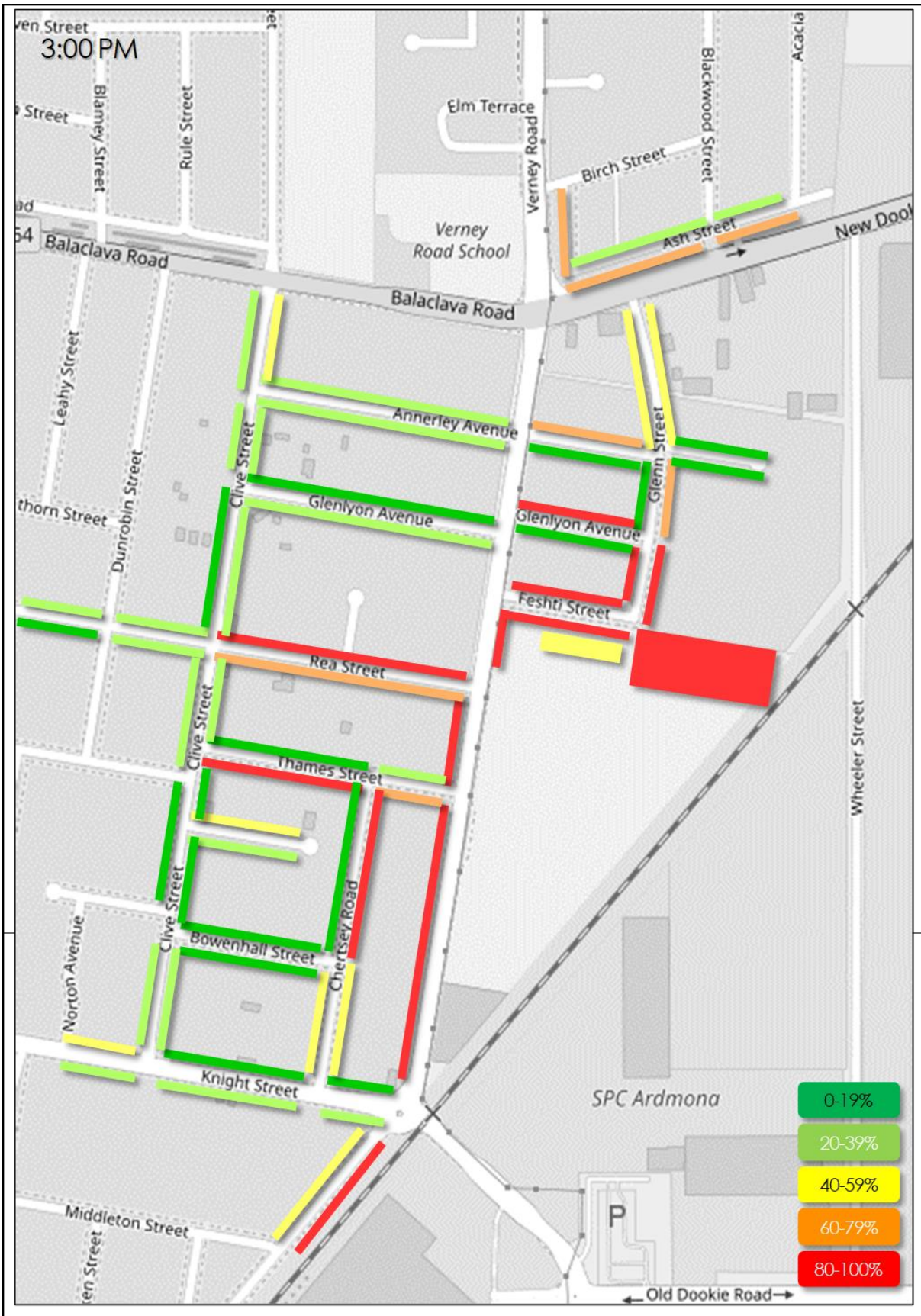
Figure 18 Parking Occupancy – 9:30AM (27th July 2022)



Figure 19 Parking Occupancy – 12:00 PM (27th July 2022)



Figure 20 Parking Occupancy – 3:00 PM (27th July 2022)



6.6 Road Network Design

Clause 56.06 of the Greater Shepparton Planning Scheme outlines the various objectives and design requirements that should be adhered to in the design of new residential subdivisions. While not strictly applicable to the study area, it does provide a guide for preferred road network design.

With regard to the neighbourhood street network, the clause states that the design of streets and roads should “provide street blocks that are generally between 120 and 240 metres in length to...control traffic speed”. It is generally accepted that where traffic management measures are installed, the effective length between them should not exceed the distances above.

The Infrastructure Design Manual, a reference document for engineering standards adopted by Council, includes a similar recommendation, acknowledging “Speed reduction can be helped by creating a visual environment conducive to lower speeds. This can be achieved by segmenting streets into relatively short lengths (less than 300m) using appropriate devices, streetscapes, or street alignment to create short sight lines. “

A review of the study area layout indicates that the vast majority of streets are designed in accordance with the above, however a number of streets within the study area provide lengths equal to or in excess of 200 metres without any traffic controls. The relevant streets are listed below:

- | | | |
|-------------------|-----------------|---------------------|
| ➤ Maude Street | ➤ Barker Avenue | ➤ Granthorn Street |
| ➤ Orr Street | ➤ Chertsey Road | ➤ Annerley Avenue |
| ➤ Corio Street | ➤ Oram Street | ➤ Glenlyon Avenue |
| ➤ Dunkirk Avenue | ➤ Harold Street | ➤ Rea Street |
| ➤ Dunrobin Street | ➤ Skene Street | ➤ Sutherland Avenue |
| ➤ Clive Street | ➤ Collet Street | ➤ Thames Street |
| ➤ Glenn Street | ➤ Claude Street | ➤ Middleton Street |

Notably, a large proportion of the above streets were also identified in Section 6.3 above as having higher vehicle speeds.

