



GREATER SHEPPARTON CITY COUNCIL CONVERSATION REPORT

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

NOVEMBER 2021



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About the Draft Greater Shepparton Secondary College Local Area Traffic Management Plan

The Shepparton Education Plan, announced by the State Government in April 2017, merged the four public high schools in Shepparton and Mooroopna into one school: the Greater Shepparton Secondary College (GSSC). The GSSC is to be located 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 will substantially change the local traffic volumes and behaviours. To understand these changes and respond appropriately, Greater Shepparton City Council (Council) engaged One Mile Grid Pty Ltd to undertake a Local Area Traffic Management study (LATM) covering all modes of transport including: pedestrians, cyclists, cars and buses.

The LATM study area is bounded by Balaclava Road to the north; Glenn, Feshti and Hawdon Streets to the east; Knight Street to the south and Clive Street to the west.

The objectives of the 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.

Consultation

In order to inform the LATM, Council engaged with residents and businesses within the study area to discuss the proposed changes to the parking regime and traffic management, and to receive feedback.

Council undertook consultation with the community between 6 September and 4 October 2021. The methods of engagement included:

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

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



Who did we hear from?

A total of 53 submissions and queries were received by Council during the public consultation process. This included:

- 32 submissions from the Shaping Greater Shepparton online submission form;
- 12 one-on-one appointments between Council officers and residents; and
- nine telephone queries from residents received by Council officers.

The majority of submissions and queries were received from residents or landowners within the LATM study area, while a quarter were received from students or parents from the GSSC. A small number of submissions were received from those who drive through the study 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:

- Changes to the Restrictions and Works proposed by the LATM
- Traffic Volumes and Future Work
- Clarification of Parking Restrictions
- Timed Parking Restrictions
- Parking Enforcement
- Knight Street Intersection
- Pedestrian Crossings
- Bus Movements
- Residential Parking Permits
- Speed Limits
- School Site
- Ford Reserve
- Connect GV
- Rubbish Collection Times

Changes to the Restrictions and Works proposed by the LATM

Council received a number of submissions that queried the suitability of parking restrictions and the location of parking bays. Council officers have conducted a site visit to audit every parking space and road reserves within the LATM study area. This work refined the final designs, and sought to implement solutions that balanced the needs to managing parking and traffic movements around the GSSC, while responding to the requests of residents.

In response to this, Council officers have made the following changes to the restrictions and works proposed by the LATM:

- remove the proposed no-stopping zone during school times on the north side of Annerley Avenue between Clive Street and Hawdon Street. This recognises that this section of Annerley Avenue is wide enough for formalised parking on both sides while maintaining two-way traffic and will allow unrestricted parking on both sides of this road.
- remove the proposed line marking on one side of Chertsey Road, Bowenhall Street, Norris Court, Thames Street and Glenlyon Avenue where no-stopping zones will be implemented. This will ensure improved parking efficiency on these streets, prevent parking across driveways, and allow for more flexibility to maintain two-way traffic flow during school times.

- introduce a no-stopping zone during school times on the west side of Norris Court.
- introduce line marking on Annerley Avenue east of Glenn Street. This recognises that this section of Annerley Avenue is wide enough for formalised parking on both sides while maintaining two-way traffic. Formalising the car parking is done to guide vehicles to park in appropriate and consistent locations;
- remove the proposed car parking bays and included appropriate line marking to suit the existing bus stops on Rea Street; and
- update the line marking design on Feshti Street to account for the GSSC site fire hydrants and redundant bus stop and to accommodate an additional accessible parking bay.

Due to the need to maintain traffic flow within the precinct and relevant parking rules, not all changes requested could be accommodated.

The LATM and the parking restrictions have been designed to circulate traffic off Hawdon Street during pick-up and drop-off times, and locate parking bays in the direction away from Hawdon Street through the use of left-turns and no-stopping zones. This aims to reduce demand for vehicles turning into Hawdon Street, and reduce the amount of queuing and congestion during busy periods.



Traffic Volumes and Future Work

There were a number of queries seeking information on how Council will ensure that the proposed LATM works will operate as intended. Several residents expressed concern about the traffic volumes in the precinct; noting that there was a number of other schools and businesses in the area.

