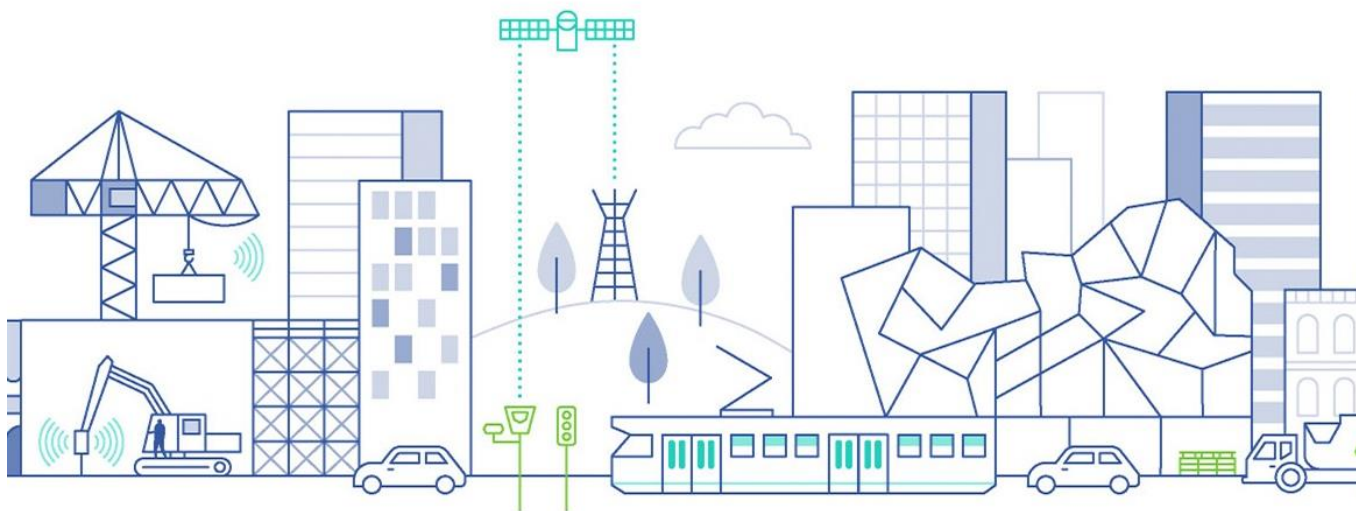




Traffic Engineering

4 Victoria Street, Korumburra
Transport Conditions Report





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1 Introduction and Scope

The Korumburra Community Centre Masterplan project is an exciting new project for the township of Korumburra and includes the land at 4 Victoria Street, Korumburra.

The Community Centre includes a range of different facilities to service the existing population of Korumburra but to a large extent it will utilise the existing transport infrastructure that services the area.

Following a review of the existing conditions proximate to the site, TTM Consulting (Vic) Pty Ltd has reviewed the transport related impact the Community Centre Masterplan and confirmed that the proposed changes to the existing transport related infrastructure is appropriate.

Record

No.	Author	Reviewed/Approved	Description	Date
1.	J. Bradley	D. Hancox	Existing Conditions Report	05/11/2018
2.	J. Bradley	D. Hancox	Updated to match the Development plan	27/3/2020



2 Location of the Site

The subject site is located at 4 Victoria Street, Korumburra, on the north east side of Victoria Street between Boston Place and Bridge Street. Figure 2.1 below is an extract from a Google Maps image of Korumburra, with the site highlighted.

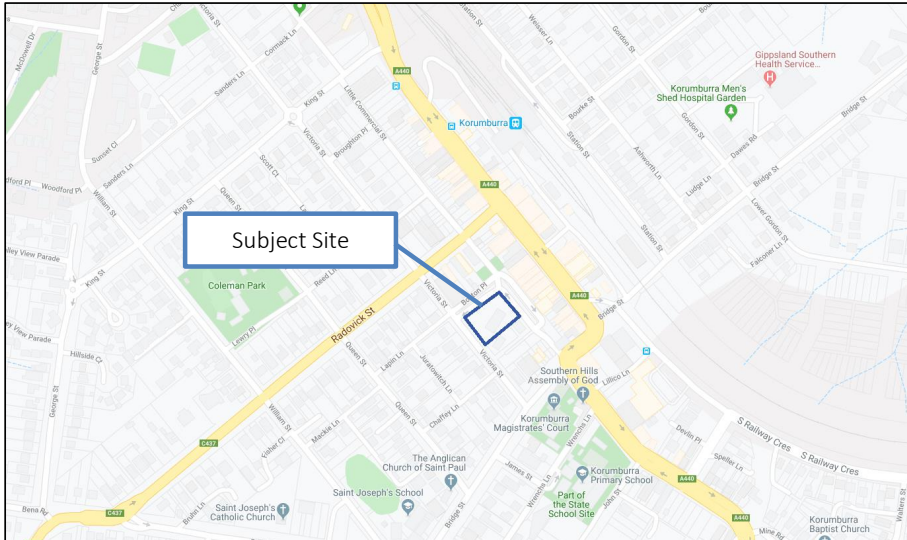


Figure 2.1: Site Location

Figure 2.2 below indicates the surrounding road network to the subject site.