A longer street length does not necessarily warrant traffic management works, however, should be considered in conjunction with other factors.

6.7 Rat-Running

A typical ‘rule of thumb’ for urban residential streets is for peak hour / 24hour volume ratios to be around 10-12%. If ratios are in excess of 14%, it suggests that the street may be being used as a rat-run by significant volumes of non-local traffic during peak periods (Ogden KW & Taylor SY *Traffic Engineering and Management, Department of Civil Engineering, Monash University and Institute of Traffic Studies 1999*).

A review of peak hour traffic volumes for those streets surveyed indicates that peak hour ratios are generally within the acceptable bounds, with the exception of Clive Street (16-17%), Chertsey Road (17-20%), Thames Street (19-22%), Rea Street (14-16%), and Orr Street (12-13%).

It is noted that the relatively high proportion of peak-hour flows along each of these roads is partly a result of turn restrictions imposed as part of the original GSSC LATM, effectively requiring one-way traffic flow through the surrounding road network. While undesirable, the absolute volumes of traffic remain relatively low.

7 LATM PLAN

7.1 Warrants

In determining which areas, streets and intersections warranted implementation of LATM treatments, a two-step criterion was typically applied:

1. Sufficient engineering justification was available to quantify a traffic problem (e.g. 85th percentile speed, daily traffic volumes, crashes etc.); and
2. Sufficient information was available from site observations, or officer and community feedback about the problem.

In some cases, where traffic volume data had not been sourced, or where an identified issue had not met both criteria, additional consideration was also given to the need and likely effectiveness of any countermeasures proposed.

7.2 Areas for Further Investigation

Due to budget and time constraints, not all streets were able to be surveyed as part of the project. As such, it is recommended that Council collect additional data to verify the need for speed control on McKinney Street, Oram Street, Sutherland Avenue, Dunkirk Avenue, and Skene Street.

While no specific issues were observed during site inspections or from data collection, anecdotal evidence suggests interventions may be warranted at the Wyndham Street / Rea Street and Balaclava Road / Monash Street intersections. Further work should be undertaken at these two sites, potentially including turning movement surveys and SIDRA analysis to evaluate current operation.

7.3 LATM Plan Proposal

The objectives of the proposed traffic management plan include:

- Reduce the incidence and potential for vehicle and pedestrian crashes in the area;
- Improve the safety of local streets by reducing traffic speeds;
- Discourage through traffic from using local streets;
- Develop proposals that address traffic concerns raised by the community, while maintaining adequate levels of accessibility for local residents, local businesses and emergency services; and
- Maximise the safety benefits of available funding (with priority given to reported crash locations and those streets with the greatest level of community concerns).

