Combined Background Report

Highett & Southland-Pennydale Structure Plans

V171334

Prepared for

Bayside City Council

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1 Introduction

1.1 Overview

Cardno has been engaged by Bayside City Council to provide traffic and transport advice with respect to the review of the Highett Structure Plan and the development of the Southland-Pennydale Structure Plan.

This Combined Background Report has been prepared to outline the findings of a combined review of the existing conditions across the Highett and Southland-Pennydale study areas, which included the following:

> Reviewing relevant background documentation including local government policies and strategies, and previously prepared traffic and parking studies;

> Reviewing community feedback regarding a wide range of aspects of the traffic, transport and parking conditions within the study areas;

> Collecting traffic and parking data to understand existing travel and parking behaviours and demand; and

> Undertaking a site visit to further assess the existing transport network within the study areas.

1.2 Combined Background Report Context

This report forms one of four work packages to be provided as part of the Highett and Southland-Pennydale Structure Plan traffic and transport advice project, with the key purpose of this report being to gain an in depth understanding of the localised conditions specific to the study areas, identify the opportunities and constraints within the study areas, and reliably inform the development of:

> The Highett Structure Plan Review Traffic and Transport Plan;

> The Southland-Pennydale Structure Plan Options Paper; and

> The Southland-Pennydale Structure Plan Traffic and Transport Plan.

1.3 Study Area

The Highett and Southland-Pennydale study areas are located within Bayside City Council, and include portions of the Melbourne metropolitan suburbs of Highett and Cheltenham, both approximately 20 kilometres southeast of the Melbourne CBD.

The Highett study area is generally bound by Bay Road to the south, the Frankston Railway Line to the east, Wickham Road to the north and the Beaumaris Parade alignment to the west, and has a population of approximately 3,000 residents.

The majority of the land uses are residential in nature, being Neighbourhood Residential Zone or General Residential Zone, with Commercial Zones located along Bay Road at the corner of Middleton Road, and along Highett Road at the Frankston Railway Line crossing. Notably, a decommissioned CSIRO site currently zoned as Commonwealth Land is located within the study area between Middleton Street and Graham Road.

The Southland-Pennydale study area sits to the southeast of the Highett study area, and is generally bound by Park Road to the south, the Frankston Railway Line to the east, Bay Road to the north, and Jack Road to the west. The suburb of Cheltenham has a population of approximately 3,400 residents, a substantial proportion of which live within the Southland-Pennydale study area.

The majority of the land uses are also residential in nature, being General Residential Zone, with a small Commercial Zone area located at the corner of Bay Road and Jack Road.

Figure 1-1 shows the boundaries of the study areas in the context of the surrounding areas, whilst Figure 1-2 indicates the respective planning scheme zones within the study areas.

Figure 1-1 Highett and Southland-Pennydale Structure Plan Study Areas

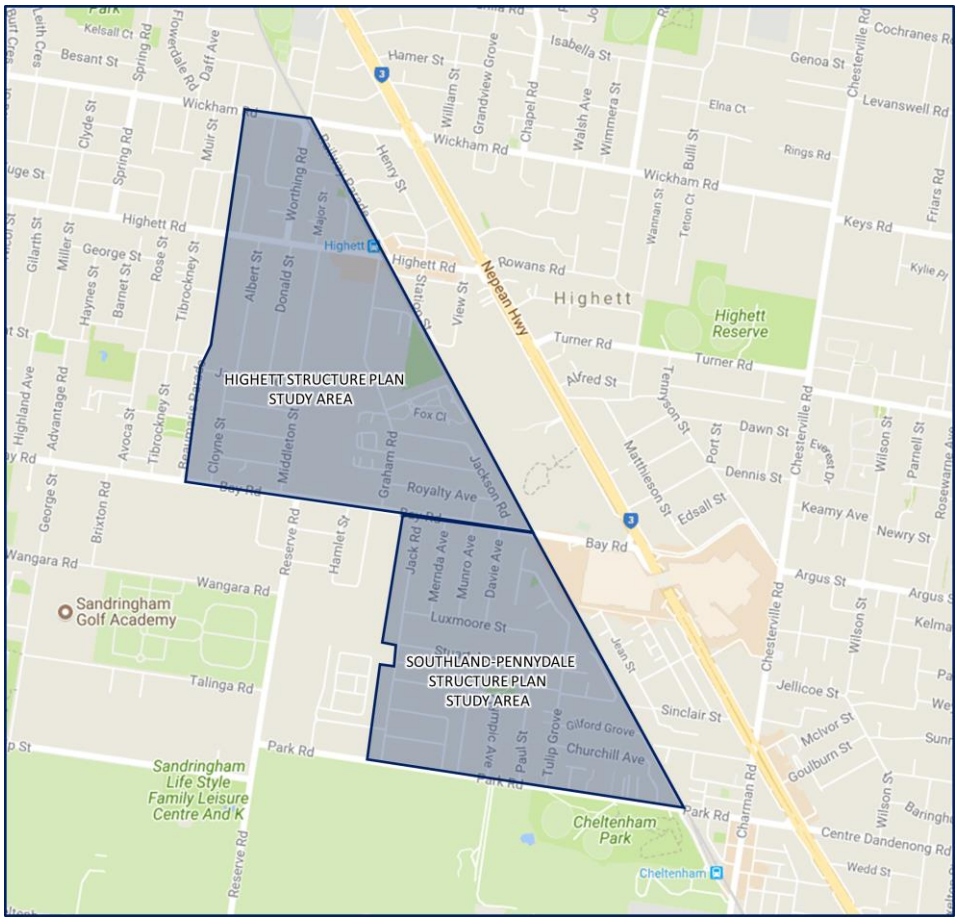
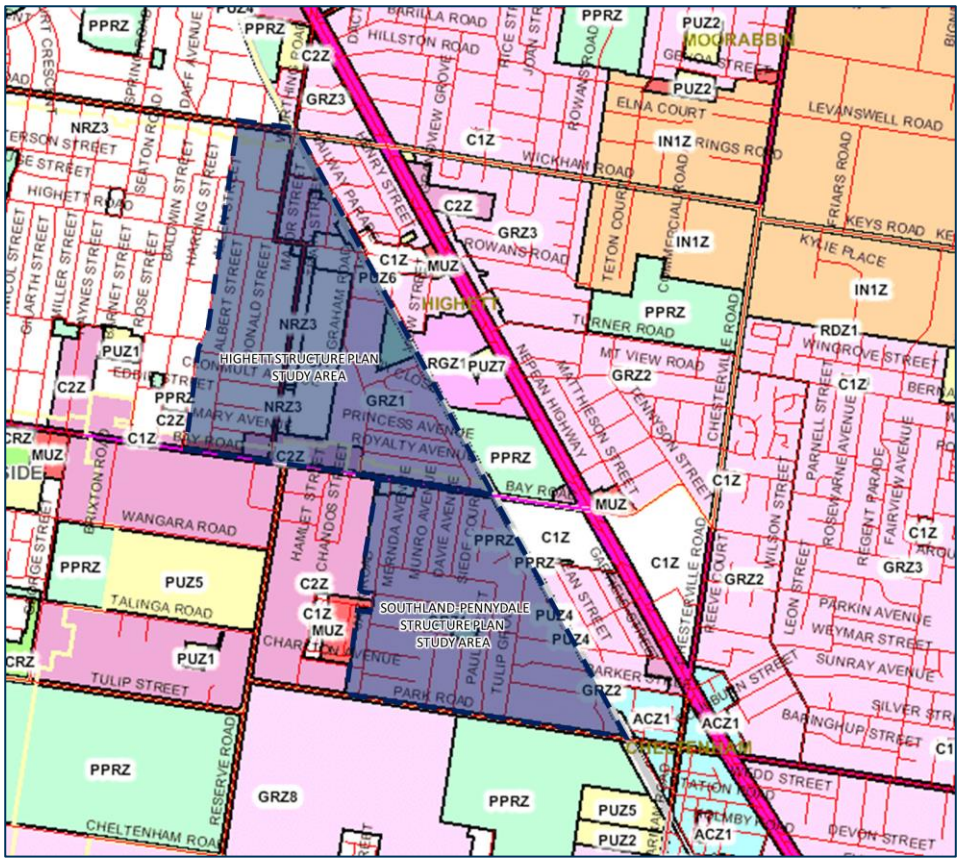


Figure 1-2 Highett and Southland-Pennydale Structure Plan Study Areas – Planning Scheme Zones



2 Policy & Strategy Context

The following section has been prepared to summarise those policies and strategies that are considered to be most relevant in the context of this combined background report.

2.1 Bayside Housing Strategy

Bayside City Council prepared the Bayside Housing Strategy in 2012 to guide the planning and management of residential development in the municipality over the next twenty years.

A community consultation process was undertaken, which revealed the following key concerns relevant to the study areas and this combined background report:

> Shoptop housing will lead to car parking problems which will need to be addressed;

> There should be no discretion for developers to seek exemptions from parking requirements; and

> Identifies the need for a transport interchange at Southland.

The strategy provides an implementation plan outlining the actions recommended to guide residential development. The following actions were determined as directly relevant to the preparation of this background report:

> Action 54: Examine the future provision of car parking within 'Housing Growth Areas' and prepare Car Parking Precinct Plans for each area. Precinct Plans should also consider the cost of providing additional car parking and associated funding mechanisms.

2.2 Bayside Integrated Transport Strategy

The Bayside Integrated Transport Strategy was prepared in 2013 to guide Council in making decisions regarding transport planning and transport provision until 2023. The strategy includes consideration of all modes of transport including pedestrians, cyclists (sporting, recreational and utility), public transport, green vehicle transport (including share cars, electric vehicles and car pooling) and private vehicle transport.

The strategy discusses five key guiding principles, as follows:

1. Improved local accessibility: prioritising walking and cycling as the preferred mode of transport for short trips;
2. Create better public transport connections: improve public transport access to, within and from Bayside and maximise the use of community transport services;
3. User friendly streets: treat streets as places where people live, work and play;
4. Integrated transport and land use: ensure that land use and development supports sustainable transport use; and
5. Improve perceptions and enable choice: raise awareness of the benefits of sustainable travel.

Responding to these principles are a series of actions, including the following which are deemed directly relevant to the study areas and the preparation of this combined background report:

> Action 1.4: Establish a process to install footpath pram ramps at street crossings;

> Action 1.5: Conduct condition assessment surveys of all footpaths for all abilities;

> Action 2.2: Undertake an accessibility audit of connections to public transport interchanges;

> Action 3.4: Advocate for lowering speed limits to 40 km/h on selected roads;

> Action 4.1: Work with VicRoads, Public Transport Victoria, Department of Planning and Community Development and City of Kingston to develop a Network Operating Plan for Bay Road to improve sustainable transport access to the Southland Principal Activity Centre and the surrounding areas;

2.3 Bayside Open Space Strategy

The Bayside Open Space Strategy, and the Suburb Analysis and Action Plan, was prepared by Council in 2012 to guide decision making around the ongoing use, development, management and maintenance of open spaces in the municipality. The strategy presents Council's vision as follows:

> *From our foreshore, to our parks, our heathland and our trails, we cherish our open space. We will work together to build our open space network in ways that celebrate our strengths, support biodiversity, improve health and wellbeing and community connections, for future and current generations.*

The strategy discusses six overarching principles, being Accessibility, Appropriateness, Affordability, Environmental Sustainability, Connections and Communication.

Similar to other Council documents, the strategy provides an implementation plan for the actions recommended, of which the following actions were considered most relevant to this study:

> Action 2.2: Rezoning of inappropriately zoned land – Rezone parcels of land to PCRZ or PPRZ in the planning scheme, including Pennydale Park and Tulip Grove Playground (to be PPRZ);

> Action 5.1: Trail development – Prepare a trail strategy that identifies preferred routes and prioritises development of the Bayside Trail Network based on community need;

> Action CHE4: Develop a pedestrian and cycle trail between the Bayside Business Employment Area (BBEA) and Cheltenham train station and potential Southland train station);

> Action CHE5: Improve pedestrian and cycle links along the Frankston Railway Line;

> Action CHE6: Improve pedestrian links from Cheltenham to Sir William Fry Reserve in Kingston City Council;

> Action HIG4: Ensure that appropriate trails are developed linking a redeveloped CSIRO site to key surrounding destinations including Sir William Fry Reserve, Lyle Anderson Reserve, Highett Activity Centre (Gasworks site), the BBEA and Southland PAC train station;

> Action HIG5: Improve pedestrian links from Highett to Sir William Fry Reserve in Kingston;

> Action HIG6: Improve pedestrian and cycle links along the Frankston Railway Line; and

> Action HIG7: Develop a pedestrian and cycle trail between the BBEA and Highett train station.

2.4 Environmental Sustainability Framework

Council prepared the Environmental Sustainability Framework in 2016 to sit beside the Open Space Strategy and the Integrated Transport Strategy, and guide planning and decision-making around environmental considerations within Bayside. The framework sets four goals:

1. Leading the Way: Bayside City Council operates as a model of environmental sustainability;
2. Community Partnerships: Supporting an empowered and connected community that acts locally to reduce consumption and live sustainably;
3. Resilience: Developing community and ecosystem resilience for current and future climate change impacts; and
4. Sustainable Places: Advocating and influencing for healthier ecosystems and more liveable Bayside urban areas and infrastructure.

The framework will guide the development of this combined background report in ensuring recommendations and actions are presented in line with the environmental goals of Council.

2.5 Bayside Retail, Commercial and Employment Strategy

Council prepared the Retail, Commercial and Employment Strategy to direct policy decisions regarding the development of activity centres and employment areas within the municipality, following Council's guiding vision:

> *"Bayside's retail, commercial and employment lands will continue to provide a variety of employment opportunities and services for local residents in the 21st Century. Possessing some of the best local*

strip centres in Victoria, Bayside will seek to further enhance its local economy through incremental growth in its Activity Centres to address evolving services needs. An innovative reimagining of its ex-industrial lands will provide a focus for high quality jobs locally in a high amenity and well connected environment."

Within the document, twelve strategies have been discussed, including Strategy 4 as follows:

> Strategy 4: Attract innovative advanced business services to the Bayside Business Employment Area (BBEA) through the creation of an economic triangle between the Southland Activity Centre, Highett Activity Centre and the BBEA.

Actions were identified to respond to this strategy, including the following:

> Action 4C: Attract a major anchor facility into the Bayside Economic Triangle or within the BBD;

> Action 4F: Develop a Transport Plan for the precinct to ensure ease of access for all methods of transportation, including heavy vehicles;

> Action 4J: Investigate opportunities to strengthen connections between the Southland Railway Station, Highett Activity Centre and BBEA through the Highett Structure Plan review process and development of the Southland Structure Plan.

2.6 Bayside Walking Strategy

The Bayside Walking Strategy was created in 2015 to address barriers to walking within the municipality in order to identify opportunities to improve walkability, with the overarching vision being to provide an inclusive pedestrian network that all pedestrians are able to use with ease.

The strategy outlines several targets regarding pedestrian participation and safety, as follows:

> Increase the proportion of all trips by walking from 15% in 2010 to 30% by 2025;

> Increase the proportion of shopping trips by walking from 21.5% in 2010 to 40% by 2025;

> Increase the proportion of education trips by walking from 5% in 2010 to 15% by 2025;

> Increase the proportion of walking trips between 0-1 km from 70% in 2010 to 85% by 2025;

> Increase the proportion of walking trips between 1-2 km from 21.5% in 2010 to 40% by 2025;

> Reduce the number of pedestrian fatalities from three in 2013 to zero by 2025;

> Reduce the number of pedestrian injuries by 50%, from 113 in 2013 to 65 by 2025; and

> Achieve a 95% confidence level that it is safe to walk in Bayside by 2025.

The strategy also outlines feedback, received from stakeholders and community members, of relevance to the study areas as follows:

> Speed limit reductions are suggested for Park Road;

> Improved access to Southland Shopping Centre and large parkland areas;

> Pedestrian underpass for Park Road level crossing; and

> Unsafe crossing points at the corner of Worthing Road and Wickham Road.

Actions are presented in the strategy to achieve the pedestrian participation and safety targets, categorised into high-level strategic framework below:

1. Create a truly inclusive, people-orientated walking experience;
2. Prioritise walking in areas of high people activity;
3. Create streetscapes that invite people to walk;
4. Create a legible walking environment;
5. Maximise provisions for walking in new developments and streetscape upgrades;
6. Improve the shared path experience for the whole community;
7. Normalise walking in Bayside;

8. Create a desire for people places and walking;
9. Support initiatives to help residents engage with walking through social participation;
10. Improve shared path's capacity for coexistence;
11. Build confidence and capacity for walking to school; and
12. Build the confidence and capacity of people with mobility impairments.

The targets, community feedback and strategic actions presented in the Walking Strategy have been considered as directly relevant to the development of this combined background report.

2.7 Bayside Bicycle Strategy

The Bayside Bicycle Strategy was created in 2013 to set Council's direction for the development of the bicycle network within the municipality that address the needs of all cyclists and facilitating a culture of cycling in Bayside. The vision of the strategy is:

"To increase cycle use throughout Bayside, facilitated through the development of infrastructure which is safe, well connected, convenient and attractive for cyclists and the promotion of cycling as a healthy and sustainable mode of transport."

Bayside City Council has dervied three guiding principles to support cycling in the municipality, as follows:

1. Ensure the provision of high quality bicycle infrastructure across Bayside;
2. Improve the integration of cycling with land use development, public transport and other amenities; and
3. Develop a culture of cycling within Bayside that encourages people to ride a bicycle.

Community feedback formed a critical part of the formation of the strategy, of which the following key points were considered directly relevant to the study areas:

> Investigation of dedicated bicycle lanes along Bay Road or an appropriate alternative route; and

> More bicycle parking required near major activity centres such as shopping strips, train stations and beaches.

Further, Council has previously identified some limitations within the existing bicycle network such as limited bicycle facilities in middle Bayside suburbs (including Highett) and some bicycle facilities in southern Bayside suburbs (including Cheltenham). Council also identifies Bay Road as a specific barrier for potential cyclists, whilst also outlining that the east-west routes of Highett Road, Bay Road and Park Road form potential connections to City of Kingston.

Within the 14 strategic actions outlined to address the three guiding principles, the following specific actions were deemed directly relevant to the development of the combined background report:

> Action 1.22: Investigate opportunities to improve bicycle connectivity between Highett Station and the CSIRO site;

> Action 1.23: Investigate opportunities to improve bicycle connectivity between Highett Station and the Bayside Business Employment Area;

> Action 2.14: Examine the feasibility of providing a cycling connection along the Frankston Railway Line to connect to other parts of the municipality, and advocate to DEDJTR and VicTrack for improved shared path links along the corridor; and

> Action 2.16: Ensure that appropriate off-road shared paths are developed linking a redeveloped CSIRO site to key destinations including Sir William Fry Reserve, Lyle Anderson Reserve, Highett Activity Centre, Bayside Business Employment Area, Southland Principal Activity Centre and Southland Station.

