



## **Bayside Netball Centre**

### **Traffic Impact Assessment – Summary of Recommendations**

**QuantumTraffic**

#### **Car Parking Provision & Management**

1. On-site parking for the netball centre should be maximised with a minimum of 114 car parking spaces.
2. The scheduling of netball matches should include a 'stagger' between match commencement times to reduce peak car parking demands as follows:
  - a. 4 Netball courts to start at commencement of session.
  - b. 4 Netball courts to start 15 mins after commencement of session.
  - c. 4 Netball courts to start 30 mins after commencement of session.
3. The overflow parking demands associated with the netball centre should be accommodated on 'suitable' non-residential frontages on Wangara Road, George Street and the existing carpark at the Golf Driving Range.
4. To ensure vehicles associated with the netball centre utilise the 'suitable' parking spaces it is recommended that the following parking restrictions are installed in the local residential area:
  - a. 'Permit Zone 4pm-9pm Mon-Fri, 8am-5pm Sat-Sun' one side
  - b. '1P 4pm-9pm Mon-Fri, 8am-5pm Sat-Sun' other side
  - c. Existing parking restrictions outside of these times would be retained
5. Council should monitor parking demands in the area following the opening of the Netball Centre as consider the following amendments if required:
  - a. Potential inclusion of additional Permit Zone parking restrictions if parking availability is an issue within the residential streets.
  - b. Potential modifications of the days/times that the restrictions apply.
6. 'No Stopping' restrictions are recommended along the south side of Holloway Road to maintain two-way traffic flow and allow bus access. Additional 'No Stopping' restrictions are recommended on the south side of Wangara Road opposite the eastern on-site carpark access to facilitate bus egress.

#### **Car Parking Design**

7. It is recommended on-site carpark include the following key features:
  - a. One-way configuration (eastbound) with entry via Holloway Road and exit via Wangara Road.
  - b. An access control gate is included on the carpark access points to prevent access outside of the operating hours of the netball centre.
  - c. It is recommended that Council monitor traffic volumes post development and if 'through' traffic utilising the carpark from Holloway Road to Wangara Road is identified, consider additional traffic management in the carpark and/or on Holloway Road / Wangara Road.
  - d. The entry via Holloway Road designed as left in only to encourage access via Bluff Road and Holloway Road.
  - e. 60 degree parking on both sides of the aisle to reinforce the one-way restriction.
  - f. A bus / patron pick-up/drop-off zone in a parallel arrangement adjacent to the site entry.
  - g. Traffic management in the form of road humps is provided at regular intervals.

- h. A footpath along the northern boundary of the carpark connecting the Holloway Road / Wangara Road footpath with the proposed centre entry.
8. A total of 3 accessible car spaces are provided for the development as required by the NCC (BCA).
9. A signage and linemarking plan should be prepared to formalise the carpark design.

### **Bicycle Parking**

10. It is recommended that visitor spaces (28 spaces) are provided via rails in the vicinity of the centre entry and staff spaces (8 spaces) are provided internally within a service area for the proposed stadium.

### **Pedestrian Accessibility**

11. The following pedestrian upgrades are recommended:
  - a. Raised zebra crossing with kerb extensions on the west Wangara Road leg.
  - b. Raised zebra crossings without kerb extensions on the north and south George Street legs.
  - c. Reduction of the speed zoning along George Street from 60km/h to 50km/h
  - d. Road humps (speed cushions to accommodate truck movements) on the north and south approaches of George Street to further reinforce a slow speed environment in the vicinity of the crossings.
12. We note that the pedestrian volumes are based on a number of assumption and therefore the warrants for the implementation of zebra crossings cannot be definitively demonstrated to VicRoads at this point in time. On this basis, a practical approach to the implementation of the above treatments is to install the platforms initially without the zebra crossing and undertake pedestrian counts once the netball centre is operating, to confirm the requirements for zebra crossings.

### **Traffic Impacts**

13. The distribution of traffic to/from the proposed netball courts will occur with all entry movements via Holloway Road and all exit movements via Wangara Road due to the proposed one-way arrangement within the on-site carpark.
14. An assessment of daily traffic volumes indicates that both Holloway Road and Wangara Road will continue to operate within their environmental capacity post development of the netball centre.
15. The peak hour impacts have been considered during the Saturday peak (11am-12noon) and the weekday PM commuter peak periods (5-6pm) to consider the key combinations of site traffic generation and peak activity on the surrounding road network.
16. The SIDRA intersection analysis confirms that the anticipated traffic generated by this Netball facility can be accommodated by the surrounding road network, without significant changes from current delays incurred and vehicle queue lengths that occur.
17. The intersection of Bay Road / Reserve Road operates over capacity in the existing conditions, with existing deficiencies. The traffic volumes generated by the netball centre through this intersection are relatively minor. It is recommended that Council liaise with VicRoads to:
  - a. Review cycle and phase times based on most recent traffic volume data.
  - b. Potential physical changes to the intersection including dedicated right-turn lanes, left turn slip lanes etc.
  - c. Turn bans or two right-turn lanes from Reserve Road into Bay Road.
18. The intersection of Bluff Road / Holloway Road is expected to cater for the majority of the 'entry' movements towards the proposed netball centre. Whilst the SIDRA modelling suggests that the intersection will perform under acceptable conditions, it is noted that the traffic volume data was based on a number of assumptions due to the COVID-19 pandemic. It is recommended that Council undertakes additional modelling post COVID-19 when existing turning movements can be collected, to confirm the SIDRA results from this assessment.

### **Service Vehicle Access**

19. The layout of the carpark has been designed to accommodate busses up to 14.5m long and therefore can comfortably cater for emergency services, waste collection and loading vehicles.