



GREATER SHEPPARTON CITY COUNCIL CONVERSATION REPORT

**Draft Shepparton Inner North Local Area
Traffic Management Plan**

FEBRUARY 2023



GREATER
SHEPPARTON



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About the Shepparton Inner North 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). Council implemented the recommendations for the GSSC LATM ahead of the College opening in early 2022.

Council undertook a review of the recommendations implemented under the GSSC LATM between January and April 2022 through site observations and feedback from the public. Council used the results of this review to prepare a Local Area Traffic Management Plan for the inner north area of Shepparton to further improve traffic management and road safety within the area.

The *Draft Shepparton Inner North Local Area Traffic Management Plan September 2022* (Draft Shepparton Inner North LATM) sought to further review traffic, parking and pedestrian management around the College campus by identifying any issues not resolved as part of the GSSC LATM, investigate any unintended consequences of the measures implemented, and to understand the impact that the College is having on the broader road network, including interaction with neighbouring schools and businesses.

The Shepparton Inner North LATM study area is bounded by the GSSC campus site to the east; Balaclava Road, Bourchier Street Primary School and Verney Road schools to the north; the Goulburn Valley Highway/Wyndham Street to the west; and Nixon Street to the south.

The objectives of the Draft Shepparton Inner North LATM include:

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



The Draft Shepparton Inner North LATM provides recommendations to mitigate the traffic, parking and pedestrian problems identified as part of the GSSC LATM review, and to improve pedestrian and cycling connectivity, and safety within the area.

Consultation

To seek feedback on the Draft Shepparton Inner North LATM, Council engaged with residents, commuters, and students and parents of the schools within the study area to provide first-hand feedback on any transport issues that concern them. The consultation also sought feedback on the traffic and pedestrian treatment recommendations included in the Draft Shepparton Inner North LATM.

Council undertook consultation between 26 September and 24 October 2022. Methods of engagement included:

- a letter to all landowners and occupiers of land within the 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 an interactive map;
- 1-2-1 appointments with Council officers; and
- promotions on social media.

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

Who did we hear from?

A total of 47 submissions were received by Council during the public consultation process. This included 31 submissions via the Shaping Greater Shepparton online interactive map, 12 submissions from the Shaping Greater Shepparton online submission form, three submissions during Council's 1-2-1 meetings and a further submission directly emailed to Council. Council also received a further three queries.

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:

- intersection upgrades;
- pedestrian crossings and safety;
- traffic volumes;
- parking and traffic restrictions; and
- cycling and pedestrian infrastructure.

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 and Bouchier Street;
- Balaclava Road, Corio Street and Monash Street;
- Hawdon Street and Rea Street;
- Knight Street and Skene Street;
- Knight Street and Hawdon Street;
- Knight Street and Clive Street;
- Rea Street and Orr Street; and
- Wyndham Street and Rea Street.

Council notes the safety concerns raised in these submissions. The 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 compact roundabouts, speed control devices, pedestrian refuges and splitter islands, and wombat crossings at certain intersections in high pedestrian areas. The 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 Regional Roads Victoria owing to the fact that it is a state-managed road.

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

The intersection of Balaclava Road, Corio Street, and Monash Street was also raised in a number of submissions, with issues such as unsafe and confusing turning movements, long traffic queues, excessive traffic speeds along Balaclava Road, and the safety for pedestrians and cyclists.

Regional Roads Victoria will conduct interim works at this intersection as part of the implementation of a Strategic Cycling Corridor along Corio Street, Graham Street and Monash Street. This will include improved line-marking and signage. The Shepparton Inner North LATM provides a recommendation to undertake further investigative works at the intersection to facilitate safe traffic, pedestrian and cycling movements, but this will require input from the Regional Roads Victoria as this section of Balaclava Road is a state-managed road. Council has recently undertaken a road safety audit at this intersection to assist in understanding the safety issues at this intersection.

Similarly, the Shepparton Inner North LATM provides a recommendation to undertake further investigative works at the Wyndham Street and Rea Street intersection to facilitate safe traffic and pedestrian movements, but this will require input from the Regional Roads Victoria as Wyndham Street is a state-managed road.

Pedestrian Crossings and Safety

A large number of submissions highlighted pedestrian safety and related infrastructure as a concern. The majority of submissions were supportive of upgraded pathways and pedestrian crossings, although some submissions questioned the appropriateness of treatments in certain areas.

The Shepparton Inner North LATM report proposes locations for upgrades to pedestrian infrastructure; particularly in areas of high pedestrian activity near the Greater Shepparton Secondary College, St Brendan's Primary School, Notre Dame College and Bouchier Street Primary School. This includes wombat crossings, and splitter islands with pedestrian refuges.