In consideration of these, the following LATM plan has been prepared

Figure 21 LATM Recommendations

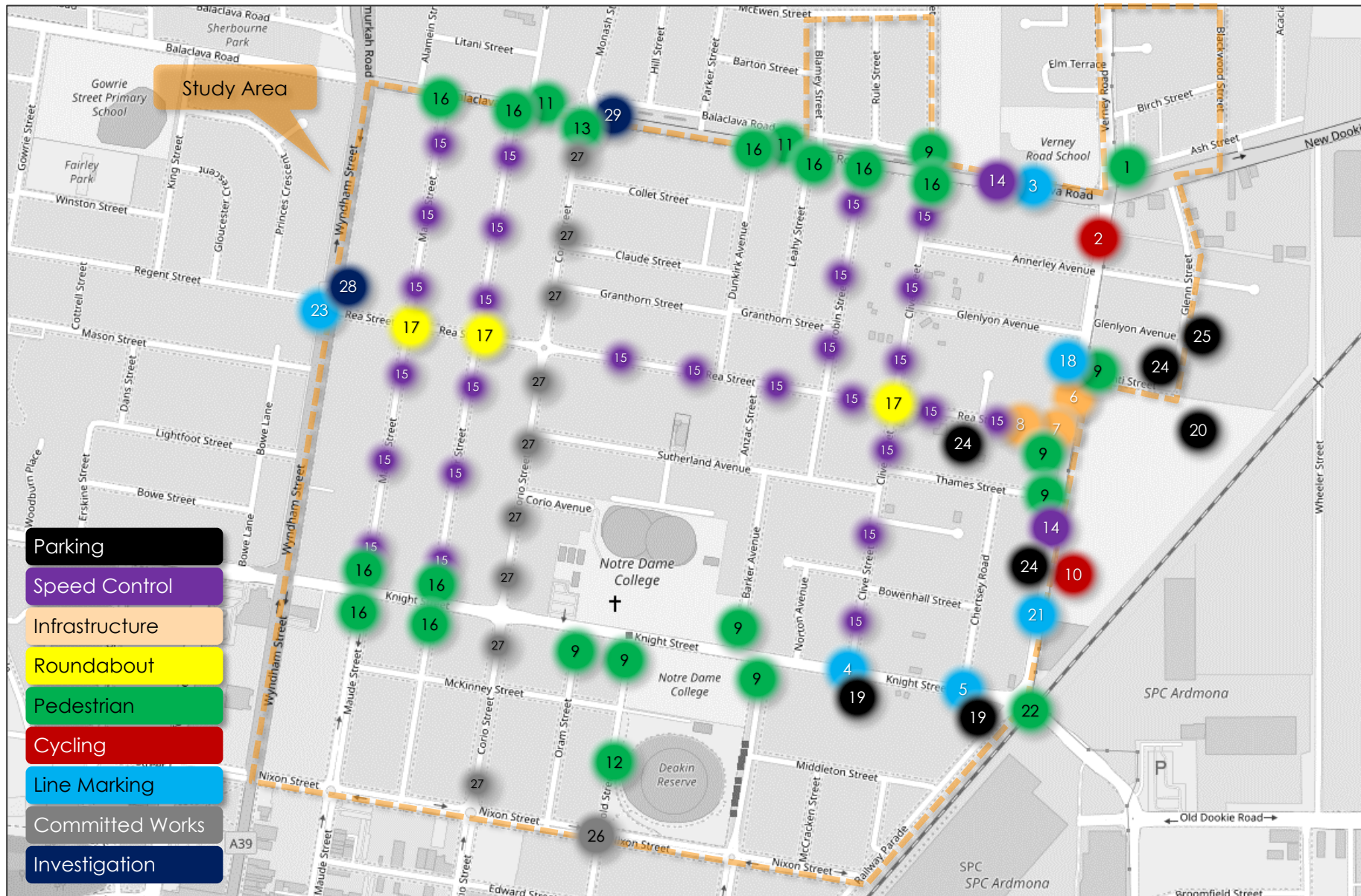


Table 7 LATM Measures

No.	Treatment	Discussion
1.	Pedestrian Crossing	Implement raised pedestrian crossing on north-east slip lane to improve driver compliance and reduce vehicle speeds
2.	Cycling	Provide improved connectivity for cyclists at the northern end of Hawdon Street between Verney Road and Feshti Street. This may include a shared path along the eastern verge.
3.	Line Marking	Modify and improve line marking on approach to pedestrian crossing to clearly identify the westbound merge
4.	Line Marking	Implement Keep Clear line marking on Knight Street to assist with ingress and sight distance from Clive Street
5.	Line Marking	Implement Keep Clear line marking on Knight Street to assist with ingress and sight distance from Chertsey Road
6.	Infrastructure	Modify pedestrian fencing at the northern Hawdon Street pedestrian crossing to ensure sightlines are not impacted at Rea Street
7.	Infrastructure	Modify intersection geometry to inhibit concurrent left and right-turn exit from Rea Street to Hawdon Street. Introduce measures to tighten geometry for left-turn in and reduce vehicle speeds. Ensure accessibility for buses is not impacted.
8.	Infrastructure	Provide additional right-turn ban signage on south-west corner of Rea Street/Hawdon Street, including exemption for buses
9.	Pedestrian Crossing	Install continuous footpath treatments across side roads (Rea Street, Thames Street, Feshti Street, Bouchier Street, Skene Street, Barker Avenue, Harold Street, Oram Street) to emphasise driver obligations to give-way, improve pedestrian amenity, and encourage walking trips
10.	Cycling	Investigate modifications to Hawdon Street shared path to improve functionality during end of school period
11.	Pedestrian Crossing	Liaise with Department of Transport (DoT) to provide additional accessible opportunities for pedestrian crossings across Balaclava Road between Wyndham Street and Bouchier Street
12.	Pedestrian	Provide continuous footpath along the eastern verge of Harold Street
13.	Pedestrian Crossing	Modify pedestrian crossing at northern end of Corio Street to improve sight distances between pedestrians and motorists. Ensure accessibility for buses is not impacted.
14.	Speed Control	Liaise with Victoria Police to assist with speed enforcement during school pick-up/drop-off periods
15.	Speed Control	Introduce speed control devices (road humps, flat top road humps, or speed cushions) at approximately 100 metre spacing to assist with reducing vehicle speeds.
16.	Pedestrian Crossing	Introduce kerb outstands and splitter islands at intersections of access streets with Knight Street and Balaclava Road to reduce pedestrian crossing distances and slow vehicle speeds
17.	Roundabout	Introduce compact roundabouts at Rea Street intersections to assist with traffic calming and mitigate history of cross-traffic crash behavior. Incorporate raised pedestrian priority crossings if possible. Alternatively, introduce speed controls on all four approaches to necessitate slower speeds and reduce likelihood and severity of crashes.
18.	Line Marking	Implement Keep Clear line marking on Hawdon Street to assist with ingress and sight distance from Feshti Street

No.	Treatment	Discussion
19.	Parking	Introduce peak-period No Stopping restrictions on the southern side of Knight Street at intersections with Clive Street and Chertsey Road to allow westbound vehicles to overtake
20.	Parking	Liaise with school operator to ensure on-site car parking is being utilised in preference to on-street
21.	Line Marking	Re-sheet asphalt and refresh line marking along Hawdon Street to ensure road markings are clear in all conditions
22.	Pedestrian Crossing	Implement pedestrian-priority raised crossing on the western and eastern legs of the Railway Parade / Hawdon Street / Knight Street roundabout to assist with safety and delays for pedestrian crossing movements. This may adversely impact on traffic capacity at this location.
23.	Line Marking	Liaise with DoT to refresh line marking at the Wyndham Street / Rea Street intersection
24.	Parking	Retain short-term restrictions on Hawdon Street, Rea Street and Feshti Streets to ensure availability of pick-up/drop-off parking within the vicinity of the college.
25.	Parking	Modify parking restrictions on the eastern side of Glenn Street south of Annerley Avenue to 3P restrictions (or other suitable time) to minimise long-term parkers utilising all available spaces during school hours.
26.	Committed Works	Construct a roundabout at the Nixon Street / Harold Street intersection
27.	Committed Works	Traffic calming and cyclist infrastructure improvements associated with the Strategic Cycling Corridor project
28.	Investigation	Undertake further investigative work at the Wyndham Street / Rea Street intersection
29.	Investigation	Undertake further investigative work at the Balaclava Road / Monash Street intersection

8 IMPLEMENTATION & PRIORITISATION

To establish the priority of each proposed measure, they were assessed against their ability to achieve the desired road safety objectives as well as the cost of the measure and its alignment with state and local policy.