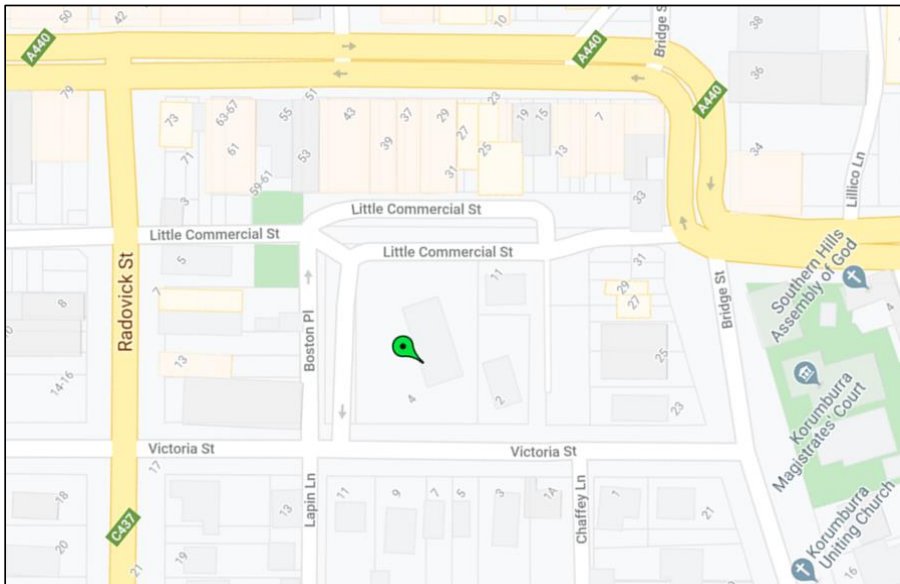


Figure 2.2: Surrounding Road Network

Site: 4 Victoria Street, Korumburra
Reference: 10230R8470.DOC



3 Existing Transport Infrastructure

3.1 Topography

The streets and footpaths about the site are quite undulating particularly along the site frontages on Little Commercial Street and Victoria Street. The site is all benched to Boston Place along the western boundary of the site.

3.2 The Road Network

Victoria Street is a local road that contains an approximately 9.0 metres wide carriageway. Parking is permitted along the both sides of the carriageway with pedestrian footpaths provided on both sides too.

Figure 3.1 shows the typical configuration of Victoria Street proximate to the site.



Figure 3.1: Victoria Street Configuration (Looking West)

The northern side of Victoria Street is primarily fronted by commercial uses and the southern side if primarily fronted by residential uses.



Radovick Street is zoned as a Road Zone 1 therefore falls under the jurisdiction of VicRoads and comprises of an approximately 12.0 metres wide carriageway which contains a single traffic lane in each direction. Kerbside parking is permitted on both sides of the carriageway and a pedestrian footpath is provided on both sides. At the northern end of Radovick Street, near the intersection with the South Gippsland Highway, there are indented angled parking provided on both sides of the carriageway.

Figure 3.2 shows the typical configuration of the Radovick Street proximate to the site.



Figure 3.2: Radovick Street Configuration (Looking North)

The Gippsland Highway is zoned as a Road Zone 1 therefore falls under the jurisdiction of VicRoads, and comprises of two approximately 8.7 metres wide carriageways separated by an approximately 4 metres wide median. Each carriageway contains two traffic lanes with an additional kerbside parking lane on both sides. A pedestrian footpath is provided on both sides of the road, with a staggered signalised pedestrian crossing provided mid-block between the intersections with Radovick Street and Bridge Street.

Figure 3.3 shows the configuration of the South Gippsland Highway proximate to the site.



Figure 3.3: The South Gippsland Highway Configuration (Looking East and West)



Bridge Street is a local road that contains an approximately 8.0 metres wide carriageway. Parallel kerbside parking is permitted along both sides of the carriageway, and a pedestrian footpath provided on both sides.

Figure 3.4 shows the configuration of Bridge Street proximate to the site.



Figure 3.4: Bridge Street Configuration (Looking North)

Little Commercial Street is a local laneway that provides rear access to lots along the southern side of the South Gippsland Highway, in addition to lots along the northern side of Victoria Street and the western side of Bridge Street. Proximate to the subject site Little Commercial Street contains an approximately 6.0 metre wide carriageway, with access to public car parking provided on either side.

Figure 3.5 shows the typical configuration of Little Commercial Street proximate to the site.



Figure 3.5: Little Commercial Street Configuration (Looking West)



Boston Place is a local laneway that provides rear access to lots along Radovick Street, and contains two approximately 3.5 metres wide, one way laneways. Indented angled parking is provided.

Figure 3.6 shows the configuration of Bridge Street proximate to the site.