2.8 Highett Structure Plan and Review

The Highett Structure Plan was created in 2006 by Hansen Partnership, National Economics and Greg Tucker and Associates for Bayside and Kingston City Councils. The plan presented a description of the preferred future pattern of development within the Highett study area, including the appropriate land uses, levels of activity, building form and access arrangements to be encouraged.

The plan outlines several underlying principles for Highett as follows:

> Revitalising the Highett Road Shopping Centre as an attractive, vibrant and well used 'Main Street' and community focal point;

> Rejuvenating the Highett Road retail strip to provide for a wide range of local shopping, business and community services suited to the needs of people living and working in the area;

> Defining a strong and a positive identity and image for the Highett area and a strong sense of community pride and belonging;

> Recognising the character of Highett's established residential areas and managing change in those areas in a way that responds to their character qualities, and the precinct's proximity to public transport and activity centres;

> Providing for as many people as possible to live and work in Highett with access to public transport and within walking and cycling distance of activity centres, providing a real transport option for people other than the private car;

> Reinforcing the development opportunities that exist on vacant and underutilised land in Highett, with respect to the precinct's urban quality and proximity to transport and activity centres;

> Improving the appearance, amenity, attractiveness, safety and sense of security throughout the entire Highett area;

> Establishing a framework by which a suburban area can evolve to a contemporary, active, attractive and high amenity precinct with valued character; setting a benchmark for development around suburban activity centres in Melbourne.

The plan provides an overall direction for Highett's development, which has been summarised and reproduced in Figure 2-1. Relating to access and movement in the area, the plan presents a number of key discussions:

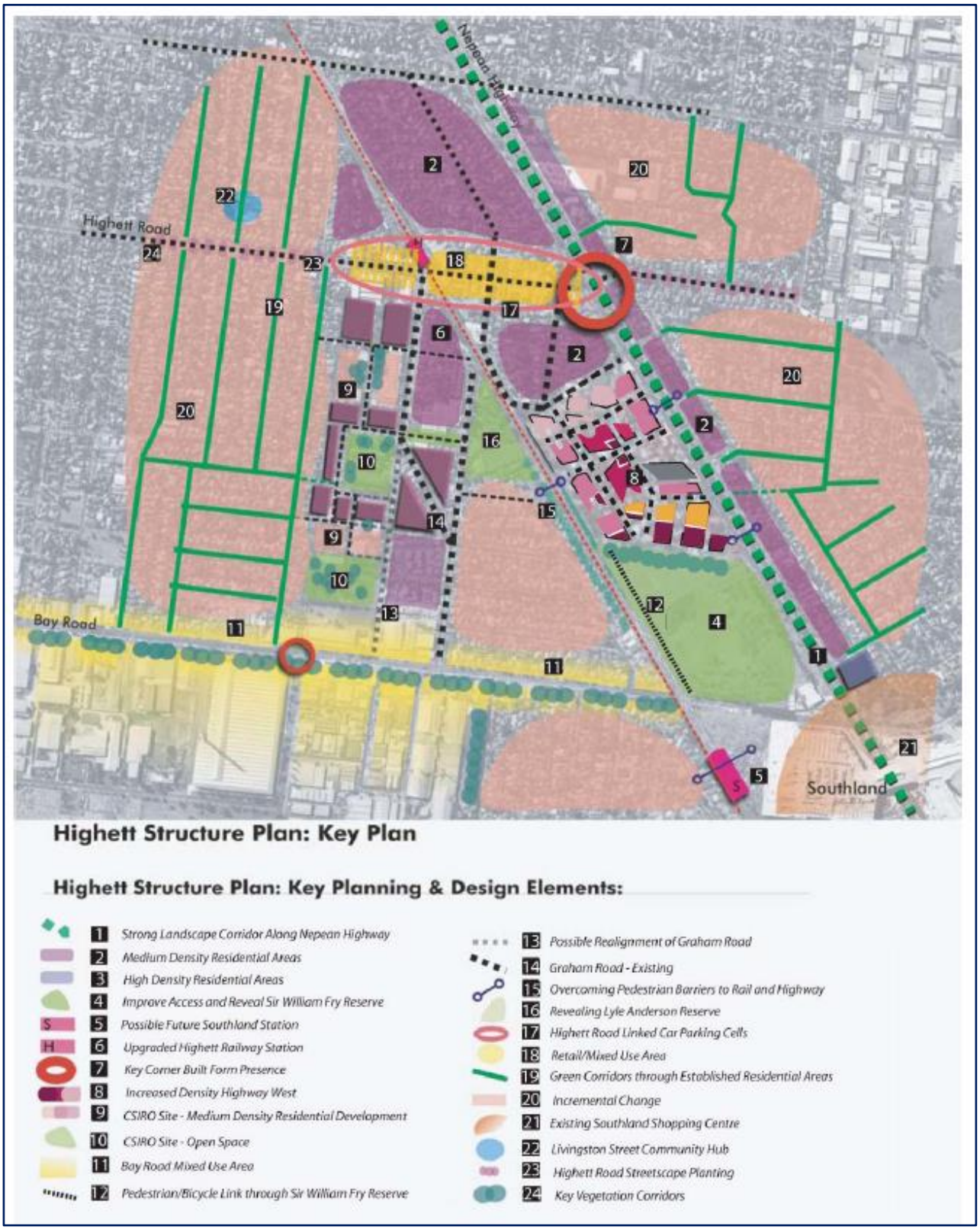
> Possible future Southland Station: the plan discusses the potential for a new station at Southland Shopping Centre, complete with pedestrian links and complementary mixed land uses along Bay Road;

> CSIRO Site: the plan discusses the potential for either residential or educational development at the large site, and states that development within the site should be sensitive to the traffic capacity of surrounding streets, opening the site up to the surrounding road network, and potentially creating an access from Bay Road or realignment of Graham Road along the eastern boundary of the site;

> Lyle Anderson Reserve: the plan discusses the revealing of Lyle Anderson Reserve via creating an open space link through the adjoining industrial site, and also makes mention of a pedestrian bridge across the Frankston Railway Line to communities to the east;

> Graham Road: the plan discusses the future possibilities of Graham Road, including its realignment along the eastern edge of the CSIRO site, and makes reference to recommendations made by the Graham Road traffic management plan prepared by Andrew O'Brien and Associates.

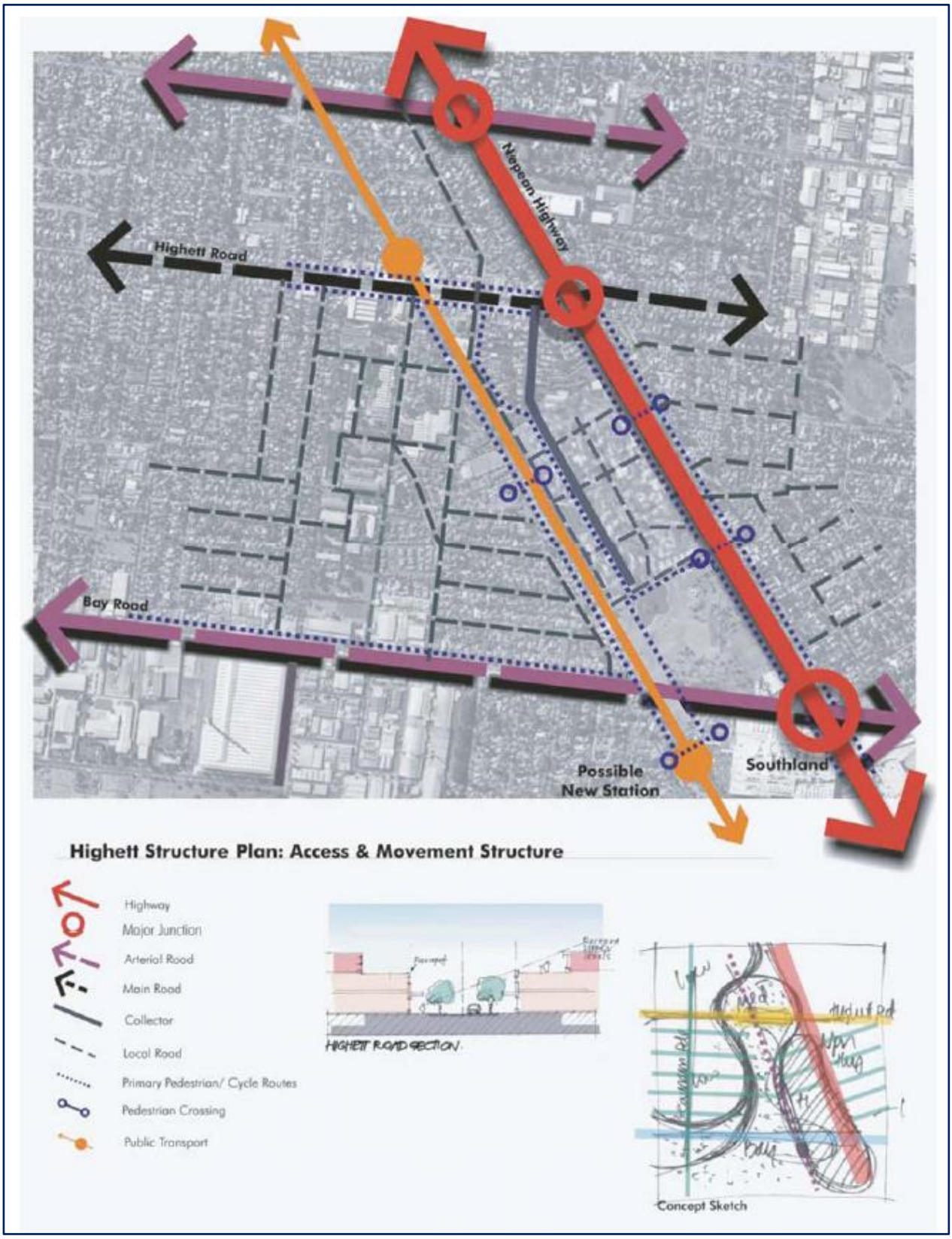
Figure 2-1 Highett Structure Plan: Key Plan



Source: Highett Structure Plan 2006

The plan also presents the access and movement structure considered most appropriate for the Highett study area, as reproduced in Figure 2-2.

Figure 2-2 Highett Structure Plan: Access and Movement Structure



Source: Highett Structure Plan 2006

A comprehensive review of the Highett Structure Plan was undertaken in early 2017, to update the Highett Structure Plan having consideration of new state and local government policies and strategies, changes in demographics, current housing and economic status within Highett and community feedback on Planning Applications, Planning Scheme Amendments, and other plans.

Regarding movement and transport, the review makes several recommendations directly relevant to the preparation of this combined background report:

> Update the 'Influences' section of the Highett Structure Plan to reflect the information in this chapter.

> Include an action for the Council to advocate to the State Government of improved bus frequencies on bus routes 708, 822 and 828.

> Include an action to advocate to the State Government for the level crossing removal at Highett Road, Highett.

> Update the 'Possible Future Station – Southland' section of the Highett Structure Plan to reflect the updated status of the station, and consider the poor pedestrian provisions for the station.

> Include the recommendations of the Bayside Bicycle Strategy and The Traffic Impact Assessment for the CSIRO site relating to Bicycle infrastructure within the Highett Structure Plan Area.

> Investigate options for a pedestrian crossing at Worthing Road/Wickham Road intersection.

> Include an action that development of the lots fronting the path along the train line connecting Dart and Train Street is to include passive surveillance of this path to make it a more attractive pedestrian option.

> Consider options to deliver a footpath from Thistle Grove to Lyle Anderson Reserve to improve access to and from the park.

> Investigate actions to improve the pedestrian experience along Bay Road and include in the Highett Structure Plan.

> Update the 'CSIRO - Access and Parking' section of the Structure Plan to reflect the Councils adopted position on the CSIRO site, including removing reference to a potential vehicular access point from 329 Bay Road, replacing it with a pedestrian/cycle link.

> Update the 'Graham Road' section of the Highett Structure Plan to reflect the recommendations within the O'Brien Traffic report. Leave in reference about possible realignment of Graham Road. This option can be investigated as part of the redevelopment of the CSIRO site.

> Include an action for a left-in/left-out operation to be implemented at Middleton Street and Bay Road to address existing road safety issues.

2.9 Southland-Pennydale Structure Plan Background Report

The Southland-Pennydale Structure Plan Background Report was prepared in mid-2017. The plan presents an overview of the current conditions across the study area, and makes preliminary recommendations regarding the direction of the structure plan.

The plan identifies key directions for the structure plan as follows:

> Advocate for increased bus frequency and better access to the Southland bus exchange;

> Improve pedestrian and cycling amenity, particularly along Bay Road;

> Investigate opportunities to improve pedestrian and cycle links along the Frankston Railway Line;

> Consider the limited permeability of the road network when looking at potential locations for increased housing density and ways to improve movement in the area;

> Address parking and traffic congestion associated with increasing population and the opening of the Southland Station; and

> Prepare a road network study to investigate:

- The impact increased development and the Southland Station will have on traffic movement and parking and consider options to mitigate these impacts;
- Ways to improve access to the Bayside Business District from the Southland Station; and
- Ways to increase sustainable transport use in the study area.

2.10 Bayside On-Street Parking Demand Policy

Bayside City Council prepared and adopted a policy regarding the management of on-street car parking demand in 2016. The intent of the policy is to provide consistent and transparent guidance for the introduction of new parking restrictions in areas where on-street car parking may be causing a road safety hazard or where such parking spaces are in high demand.

The policy outlines four key steps to process and potentially deliver car parking restrictions, as follows:

1. Officer Investigation – A Council Officer will undertake site surveys and observations to determine the extent of the issue;
2. Proposal Development – A suitable proposal will be developed to provide road users with a reasonable likelihood of finding on-street car parking to suit individual needs;
3. Community Feedback – Affected frontages will be advised of the issues raised and the proposed restrictions, and feedback accepted for consideration; and
4. Implementation and Enforcement – Following signage implementation, Council Officers will be advised of the change to restrictions and infringement notices will be issued to vehicles contravening the restrictions two weeks after changes have been made.

The policy also outlines that residents and visitors affected by parking restriction changes will be introduced to a Resident Parking Permit Scheme, whereby eligible residents can apply for permits that provide exemptions from parking restrictions (the criteria for eligibility have been outlined in Section 2.12).

2.11 Southland-Pennydale Parking Restrictions

In response to the opening of Southland Station in November 2017, Bayside City Council has recently implemented two-hour on-street car parking restrictions throughout the Southland-Pennydale study area, and within a portion of the Highett study area bound by Graham Road, Jackson Road and Bay Road. The restrictions cover both sides of the street in the applicable areas, and are valid from 8:00am to 6:00pm, Monday to Sunday.

A survey was conducted to seek feedback regarding the proposed parking restrictions, which had a 25% response rate. Council advises that 75% of respondents were in support of the restrictions being implemented. The on-street car parking restrictions are intended to discourage commuter parking in local streets and maintain car parking availability for residents and visitors, whilst maintaining local amenity. Residents will have access to residential parking permits, whereby residents are exempt from the on-street parking restrictions.

NB: The 2P parking restrictions were implemented in September 2017 to deter all day parking by commuters and Southland Shopping Centre employees. Since the 2P signage was erected, Council has received feedback from many residents impacted by the restrictions stating that the current conditions are too severe, especially on the weekend when residents are most likely to have visitors.

In response to this feedback, the restrictions will be changed to 4P Monday to Friday. As the restrictions will no longer apply on the weekend, we anticipate a significantly reduced impact on visitor parking.

It is expected that changes to the signage will be completed by the end of November 2017. No enforcement of the current restrictions will be undertaken. Enforcement will commence when the 4P signs are erected.

Residents are eligible for four residential parking permits and can elect to apply for four permits allocated to specific vehicles or three allocated permits plus a visitor permit. A fee applies to the visitor permit. Details of the Residential Parking Permit Scheme can be found over the page.

Council will closely monitor the level of on-street parking demand in this area once the new station opens and if required, revisit the suitability of the restriction timings in specific streets where persistent long-term non-resident parking is observed.

2.12 Bayside Residential Parking Permit Policy

Bayside City Council prepared a policy for the Resident Parking Permit Scheme, with the intention being to provide transparent and equitable application and management of residential parking permits.

The policy presents the eligibility criteria for residents wishing to obtain a parking permit, which outlines ineligible property types (multi-unit developments with three or more dwellings, shop-top dwellings and

business related properties) and restrictions where permits apply, being within residential streets and car parking areas with restrictions of one hour or longer.

2.13 Bayside Public Transport Advocacy Statement

The Public Transport Advocacy Statement was prepared in 2016 to identify and present the proposed advocacy actions that Council will advocate for on behalf of the local community.

Of direct relevance to the preparation of this combined background report are the following advocacy actions:

> Rail:
  - Expand commuter parking at train stations within Bayside to meet the current and future demand for commuter parking;
  - The removal of level crossings at Highett Road and Park Road;
  - Introduction of Parkiteer bicycle cages at all stations serving Bayside;

> Bus:
  - Minimum bus service frequencies for all bus routes as follows:
    > Every 20 minutes during inter-peak and off-peak periods;
    > Every 10 minutes during peak hours; and
    > Later service coverage;
  - A review of bus service timetables for rail-bus interchange connections within the municipality;
  - More bus shelters at bus stops within the municipality;

> Southland Station:
  - For 60 Tulip Grove not to be used as a pedestrian access point for Southland Station;
  - Provision of bus stops on Bay Road to be closer to Southland Station; and
  - A Bayside link to the southern entry point to the station.

3 Previous Traffic and Transport Studies

3.1 CSIRO Traffic Impact Assessment

A Traffic Impact Assessment report was prepared for the CSIRO site in 2015 by O'Brien Traffic, discussing the potential and likely traffic related impacts associated with the redevelopment of the site as a residential development.

The report makes a number of conclusions and recommendations to be considered as part of the Highett Structure Plan, as follows:

> Graham Road's current designation as a 'local street' does not reflect its function in the local area traffic network or the role it is likely to play in the future; rather it has a higher order function (i.e. collector road);

> Due to the existing road safety issues associated with the intersection of Bay Road and Middleton Street, particularly if the development has an access to Middleton Street, a treatment such as a left-in/left-out operation should be implemented;

> Under both 'low development' and 'high development' scenarios, it is highly likely that the development would result in the intersection of Graham Road and Bay Road exceeding its operational capacity and triggering a requirement to signalise the intersection. Signalisation of this intersection should occur before the development is occupied;

> The site access may require turn lanes from Graham Road based on the predicted traffic generation under both scenarios. The turn lanes would be unlikely to be accommodated within the existing road reserve;

> Shared paths should be required as part of the development in accordance with Bayside's Bicycle Strategy. These should extend along the Graham Road frontage of the site with a connection to Middleton Street, and provision for a connection to the Bay Road/Reserve Road intersection via the Places Victoria site (329 Bay Road); and

> The existing on-street parking north of Thistle Grove along the Graham Road frontage of the site should be inset/indented into the nature strip to reduce delays. This may require a widening of the road reserve in this area.