The assessment is presented below in Table 8, with each project rated out of five points against how well the project assists in improving each of the assessment criteria, with the highest value representing the most valuable rating.

Costs for each treatment are indicative only, and actual construction costs may vary, however they should be used as a guide for finding allocation in the Council's capital works program.

Installation of each treatment will likely need to be staged over one or more financial years as Council funding becomes available. Staging of works needs careful consideration to minimise the interim impact of treatments on untreated streets.

Table 8 Project Ranking & Priority

Project		Cost (30%)				Road Safety (50%)	Policy (20%)	Score	Priority
No.	Description	Unit Cost	No.	Total Cost	Score				
1.	Implement raised pedestrian crossing on north-east slip lane to improve driver compliance and reduce vehicle speeds	\$15,000	1	\$15,000	3	4	5	3.5	3
2.	Provide improved connectivity for cyclists at the northern end of Hawdon Street between Verney Road and Feshti Street.	\$127,500	1	\$127,500	1	4	5	2.9	7
3.	Modify and improve line marking on approach to pedestrian crossing to clearly identify the westbound merge	\$5,000	1	\$5,000	3	3	3	2.7	12
4.	Implement Keep Clear line marking on Knight Street to assist with ingress and sight distance from Clive Street	\$2,000	1	\$2,000	4	2	2	2.4	16
5.	Implement Keep Clear line marking on Knight Street to assist with ingress and sight distance from Chertsey Road	\$2,000	1	\$2,000	4	2	2	2.4	16
6.	Modify pedestrian fencing at the northern Hawdon Street pedestrian crossing to ensure sightlines are not impacted at Rea Street	\$4,000	1	\$4,000	4	4	2	3.2	5
7.	Modify intersection geometry to inhibit concurrent left and right-turn exit from Rea Street to Hawdon Street.	\$20,000	1	\$20,000	2	1	2	1.4	23
8.	Provide additional right-turn ban signage on south-west corner of Rea Street/Hawdon Street, including exemption for buses	\$400	1	\$400	5	2	2	2.7	14
9.	Install continuous footpath treatments across side roads	\$12,000	8	\$96,000	2	3	5	2.8	10
10.	Investigate modifications to Hawdon Street shared path to improve functionality during end of school period	\$-				1	5	2.3	18
11.	Liaise with (DoT) to provide additional accessible opportunities for pedestrian crossings across Balaclava Road	\$-				4	5	4.3	1
12.	Provide continuous footpath along the eastern verge of Harold Street	\$30,600	1	\$30,600	2	3	5	2.8	10
13.	Modify pedestrian crossing at northern end of Corio Street to improve sight distances between pedestrians and motorists.	\$14,000	1	\$14,000	3	3	5	3.1	6
14.	Liaise with Victoria Police to assist with speed enforcement during school pick-up/drop-off periods	\$-				4	3	3.7	2
15.	Introduce speed control devices (road humps, flat top road humps, or speed cushions)	\$10,000	27	\$270,000	1	3	3	2.1	19
16.	Introduce kerb outstands and splitter islands at intersections of access streets with Knight Street and Balaclava Road	\$8,000	10	\$80,000	2	2	2	1.8	21
17.	Introduce compact roundabouts at Rea Street intersections	\$100,000	3	\$300,000	1	5	3	2.9	8
18.	Implement Keep Clear line marking on Hawdon Street to assist with ingress and sight distance from Feshti Street	\$2,000	1	\$2,000	4	2	2	2.4	16
19.	Introduce peak-period No Stopping restrictions on the southern side of Knight Street	\$1,000	1	\$1,000	5	2	2	2.7	14
20.	Liaise with school operator to ensure on-site car parking is being utilised in preference to on-street	\$-				1	1	1.0	25
21.	Re-sheet asphalt and refresh line marking along Hawdon Street to ensure road markings are clear in all conditions	\$115,520	1	\$115,520	1	3	2	1.9	20
22.	Implement pedestrian-priority raised crossings at the Railway Parade / Hawdon Street / Knight Street roundabout	\$15,000	2	\$30,000	2	4	5	3.2	4
23.	Liaise with DoT to refresh line marking at the Wyndham Street / Rea Street intersection	\$2,000	1	\$2,000	4	3	2	2.8	10
24.	Retain short-term restrictions on Hawdon Street, Rea Street and Feshti Streets	\$-				1	2	1.3	24
25.	Modify parking restrictions on the eastern side of Glenn Street south of Annerley Avenue to 3P restrictions (or other suitable time)	\$1,000	10	\$10,000	3	1	2	1.7	22
26.	Construct a roundabout at the Nixon Street / Harold Street intersection					4	3		
27.	Traffic calming and cyclist infrastructure improvements associated with the Strategic Cycling Corridor project					4	5		
28.	Undertake further investigative work at the Wyndham Street / Rea Street intersection								
29.	Undertake further investigative work at the Balaclava Road / Monash Street intersection								

9 MONITORING

An important, and often overlooked, facet of any LATM plan is the ongoing monitoring and evaluation of the LATM scheme.