Figure 3.6: Boston Place Configuration (Looking South)

3.3 Bicycle Infrastructure

There is minimal designated bicycle infrastructure proximate to the site. The traffic volumes on the local roads are low, therefore cars and bicycles can share the same road space.

3.4 Pedestrian Infrastructure

Abutting the site is a mix of pedestrian facilities with only a footpath on the northern side of Little Commercial Street and no designated footpath on the southern side (site frontage). There are no footpaths on Boston Place and Victoria Street has footpaths on both sides of the road.

It is also noted that many of the footpaths are quite steep and would not satisfy current DDA design standards.



3.5 Public Transport

The following public transport services currently operate within close proximity of the subject site:

- The V/Line Regional Bus Route, Yarram – Melbourne via Koo Wee Rup and Dandenong, travels through Korumburra and stops on the South Gippsland Highway, between King Street and Radovick Street. This route has 8 services each way Monday to Friday with buses arriving typically every 2 hours.

Figure 3.7 show the bus stop on the South Gippsland Highway.



Figure 3.7: King Street/Commercial Street Bus Stops

- The Korumburra Town Service – Carinya Lodge Local Route stops in front of the IGA Supermarket on South Railway Crescent. This is only a once a week route that operates on a Thursday morning between 10:00am and 10:30am.



4 Transport Constraints

4.1 Vehicle Access and Circulation

Vehicle access to the site is currently provided via a crossing onto Little Commercial Street along the northern boundary, as shown in Figure 4.1 below. Due to the steepness of the embankments on both Boston Place and Victoria Street, no vehicle access is provided from these roads.



Figure 4.1: Vehicle Access

Little Commercial Street connects to South Gippsland Highway in the location indicated below.



Figure 4.2: Little Commercial Street Intersection



This section of Little Commercial Street is currently two-way as depicted in the image below, however during the site inspection several issues were observed in relation to the operation of this intersection including:

- Narrowness of laneway.
- Illegal turn movements.
- Poor visibility of pedestrians on the footpath.



Figure 4.3: Current Conditions

Little Commercial Street provides a connection from South Gippsland Highway to Radovick Street and along its length there is a significant pool of car parking along with the provision for rear access to many of the properties that front Commercial Street (the main road).

The following image indicates 3 distinct sections of Little Commercial Street that have provision for parking in different configurations. Section 3 is relatively flat with grades in the order of 1 in 20 or flatter, whilst Section 1 has grades in the order of 1 in 14. Section 2 is significantly steeper with the average grade in this section steeper than 1 in 10.



Any loss of parking along Little Commercial Street should be restricted to Section 2, as the existing grades of these spaces are non-compliant, alternatively Section 1 and 3 should be used to provide additional parking were practical.



Figure 4.4: Parking Sections



4.2 Service Vehicle Access

Little Commercial Street provides rear access to many existing commercial uses that front Commercial Street. The use of the rear access varies as follows:

- Allow pedestrian access between the two streets,
- Provide parking at the rear (off Little Commercial Street) for staff,
- Provide access for service vehicles whether it be for loading and unloading, and refuse collection.

The following images indicate the existing conditions including the close proximity of the road to the rear of the commercial premises. Thus any alterations to Little Commercial Street need to ensure that appropriate parking and loading is maintained for each existing commercial premises.



Figure 4.5: Victoria Street Pedestrian Access

4.3 Pedestrian Access

Pedestrian access to the site is currently available from Victoria Street via a set of stairs, which connects to a footpath that leads into the site as depicted in Figure 4.5, and directly off Little Commercial Street. There is no pedestrian access available between Boston Place and the site because of the existing retaining wall along this frontage as depicted in Figure 4.6.



Figure 4.6: Victoria Street Pedestrian Access.



Figure 4.7: Victoria Street and Boston Place Embankments

Due to the steepness of the embankment running along both Victoria Street and Boston Place, opportunities to provide additional access points, especially from the carriageways will require ramps or stairs.

The frontage of the site along Little Commercial Street currently has no formal pedestrian facilities however this frontage will provide the best opportunity to provide a compliant DDA access.

4.4 Existing Parking Provision and Demand

A parking demand survey was undertaken in Korumburra on Thursday 14th November from 10:00am to 7:00pm. The day selected coincided with a sitting day at the Magistrates Court nearby.

The public parking spaces located proximate to the site, which includes:

A. Victoria Street (Radovick Street to Bridge Street)

There are 31 parking spaces along Victoria Street, comprising of 11 angled car parking spaces and 20 parallel kerbside parking spaces. All spaces are unrestricted and the parking surveys indicate they are typically 15% occupied throughout the day.

B. Little Commercial Street (Radovick Street to Bridge Street)

There are 94 line-marked parking spaces located along Little Commercial Street between Radovick Street and Bridge Street. Parking is restricted to 2 hour for 50 of the spaces, and the remaining 44 having no restrictions. The parking surveys indicate these parking spaces are typically 60-65% occupied, until 5:00pm when occupancy typically reduces to 20%.

