



# GREATER SHEPPARTON CITY COUNCIL CONVERSATION REPORT

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

**AUGUST 2022**



GREATER  
SHEPPARTON



# Contents

- About the Greater Shepparton Secondary College Local Area Traffic Management Plan Review..... 4**
- Consultation ..... 5**
- Who did we hear from? ..... 5**
- What we heard..... 6**
  - Pick-up/Drop-off Restrictions & On street Parking .....6
  - Intersection Upgrades ..... 7
  - Traffic Volumes.....8
  - Hawdon Street Configuration ..... 8
  - Pedestrian Crossings .....9
  - Disabled Parking .....9
  - Bus Services .....9
  - Parking Enforcement..... 11
  - School Site ..... 11
  - Ford Reserve ..... 11
- What's next..... 11**



## 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 Mooroopna 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.



## CONTACT US

**Business hours:** 8.15am to 5pm weekdays

**In person:** 90 Welsford Street, Shepparton

**Mail:** Locked Bag 1000, Shepparton, VIC, 3632

**Phone:** (03) 5832 9700

**SMS:** 0427 767 846

**Email:** [council@shepparton.vic.gov.au](mailto:council@shepparton.vic.gov.au)

**Web:** [www.greatershepparton.com.au](http://www.greatershepparton.com.au)

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