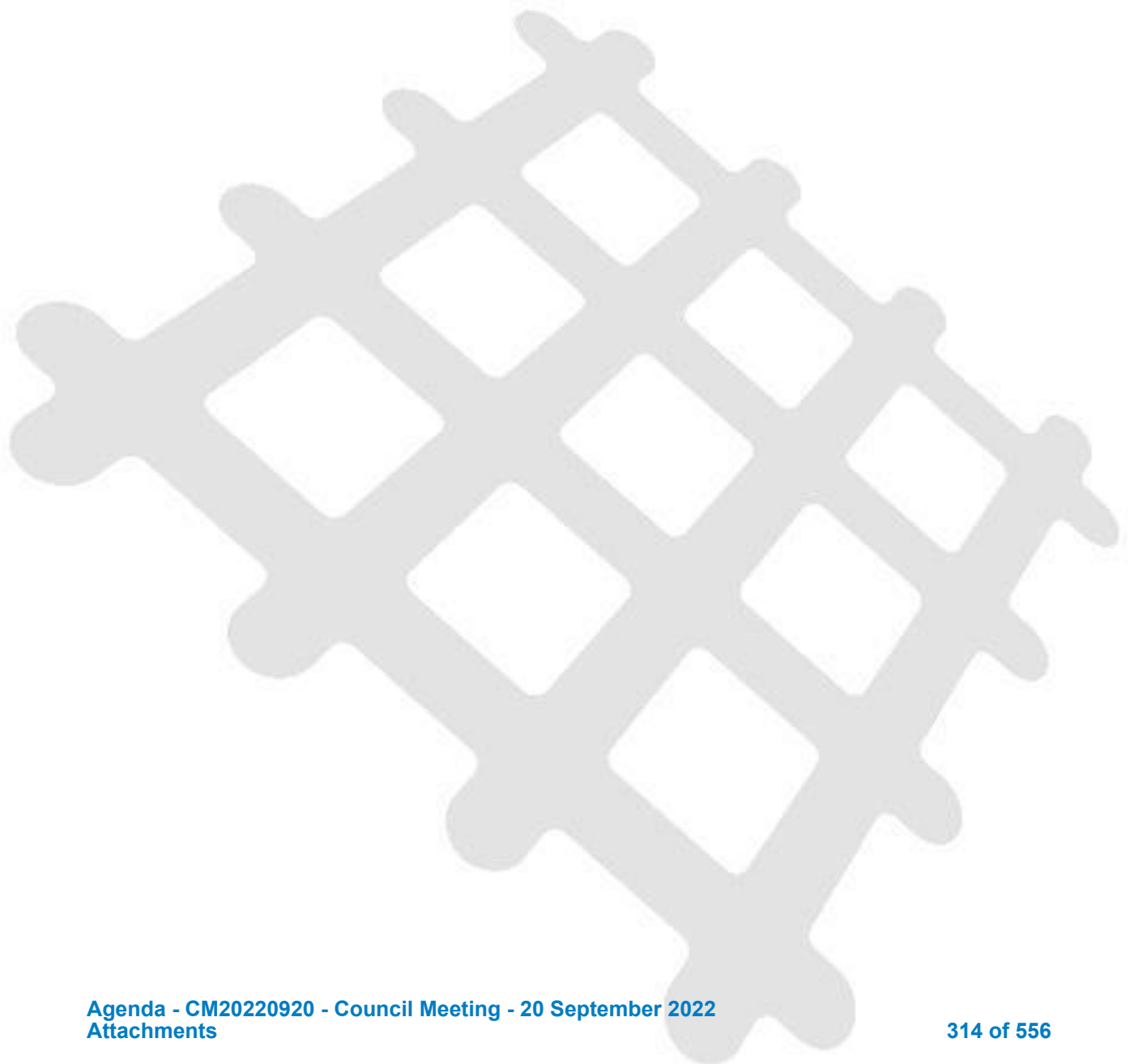
The purposes and value of monitoring and evaluation include (*Main Roads WA 1990, p. 128*):

- To assess the scheme as a whole and the individual treatments against the adopted objectives – the primary technical measure of success;
- To identify any undesirable impacts that might indicate modifications that could be made;
- In stage implementation, to assess the impacts of each stage so that subsequent stages can be modified if necessary;
- To provide objective information on impacts and effects for the community; and
- To provide information on the performance of the scheme and individual devices which may be useful in later projects or shared with other councils.

Once the above traffic, parking and pedestrian management measures have been implemented, it is recommended that Council review the LATM plan to establish the effectiveness of the proposed treatments, and identify any locations in which unwanted side-effects have occurred as a

result.