C. Boston Place

There are 11 line-marked angled parking spaces along Boston Place. All spaces are unrestricted and the parking surveys indicate they are typically fully occupied for most of the day, until 5:00pm when occupancy typically reduces to 10%.

D. Radovick Street (South Gippsland Hwy to Victoria Street)

There are 32 line-marked 45 degree angle spaces located along Radovick Street. These spaces are restricted to 2 hours and the parking surveys indicate they are typically 50% occupied.



E. Bridge Street (South Gippsland Hwy to Queen Street)

There are a total of 39 parking spaces on Bridge Street, comprising of 23 angle parking spaces and 16 parallel kerbside parking spaces. These spaces have a mixture of 2 hour restrictions and unrestricted parking and the surveys indicate they are typically 50% occupied till 3pm, when occupancy reduces to around 15%.

F. Little Commercial Street. (Broughton Pl to Radovick Street)

There are 51 line-marked parking spaces located along Little Commercial Street on the western side of Radovick Street. These spaces have no restriction and according to the parking surveys are typically 35% occupied until 5:00pm, when occupation reduces significantly.

G. Commercial Street (South Gippsland Highway)

Along the South Gippsland Highway from King Street to Bridge Street, there are 67 line-marked parallel kerbside parking spaces. Parking is restricted to 2 hours and the parking surveys indicate they are typically 65% occupied.

H. Post Office/Bakery Car Park

There is a small car park between the South Gippsland Highway and the Service Road which contains 11 line-marked 90 degree parking spaces. These spaces have a mix of 2 hour and 1/4 hour parking restrictions and the parking surveys indicate they are typically 80% occupied till 3:00pm then occupation typically reduces to 30%.

I. Service Road

There are 14 line-marked parking spaces located on the service road south of the railway line. During the inspection these spaces were observed at being 100% occupied, with a number of additional vehicles on the Service Road in unmarked locations.

J. James Street

There are 17 line-marked parking spaces located on James Street, comprising of 6 parallel kerbside parking spaces and 11 angled parking spaces. Parking surveys indicate these spaces are typically 30% occupied across the day, with a maximum of 85% at 3:00pm.

Figure 4.8 indicates the location of the proximate public parking spaces in relation to the subject site, and a summary of the parking survey undertaken can be seen in Appendix A.

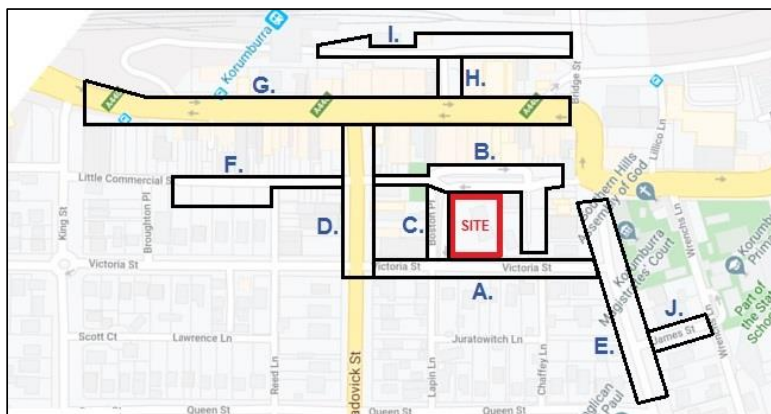


Figure 4.8: Proximate Public Parking

Site: 4 Victoria Street, Korumburra
Reference: 10230R8470.DOC



5 Proposed Masterplan

The development masterplan provided by FJMT Studio indicates the provision of the following inventory listed in Table 5.1 below.

Table 5.1: Proposed Development Inventory

Use	Inventory
Offices	68 sqm.
Library	568 sqm.
Flexible/Lunch	200 sqm.
On-Site Car Parking	4 no. (DDA Compliant)

The development masterplan also indicates the proposition of modifications to both Little Commercial Street and Boston Place, which are summarised in Table 5.2 below.

Table 5.2: Proposed Car Park Modifications

Item	Existing	Proposed
No. of Formal Public Parking Spaces: <ul style="list-style-type: none"> • Little Commercial Street • Boston Place 	113 no. 94 no. 19 no.	84 no. 68 no. 16 no.
Access to Little Commercial Street from the South Gippsland Highway.	5.5m wide Two Way Access	3.5m wide Exit Only
Pedestrian Access on Little Commercial Street	0 no.	2 no. Pedestrian Crossings



6 Parking Demand Generation and Impact

6.1 Likely Parking Demand

According to the South Gippsland Planning Scheme, the proposed site would generate a parking demand of approximately 32 spaces, if operating at maximum capacity with a patronage of 100 people, as shown in Table 6.1 below.