These recommendations are considered imperative in the preparation of this combined background report.

3.2 Graham Road Traffic Management Plan

A Traffic Management Plan was prepared by Andrew O'Brien and Associates in 2004 to assess the function of Graham Road and the traffic impacts of the redevelopment of the CSIRO Site and others in the vicinity.

The plan makes note of the following conclusions regarding Graham Road, relevant to the development of this combined background report:

> Graham Road's functional classification is a Local Crossing Road, providing a practical route for crossing the extended east-west orientated Highett Local Traffic Area between Highett Road in the north and Bay Road in the south.

> The capacities of Graham Road's key intersections at Highett Road and Bay Road are not sufficient in the medium-term, if they remain unsignalised, to accommodate expected increases in traffic arising from the:

- Redevelopment proposals for 284-286 Highett Road and 487 Highett Road; and
- HSPD redevelopment proposals (ie the CSIRO redevelopment).

> Graham Road's preferred and legitimate form as a Local Crossing Road is a direct connection between Highett Road and Bay Road.

> With the scope for realignment arising from redevelopment of the CSIRO site, the preferred elements of the form of Graham Road are:

- Straight alignment;
- 2-traffic lanes;
- A widened roadway over its full length to accommodate bicycle/parking lanes;
- Speed cushions spaced at least 200m apart to moderate traffic speeds without interfering with bus operations;
- Kerb outstands to create a narrower, slower roadway "feel" and provide for additional streetscaping;
- Having generous set-backs to new housing;
- An integrated Highett Road/Graham Road/Level Crossing/Railway Avenue signalised intersection at its northern end; and
- A purpose-built signalised LCR/Arterial Road intersection at Bay Road.

> A staged approach to the development of Graham Road is suggested to conform with the area's redevelopment.

- In the first instance, install speed cushions at appropriate mid-block locations north and south of the current diagonal section;
- Install traffic signals at Bay Road, with green signal time for Graham Road traffic controlled to limit the traffic throughput along Graham Road.

> Due to the safety issues identified in the vicinity of the Bay Road/Middleton Street and Bay Road/Reserve Road intersections, it is recommended that a splitter island at Middleton Street's intersection with Bay Road be installed immediately in conjunction with right turn bans into and out from Middleton Street.

> Pedestrian and vehicular traffic generated by proposed developments contemplated by the Highett Structure Plan will require the following roadway improvements to preserve and reinforce the preferred roadway hierarchy and the adequate operation of the key intersections of the Highett-area street network:

- ***Signalisation of Graham Road/Highett Road/Railway Avenue*** (including a 30 metre right-turn lane on the west approach) to be installed in the near term from developer and an interim Council contribution [completed at Graham Road/Highett Road in 2013].
- ***Signalisation of Graham Road/Bay Road*** to be installed in the near term from developer and an interim Council contribution.
- ***Signalise Train Street/Highett Road*** intersection if a fourth leg is added to access the development at 284-286 Highett Road [completed in 2013].

4 Existing Pedestrian Network

4.1 Overview

Pedestrian footpaths are generally provided throughout the residential and commercial areas, with footpaths generally provided along both sides of local streets and arterial roads.

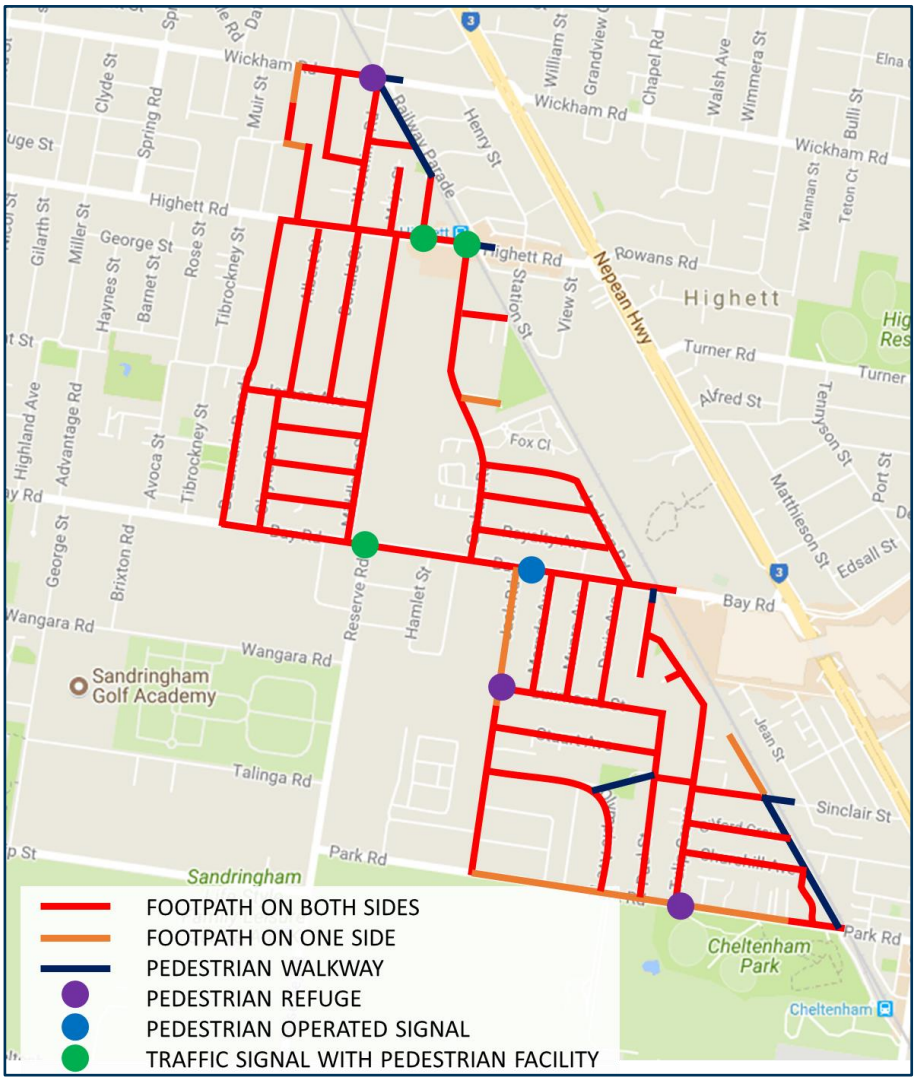
Footpaths are generally sealed and of varied quality, with paths in recently developed areas being constructed to a good standard whilst in other established areas paths are of a lower quality (i.e. cracked, uneven surfaces).

Notably, along isolated sections of streets including Jack Road and Park Road, footpaths are provided on one side only where the other side fronts a large recreational or industrial site, or if the street is short and terminates in a cul-de-sac.

Across the study areas, pedestrian crossing facilities include a number of traffic signals (incorporating pedestrian facilities), pedestrian operated signals and pedestrian refuges, as well as intermittent pedestrian crossings across the Frankston Railway Line at Highett and Park Roads and between Sinclair Street and Heather Grove. Separated pedestrian walkways are located along sections of the railway line, as well as through Pennydale Park.

The existing pedestrian path network is indicatively shown in Figure 4-1.

Figure 4-1 Existing Pedestrian Path Network



4.2 Site Visit Observations

4.2.1 Pedestrian Permeability and Missing Links

During the site visit, it was noted that pedestrian connectivity is generally provided through the local street network within each study area, with typical pram ramp crossing points located at local road crossings. However, several gaps/barriers were identified within the existing pedestrian network, where pedestrian routes are incomplete or not provided:

> Park Road to Heather Grove: pedestrian path along Frankston Railway Line incomplete with missing link between Heather Grove and Bay Road (shown in Figure 4-2);

> Frankston Railway Line: the railway line presents a barrier to movements between the Highett and Southland-Pennydale Structure Plan Study areas and open space located to the east of the railway line, with just one crossing point between Bay and Park Roads and no crossing points between Highett and Bay Roads;

> Bay Road to Highett Road: no pedestrian connection along the Frankston Railway Line between Bay Road and Highett Road; and

> CSIRO Site: pedestrians are required to walk around the site to travel east-west due to lack of a pedestrian path through the large site.

Figure 4-2 Frankston Railway Line pedestrian walkway termination at Heather Grove

4.2.2 Lack of Safe Pedestrian Crossings

A limited amount of safe crossing opportunities are provided within the Highett and Southland-Pennydale study areas that allow pedestrians to cross the major/arterial roads:

> Highett Road: limited safe crossing opportunities for pedestrians with signalised crossings only available at Graham Road and Train Street;

> Bay Road: limited safe crossing opportunities for pedestrians with signalised crossings only available at Reserve Road and near Jack Road (shown in Figure 4-3);

> Park Road: very limited safe crossing opportunities with only a single pedestrian refuge located near Tulip Grove (shown in Figure 4-4).

Figure 4-3 Jack Road pedestrian operated signal

Figure 4-4 Tulip Grove pedestrian refuge

4.2.3 Footpath Quality

Generally, footpaths are of a good quality across the study areas, with level, concrete surfaces free from cracks and potholes. However, in isolated locations footpaths were noted to be of poor quality, including but not limited to the following:

> Park Road to Heather Grove: pedestrian path along Frankston Railway Line generally poorly maintained, with debris, cracks and uneven surfaces observed (shown in Figure 4-5);

> Bay Road: pedestrian footpath under Frankston Railway Line generally narrow, with debris and uneven surfaces; and

> Middleton Street: pedestrian footpath near CSIRO access observed to be cracked and uneven (shown in Figure 4-6).

Figure 4-5 Frankston Railway Line pedestrian path showing debris and cracking

Figure 4-6 Middleton Street at CSIRO access point showing poor quality footpath

4.3 Community Feedback

Community consultation was undertaken with residents from both the Highett and Southland-Pennydale study areas across different sessions to gather feedback on existing issues relating to the Highett Structure Plan Review and Southland-Pennydale Structure Plan Background Report. Regarding pedestrians and pedestrian networks, the following key issues were noted:

> Footpaths are not currently provided on both sides of local and major roads;

> Current and past construction activity is disruptive to footpath access and amenity;

> Some footpaths are old and in states of disrepair;

> Pedestrian connections are missing/poor in the following locations:

- Along the length of the Frankston Railway Line;
- In and around the CSIRO site;
- To/from Lyle Anderson Reserve;
- Crossing the Frankston Railway Line to William Fry Reserve and at Highett Station;
- Crossing Bay Road, Highett Road and Park Road.

The issues raised by the community reflect the observations made in the site inspection and the high-level assessment of the pedestrian network across the Highett and Southland-Pennydale study areas.

5 Existing Bicycle Network

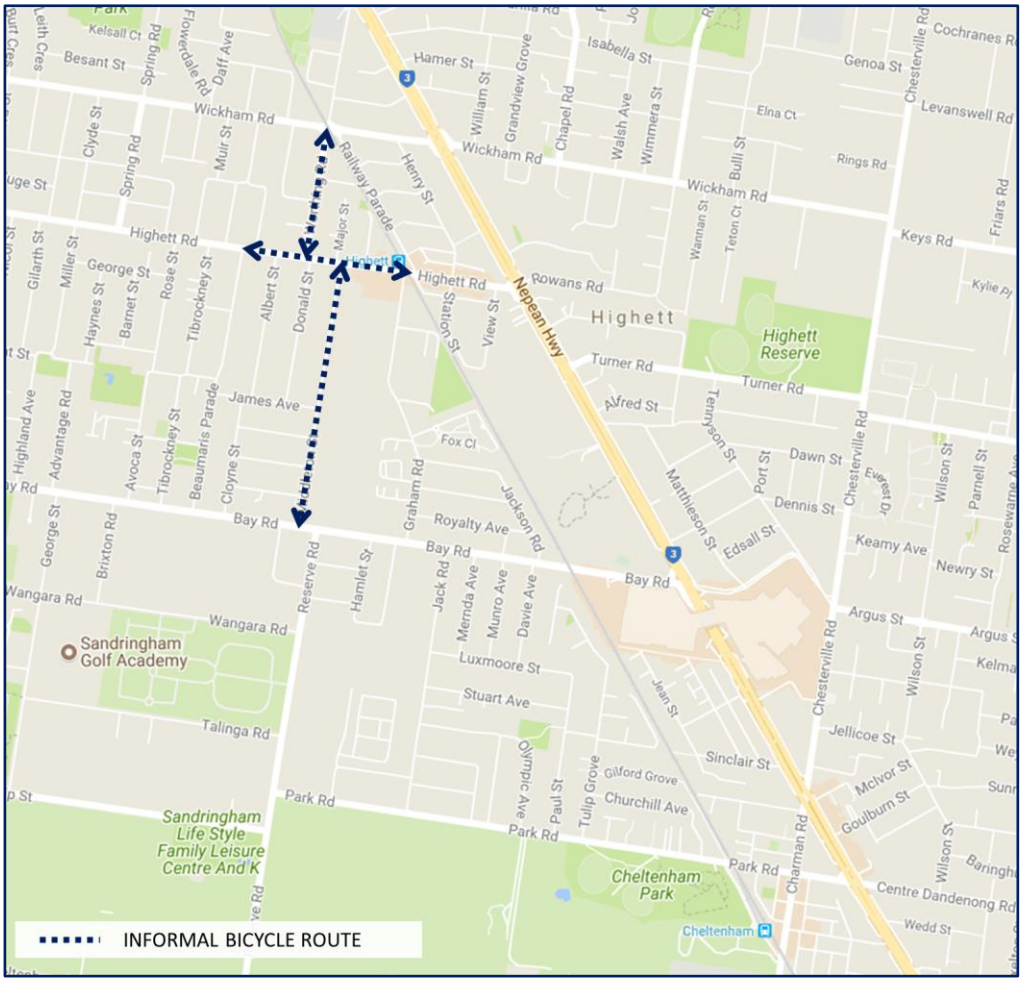
5.1 Overview

Facilities for cycling in the study areas are limited, with no dedicated on-road bicycle lanes or off-road shared paths provided. Cyclists within the study area are therefore required to share the road with vehicles.

Based on available TravelSmart information, informal bicycle routes are designated along Highett Road, connecting to the Bay Trail in the west and Nepean Highway in the east, and along Middleton Street and Worthing Road, connecting to Bay Road in the south and Wickham Road in the north.

The existing bicycle network is indicatively shown in Figure 5-1.

Figure 5-1 Existing Bicycle Network



Source: TravelSmart 2012

5.2 VicRoads Principal Bicycle Network and Strategic Cycling Corridors

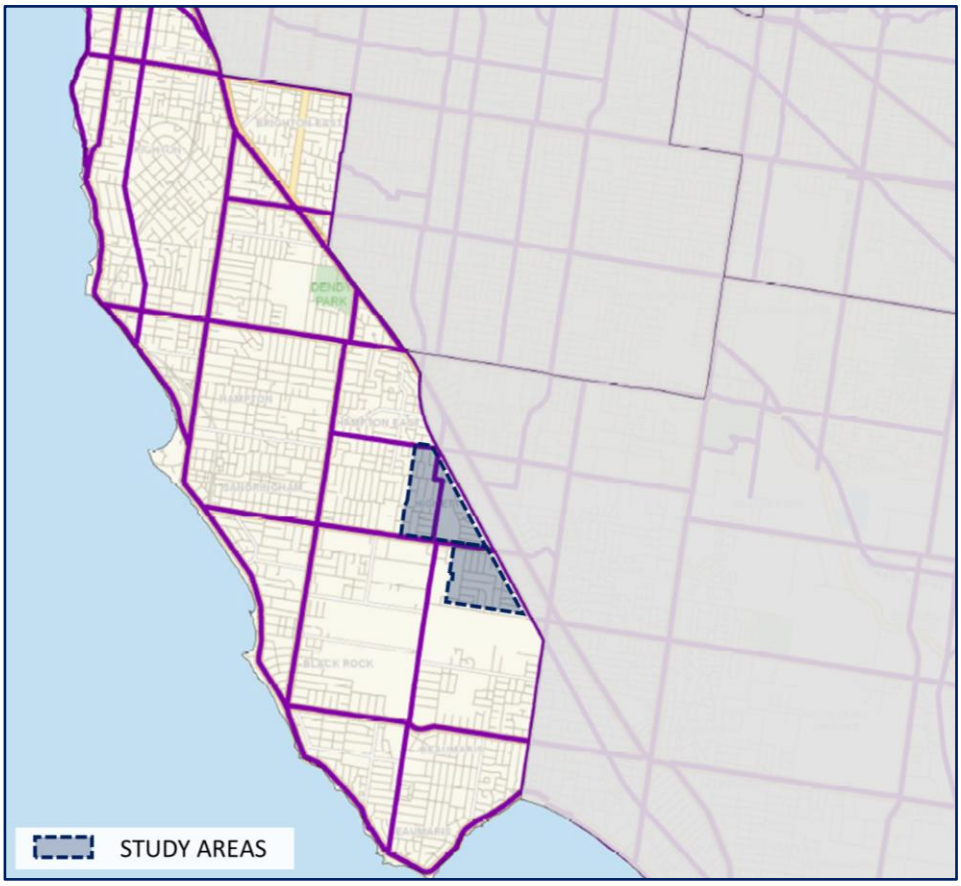
The VicRoads Principal Bicycle Network (PBN) and the Strategic Cycling Corridor (SCC) network identify the strategic direction for the bicycle network within Metropolitan Melbourne, and outlined methods for identifying and prioritising cycling infrastructure projects to encourage cycling for commuting, tourism and recreation.

The PBN identifies the Frankston Railway Corridor, Bay Road, Middleton Street, Worthing Road and Wickham Road as Principal Bicycle Routes. These routes would provide north-south and east-west cycling connectivity to the Bay Trail, Nepean Highway and onwards to the Melbourne CBD via the railway corridor.

The SCC network includes a proposed off-road shared path along the Frankston Railway Corridor and proposed on-road bicycle lanes along Bay Road as Strategic Cycling Corridors. Again, these routes would provide cycling connectivity to and from the study area.