Appendix A Car Parking Occupancy Data



Parking Data – 7th March 2022

Street	Section	Side	Restriction 1		Supply	Parking Occupancy																Avg	Max			
			Type	Times		7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	12:00 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM			4:00 PM		
Railway Pde	Middleton St to Knight St	E	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		W	Unrestricted		13	3	3	3	3	3	4	4	3	2	2	3	3	4	4	4	3	3	3	3	3	3
Hawdon St	Knight St to Thames St	E	Bus Zone		10	0	1	2	4	3	3	0	2	0	0	0	2	3	5	3	0	0	0	1.6	5	
		W	Unrestricted		2	0	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1.6
		P	Unrestricted		17	3	5	9	15	17	17	17	17	17	17	17	17	17	17	17	16	13	10	14.2	17	
	Thames St to Rea St	E	Bus Zone		5	0	0	1	2	1	2	0	1	0	0	0	2	0	1	0	0	0	0	0.6	2	
		W	P		7	3	3	4	5	7	7	7	7	7	7	6	7	7	7	7	6	5	6	6	7	
	Rea St to Feshli St	E	1/4P	8am-9:30am; 2:30pm-4pm School Day	4	0	0	1	2	2	3	2	3	2	1	0	3	4	4	2	0	0	0	1.7	4	
		W	Bus Zone		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Feshli St to Glenlyon Ave	E	No Standing	7:30am-6:30pm Mon-Fri	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		W	Bus Zone		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		P	No Standing	7:30am-6:30pm Mon-Fri	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		W	No Standing	8am-9:30am; 2:30pm-4pm School Day	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		P	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Feshli St	Hawdon St to Glenn St	S	P Disabled		2	0	0	0	0	0	0	1	1	0	1	2	2	1	1	0	0	0	0.6	2		
		P	P		12	2	2	3	6	10	11	12	12	12	11	12	12	12	12	11	9	7	9.2	12		
		N	P		9	0	1	2	5	8	9	9	9	9	9	9	9	9	8	7	5	4	6.9	9		
	Off Street Carpark	S	Private Parking		206	2	9	36	70	116	133	145	150	146	149	144	143	142	140	133	100	86	108.5	150		
		S	Disabled		8	0	0	2	3	4	5	5	5	5	4	4	4	3	4	4	3	3	3.4	5		
Glenn St	Feshli St to Glenlyon Ave	E	P		8	2	2	3	5	6	7	8	8	8	7	8	8	8	7	3	3	5.9	8			
		W	P		5	1	1	2	4	5	5	5	5	5	4	5	5	5	4	3	2	3.9	5			
	Glenlyon Ave to Annerley Ave	E	P		5	2	2	3	4	4	4	4	5	5	5	5	5	5	5	4	3	4.1	5			
		W	P		5	1	1	2	3	3	4	5	5	5	5	5	5	5	5	5	4	4	4	5		
	Annerley Ave to New Dookie Rd	E	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		W	No Standing	7am-5pm Mon-Fri	4	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0.5	1		
		W	Unrestricted		12	4	4	4	4	4	4	4	3	4	5	5	4	4	4	3	3	3.9	5			
Conifer St	Birch St to Ash St	W	P		8	0	0	2	4	8	8	8	8	8	8	8	8	8	8	8	8	8	6.5	8		
		W	Unrestricted		3	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1.6	2		
		Middle	1/2P	9am-5:30pm Mon-Fri; 9am-12Noon Sat	14	0	0	1	3	6	8	5	10	8	12	7	9	12	10	7	5	6.6	12			
		E	3P	9am-5:30pm Mon-Fri; 9am-12Noon Sat	3	0	0	0	1	1	2	0	1	0	0	0	1	2	2	1	0	0.6	2			
		S	1/2P		3	1	1	0	2	2	1	1	2	0	3	0	1	2	2	1	1	1.3	3			
Ash St	Conifer St to Blackwood St	S	Unrestricted		55	6	10	16	25	32	34	36	37	34	38	35	39	37	35	33	31	26	29.6	39		
		N	Unrestricted		13	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.1	3		
	Blackwood St to Acacia St	S	Unrestricted		10	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1.7	2		
		N	Unrestricted		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hawdon St	New Dookie Rd to Annerley Ave	W	No Standing	7:30am-6:30pm Mon-Fri	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		E	No Standing	7:30am-6:30pm Mon-Fri	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Annerley Ave to Glenlyon Ave	W	No Standing	7:30am-6:30pm Mon-Fri	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		E	No Standing	7:30am-6:30pm Mon-Fri	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Annerley Ave	Hawdon St to Glenn St	S	No Standing	8am-9:30am; 2:30pm-4pm School Day	12	3	3	2	2	1	0	0	0	1	1	0	0	0	0	0	0	0	0.8	3		
		N	P		11	5	5	4	5	6	7	8	8	8	6	7	8	10	9	4	5	6.9	10			
		S	P		7	1	1	1	1	1	2	2	3	3	2	2	3	3	3	2	2	2.1	3			
	Glenlyon Ave	N	P		10	5	5	5	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4.2	5		
	Hawdon St to Glenn St	S	No Standing	8am-9:30am; 2:30pm-4pm School Day	11	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0.2	2		
		N	P		13	6	5	4	5	7	7	8	9	10	7	10	11	12	12	10	7	6	8	12		
	Annerley Ave	N	P		22	5	5	4	5	6	8	7	9	8	5	6	8	12	10	8	5	5	6.8	11		
		S	P		25	5	5	5	5	4	4	4	4	3	3	3	5	8	10	7	5	5	5.1	10		
Clive St	Balaclava Rd to Annerley Ave	W	Unrestricted		10	1	1	2	4	9	9	4	3	2	2	5	10	9	7	3	2	4.4	10			
		E	Unrestricted		7	2	2	3	5	7	7	5	4	3	4	6	7	7	6	5	3	4.8	7			
	Annerley Ave to Glenlyon Ave	W	Unrestricted		11	1	1	1	1	1	1	1	1	1	3	5	5	5	4	4	3	2.5	5			
		E	Unrestricted		9	0	0	0	0	0	0	0	0	0	1	2	3	5	4	1	1	1.3	5			
	Glenlyon Ave to Rea St	W	Unrestricted		12	1	1	1	1	1	1	1	1	1	1	2	3	4	3	1	1	1.5	4			
		E	Unrestricted		14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.2	1			
Glenlyon Ave	Clive St to Hawdon St	S	P		19	4	4	4	5	7	6	5	5	5	4	4	6	7	8	5	3	4	5.1	8		
		N	No Standing	8am-9:30am; 2:30pm-4pm School Day	24	2	2	2	1	0	0	1	1	2	1	1	1	1	1	1	1	1	1.1	2		
	Rea St	N	P		10	3	3	4	5	6	7	8	10	9	8	9	10	10	9	6	5	7.1	10			
		S	P		8	4	4	5	5	6	7	7	8	7	4	8	8	8	8	7	6	6.5	8			
	Norris Ct to Clive St	N	P		6	0	0	1	1	3	4	2	2	4	5	6	5	6	4	1	0	2.6	6			
		W	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		P	P		4	0	0	0	0	0	0	0	0	0	0	1	2	3	2	1	0	0.5	3			
		S	P		4	0	0	0	0	1	1	2	2	1	1	2	3	4	4	2	0	1.4	4			
		P	Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		E	P		4	0	1	1	1	1	1	1	1	1	1	2	2	3	3	1	0	1.1	3			
	Clive St to Dunrobin St	N	Unrestricted		10	0	0	0	0	0	0	0	0	0	1	1	2	4	2	1	0	0.6	4			
		S	Unrestricted		9	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0.2	2			
	Dunrobin St to Anzac St	N	Unrestricted		9	1	1	1	1	1	1	2	3	3	2	3	4	4	3	3	2	2.4	4			
		S	Unrestricted		10	3	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	3.5	4		
	Anzac St to Dunkirk Ave	N	Unrestricted		5	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	1	0.3	1			
		S	Unrestricted		5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Clive St	Rea St to Thames St	W	Unrestricted		10	0	0	0	0	0	0	1	1	0	1	0	1	2	1	0	0	0.4	2			
		E	Unrestricted		10	1	1	1	1	1	1	1	1	0	0	1	1	1	0	0	0	0.6	1			
	Thames St to																									