Table 6.1: Planning Scheme Parking Demand

Use	Planning Scheme Use	Planning Scheme Rate	Inventory	Parking Demand
Office	Office	3.5 to each 100 sqm of net floor area	68 sqm	2 parking spaces
Library/Flexible/Lunch*	Place of Assembly	0.3 to each patron permitted	100 patrons	30 parking spaces
	Shop	4 to each 100 sqm of leasable floor area	768 sqm	30 parking spaces
Total				32 parking spaces

*As the Library/Flexible/Lunch component of the Community Centre does not have an equivalent Planning Scheme use, both Place of Assembly and Shop were used in the assessment, to compare likely demand.

Of these 32 spaces it would be assumed that approximate 8 spaces would generate a long term demand, based on 2 full time staff for the Office uses and 6 for the Library/Flexible/Lunch uses.

The remaining demand, generated by customers and visitors to the site, will be short term. Due to the site's location within the Activity Centre, it is assumed that likelihood of multipurpose trips, in which a person will visit more than just the site, would be high, therefore reducing the anticipated short term parking demand.



6.2 Impact on Existing Parking Demand

Parking demand surveys in Section 4.4 outline that there is typically in the range of 155 available parking spaces within close proximity of the subject site, as shown in Table 6.2.

Table 6.2: Typically Available Parking

Area	Type	No.	% Occupied	Available
Victoria Street	Long Term	31 no.	15%	26 no.
Little Commercial Street	Short/Long Term	94 no.	65%	33 no.
Boston Place	Long Term	19 no.	100%	0 no.
Radovick Street	Short Term	32 no.	50%	16 no.
Bridge Street	Short/Long Term	39 no.	50%	19 no.
Little Commercial Street	Long Term	51 no.	35%	33 no.
Commercial Street	Short Term	67 no.	65%	23 no.
Bakery/Post Office	Short Term	11 no.	80%	2 no.
Service Road	Long Term	35 no.	100%	0 no.
James Street	Long Term	17 no.	85%	3 no.
Total				155 no.

As a result of the development, there will be a loss of 29 spaces on Little Commercial Street and Boston Place.

The large majority of lost parking spaces are located in the Section 2 area as depicted in Figure 4.4, whereby the grades of the parking spaces exceed the desirable maximum grades for parking spaces.

The loss of parking is required in order to provide the following:

- Public parking spaces compliant with the Planning Scheme and Australian Standards.
- DDA access to the Community Centre.
- Site entry to the Community Centre that complements the Architecture of the building.

Therefore it is considered that there is, and will be, sufficient parking available to support the increased generation in parking demand brought on by the proposed Community Centre.



7 Traffic Generation and Impacts

7.1 Existing Traffic Volumes

Traffic movement surveys were undertaken at the following intersections on Wednesday the 11th December 2019, between the hours of 3:00pm and 6:00pm:

- Radovick Street and Little Commercial Street,
- Victoria Street and Boston Place,
- The South Gippsland Hwy, Bridge Street and Little Commercial Street,

The location of these intersections in comparison to the site, and summaries of the peak hour movements are shown in Figures 7.1, 7.2, 7.3 and 7.4 below respectively.