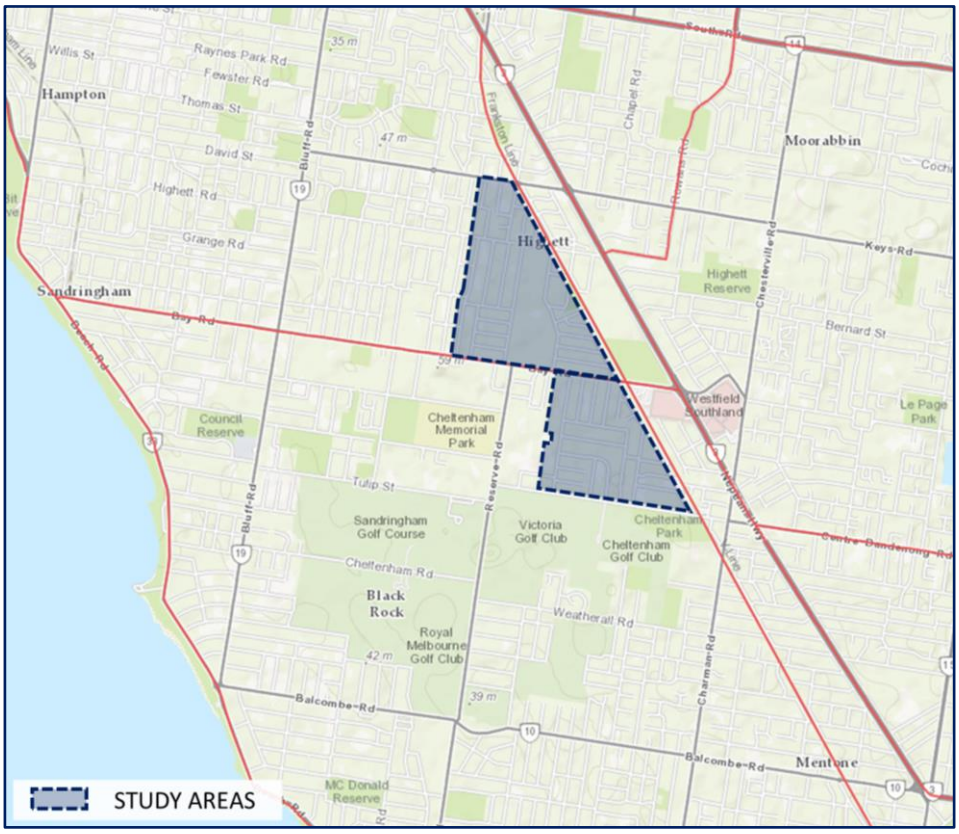
The PBN and SCC network are shown in Figure 5-2 and Figure 5-3 respectively.

Figure 5-2 VicRoads PBN: Bayside



Source: VicRoads PBN

Figure 5-3 VicRoads SCC Network: Bayside



Source: Vicroads SCC

5.3 Site Visit Observations

5.3.1 Lack of On-Road and Off-Road Facilities

During the site visit, it was noted that the study areas generally do not provide dedicated on-road bicycle facilities, or off-road shared path facilities.

Notably, no bicycle lanes are provided along designated bicycle priority routes along Bay Road (PBN and SCC route) and Worthing Road (PBN route), and no continuous off-road facility is provided along the Frankston Railway Line (PBN and SCC route). Figure 5-4 and Figure 5-5 show examples of Bay Road and the Frankston Railway Line where bicycle facilities are not provided.

Figure 5-4 Bay Road typical road layout

Figure 5-5 Frankston Railway Line typical section

5.3.2 Bicycle Parking

It was generally observed across the Highett and Southland-Pennydale study areas that public bicycle parking was provided near to activity centres or shopping strips, including at the shopping strip near Jack Road, within the Highett Activity Centre along Highett Road, and at Highett Station. However, bicycle parking is generally not provided at open spaces within the study area (Lyle Anderson Reserve and Pennydale Park).

It is noted that bicycle parking is to be provided at Southland Railway Station in the form of bicycle hoops upon opening of the new facility.

5.3.3 Lack of Safe Cyclist Crossings

As discussed within Section 4.2.2, safe pedestrian and cyclist crossings are generally missing within the Highett and Southland-Pennydale study areas.

Notably, bicycle connectivity across major/arterial roads such as Bay Road, Park Road and Highett Road is currently difficult and unsafe away from the existing controlled crossing points (Jack Road pedestrian operated signal crossing, Park Road pedestrian refuge near Tulip Grove, signalised intersection at Highett Road/Graham Road and Woolworths' car park access), and crossings over the Frankston Railway Line are limited to major roads and a single level pedestrian crossing at Heather Grove.

5.4 Community Feedback

As previously mentioned, community consultation was undertaken with residents to gather feedback on existing issues relating to the Highett Structure Plan Review and Southland-Pennydale Structure Plan Background Report. The following key issues were noted regarding cycling and bicycle facilities within the study area:

> Bay Road presents a hazardous cycling environment without dedicated bicycle facilities or crossing points;

> General lack of bicycle infrastructure in the study areas does not encourage bicycle use;

> Lack of current bicycle connections to open space;

> Lack of continuous bicycle route along the Frankston Railway Line.

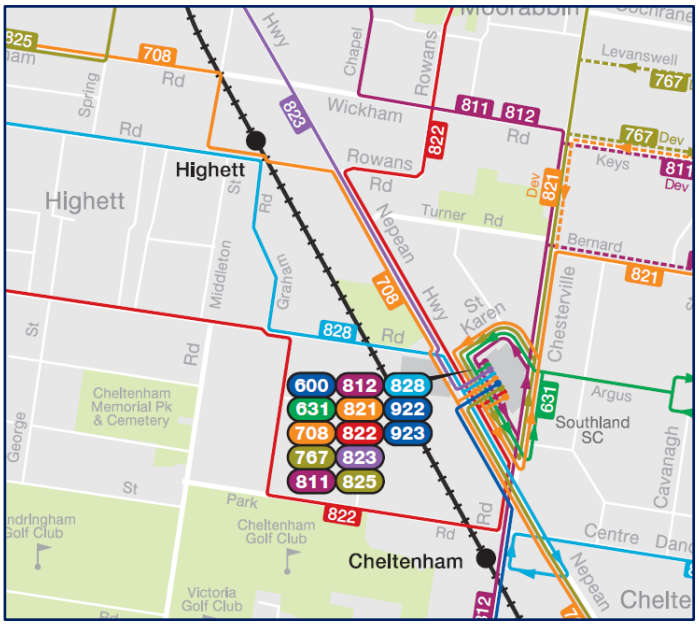
The issues raised by the community reflect the observations made in the site inspection and the high-level assessment of the bicycle network across the Highett and Southland-Pennydale study areas.

6 Existing Public Transport Network

6.1 Overview

The public transport network servicing residents within the study areas comprise a number of bus routes and the Frankston Railway Line, which provide connections to the surrounding suburbs and directly to the Melbourne CBD. The public transport network is shown in Figure 6-1, and is described in detail in Sections 6.2 and 6.3.

Figure 6-1 Existing Public Transport Network



Source: PTV

6.2 Bus Services

Within the study area, three bus routes provide local residents with connections to nearby activity centres. Route 708 provides a service from Carrum to Hampton via Southland Shopping Centre, Route 822 provides a connection from Chadstone to Sandringham via Murrumbeena and Southland Shopping Centre, and Route 828 provides a service from Hampton to Berwick Station via Southland Shopping Centre and Dandenong.

To the east of the study areas is Southland Shopping Centre, which has a bus interchange accommodating more than 10 bus routes from the surrounding areas to the north, south, east and west. All bus routes within the study area pass through the interchange and allow travellers to change to the required route.

The frequency of bus services within the study area is generally summarised in Table 6-1.

Table 6-1 Bus Service Summary

Route	Day	Hours of Operation	Frequency
708 – Carrum to Hampton via Southland	Monday to Friday	6:00am – 10:06pm	30 mins
	Saturday	7:29am – 9:47pm	1 hour
	Sunday	8:29am – 9:45pm	1 hour
822 – Chadstone to Sandringham via Murrumbeena and Southland	Monday to Friday	5:16am – 10:21pm	30 mins
	Saturday	7:02am – 9:58pm	40 mins – 1 hour
	Sunday	8:30am – 9:57pm	1 hour
828 – Hampton to Berwick Station via Southland SC and Dandenong	Monday to Friday	5:53am – 10:48pm	20 mins
	Saturday	6:34am – 10:14pm	20 mins
	Sunday	7:47am – 10:14pm	1 hour

6.3 Rail Services

Highett Railway Station, located within the Highett Structure Plan study area, is serviced by the Frankston Railway Line, and provides frequent services to and from Flinders Street Station and other Melbourne CBD stations. Cheltenham Railway Station, located just outside of the Southland-Pennydale study area to the south of Park Road, provides a similar level of service.

The frequency of rail services within the study area is summarised in Table 6-2.

Table 6-2 Rail Service Summary

Origin	Destination	Day	Hours of Operation	Frequency
Highett Station & Cheltenham Station	Frankston Station	Monday to Friday	5:24am – 12:49am	5-10 mins
		Saturday	4:14am – 3:14am	10-20 mins
		Sunday	4:14am – 11:37pm	10-20 mins
	Flinders Street Station	Monday to Friday	4:42am – 11:36pm	5-10 mins
		Saturday	3:39am – 2:39am	10-20 mins
		Sunday	3:39am – 12:53am	10-20 mins

6.4 New Southland Railway Station

A new railway station at Southland Shopping Centre is currently under construction, and is due to be completed and opened in November 2017. Southland Railway Station is located south of Bay Road, to the immediate west of Southland Shopping Centre along the Frankston Railway Line.

Once opened, the new station is estimated to cater for up to 4,400 passengers per day, and is intended to service customers of Southland Shopping Centre and residents of the local area.

7 Existing Road Network

7.1 Overview

The road network within the study areas generally comprises a typical major-to-collector-to-local road access hierarchy, with the major/arterial routes (being Wickham Road, Highett Road, Bay Road and Park Road) feeding traffic onto the collector roads or higher order local roads (being Worthing Road, Middleton Street, Graham Road, Beaumaris Parade and Jack Road), and into local streets.

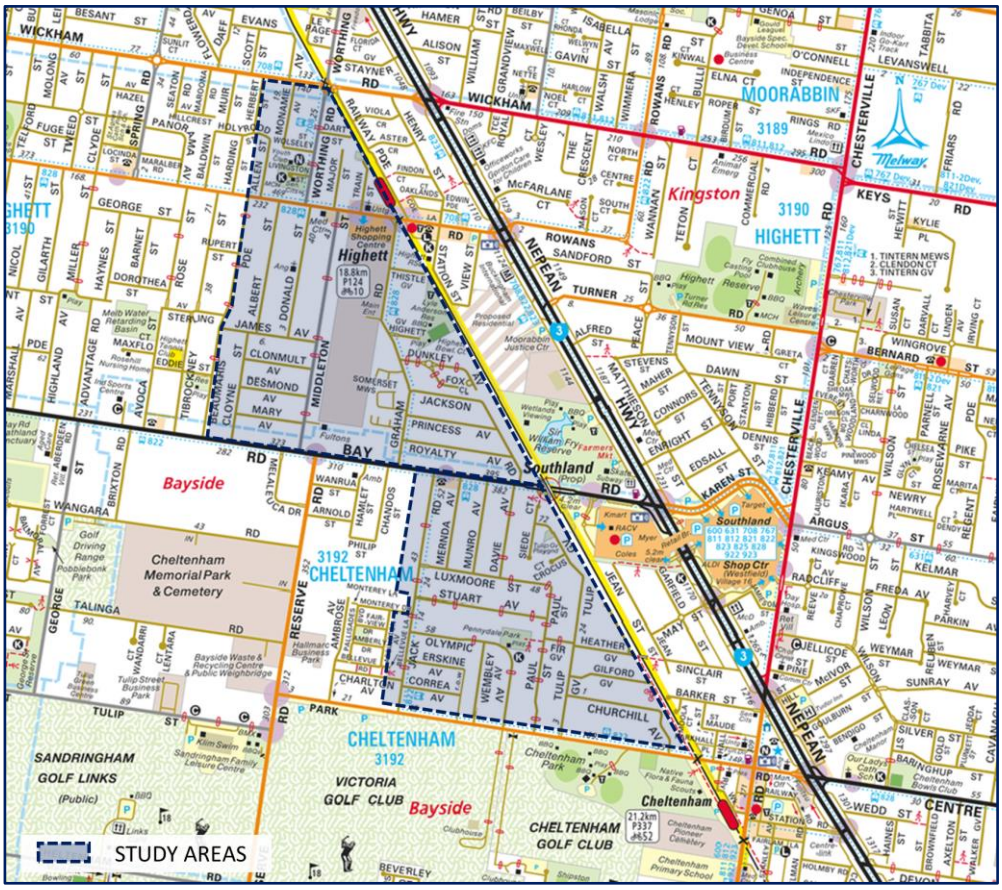
Bay Road is a VicRoads' arterial road which connects the study areas to the remainder of the arterial road network, and predominantly serves to move traffic east - west. Wickham Road, Highett Road and Park Road function as Council's major roads, which provide predominantly movement corridors for lower traffic volumes than the arterial routes, whilst also passing through activity centres where pedestrian and cyclist movements occur.

The Frankston Railway Line runs along the eastern boundary of the study area and the municipality of Bayside. Road crossings across the railway line are provided at Wickham Road, Highett Road and Park Road (level crossings), and at Bay Road (underpass).

The local road network generally serves to provide access for vehicles, pedestrians and cyclists as well as movement corridors for the latter, more vulnerable road users. The study areas generally permit road users to travel in most directions easily, with the exception of the CSIRO site, which forms a barrier restricting east-west movements in the Highett study area within the local street network.

The existing road network for the study areas is shown in Figure 7-1.

Figure 7-1 Existing Road Network



Courtesy of Melway ©

7.2 Major/Arterial Roads

7.2.1 Summary

Bay Road is an arterial road which runs east - west, bisecting the two study areas, connecting the Nepean Highway in the east to Beach Road in the west. The road is a major traffic and freight route for the local area and the wider region.

The road reserve along Bay Road varies from approximately 11 to 12 metres within the study area, and provides two, 3.0 metre wide traffic lanes in each direction from Beaumaris Parade to Jack Road, which merges into a single wide traffic lane each way between Jack Road and the Frankston Railway Line. Parking is generally not permitted along Bay Road.

Access to local streets within the study area from Bay Road is generally provided as unsignalised, fully directional intersections with stop sign control. Direct access to properties along Bay Road is also permitted. A signed speed limit of 60 km/h applies to the length of Bay Road within the study area.

Highett Road is a major road aligned generally east - west between Nepean Highway in the east and Bridge Street in the west. The road reserve along Highett Road generally provides 9.0 metres of pavement width, accommodating a single 4.5 metre wide lane in each direction. Parking is generally not permitted along Highett Road in the vicinity of the study areas, except in designated spaces.

Access to local streets within the study area from Highett Road is generally provided as unsignalised, fully directional intersections with stop sign control, or provided as signalised, fully directional intersections (at Train Street and Graham Road). Direct access to properties along Highett Road is also permitted. A signed speed limit of 40 km/h applies to the length of Highett Road between the Frankston Railway Line and Worthing Road, and 60 km/h from Worthing Road to the west.

Wickham Road is a major road aligned generally east - west between Chesterville Road in the east and Bluff Road in the west. The road reserve along Wickham Road generally provides 9.0 metres of pavement width, accommodating a single traffic lane and parallel kerbside parking lane in each direction. Parking is generally unrestricted.

Access to local streets within the study area from Wickham Road is generally provided as unsignalised, fully directional intersections with stop sign control. Direct access to properties along Wickham Road is also permitted. A signed speed limit of 60 km/h applies to the length of Wickham Road within the vicinity of the study area.

Park Road is a major road aligned generally east - west between the Nepean Highway in the east and Reserve Road in the west. The road reserve along Park Road generally provides 11.0 metres of pavement width, accommodating a single traffic lane and intermittent parallel parking lane in each direction. Parking is permitted, and is generally restricted to two-hour parking with resident permit holders excepted.

Access to local streets within the study area from Park Road is generally provided as unsignalised, fully directional intersections with stop sign control. Direct access to properties along Park Road is also permitted. A signed speed limit of 60 km/h applies to the length of Park Road in the vicinity of the study area.

7.2.2 Traffic Volumes

Traffic volume data for major/arterial roads was sourced from VicRoads. The data provides an indication of traffic volumes in the current year, including heavy vehicle volumes.

Table 7-1 shows the data for the major/arterial roads discussed above.

Table 7-1 Existing Major/Arterial Road Traffic Volumes 2017

Road	Location	Direction	No. Traffic Lanes in Each Direction	AADT (vpd)	Heavy Vehicle AADT (vpd)	Theoretical Operating Volumes*
Bay Road	Between Nepean Highway and Reserve Road	Eastbound	1-2	7,700	473 (6%)	>7,000
		Westbound	1-2	12,000	725 (6%)	>7,000
	Between Reserve Road and Bluff Road	Eastbound	1-2	9,800	501 (5%)	>7,000
		Westbound	1-2	7,200	368 (5%)	>7,000
Highett Road	Between Nepean Highway and Bluff Road	Eastbound	1	4,300	146 (3%)	>7,000
		Westbound	1	4,300	146 (3%)	>7,000
Park Road	Between Charman Road and Reserve Road	Eastbound	1	5,400	185 (3%)	>7,000
		Westbound	1	5,400	185 (3%)	>7,000
Wickham Road	Between Nepean Highway and Bluff Road	Eastbound	1	2,900	118 (4%)	>7,000
		Westbound	1	2,900	118 (4%)	>7,000

*Theoretical operating volumes for two-lane two-way Arterial Roads sourced from Clause 56 of the Bayside Planning Scheme

As indicated in the table, the major/arterial roads in the study areas are generally operating at the appropriate operating volumes for arterial roads as classified within the Planning Scheme.

7.3 Local Roads

The majority of the road network in the study areas consists of a local street network, providing access to properties and movement for pedestrians and cyclists throughout the area. Speed limits within the local street network are generally 50 km/h, following Victorian default urban local road speed limits.

Major local roads in the study area include Worthing Road, Middleton Road, Graham Road and Jack Road, all of which provide direct connections between the major/arterial roads described in Section 7.2. The remainder of the key local road network connects from a major/arterial road to a local road, from a major local road to a local road, or connects two local roads together.

The key local road network in the study area is generally described further in Table 7-2.