In response to submissions, the locations and types of treatments proposed have been adjusted to take into consideration noted safety issues, the proximity of other infrastructure, and other committed works.

In some locations, recommendations for wombat crossings (or similar treatment) have been included as an ultimate measure, which will improve safety by slowing down vehicle traffic as they approach intersections, and emphasis driver obligations to give way to pedestrians; particularly during peak school times where traffic and pedestrian volumes are high and pedestrian safety is paramount.

As these treatments will require further design and costing investigations, the Shepparton Inner North LATM now includes interim recommendations at these locations for splitter islands and speed cushions to achieve the desired effect of slowing down drivers as they approach intersections; improving safety for pedestrians.

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

Traffic Volumes

Council received numerous submissions noting high traffic volumes around the college, including impacts on the surrounding road network and interactions with other education facilities. Council acknowledges that traffic volumes in the area are high due to the large number of vehicles and pedestrians accessing the schools, particularly during peak times.

While it is difficult to naturally reduce traffic volumes within the study area, the Shepparton Inner North LATM has recommended measures to further mitigate the impacts of high traffic and improve pedestrian and vehicle safety. 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 as they approach intersections. The introduction of speed control devices on Bouchier, Clive, Corio, Dunrobin, Maude, Orr, and Rea Streets has also been recommended to slow vehicle speeds down in these areas.

In response to submissions raised, the Shepparton Inner North LATM will include additional recommendations to introduce speed control devices on Bouchier Street near the Balaclava Road intersection, and along Barker Avenue. An additional splitter island will also be recommended for the intersection with Blamey Street and McEwen Street.



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Parking and Traffic Restrictions

Council received some submissions that requested changes to parking restrictions within the study area, particularly in areas close to Notre Dame College and St Brendan's Primary School, and on Wyndham Street. Concerns raised include parking on driveways and on private property during school pick-up and drop-off times, and high parking occupancy.

To improve the allocation of car parking spaces during school pick-up and drop-off times and to assist in reducing illegal parking, the Shepparton Inner North LATM will include an additional recommendation to provide line-marked car parking spaces adjacent to the two schools, with a particular focus along Barker Avenue and Corio Avenue. An additional recommendation will also be included to line mark car parking spaces on Oram Street between Nixon Street and McKinney Street.

Council will need to undertake further investigations in these areas to determine if timed parking restrictions are suitable based on parking occupancy and demand before committing to any changes.

Cycling Infrastructure and Paths

A number of submissions were received asking for improved cycling infrastructure and footpaths within the study area. A number of submissions specifically mentioned poor pedestrian connectivity across Balaclava Road to the north; citing no footpaths or formalised pedestrian crossings that make crossing the road difficult. Another submission queried if it was possible for the existing shared path at Bouchier Street Primary School to be extended along Balaclava Road.

The Shepparton Inner North LATM contained recommendations for pedestrian crossings along Balaclava Road to facilitate access from one side of the road to the other, which will need to be liaised with Regional Roads Victoria as a state-managed road. Council officers agree with submissions raised that the former channel reserve on the north side of Balaclava Road presents an opportunity to

fulfil missing pedestrian and cycling links in the area. The Shepparton Inner North LATM will include an additional recommendation to extend the shared path along Balaclava Road from Bouchier Street to the Goulburn Valley Highway at Numurkah Road, which will also include footpaths to link the north and south sides of Balaclava Road.

The Shepparton Inner North LATM also provides a recommendation to fulfil a missing shared path link along Hawdon Street between New Dookie Road and Feshti Street. Along with the other recommendations and other Council committed works, the Shepparton Inner North LATM will assist in creating a safe and accessible off-road cycling network that will connect the north side of Shepparton to the Greater Shepparton Secondary College, the Shepparton Railway Station, Victoria Park Lake, and the existing shared paths along the west side of Balaclava Road and the Goulburn River.

Regional Roads Victoria will shortly undertake works to improve safety for cyclists travelling along Corio Street, Monash Street and Graham Street. More details can be found on Regional Roads Victoria's website: regionalroads.vic.gov.au/map/north-eastern-improvements/corio-street-graham-street-and-monash-street-shepparton.

What's Next

Key recommendations from the Shepparton Inner North LATM will be implemented from early 2023 onward. Council has already commenced detailed design work for some measures for future construction. Other measures will require further investigative works and third-party approval to prepare detailed designs and costings that can be included in Council's 10-year Capital Works Program for future funding and construction.

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