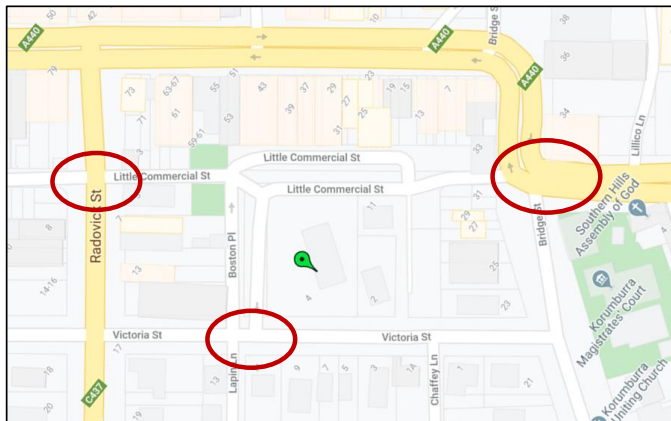


Figure 7.1: Survey Location

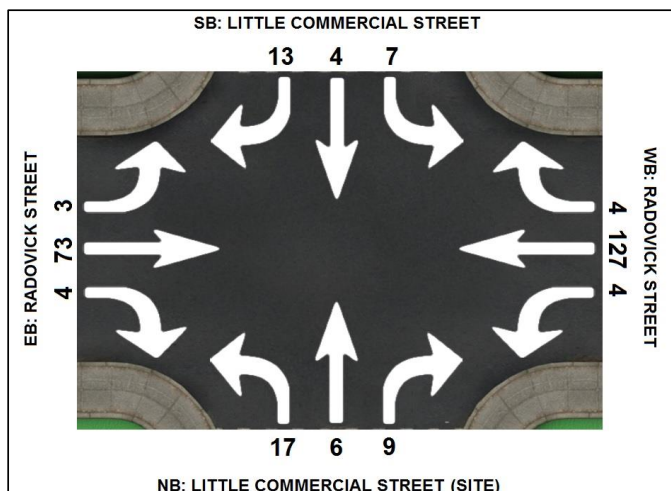


Figure 7.2: Radovick Street and Little Commercial Street

Site: 4 Victoria Street, Korumburra
Reference: 10230R8470.DOC

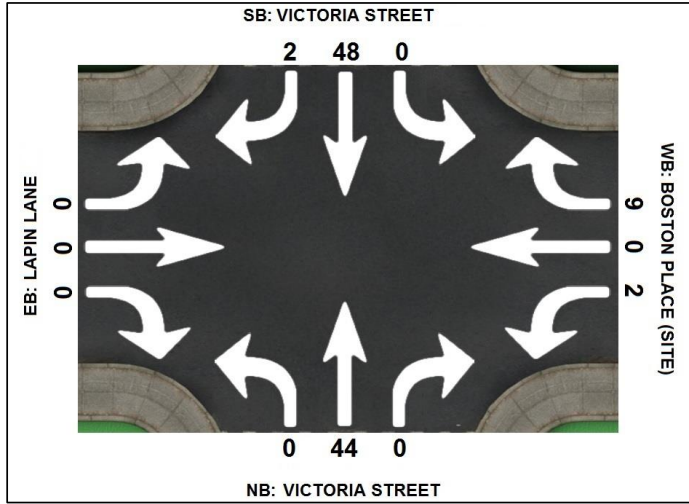


Figure 7.3: Victoria Street and Boston Place

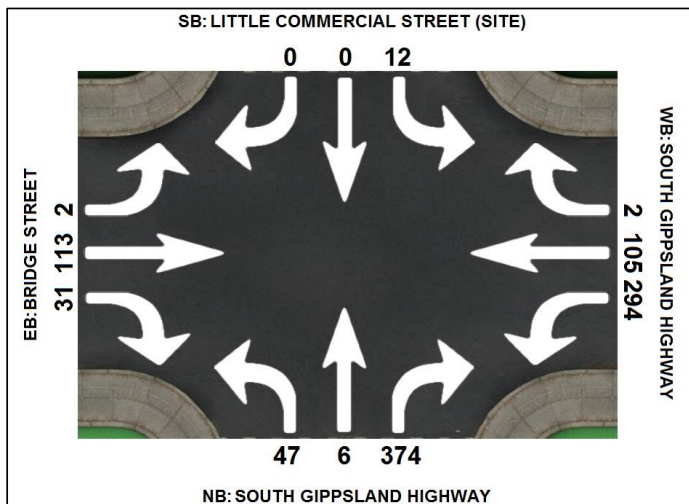


Figure 7.4: South Gippsland Highway, Bridge Street and Little Commercial Street

Based on the assumption of the peak hour making up 10 per cent of the daily movements, the surveys indicate that the South Gippsland Highway generates approximate 8,280 vehicles per day, whilst Radovick Street and Victoria Street generate significantly less at approximately 1,310 and 940 vehicles per day.



7.2 Anticipated Site Generated Traffic Volumes

Traffic generation rates have been obtained from the RTA Guide to Traffic Generating Developments (TDT 2103/4a) and are shown in Table 7.1 below. As with the estimation of the parking demand, the Guide does not have an equivalent use for Library/Flexible/Lunch, so the Shopping Centre rates were used, which is considered to be conservatively high.

Table 7.1: Site Generated Traffic Volumes

Use	Rate	Inventory	Volume (Peak)	Volume (Daily)
Office	Peak: 1.6 / 100 sqm GFA Daily: 11 / 100 sqm GFA	68 sqm	1-2 vph	7-8 vpd
Library/Flexible/Lunch	Peak: 12.3 / 100 sqm GLFA Daily: 121 / 100 sqm GLFA	768 sqm	95 vph	930 vpd
Total			97 vph	938 vpd

7.3 Distribution of Traffic

A majority (approximately 70%) of the township of Korumburra is located on the southern side of the South Gippsland Highway, with a roughly even split located to the east and west of the subject site. Taking this into account, the anticipated distribution of traffic is shown in Figure 7.5 below.



Figure 7.5: Traffic Distribution

Site: 4 Victoria Street, Korumburra
Reference: 10230R8470.DOC



7.4 Impact of Additional Traffic

If restrictions to the turning movements from Little Commercial Street onto the South Gippsland Highway occur, as mentioned in Section 4.1, it is anticipated that there will be approximately 5 additional movements from Little Commercial Street onto the South Gippsland Highway, during the peak period, however a reduction of approximately 10 vehicle movements as a result of modifying this access.

For the other two intersections, there will be approximately 49 additional movements from Radovick Street onto Little Commercial Street and vice versa, and approximately 44 additional movements from Victoria Street onto Boston Place and vice versa, during the peak period, plus approximately 10 additional movements as a result of the modification to the intersection of the South Gippsland Highway and Little Commercial Street.