Table 7-2 Existing Key Local Road Network

Road	From	To	Layout	Footpath Provision
Worthing Road	Wickham Road	Highett Road	7.5 metre wide carriageway, single traffic lane in each direction, parking permitted	Both sides
Herbert Street	Wickham Road	Holyrood Street	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Allen Street	Holyrood Street	Highett Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Monamie Avenue / Wolseley Street	Wickham Road	Worthing Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Beaumaris Parade	Highett Road	Bay Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Cloyne Street	James Avenue	Bay Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Albert Street	Highett Road	James Avenue	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Donald Street	Highett Road	James Avenue	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Middleton Road	Highett Road	Bay Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Graham Road	Highett Road	Bay Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted intermittently	Both sides
Jackson Road	Graham Road	Bay Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Princess Avenue	Graham Road	Jackson Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Royalty Avenue	Graham Road	Jackson Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
James Avenue	Beaumaris Parade	Middleton Street	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Clonmult Avenue	Cloyne Street	Middleton Street	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Desmond Avenue	Cloyne Street	Middleton Street	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Mary Avenue	Cloyne Street	Middleton Street	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Jack Road	Bay Road	Park Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted intermittently	One side (Bay Road to Stuart Avenue) Both sides (Stuart Avenue to Park Road)
Mernda Avenue	Bay Road	Luxmoore Street	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides

Road	From	To	Layout	Footpath Provision
Munro Avenue	Bay Road	Luxmoore Street	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Davie Avenue	Bay Road	Luxmoore Street	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Luxmoore Street / Paul Street	Jack Road	Park Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Tulip Avenue	Park Road	Siede Court	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Siede Court	Tulip Grove	End	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Stuart Avenue	Jack Road	Paul Street	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Olympic Avenue	Jack Road	Park Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Wembley Avenue	Olympic Avenue	Park Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Erskine Avenue	Jack Road	Unnamed Laneway	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	None
Correa Avenue	Jack Road	Unnamed Laneway	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	None
Fir Grove	Paul Street	Tulip Grove	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Heather Grove	Tulip Grove	End	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides (Tulip Grove to Rail Line) One side (Rail Line to End)
Gilford Grove	Tulip Grove	End	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides
Churchill Avenue	Tulip Grove	Park Road	7.0 metre wide carriageway, single traffic lane each direction, parking permitted	Both sides

Note: All dimensions are approximately only

7.4 Existing Traffic Conditions

In order to understand the traffic characteristics of the study areas, Cardno commissioned traffic surveys including tube counts on six key local roads and turning movement counts at eight key intersections between major/arterial roads and major local roads. The surveys were undertaken during the following days and times:

> Turning movement counts:

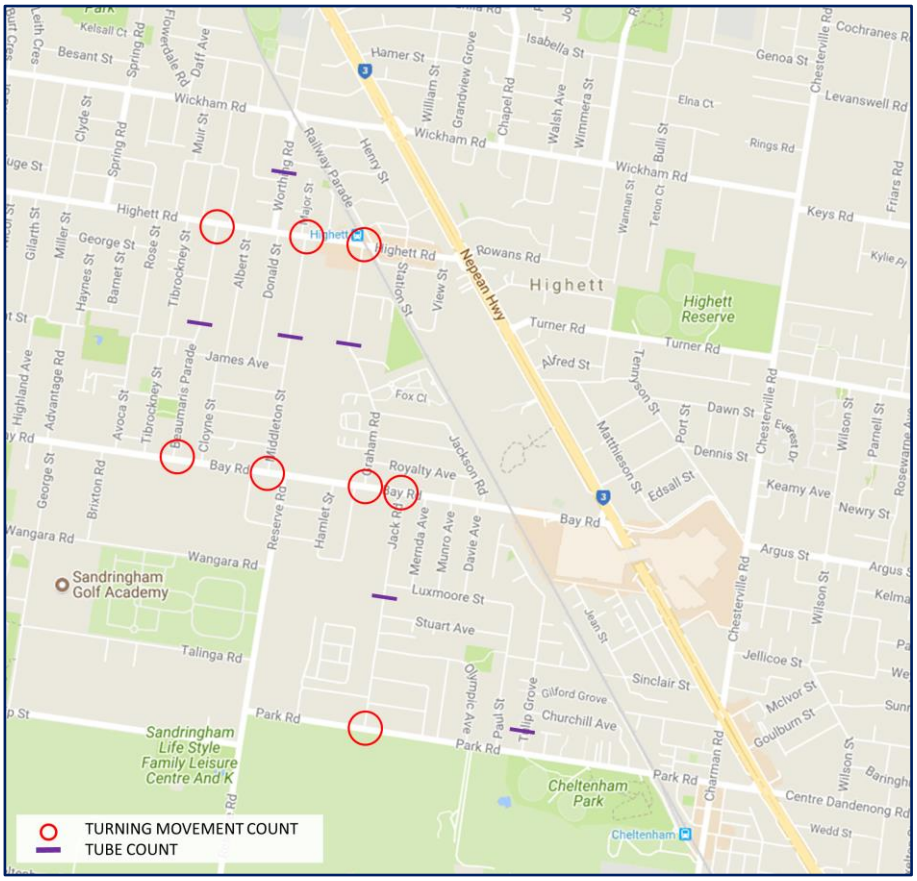
- Thursday 14th September 2017 from 7:00am to 9:00am, and from 5:00pm to 7:00pm;
- Saturday 16th September 2017 from 11:00am to 1:00pm;

> Tube counts (7 day period):

- Thursday 14th September 2017 to Wednesday 20th September 2017.

The locations of the tube counts and turning movement counts are shown in Figure 7-2. The results of the tube counts have been summarised in Section 7.4.2, whilst the turning movement counts are summarised in Section 7.4.3.

Figure 7-2 Traffic Survey Locations



7.4.2 Tube Count Results

The results of the tube counts are summarised in Table 7-4 through Table 7-9, with the average daily traffic volumes shown in Figure 7-3.

For the purposes of a reference, typical characteristics for access, connector and arterial roads in line with Clause 56 of the Bayside Planning Scheme are presented in Table 7-3.

Table 7-3 Summary of Clause 56.06-B Table C1: Design of roads and neighbourhood streets

Street Type	Traffic Volumes (vpd)	Desirable Reserve Width
Access Street Level 1	1,000 -2,000	5.5m with parking on one side only
Access Street Level 2	2,000 – 3,000	7.0m with parking on both sides
Connector Street Level 1	3,000	3.5m minimum lane width in each direction of travel 4.0m minimum lane width at approaches to and departures from roundabouts and T-intersections 2.3m additional width for dedicated parking lane
Connector Street Level 2	3,000 – 7,000	3.5m minimum lane width in each direction of travel 4.0m minimum lane width at approaches to and departures from roundabouts and T-intersections 2.3m additional width for dedicated parking lane
Arterial Road	>7,000	As required by the relevant roads authority

Figure 7-3 Tube Count Summary – Existing Average Two-Way Daily Traffic Volumes

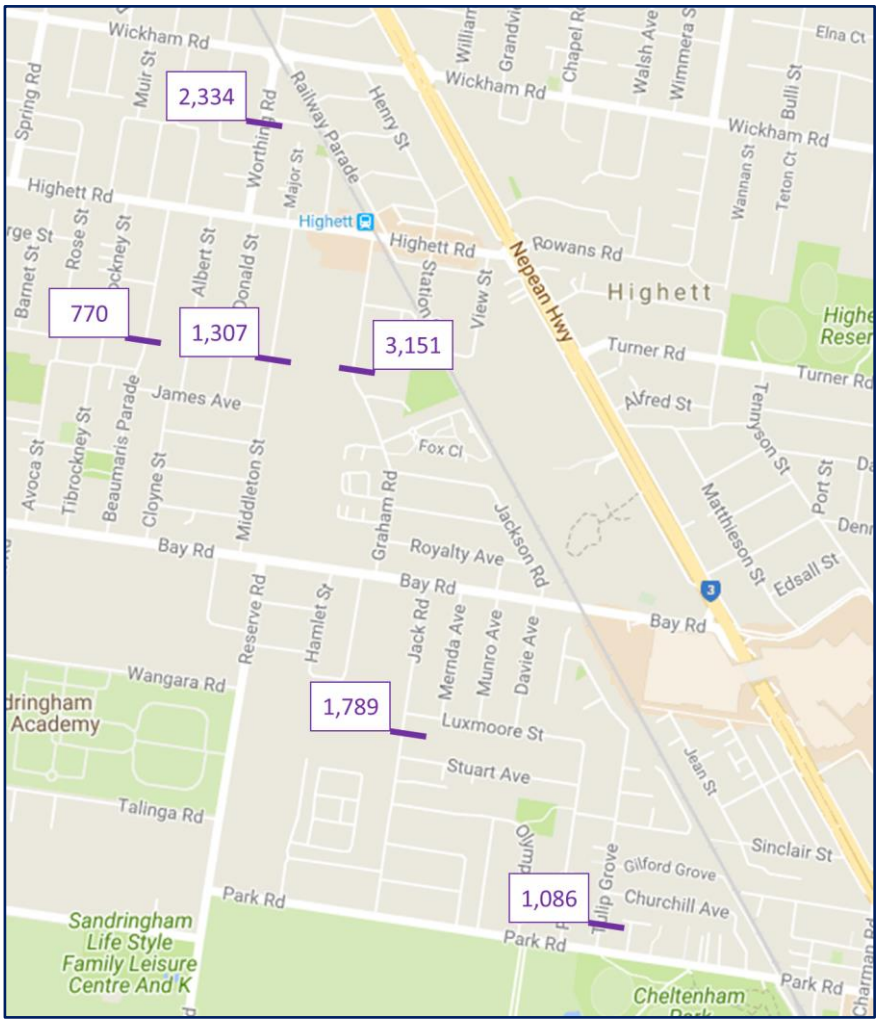


Table 7-4 Existing Traffic Volumes – Worthing Road

Volumes	Monday-Friday (Average)	Saturday	Sunday
24-hour (Daily)			
Northbound (vpd)	1,265	1,107	760
Southbound (vpd)	1,235	1,143	834
Total (vpd)	2,500	2,250	1,594
AM Peak Hour	**8:00am to 9:00am**	**11:00am to 12:00pm**	**11:00am to 12:00pm**
Northbound (vpd)	129	119	73
Southbound (vpd)	80	103	73
Total (vpd)	206	222	144
PM Peak Hour	**5:00pm to 6:00pm**	**12:00pm to 1:00pm**	**1:00pm to 2:00pm**
Northbound (vpd)	117	105	77
Southbound (vpd)	117	99	66
Total (vpd)	233	204	143

Table 7-5 Existing Traffic Volumes – Beaumaris Parade

Volumes	Monday-Friday (Average)	Saturday	Sunday
24-hour (Daily)			
Northbound (vpd)	442	385	290
Southbound (vpd)	377	354	289
Total (vpd)	819	739	579
AM Peak Hour	**8:00am to 9:00am**	**11:00am to 12:00pm**	**11:00am to 12:00pm**
Northbound (vpd)	42	39	30
Southbound (vpd)	38	27	25
Total (vpd)	80	66	55
PM Peak Hour	**5:00pm to 6:00pm**	**12:00pm to 1:00pm**	**12:00pm to 1:00pm**
Northbound (vpd)	46	41	42
Southbound (vpd)	41	33	21
Total (vpd)	87	74	63

Table 7-6 Existing Traffic Volumes – Middleton Street

Volumes	Monday-Friday (Average)	Saturday	Sunday
24-hour (Daily)			
Northbound (vpd)	686	660	484
Southbound (vpd)	691	651	486
Total (vpd)	1,377	1,311	970
AM Peak Hour	**8:00am to 9:00am**	**11:00am to 12:00pm**	**11:00am to 12:00pm**
Northbound (vpd)	57	76	40
Southbound (vpd)	52	61	39
Total (vpd)	110	137	79
PM Peak Hour	**5:00pm to 6:00pm**	**12:00pm to 1:00pm**	**3:00pm to 4:00pm**
Northbound (vpd)	66	62	43
Southbound (vpd)	64	59	46
Total (vpd)	128	121	89

Table 7-7 Existing Traffic Volumes – Graham Road

Volumes	Monday-Friday (Average)	Saturday	Sunday
24-hour (Daily)			
Northbound (vpd)	1,723	1,837	1,532
Southbound (vpd)	1,444	1,534	1,301
Total (vpd)	3,167	3,371	2,833
AM Peak Hour	**8:00am to 9:00am**	**11:00am to 12:00pm**	**11:00am to 12:00pm**
Northbound (vpd)	139	168	114
Southbound (vpd)	88	132	92
Total (vpd)	213	300	206
PM Peak Hour	**5:00pm to 6:00pm**	**12:00pm to 1:00pm**	**3:00pm to 4:00pm**
Northbound (vpd)	149	154	176
Southbound (vpd)	138	126	108
Total (vpd)	287	280	284

Table 7-8 Existing Traffic Volumes – Jack Road

Volumes	Monday-Friday (Average)	Saturday	Sunday
24-hour (Daily)			
Northbound (vpd)	809	744	631
Southbound (vpd)	1,061	1,009	808
Total (vpd)	1,870	1,753	1,439
AM Peak Hour	**8:00am to 9:00am**	**11:00am to 12:00pm**	**11:00am to 12:00pm**
Northbound (vpd)	82	69	44
Southbound (vpd)	76	117	80
Total (vpd)	157	186	124
PM Peak Hour	**5:00pm to 6:00pm**	**12:00pm to 1:00pm**	**12:00pm to 1:00pm**
Northbound (vpd)	66	59	59
Southbound (vpd)	109	107	75
Total (vpd)	175	166	134

Table 7-9 Existing Traffic Volumes – Tulip Grove

Volumes	Monday-Friday (Average)	Saturday	Sunday
24-hour (Daily)			
Northbound (vpd)	480	576	450
Southbound (vpd)	574	746	551
Total (vpd)	1,054	1,322	1,001
AM Peak Hour	**8:00am to 9:00am**	**11:00am to 12:00pm**	**11:00am to 12:00pm**
Northbound (vpd)	32	44	33
Southbound (vpd)	72	60	43
Total (vpd)	104	104	76
PM Peak Hour	**5:00pm to 6:00pm**	**2:00pm to 3:00pm**	**1:00pm to 2:00pm**
Northbound (vpd)	53	52	40
Southbound (vpd)	42	47	49
Total (vpd)	95	99	89

The results of the tube count survey data indicate the following:

> Worthing Road is currently functioning as an Access Street Level 2, with a weekday average traffic volume of 2,500 vehicles per day operating within a 7.0-metre reserve;

> Beaumaris Parade is currently functioning as an Access Street Level 1 or lower, with a weekday average traffic volume of 819 vehicles per day operating within a 7.0-metre reserve;

> Middleton Street is currently functioning as an Access Street Level 1, with a weekday average traffic volume of 1,377 vehicles per day operating within a 7.0-metre reserve;

> Graham Road is currently functioning slightly beyond the theoretical capacity of an Access Street Level 2 (in the starting range of a Connector Street), with a weekday average traffic volume of 3,167 vehicles per day operating within a 7.0-metre reserve;

> Jack Road is currently functioning as an Access Street Level 1, with a weekday average traffic volume of 1,870 vehicles per day operating within a 7.0-metre reserve; and

> Tulip Grove is currently functioning as an Access Street Level 1, with a weekday average traffic volume of 1,054 vehicles per day operating within a 7.0-metre reserve.

The locations of the abovementioned tube counts were selected as they were expected to represent the highest volume local roads across the study areas (based on their orientation and connectivity to main/arterial roads). Therefore, it is considered appropriate to assume that the remainder of the local street network is operating within or below the Access Street Level 1 classification, as described in Table 7-3.

7.4.3 Turning Movement Count Results

The results of the turning movement counts undertaken at the following key intersections are summarised in Figure 7-4 to Figure 7-19:

> Intersection of Highett Road / Beaumaris Parade (unsignalised T-intersection);

> Intersection of Highett Road / Middleton Street (staggered unsignalised cross-intersection with Major Street);

> Intersection of Highett Road / Graham Road (signalised T-intersection with level crossing);

> Intersection of Bay Road / Beaumaris Parade (unsignalised T-intersection);

> Intersection of Bay Road / Middleton Street (unsignalised T-intersection);

> Intersection of Bay Road / Graham Road (unsignalised T-intersection);

> Intersection of Bay Road / Jack Road (unsignalised T-intersection with pedestrian operated signal on eastern Bay Road leg); and

> Intersection of Park Road / Jack Road (unsignalised T-intersection);

A high-level, preliminary assessment has been made regarding the operating conditions of these intersections, from a general traffic capacity principle perspective. The results of the turning movement count survey data indicate the following with regards to the critical peak right turn movement:

> Highett Road / Beaumaris Parade: there is an observable demand for vehicles turning right into and out of Beaumaris Parade, with a peak movement of 37 vehicles (approx. one vehicle every two minutes) turning right from Highett Road in the AM peak period on the weekday surveyed. This would be considered low in traffic engineering terms and should be able to be accommodated within the existing intersection layout from a traffic capacity perspective;

> Highett Road / Middleton Street: there is an observable demand for vehicles turning right into and out of Middleton Street, with a peak movement of 41 vehicles (approx. one vehicle every one and a half minutes) turning right from Highett Road in the PM peak period on the weekday surveyed. This would be considered low in traffic engineering terms and should be able to be accommodated within the existing intersection layout from a traffic capacity perspective;

> Highett Road / Graham Road: there is an observable demand for vehicles turning right into and out of Graham Road, with a peak movement of 81 vehicles (approx. one vehicle every 45 seconds) turning right into Bay Road in the peak hour on the weekend day surveyed. This level of traffic would be considered to be within the anticipated capacity of the existing signalised intersection layout;

> Bay Road / Beaumaris Parade: there is an observable demand for vehicles turning right into and out of Beaumaris Parade, with a peak movement of 34 vehicles (approx. one vehicle every two minutes) turning right from Bay Road in the peak hour on the weekend day surveyed. This would be considered low in traffic engineering terms and should be able to be accommodated within the existing intersection layout from a traffic capacity perspective;

> Bay Road / Middleton Street: there is an observable demand for vehicles turning right into and out of Middleton Street, with a peak movement of 66 vehicles (approx. one vehicle every minute) turning right from Bay Road in the PM peak period on the weekday surveyed. This would be considered manageable in traffic engineering terms, however given the volumes travelling along Bay Road, and the proximity to the Reserve Road signals, additional queueing and delays could be expected;

> Bay Road / Graham Road: there is an observable demand for vehicles turning right into and out of Graham Road, with a peak movement of 88 vehicles (approx. one vehicle every 45 seconds) turning right from Bay Road in the peak hour on the weekend day surveyed. This level of traffic would be considered to be approaching or close to the capacity of this intersection given the volumes travelling along Bay

Road and the proximity to the pedestrian signals near Jack Road, resulting in additional queueing and delays;

> Bay Road / Jack Road: there is an observable demand for vehicles turning right into and out of Jack Road, with a peak movement of 63 vehicles (approx. one vehicle every 45 seconds) turning right from Bay Road in the PM peak period on the weekday surveyed. This would be considered manageable in traffic engineering terms, however, given the traffic volumes along Bay Road and the close proximity to the pedestrian signals on the immediate east, queueing and delays could be expected;

> Park Road / Jack Road: there is an observable demand for vehicles turning right into and out of Jack Road, with a peak movement of 50 vehicles (approx. one vehicle every minute) turning right from Jack Road in the AM peak period on the weekday surveyed. This would be considered manageable in traffic engineering terms and should be able to be accommodated within the existing intersection layout from a traffic capacity perspective.

In summary, it is concluded that the existing intersections within the study areas are operating within their theoretical intersection capacities, with the exception of some key intersections such as Bay Road/Jack Road, Bay Road/Graham Road and Bay Road/Middleton Street intersections, which are considered to be approaching their capacities given the high volume of traffic travelling along Bay Road.