Parking Data - 27th July 2022

Street	Section	Side	Restriction 1		Supply	Parking Occupancy																Avg	Max		
			Type	Times		7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	12:00 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM			4:00 PM	
Knight St	From Skene St To Clive St	N	Unrestricted		10	1	1	1	1	3	3	4	4	5	5	3	3	4	4	3	3	3	3	5	
		S	Unrestricted		10	2	2	3	3	5	5	5	5	5	3	3	3	3	3	3	3	3	3.6	5	
			1/2P		3	0	1	1	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0.4	1	
	From Clive St To Chertsey Rd	N	Unrestricted		14	2	2	2	2	0	0	0	0	0	0	1	2	2	2	2	2	1.1	2		
		S	Unrestricted		18	3	3	4	4	4	4	4	4	4	5	5	6	5	5	5	5	4.4	6		
	From Chertsey Rd To Railway Pde	N	Unrestricted		3	2	2	3	3	3	3	3	3	3	2	0	0	0	0	0	0	1.8	3		
		S	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	0.5	2		
Railway Pde	From Middleton St To Hawdon St	W	Unrestricted		13	3	3	4	4	3	3	4	4	5	6	6	7	7	6	6	6	4.9	7		
		E	Unrestricted		0	0	2	2	2	2	2	2	2	3	3	3	1	0	0	0	0	1.4	3		
Hawdon St	From Railway Pde To Thames St	W	Unrestricted		5	0	0	2	3	4	4	4	4	5	5	5	5	5	4	4	2	3.6	5		
		E	Unrestricted		14	0	1	3	6	8	10	6	4	5	5	5	13	14	12	12	1	6.9	14		
			Bus Zone		10	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0.2	2		
	From Thames St To Rea St	W	1/4P	8:30-9:30am 2:30-4pm School Days	7	2	3	3	4	5	3	2	2	3	3	3	7	5	5	5	2	3.5	7		
		E	1/4P	8:30-9:30am 2:30-4pm School Days	4	0	0	0	0	2	3	2	2	2	2	0	4	3	2	2	1	1.5	4		
			Bus Zone		4	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1	0	0.3	2		
	From Rea St To Glenlyon Ave	W	No Stopping	8:30-9:30am 2:30-4pm School Days	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Bus Zone		1	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0.2	1		
		E	No Stopping	8:30-9:30am 2:30-4pm School Days	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Bus Zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	From Glenlyon Ave To Annerley Ave	W	No Stopping	7:30am-6:30pm Mon-Fri	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		E	No Stopping	7:30am-6:30pm Mon-Fri	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	From Annerley Ave To Balaclava Rd	W	No Stopping	7:30am-6:30pm Mon-Fri	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		E	No Stopping	7:30am-6:30pm Mon-Fri	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Feshli St	From Hawdon St To Glenn St	N	Unrestricted		9	2	2	2	3	5	7	4	3	4	4	4	5	10	8	7	4	4	4.6	10	
		S	1/4P	8:30-9:30am 2:30-4pm School Days	11	3	4	4	4	5	6	4	4	4	5	5	8	10	9	9	8	5	7	5.7	10
			Bus Zone		2	0	1	1	1	0	0	1	0	0	0	0	0	2	2	1	0	0	0.5	2	
			Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Off Street Carpark		Unrestricted		206	35	63	88	161	188	190	190	195	200	202	200	197	195	170	106	104	104	152.2	202	
			Disabled		8	0	0	0	1	2	2	2	2	2	2	2	0	1	4	4	3	3	1	1.7	4
Glenn St	From Feshli St To Glenlyon Ave	W	Unrestricted		5	2	2	2	2	3	3	3	3	4	3	5	6	6	6	6	3	3.6	6		
		E	Unrestricted		8	2	2	2	2	4	4	5	5	5	6	4	5	7	7	7	7	4	4.6	7	
	From Glenlyon Ave To Annerley Ave	W	Unrestricted		5	1	1	1	0	2	3	2	2	2	0	0	0	0	0	0	0	0	0.9	3	
		E	Unrestricted		5	0	0	0	0	3	4	3	3	4	4	2	3	3	1	1	1	1	2	4	
	From Annerley Ave To New Dockie Rd	W	Unrestricted		12	0	2	2	2	4	5	3	3	3	3	1	6	6	6	3	2	2	3.1	6	