The increase in movements along Radovick Street and Victoria Street are therefore between 3-5% of the existing volumes. Radovick Street has commercial premises on both sides of the street proximate to the intersection of Little Commercial Street, whilst Victoria Street has commercial premises on the northern side of the street.

Therefore the small increase in commercial traffic associated with the Community Centre on these streets is considered appropriate and will not have any negative impacts on the surrounding road network.



8 Masterplan Design

8.1 Overall Outcome Of The Masterplan

With provision for a Community Hub on the periphery of the existing Activity Centre, the Masterplan has aimed to significantly enhance the movement of pedestrians between the Activity Centre and periphery.

Whilst this results in the loss of some car parking and the ultimate displacement of longer term parking toward the periphery of the Activity Centre, where existing parking infrastructure is largely underutilised, the community and environmental benefits of the improved pedestrian facilities far outway the displacement of some car parking.

8.2 Intersection Of Little Commercial Street and South Gippsland Highway

Several operational issues have been identified where Little Commercial Street connects to the South Gippsland Highway.

The Masterplan proposes to provide a one-way connection from Little commercial Street onto South Gippsland Highway, and utilise the additional width to create a pedestrian footpath connection from the South Gippsland Highway to the Community Hub.

8.3 Service Vehicle Access

Little Commercial Street is currently used by service vehicles to deliver goods and collect refuse for numerous properties that front South Gippsland Highway and located within Little Commercial Street. It is apparent that there are currently no dedicated loading facilities provided on Little Commercial Street and that service vehicles accessing many of the sites either do so by entering the rear of the and propping on-site, prop on the accessway for a short period of the time or utilised the existing nearby vacant parking spaces. The Masterplan development will not alter the ability for many of the existing sites to be serviced in the same manner and in some instances may be improved because of the wider footpath.



8.4 Parking Bay Layout

The Masterplan indicates the modification of the existing car parking layout within Little Commercial Street and Boston Place. The layout comprises of the following listed in Table 8.1. (Refer to Figure 4.4 for sections).

Figure 8.1: Masterplan Parking Layout

Location	Section	Parking	Dimensions
Little Commercial Street	Section 1	14 no. 90 degree spaces 4 no. parallel spaces	2.6m (W) x 5.4m (L) from min 6.4m wide aisle 2.3m (W) x 6.7m (L)
	Section 2	4 no. DDA spaces	2.6m (W) x 4.9m (L) with shared space
	Section 3	17 no. 45 degree spaces 3 no. 90 degree spaces	2.6m (W) x 4.9m (L) from min 3.9m wide aisle
	Additional	30 no. 90 degree spaces	2.6m (W) x 4.9m (L) from min 6.4m wide aisle
Boston Place	-	8 no. 45 degree spaces 8 no. parallel spaces	Existing 2.3m (W) x 6.7m (L)

The majority of new parking in the Little Commercial Precinct is located within existing parking areas, what the Masterplan has done is seek to utilise existing parking areas as much as possible in order and in many instances, linemarking only is required to reconfigure the parking areas.

The design of the parking area is generally in accordance with the current design standards.

8.5 Pedestrian Access

The Masterplan proposes a significant improvement in pedestrian facilities around Little Commercial Street with the following upgrades proposed :-

- A pedestrian connection from Victoria Street to the core of the Activity Centre with new footpath along Boston Place, passing the new Community Hub, reducing the crossing width of Little Commercial Street and incorporating a pedestrian priority crossing point,
- The existing footpath at the rear of the Commercial Street shops on Little Commercial Street will be widened, this will improve visibility for pedestrians yet continue to allow service vehicle access to existing properties,
- A new pedestrian connection from Bridge Street to Radovick Street passing the new Community Hub and connecting to other crossing points along the route,
- The provision of 2 pedestrian crossings on Little Commercial Street, which will help to provide connection between the existing retail premises along Commercial Street and the Community Hub. The crossings will also act as a traffic calming devices, thereby increasing the safety of pedestrian movements throughout the rest of the car park

A considerable amount of foot traffic that currently occurs along the parking aisles on Little Commercial Street can be accommodated on new footpaths and connections.



8.6 Alteration To Parking Controls

The parking spaces to be impacted most by Masterplan provide short term parking during trading hours and the surveys confirmed that these spaces typically generated the highest demand. Thus it will be important that other nearby spaces, that currently have no parking controls, be altered to short term parking, with the long term parking spaces pushed further away from the Activity Centre.

For example Boston Place and the parking area at the southern end of Little Commercial Street (near Victoria Street), currently have not parking controls and are utilised as all day parking. The Masterplan includes a considerable improvement to pedestrian facilities connecting these areas to both the Community Hub and the main street precinct, that many of these parking spaces could be limited to short term parking during business hours.

The long term parking that currently occurs in these locations could be shifted to Victoria Street (north side) which has ample underutilised parking spaces.

These changes would continue to provide the short customer parking closer to the activity centre and make provision for the longer term staff parking on the periphery of the Activity Centre.