Figure 7-4 Existing Turning Movement Count – Highett Road and Beaumaris Parade Thursday 14th September

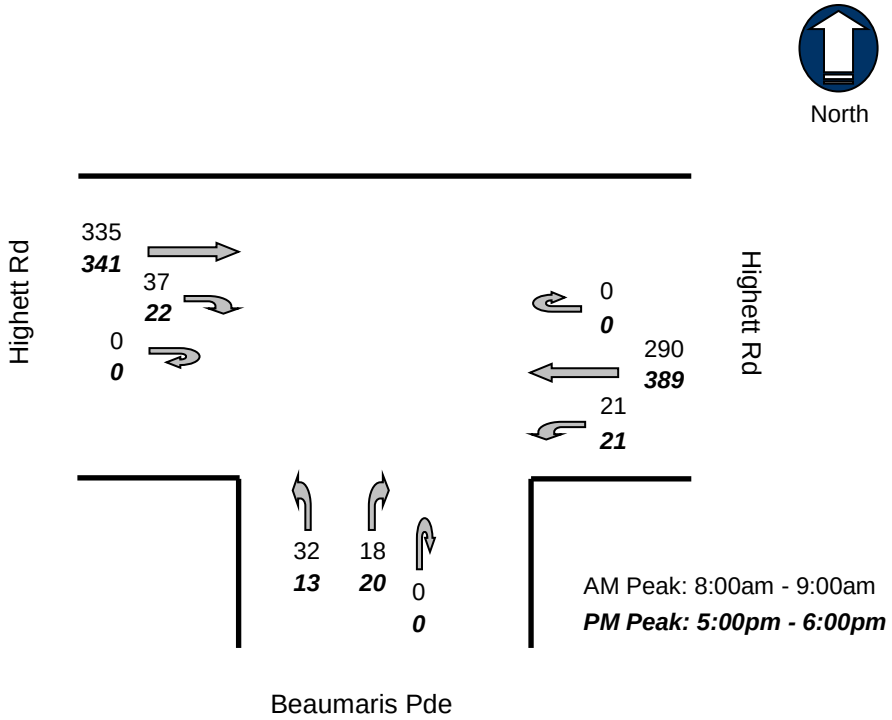


Figure 7-5 Existing Turning Movement Count – Highett Road and Beaumaris Parade Saturday 16th September

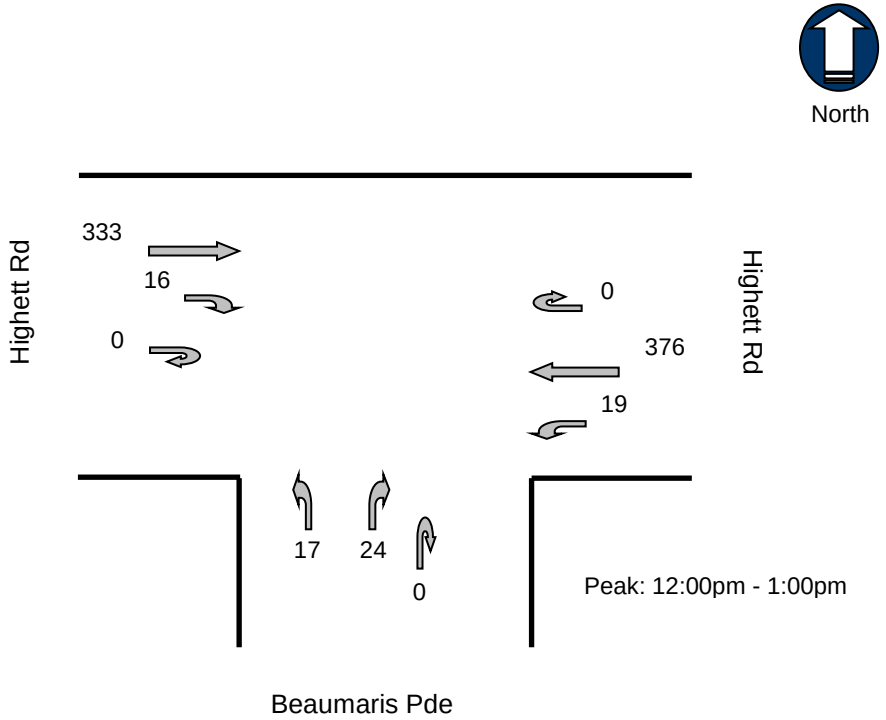


Figure 7-6 Existing Turning Movement Count – Highett Road and Middleton Street
Thursday 14th September

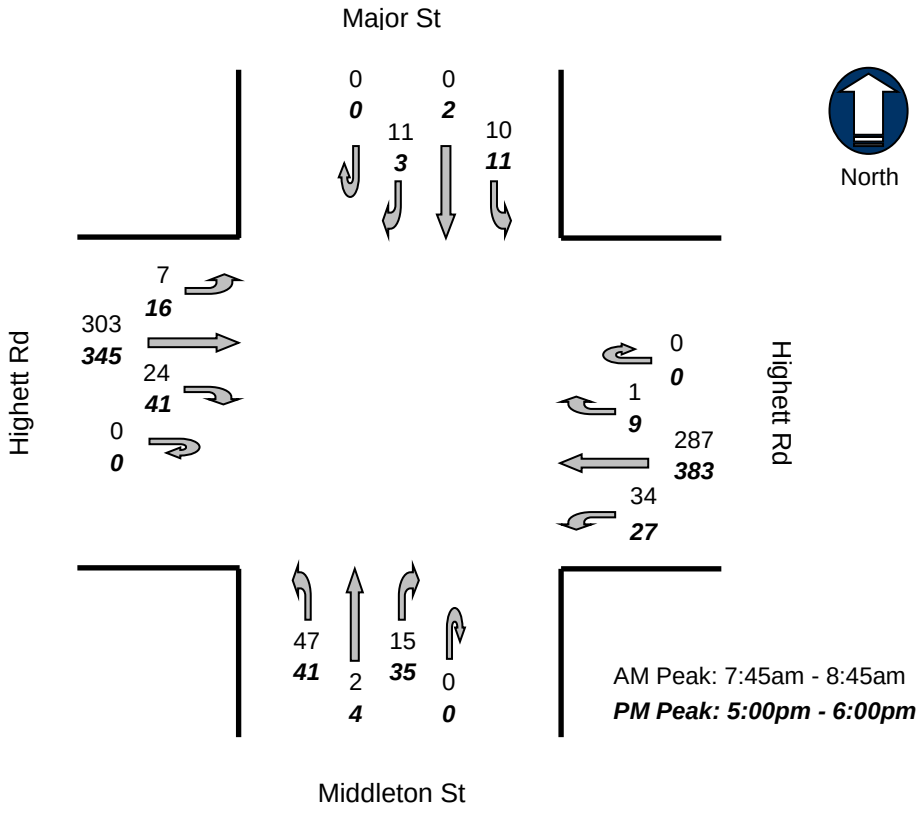


Figure 7-7 Existing Turning Movement Count – Highett Road and Middleton Street
Saturday 16th September

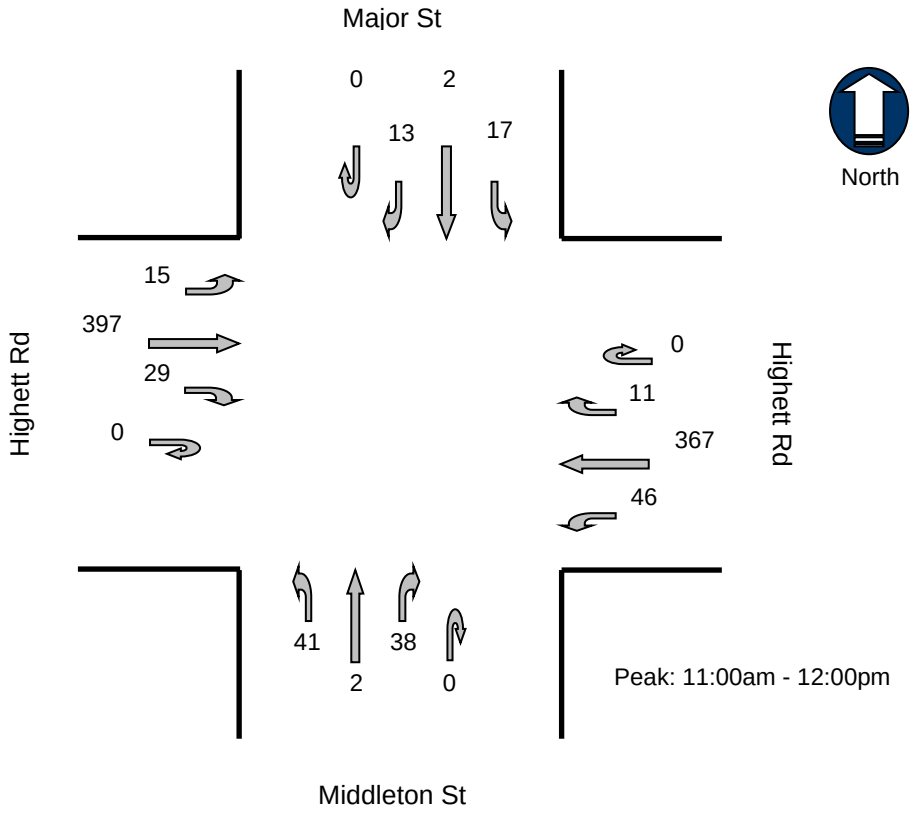


Figure 7-8 Existing Turning Movement Count – Highett Road and Graham Road Thursday 14th September

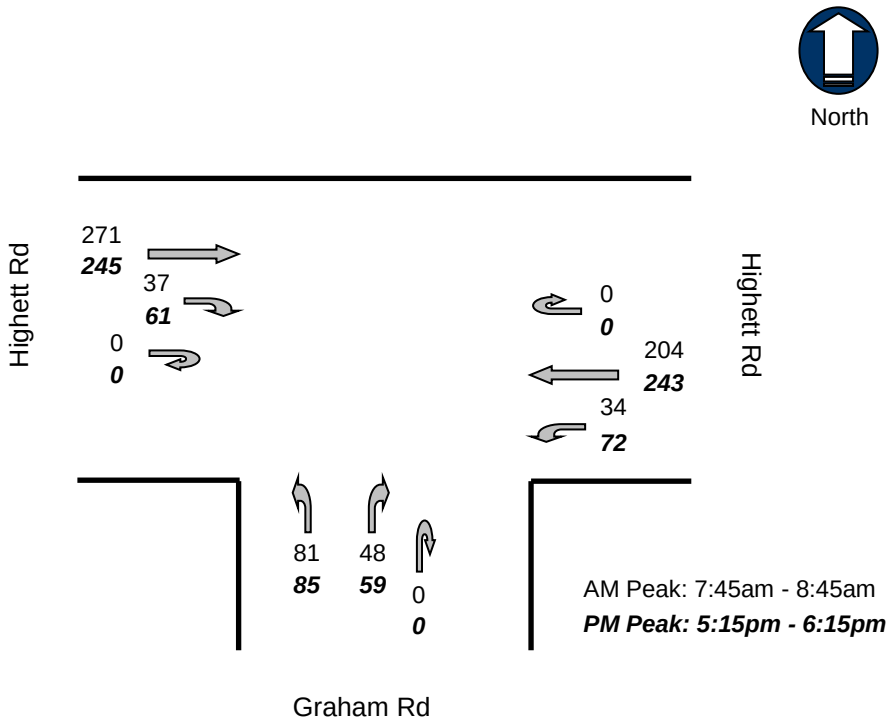


Figure 7-9 Existing Turning Movement Count – Highett Road and Graham Road Saturday 16th September

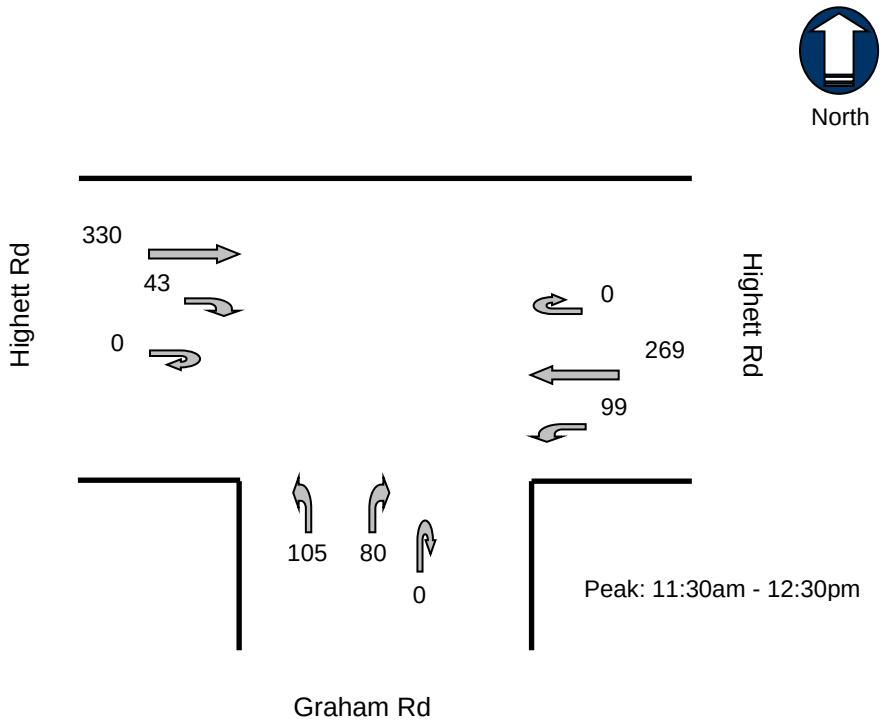
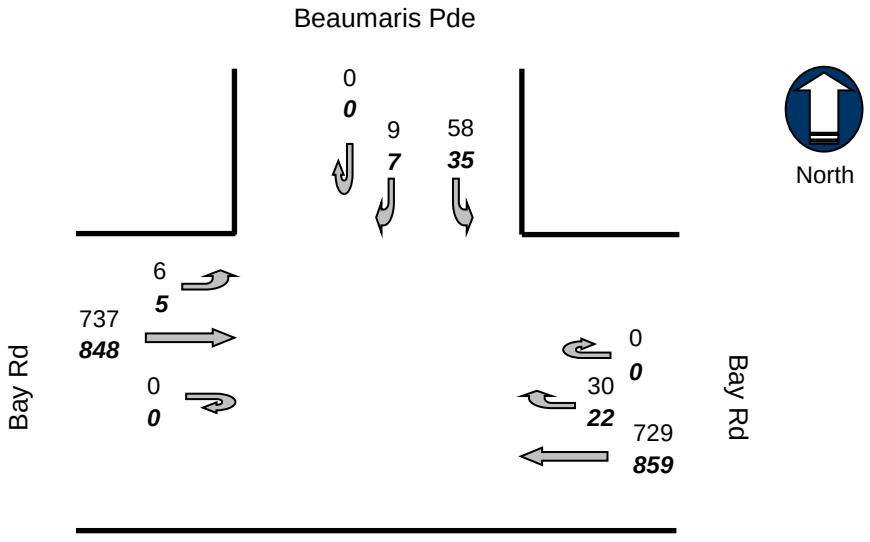
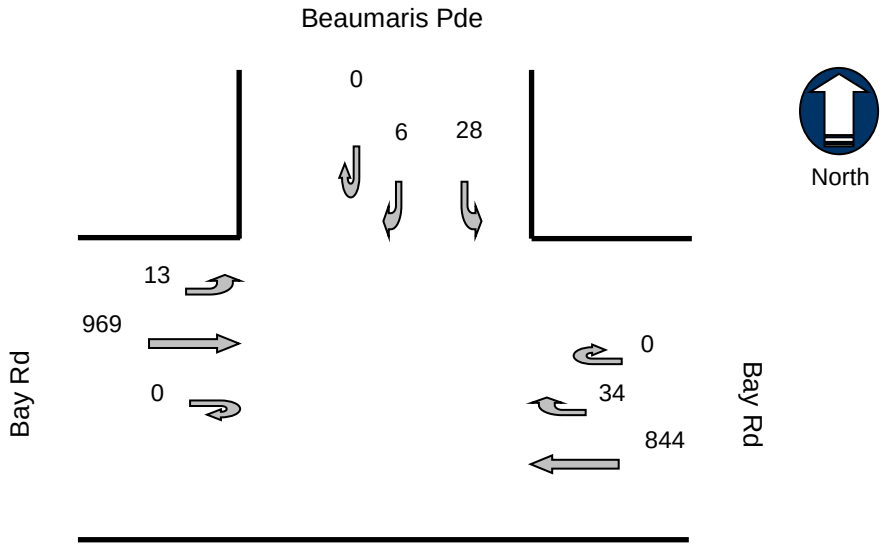


Figure 7-10 Existing Turning Movement Count – Bay Road and Beaumaris Parade Thursday 14th September



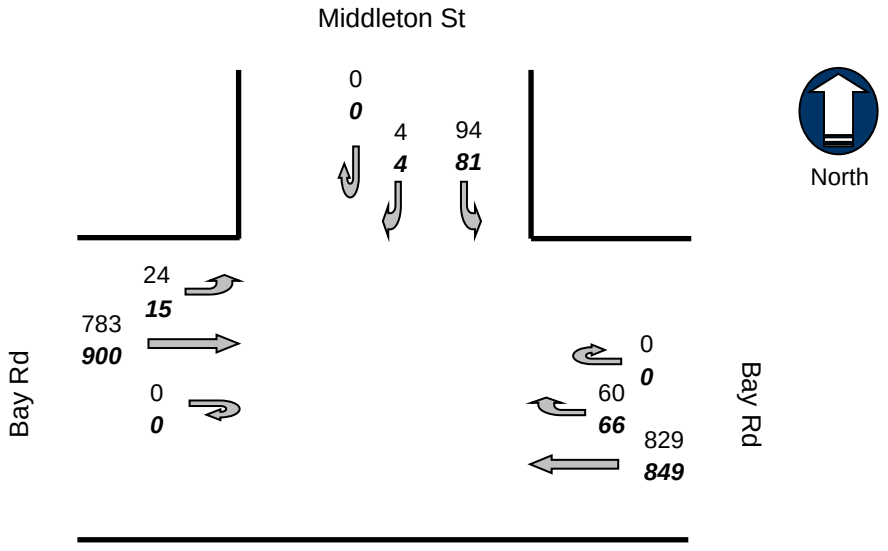
AM Peak: 8:00am - 9:00am
PM Peak: 5:00pm - 6:00pm

Figure 7-11 Existing Turning Movement Count – Bay Road and Beaumaris Parade Saturday 16th September