Council acknowledges that traffic volumes in the area will be high. The LATM is Council's response to the high traffic volumes anticipated within the precinct.

In addition to the LATM works proposed by the current study, Council has committed to undertaking a further study of the traffic conditions in the precinct within one month of the GSSC opening. This study will:

- review whether traffic within the precinct is operating as anticipated;
- identify any opportunities for additional works to further improve traffic conditions;
- include a parking occupancy survey to determine whether further changes are needed to parking in the precinct; and
- an expanded study area to take into consideration Clive Street, and the area surrounding Burchier Street Primary School and Notre Dame College.






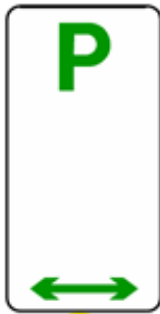

This follow-on study will be used to undertake additional changes to the LATM and the parking regime within the precinct, if needed. Council may consider discussions with schools and businesses regarding scattered starting times, if required and deemed appropriate.



Clarification of Parking Restrictions

Queries were also received about what the proposed parking restrictions meant within the precinct; particularly the 'no-stopping during school times'.

The table below explains the proposed parking restrictions:

Restriction	What It Means	Restriction	What It Means
	<p>No stopping during school times. You are not allowed to stop in this area between 8am – 9:30am and 2:30pm – 4pm on school days.</p> <p>You are allowed to stop in this area outside of those times. This includes on weekends and non-school days.</p>		<p>Accessible parking bay. You may park in this area at any time for an unlimited time period if you have a current accessible parking permit which is clearly displayed on your vehicle.</p>
	<p>No stopping. You are not allowed to stop in this area at any time.</p> <p>No stopping zones will only apply adjacent to intersections to maintain safe visibility in both directions.</p>	 	<p>No right turn during school times. You are unable to turn right at this intersection between 8am – 9:30am and 2:30pm – 4pm on school days.</p> <p>You are allowed to turn right at this intersection outside of those times. This includes on weekends and non-school days.</p>
	<p>Unrestricted parking. You may park in this area at any time for an unlimited time period.</p>		<p>Timed parking during school times. You are allowed to stop in this area for a maximum of 15 minutes between 8am – 9:30am and 2:30pm – 4pm on school days.</p> <p>You are allowed to stop in this area unrestricted outside of those times. This includes on weekends and non-school days.</p>

Timed Parking Restrictions

A number of submissions queried about whether more timed parking restrictions in the precinct should be considered. This was in response to concerns about staff and students occupying car parking spaces around the precinct all day.

Council decided to not introduce extensive timed parking restrictions within the precinct. This decision was made on the basis that the amount of time each space would be occupied during pick-up and drop-off would be short regardless of any timed parking restrictions imposed. Council also did not want to disadvantage existing residents from being able to park in front of their own home.

The advice that Council has received from the Department of Education and Training is that all-day parking for staff will be accommodated on site. The LATM estimates that the proportion of students parking all-day will be relatively small at the start of the year, and gradually increase throughout the year. Council will monitor parking occupancy as part of the follow-on review of the LATM.

Parking Enforcement

A number of queries sought to understand how Council will ensure that the parking restrictions are being followed, with a specific concern about vehicles parking across driveways.

Council's parking officers will enforce parking restrictions within the precinct to ensure compliance and that the LATM's recommendations work as intended.

On-street car parking spaces within the precinct will be line marked when possible to ensure the formalisation of parking and to discourage parking over driveways. However, 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.

Knight Street Intersection

A number of submitters queried the proposed changes to the Hawdon Street and Knight Street intersection from traffic lights to an expanded roundabout. Council initially planned for the upgrade of the Knight Street intersection as part of the Shepparton Inner East Link Road Study. The initial study recommended an upgrade to the intersection to traffic lights.

As part of the next stage of the study, further modelling of the intersection was undertaken as part of a detailed options analysis. This modelling clearly demonstrated that an upgraded roundabout was far superior at reducing congestion compared to traffic lights. Modelling showed traffic lights created wait times and queue lengths of a sufficient length that road users would seek alternative routes through residential streets to avoid the congestion. Council considered this an unacceptable outcome for the local community.