		E	Unrestricted		5	0	0	0	0	1	2	2	1	1	1	1	2	3	3	1	0	1	1.1	3	
			No Stopping	8:30-9:30am 2:30-4pm School Days	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0.2	2	
Glenlyon Ave	From Glenn St To Hawdon St	N	Unrestricted		13	2	2	2	2	8	8	9	9	10	11	10	10	11	12	9	7	7	7.8	12	
		S	No Stopping	8:30-9:30am 2:30-4pm School Days	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0.1	1
Annerley Ave	From Hawdon St To Glenn St	N	Unrestricted		11	2	2	2	3	5	5	3	3	3	4	4	5	7	6	5	4	4	3.9	7	
		S	No Stopping	8:30-9:30am 2:30-4pm School Days	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conifer St	From Birch St To Ash St	W	Unrestricted		12	4	4	4	5	5	5	6	7	8	9	8	8	9	8	8	8	6	6.6	9	
		M	1/2P	9am-5:30pm Mon-Fri 9am-12noon Sat	14	4	6	6	6	6	6	7	7	8	8	8	8	8	11	10	7	7	7	7.4	11
		E	1/4P		3	2	1	1	1	0	0	0	0	0	0	1	0	0	2	1	1	1	0.7	2	
			3P	9am-5:30pm Mon-Fri 9am-12noon Sat	3	2	2	2	2	2	2	3	3	3	2	3	2	3	2	2	2	2	2	2.4	3
Ash St	From Conifer St To Blackwood St	N	Unrestricted		13	0	0	0	0	0	0	0	0	1	0	0	2	5	3	2	1	1	0.9	5	
		S	Unrestricted		55	7	8	10	10	19	21	23	24	26	33	33	35	38	38	33	31	20	24	21.1	38
	From Blackwood St To Acacia St	N	Unrestricted		8	2	1	1	1	0	0	0	0	0	1	0	1	3	3	2	2	1	1.2	3	
		S	Unrestricted		10	3	3	3	4	3	3	4	4	5	5	5	6	6	6	6	5	4	4	4.6	6
Annerley Ave	From Hawdon St To Clive St	N	Unrestricted		22	4	4	4	5	4	4	5	5	5	6	6	6	6	6	7	7	5	5.3	7	
		S	Unrestricted		25	5	5	5	5	8	9	6	6	7	8	8	8	8	8	8	8	8	7	7.1	9
Glenlyon Ave	From Clive St To Hawdon St	N	No Stopping	8:30-9:30am 2:30-4pm School Days	22	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0.1	1	
		S	Unrestricted		25	2	2	2	2	5	7	3	3	3	4	4	4	6	6	6	6	4	4	4.1	7
Rea St	From Hawdon St To Clive St	S	Unrestricted		9	2	2	2	3	6	7	4	4	4	4	4	6	7	8	7	6	4	4.7	8	
			1/4P	8:30-9:30am 2:30-4pm School Days	7	0	1	2	3	5	5	3	3	3	3	1	2	5	5	4	2	1	2	2.8	5
		N	Unrestricted		10	0	2	3	4	7	7	5	5	6	7	6	7	8	9	6	4	5	5.6	9	
			1/4P	8:30-9:30am 2:30-4pm School Days	10	2	2	2	2	4	5	2	2	3	3	3	4	8	8	7	4	3	3	3.8	8
	From Clive St To Dunrobin St	S	Unrestricted		9	0	0	1	1	1	1	1	0	0	0	0	0	2	2	0	0	0	0.5	2	
		N	Unrestricted		10	2	0	0	0	2	2	1	1	1	0	0	1	3	3	2	2	1	1.2	3	
	From Dunrobin St To Dunkirk Ave	S	Unrestricted		14	0	0	0	0	2	2	2	2	2	2	2	0	1	1	0	0	0	0.8	2	
		N	Unrestricted		15	0	0	2	2	3	3	3	3	3	3	3	5	4	3	3	3	2	2.7	5	
Thames St	From Clive St To Chertsey Rd	N	Unrestricted		14	0	0	0	0	2	2	2	2	2	2	2	3	4	5	3	3	1	2.1	5	
		S	Unrestricted		17	1	2	2	2	6	7	7	7	8	8	9	12	13	10	7	2	6	4	6.4	13
	From Chertsey Rd To Hawdon St	N	No Stopping	8:30-9:30am 2:30-4pm School Days	8	1	2	3	3	2	2	2	2	2	2	2	0	0	0	0	0	0	1.2	3	
		S	Unrestricted		8	0	0	0	0	5	5	6	6	6	6	6	7	7	7	5	5	4	4.6	7	
Chertsey Rd	From Thames St To Bowenhall St	W	No Stopping	8:30-9:30am 2:30-4pm School Days	17	0	0	1	2	3	3	3	3	3	3	0	0	0	0	0	0	0	1.2	3	
		E	Unrestricted		14	2	2	2	3	9	9	10	10	11	12	12	13	14	14	10	8	9	9.1	14	
	From Bowenhall St To Knight St	W	Unrestricted		8	2	3	3	3	2	2	2	2	3	3	3	4	5	5	3	1	2	2.8	5	
		E	Unrestricted		9	0	0	0	0	4	4	5	5	5	5	4	5	6	6	5	3	3	3.6	6	
Bowenhall St	From Chertsey Rd To Clive St	N	No Stopping	8:30-9:30am 2:30-4pm School Days	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		S	Unrestricted		11																				