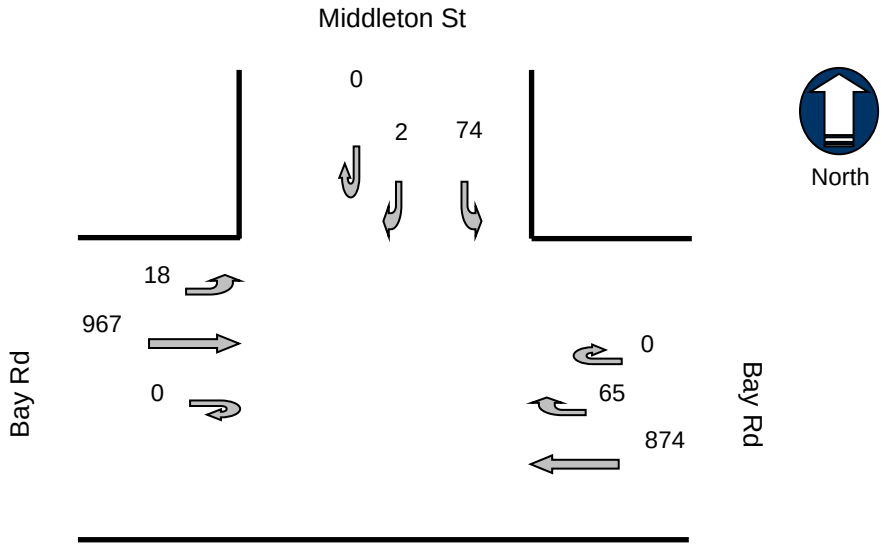
Peak: 11:15am - 12:15pm

Figure 7-12 Existing Turning Movement Count – Bay Road and Middleton Street Thursday 14th September



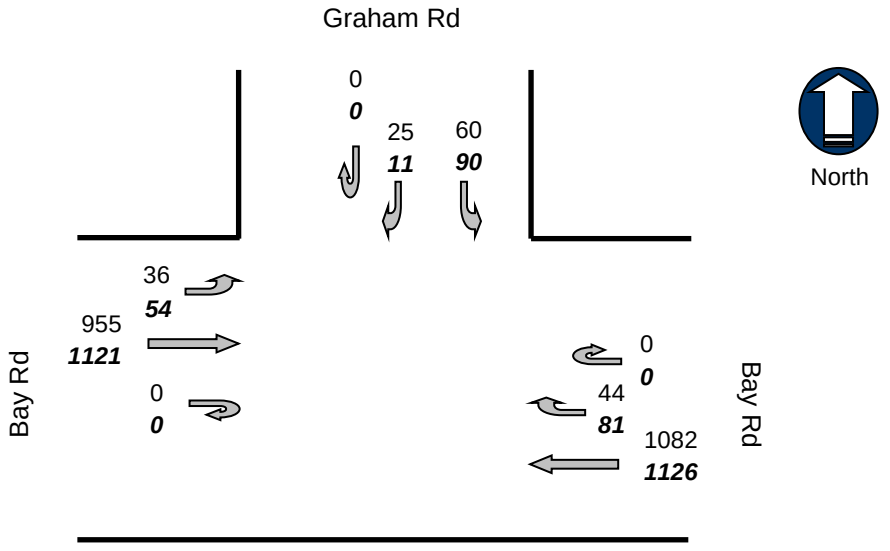
AM Peak: 8:00am - 9:00am
PM Peak: 5:00pm - 6:00pm

Figure 7-13 Existing Turning Movement Count – Bay Road and Middleton Street Saturday 16th September



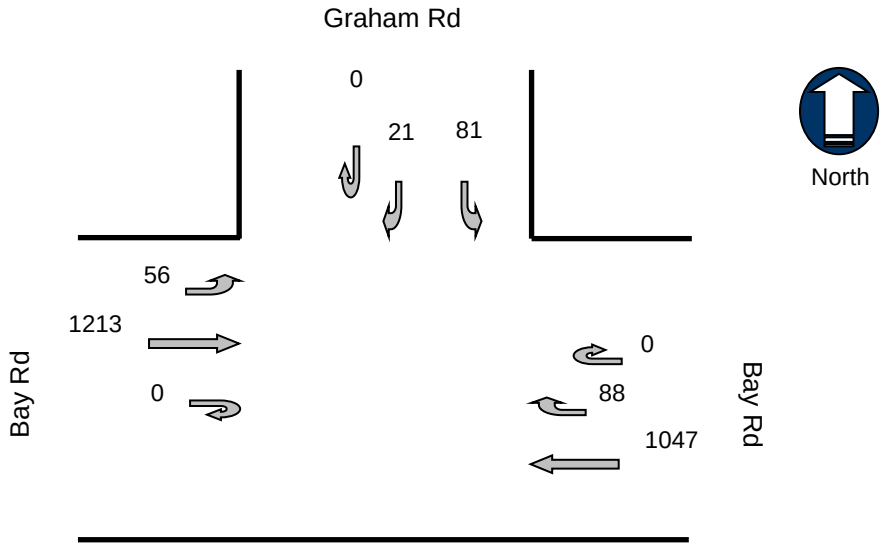
Peak: 11:45am - 12:45pm

Figure 7-14 Existing Turning Movement Count – Bay Road and Graham Road Thursday 14th September



AM Peak: 8:00am - 9:00am
PM Peak: 5:00pm - 6:00pm

Figure 7-15 Existing Turning Movement Count – Bay Road and Graham Road Saturday 16th September



Peak: 11:15am - 12:15pm

Figure 7-16 Existing Turning Movement Count – Bay Road and Jack Road Thursday 14th September

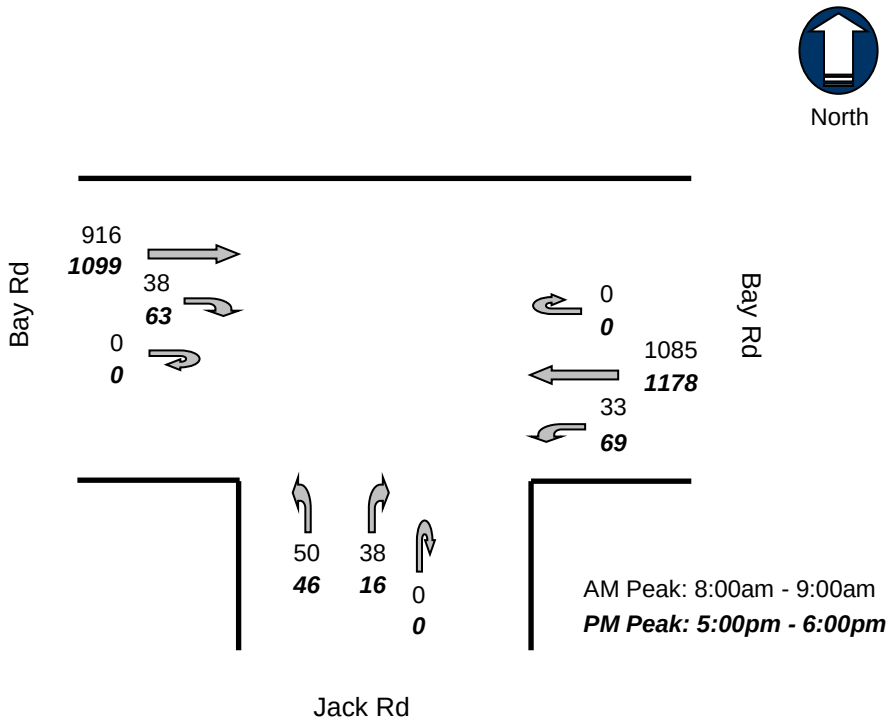


Figure 7-17 Existing Turning Movement Count – Bay Road and Jack Road Saturday 16th September

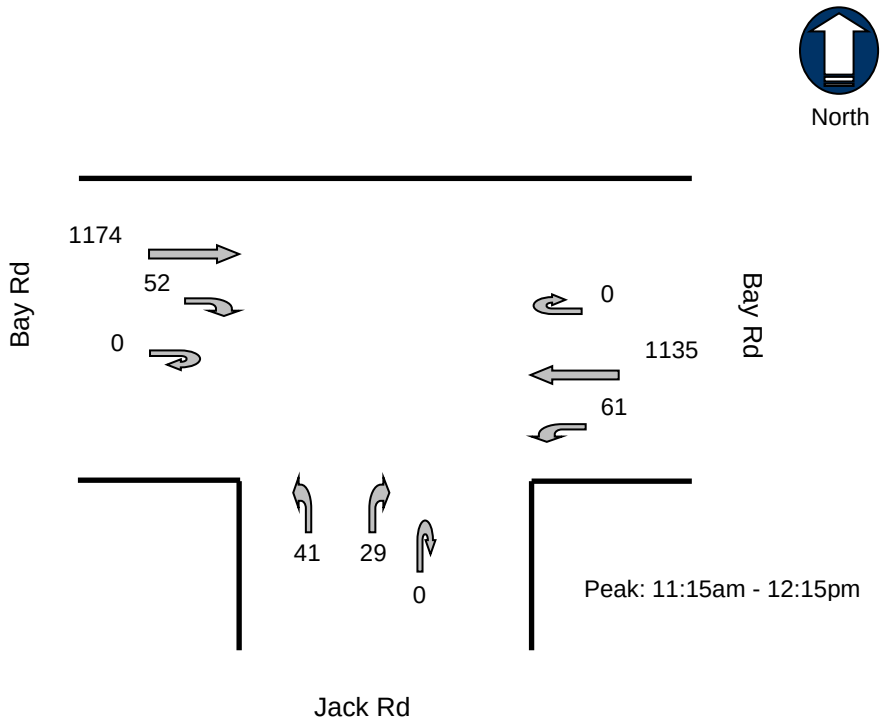
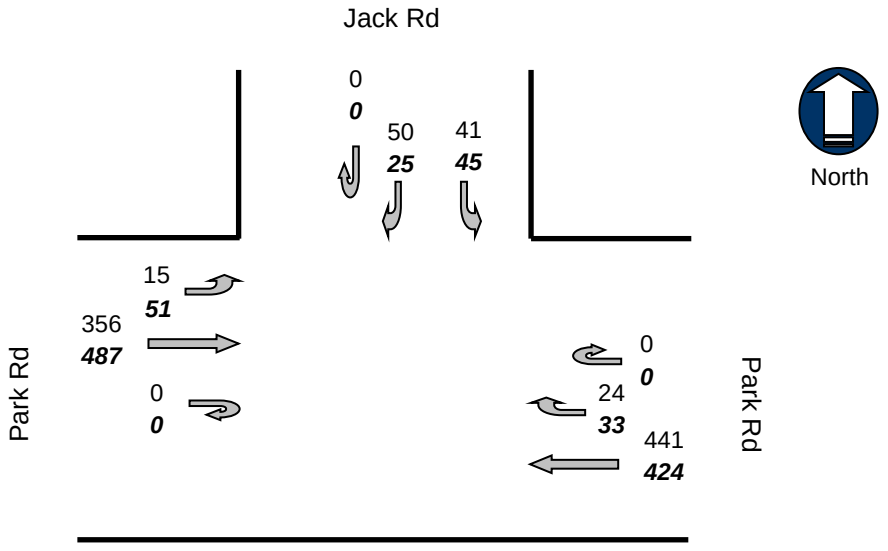
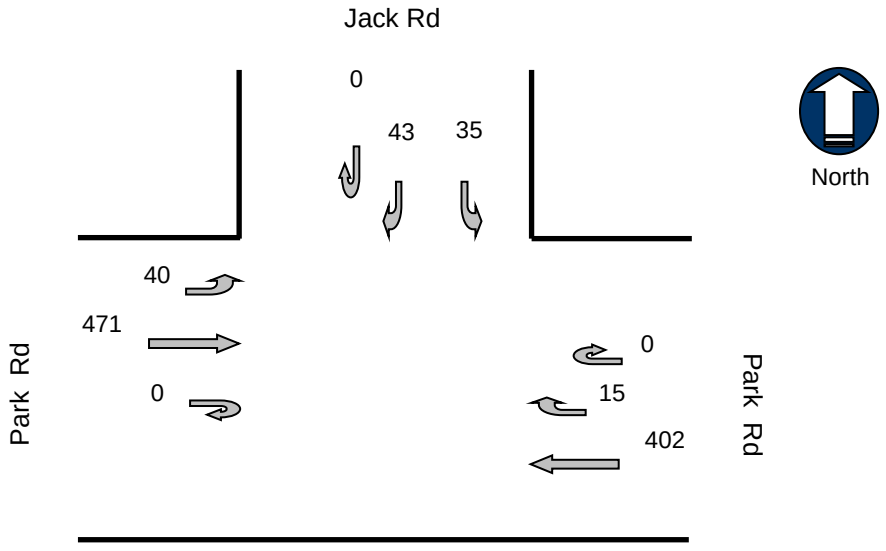


Figure 7-18 Existing Turning Movement Count – Park Road and Jack Road Thursday 14th September



AM Peak: 8:00am - 9:00am
PM Peak: 5:00pm - 6:00pm

Figure 7-19 Existing Turning Movement Count – Park Road and Jack Road Saturday 16th September



Peak: 11:15am - 12:15pm

7.5 Site Visit Observations

7.5.1 Right Turns Into / Out Of Local Streets

During the site visit, a general observation was made regarding the difficulty of making right turns into and out of local streets from the major/arterial roads of Highett Road, Bay Road and Park Road.

Specifically, observations were made at the corner of Jack Road / Bay Road, Graham Road / Bay Road, Middleton Street / Highett Road and Jack Road / Park Road, which indicated that vehicles had difficulty in turning right with substantial delays. This issue is exacerbated at Bay Road, which requires vehicles turning right into a local street to identify a gap in two opposing traffic lanes, and vehicles turning right onto Bay Road to identify a gap in at least three, possibly four streams of traffic lanes.

7.5.2 Level Crossing Delays

Observations were also made at the level crossing points on Highett Road and Park Road, where substantial congestion was observed during the afternoon commuter peak due to the frequent activation of the rail crossing boom gates at this time of day.

Whilst this congestion was observed to provide some opportunity for vehicles to turn into and out of local streets, the overall impacts were observed to be significant, with vehicles observed to queue over keep clear areas and restrict vehicle movements.

7.5.3 Local Street Width

Local streets with parking permitted on both sides were generally observed to allow only a single lane of traffic, requiring vehicles to give way at ‘pinch points’ should they meet an oncoming vehicle.

Typically, local street networks in Melbourne generally operate in a manner where traffic volumes are low (less than 3,000 vehicles per day) and traffic speeds are low (urban default speed limit of 50 km/h), and are operating within a narrow carriageway. Local streets within the study area are considered to follow this typical local street network configuration.

7.6 Community Feedback

As previously mentioned, community consultation was undertaken with residents to obtain feedback on existing issues relating to the Highett Structure Plan Review and Southland-Pennydale Structure Plan Background Report. The following key issues were noted (however, this does not present an exhaustive list) in relation to traffic and transport matters on the road network within the study areas:

> Community feedback in Highett study area:

- Highett Road: experiences traffic congestion, signalised intersection at Graham Road is not well-understood, level crossing exacerbates traffic-related issues, proximity of traffic to pedestrian activity a cause for concern;
- Graham Road: difficult to turn out of Graham Road at Highett Road and Bay Road due to signal phasing (Highett Road) and traffic (Bay Road);
- Bay Road: narrowing of the reserve to a single lane causing traffic congestion, difficult to turn right into local streets, experiences high truck volumes;
- Middleton Street: difficult to turn into and out of via Highett Road and Bay Road, issues relating to through traffic movements;
- Beaumaris Parade: difficult to turn into and out of via Highett Road and Bay Road, issues relating to through traffic movements; and
- Donald Street: difficult to turn into and out of via Highett Road.

> Community feedback in Southland-Pennydale study area:

- Park Road: experiences high truck volumes, difficult to turn into and out of local streets, concerns regarding Southland Station traffic demand;

- Jack Road: concerns regarding the level of traffic to be generated from the Mirvac residential development distributed via Jack Road and onto surrounding roads, difficult to turn into and out of via Bay Road and Park Road;
- Tulip Grove: high traffic volumes, difficult to turn into and out of via Park Road.

The issues raised by the community reflect the observations made in the site inspection and the high-level assessment of the road network across the Highett and Southland-Pennydale study areas.

8 Existing Parking Conditions

8.1 Overview

Car parking within the study areas is generally spread across on-street and off-street provisions, discussed in the following sections.

8.1.1 On-Street Car Parking

On-street public car parking is provided across the study area, along local streets and major/arterial routes. The general car parking characteristics within the Highett and Southland-Pennydale study areas are summarised in Table 8-1. A full breakdown of car parking restrictions across the study area is attached as Appendix A.

Table 8-1 On-Street Car Parking Characteristics

Study Area	Street Type	Parking Provision	Restrictions
Highett	Local Road	On-street parking generally on both sides	Generally unrestricted, with 1P or 2P restrictions close to activity centres or the BBEA
	Major Local Road	On-street parking generally on both sides with regular no stopping zones	Some unrestricted, some 1P or 2P close to activity centres or the BBEA
	Major/Arterial Road	On-street parking generally not permitted	Where parking is permitted, generally unrestricted
Southland-Pennydale	Local Road	On-street parking generally on both sides	Generally restricted to 4P due to proximity to Southland Railway Station*
	Major Local Road	On-street parking generally on both sides with regular no stopping zones	
	Major/Arterial Road	On-street parking generally not permitted	

**See Section 2.11 for revised car parking restriction details*

8.1.2 Off-Street Car Parking

Off-street public and private car parking is provided within activity centres such as at Woolworths on Highett Road, Highett Railway Station, and various commercial and industrial land uses within the BBEA.