8.7 Disabled Parking Spaces

The Masterplan includes provision for, 4no. DDA parking spaces on Little Commercial Place. The spaces have been designed to be setback from the road thus allowing the spaces to be sufficiently flat to provide grades that will comply with AS2890.6. Compliant grades have also been achieved on these parking spaces and the entry points to the Community Hub.

8.8 Alteration To The Configuration Of Boston Place

Alteration to the parking spaces on the southbound side of Boston Place will allow for the following :-

- A new 1.5 metre wide footpath along the frontage of the Community Hub located within the existing road reservation,
- Provision for a kerbside Mini-Bus/Taxi/CPV setdown and collection area, that provides a footpath connection into the Community Hub,
- Kerbside parallel parking adjacent to the new footpath.

The location of the Mini-Bus stop allows the base to approach from Radovick Street, turn right into Boston Place and exit onto Victoria Street. This is depicted in the swept path diagram attached in Appendix C.

Reconfiguration of the parking spaces on Boston Place will result in the loss of 4 spaces and reduce the ability for vehicles to undertake u-turns at either end of Boston Place.

However the provision of pedestrian connection from Victoria Street, past the Community Hub to the main street shopping precinct is an important element of the Masterplan.

The loss of these spaces is more than compensated for by the underutilised spaces on Victoria Street and there is adequate provision for vehicles to utilise the local road network to turn around.

8.9 Vehicle Access To Existing Electrical Store

Vehicle access to the existing electrical store is maintained for the current design vehicle. To currently access the site, deliveries currently require certain parking spaces to be vacant. This will be same for the future operation with changes proposed in the Masterplan and can continue to be managed by the electrical business.



9 Summary and Conclusion

The proposed Korumburra Community Centre Masterplan has been assessed in regards to the transport conditions and is summarised as follows:

- The Masterplan shows the inclusion of a library, flexible/lunch area and a small Centrelink office.
- In order to provide greater pedestrian access to the Community Centre and compliant parking spaces for DDA, several modifications to the layout of Little Commercial Street and Boston Place have been made.
- Little Commercial Street has been reduced to one way at the approach to the South Gippsland Highway, in addition to a left turn only restriction.
- Parking surveys indicate that the existing parking provision surrounding the site is sufficient to accommodate the additional anticipated demand generated by the Community Centre, even with the reduction of parking as a result of the Masterplan modifications of Little Commercial Street and Boston Place.
- The anticipated traffic volumes generated by the Community Centre is considered low from a traffic perspective and is not expected to have any negative effects on the surrounding road network.
- Swept path diagrams have been prepared to confirm access and circulation of the Masterplan layout for Little Commercial Street and Boston Place.

TTM Consulting (Vic) Pty Ltd

A handwritten signature in black ink, appearing to read 'Joldy Bradley', written over a light blue horizontal line.

Joldy Bradley
Traffic Engineer

Appendix A: Parking Survey Summary

Location	Area	Controls	Inventory	Thursday, 14/11/2019											
				10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm		
Victoria Street	A.	N/A	31	5	5	4	5	5	5	5	4	4	3	4	5
Little Commercial Street (Radovick St to Bridge St)	B.	N/A	44	38	38	45	52	38	36	36	33	18	7	10	
		2P Mon-Fri 9:30am-5:30pm Sat 9:00am-12:00pm	50	25	31	35	39	26	27	23	14	5	5		
Boston Place	C.	N/A	11	10	11	11	11	11	10	10	10	5	0	0	0
Radovick Street	D.	2P Mon-Fri 9:30am-5:30pm Sat 9:00am-12:00pm	32	13	21	23	16	15	15	15	15	12	7	18	
		N/A	27	14	13	10	9	13	12	6	3	2	2		
Bridge Street	E.	2P Mon-Fri 9:30am-12:30pm Sat 9:00am-12:00pm	6	2	3	5	6	4	0	0	0	0	2	0	
		No Standing (when crossing flags displayed)	6	5	5	6	3	4	0	0	0	2	1	3	
Little Commercial Street (Brougham Pl to Radovick St)	F.	N/A	51	19	17	17	18	17	15	13	9	3	2		
Commercial Street	G.	2P Mon-Fri 9:30am-5:30pm Sat 9:00am-12:00pm	67	45	46	51	50	53	39	36	32	28	40		
		1/4P Mon-Fri 9:30am-5:30pm Sat 9:00am-12:00pm	4	4	4	4	4	4	1	1	0	0	1		
Post Office/Bakery Car Park	H.	2P Mon-Fri 9:30am-5:30pm Sat 9:00am-12:00pm	7	5	3	6	6	5	4	3	1	3	1		
		N/A	32	31	27	24	15	8	5	4	3	5			
Service Road	I.	1/2P	3	3	2	3	1	1	2	0	1	0	0		
James Street	J.	N/A	17	6	5	6	6	6	14	3	1	0	0		
Total			388	225	231	246	252	217	188	152	105	65	92		
Available Spaces				163	157	142	136	171	200	236	283	323	296		