The design of this intersection is ongoing and consultation will occur in the future.

Pedestrian Crossings

Submissions queried the need for a second pedestrian crossing and its location to the south of the GSSC site.

The LATM report noted that over 1,400 students are expected to cross Hawdon Street each morning and afternoon, and that it is beneficial to provide an additional pedestrian crossing along Hawdon Street.

The key benefits 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 school site.

The new crossing will be managed using pedestrian-operated signals. Council is engaging with the GSSC to organise for the crossing to be supervised during school times.

Council also received queries as to whether a pedestrian overpass or underpass could be constructed as an alternate option. Council considers that such arrangements would be cost prohibitive and they will not be explored further.

Bus Movements

Several submissions queried the number of buses to service the school, interaction with other schools and their movements.

There are two types of school buses that will serve the GSSC.

School Bus Program buses will transport students from the GSSC to areas outside of Shepparton and will utilise an eight-bay bus interchange on site.

School Town Special buses operate within Shepparton and pick-up and drop-off students from multiple schools along identified routes. These buses will utilise on-street bus bays in front of the school on Hawdon Street, two on the western side in front of Ford Reserve and 11 in front of the school on the eastern side.

It is expected that most of the School Bus Program and School Town Special buses will access the GSSC site from the north and travel south along Hawdon Street. Route planning for these buses has been undertaken by the Department of Education and Training, and the Department of Transport, in conjunction with the bus operators.

Residential Parking Permits

A number of submissions queried whether Council had considered residential parking permits as a way of mitigating potential impacts on local residents.

At present, Council does not have in place a Residential Parking Permit Scheme for residents; however, Council may consider this in the future.

Speed Limits

Council received queries seeking advice on whether speed limits were likely to change, including whether Hawdon Street may become a permanent 40km/h zone for the entire length.

Speed limits in Victoria are determined by Regional Roads Victoria.

Council will submit an application for an extension to the time-based 40km/h school speed zone on Hawdon Street, as the GSSC has expanded to its south boundary. School zones should normally cover the full frontage of a school.

The VicRoads' Speed Zoning 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.

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.

With the school under construction and due to open in 2022, 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 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. Council understands that a decision on the future use of the site is subject to third party consideration and approval.

The LATM has created two options for parking restrictions around the study area, which takes into account the partial use of Ford Reserve as an off-street car park. 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.

Connect GV

A number of submissions by residents queried whether the existing on-road parking currently being occupied by Connect GV on Bowenhall Street could be considered as part of the LATM.

Council notes that there are currently parking issues around Bowenhall Street with on-street parking spaces being occupied by clients and staff members of Connect GV.

Connect GV is currently constructing a new off-street car park, which will contain 58 spaces for cars and mini-buses. This will cater for the parking demands for the facility and reduce reliance on on-street parking in the surrounding area.

Rubbish Collection Times

Several submissions from residents cited concerns that rubbish collection times within the precinct may need to be changed to avoid school pick-up and drop-off times. Council notes this concern and will be in contact with the contracted waste services provider to avoid rubbish collection during school pick-up and drop-off times.

What's next?

Works included in the final LATM will be implemented in preparation for the opening of the GSSC in Term 1 2022. This will involve line marking for all new parking bays in local streets in November 2021. This task will be coordinated to avoid any impact on the construction works on Hawdon Street. New signage and associated poles will be installed between December 2021 – January 2022, and the new restrictions will come into effect during this time. Council will undertake further work to review and monitor the works recommended in the final LATM within one month of the opening of the GSSC in early 2022. This will include:

- a review of traffic movements around the GSSC to determine whether traffic within the precinct is operating as intended;
- scoping to identify any opportunities for additional works to further improve traffic conditions;
- a parking occupancy survey; and
- an expanded study area to take into consideration Clive Street, and the area surrounding Bouchier Street Primary School and Notre Dame College.

This review will be used to inform any additional changes to the LATM and parking restrictions within the precinct, if deemed necessary.



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