Table 8-2 Off-Street Car Parking Characteristics

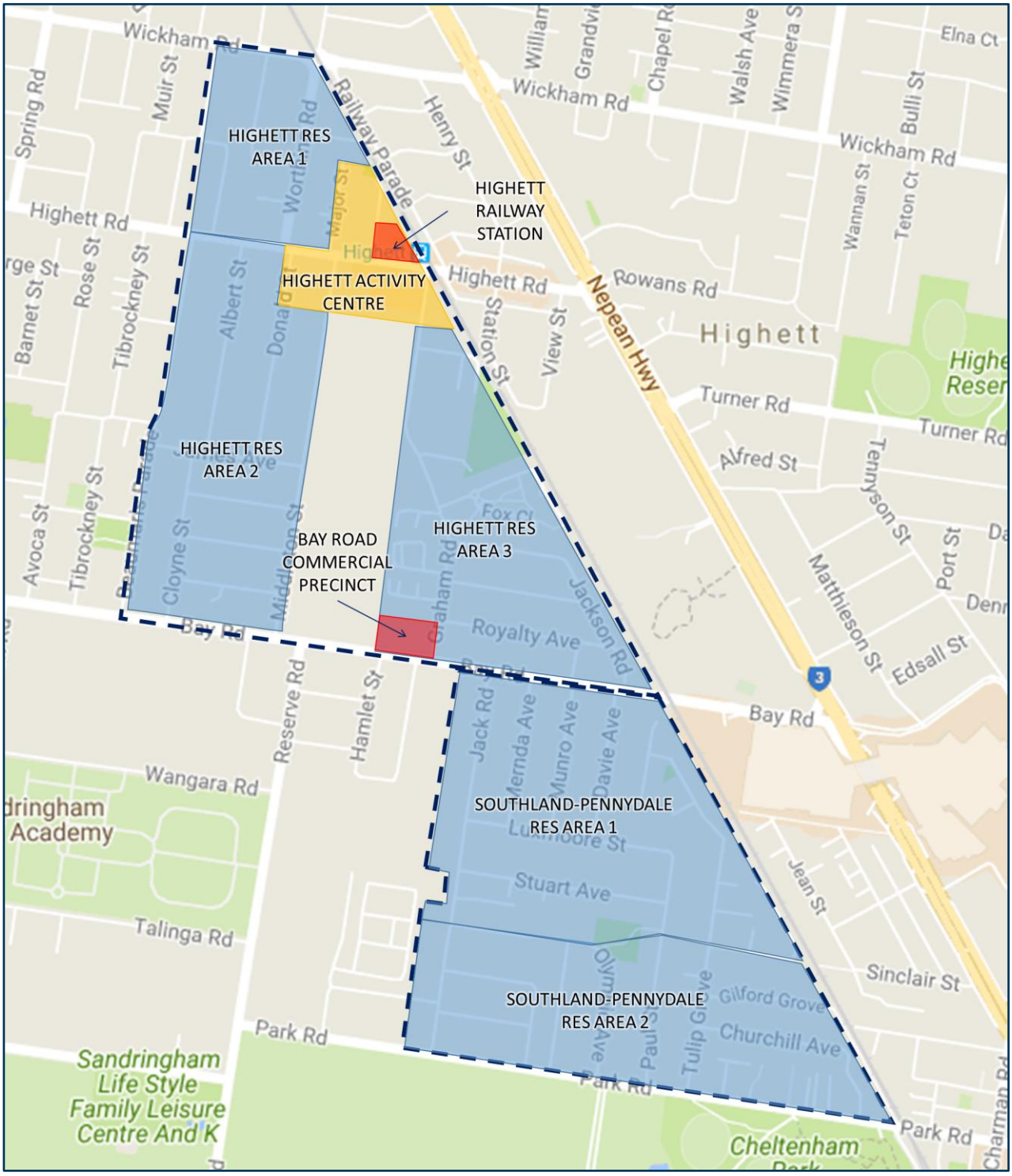
Study Area	Location	Restrictions
Highett	Woolworths Highett Car Park	Generally 2P with some staff only car parking
	Highett Youth Club and Kindergarten Car Park	Generally 2P between 6:00am and 10:00am Monday to Friday, some five minute pick up / drop off parking
	Highett Bowls Club	Generally unrestricted
	Highett Railway Station	Generally unrestricted. Parking to be used by commuters only
	Bay Road Commercial and Retail Precinct	Generally unrestricted. Parking to be used by customers only

8.2 Car Parking Survey Results

Car parking occupancy surveys were conducted on Thursday 14th September and Saturday 16th September, between the hours of 7:00am and 10:00pm across the study area (on-street and off-street). The hours surveyed were chosen to provide insight into car parking behaviours across a range of peak activity periods.

The Highett and Southland-Pennydale Structure Plan study areas have been separated into various parking precincts for the purposes of this car parking analysis.

Figure 8-1 Car Parking Precincts



An analysis of the car parking data was undertaken and has been summarised in the following sections. The detailed survey results have been attached as Appendix A.

8.2.2 Highett Activity Centre

The Highett Activity Centre comprises on-street car parking along Train Street, Major Street and the northern sections of Graham Road, Middleton Street and Donald Street, as well as off-street car parking at Woolworths Highett. Figure 8-2 and Figure 8-3 indicate the car parking occupancy profile across the days surveyed.

Figure 8-2 Highett Activity Centre Car Parking Occupancy Profile – Thursday 14th September 2017

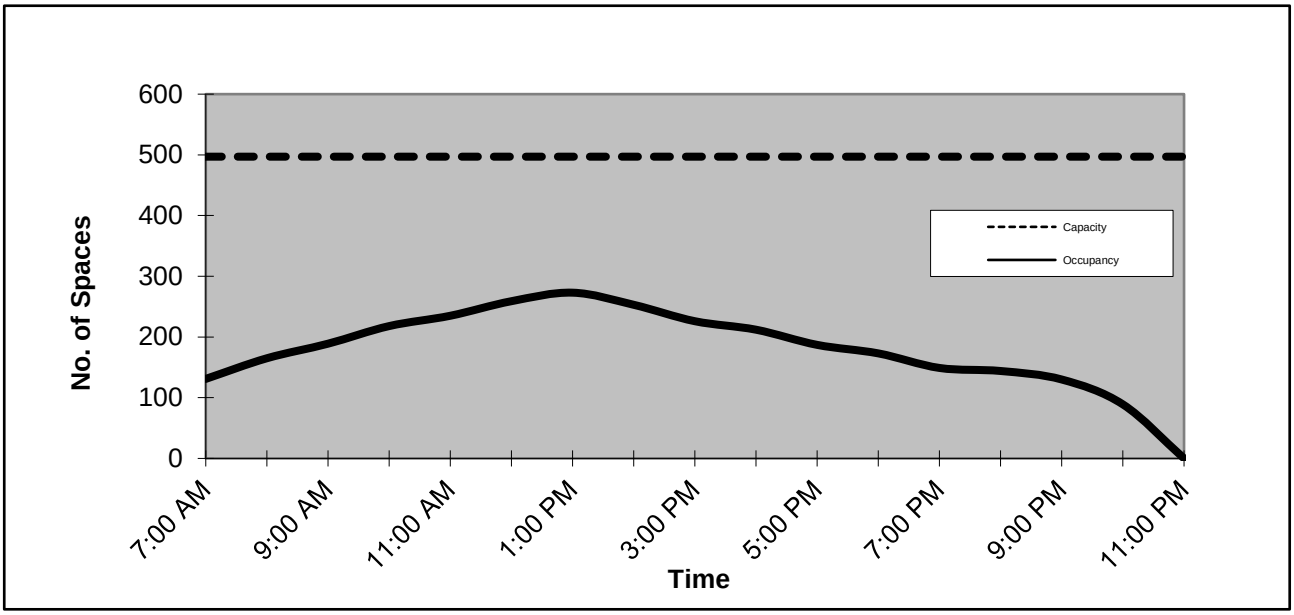
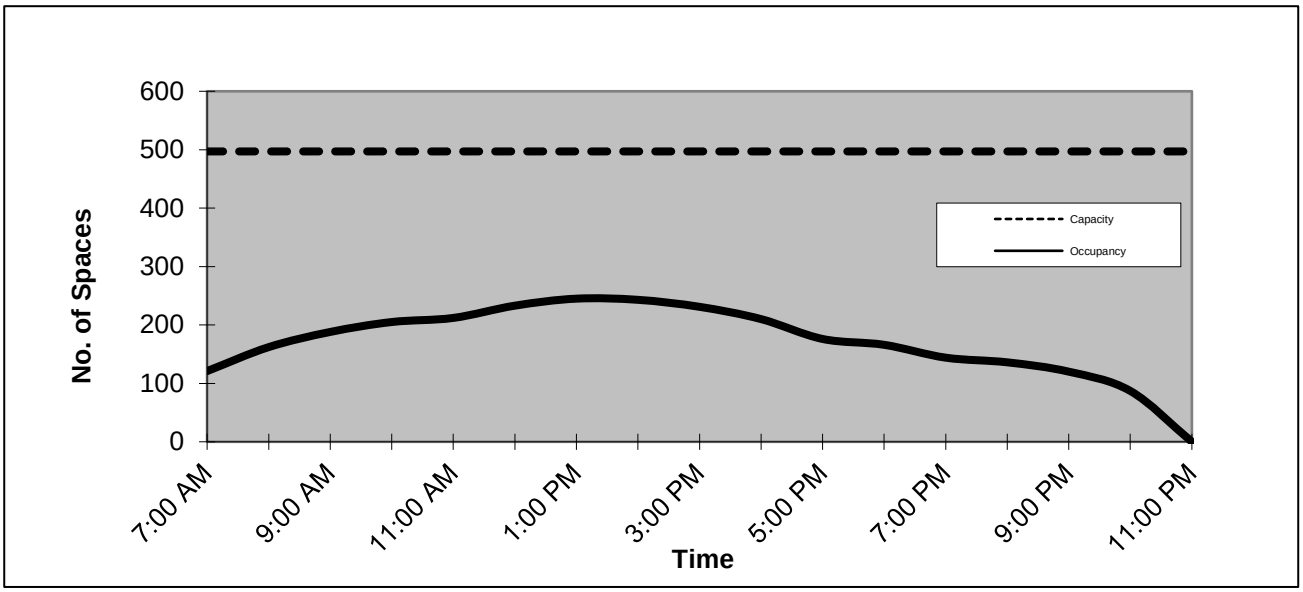


Figure 8-3 Highett Activity Centre Car Parking Occupancy Profile – Saturday 16th September 2017



The results of the survey indicate that within the car parking provisions proximate to the Highett Activity Centre, approximately 497 car parking spaces were available for use.

The peak occupancy of these parking provisions was observed at 1:00pm on the Thursday, with 273 spaces occupied (approximately 55% occupancy), and at 1:00pm on the Saturday, with 245 spaces occupied (approximately 49% occupancy). This peak occupancy coincides with the expected peak period of activity for a retail centre, being across the middle of the day during both weekdays and weekends.

At any time during the surveys, no less than 224 car parking spaces were available on the Thursday and no less than 252 spaces were available on the Saturday.

8.2.3 Bay Road Commercial and Retail Precinct

The Bay Road Commercial and Retail Precinct comprises the off-street car parking provisions within the commercial and retail complex on Bay Road. Figure 8-4 and Figure 8-5 indicate the car parking occupancy profile across the days surveyed.

Figure 8-4 Bay Road Commercial and Retail Precinct Car Parking Occupancy Profile – Thursday 14th September 2017

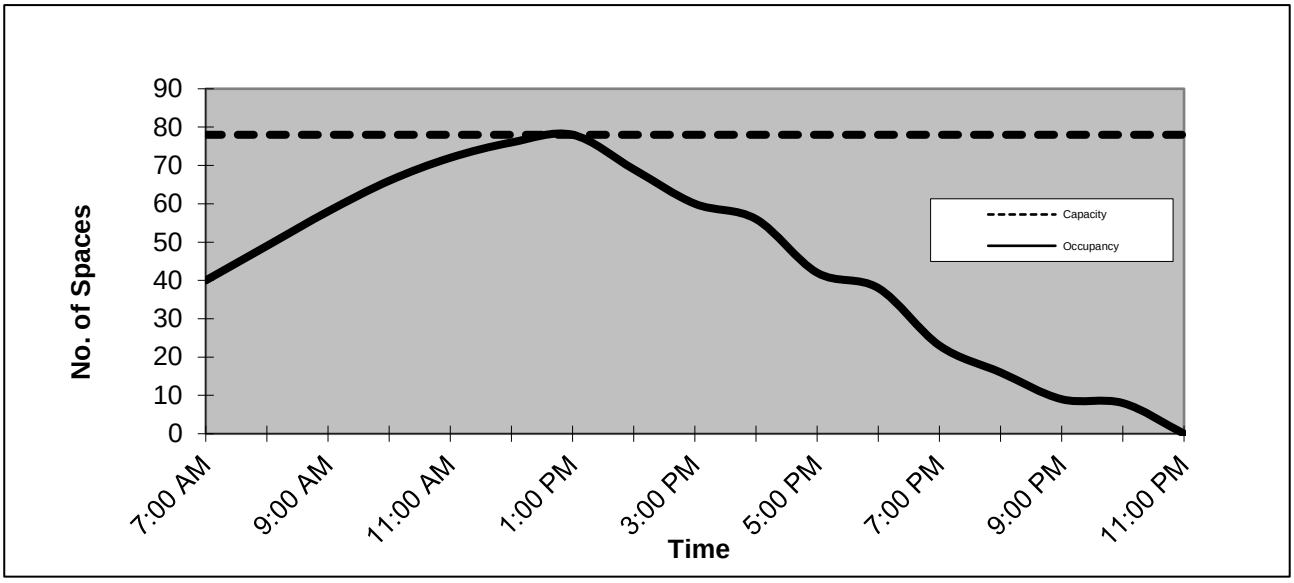
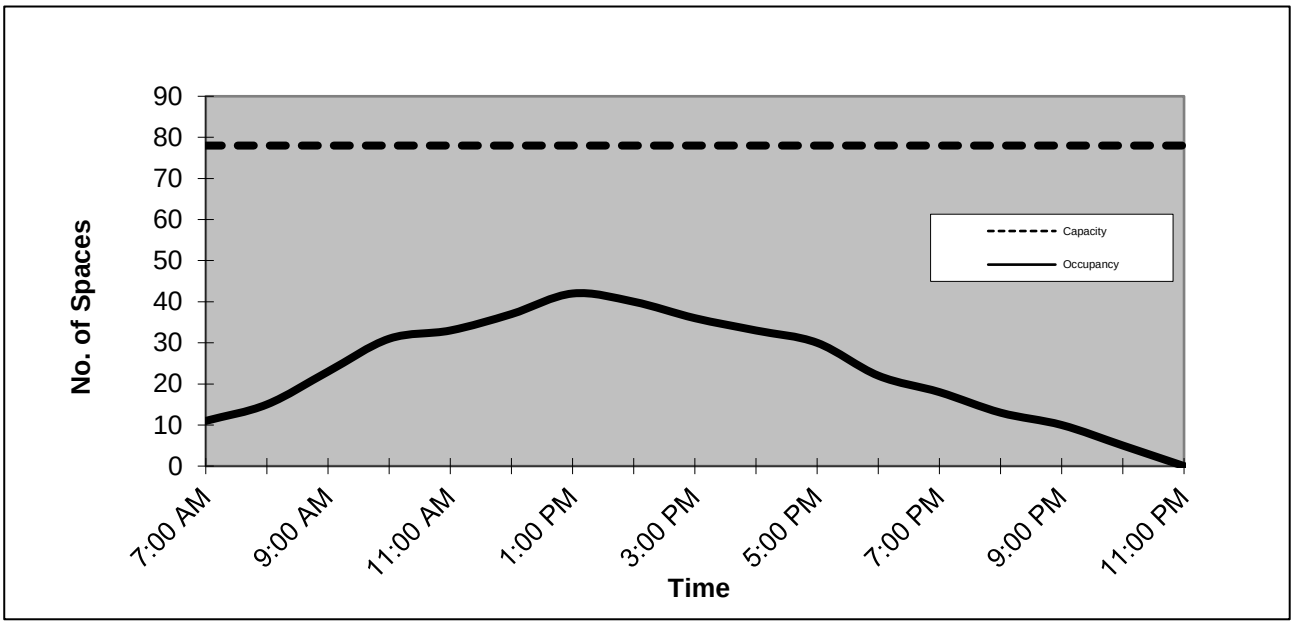


Figure 8-5 Bay Road Commercial and Retail Precinct Car Parking Occupancy Profile – Saturday 16th September 2017



The results of the survey indicate that within the car parking provisions provided for the Bay Road Commercial and Retail Precinct, approximately 78 car parking spaces were available for use.

The peak occupancy of these parking provisions was observed at 1:00pm on the Thursday, with all 78 spaces occupied (100% occupancy), and at 1:00pm on the Saturday, with 42 spaces occupied (approximately 54% occupancy). This peak occupancy coincides with the expected peak period of activity for a retail centre, being across the middle of the day during both weekdays and weekends.

At any time during the surveys, no less than 36 spaces were available on the Saturday.

8.2.4 Highett Railway Station

The Highett Railway Station is serviced by the Metro Trains off-street commuter car parking area. Figure 8-6 and Figure 8-7 indicate the car parking occupancy profile across the days surveyed.

Figure 8-6 Highett Railway Station Car Parking Occupancy Profile – Thursday 14th September 2017

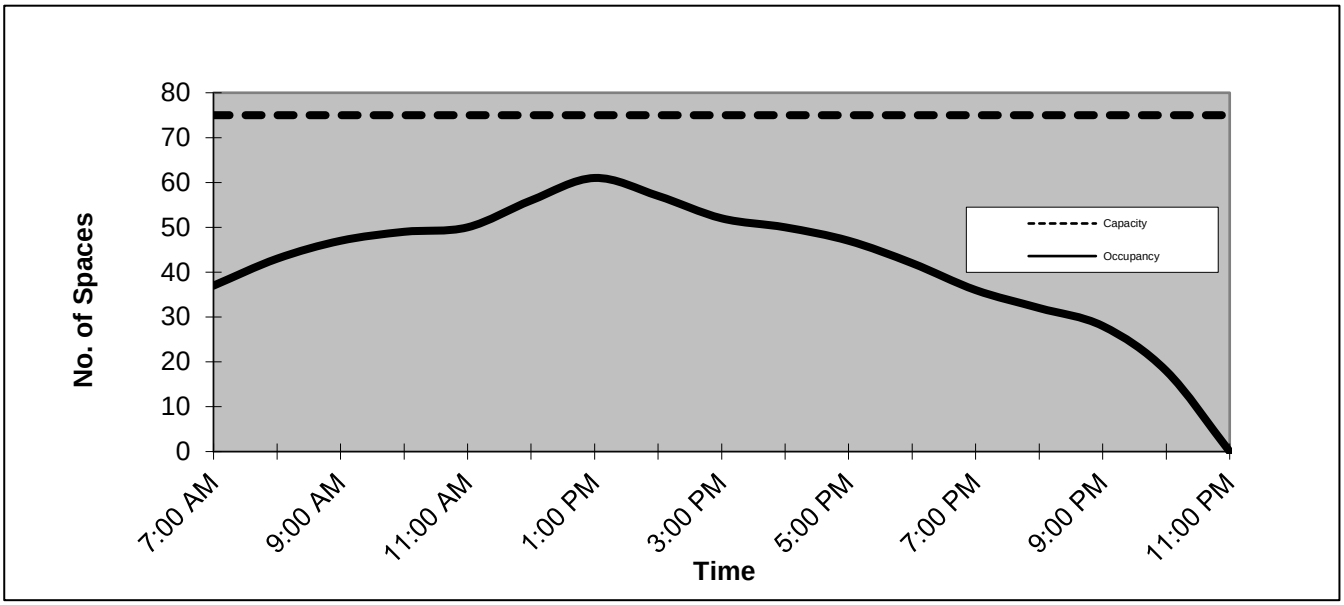
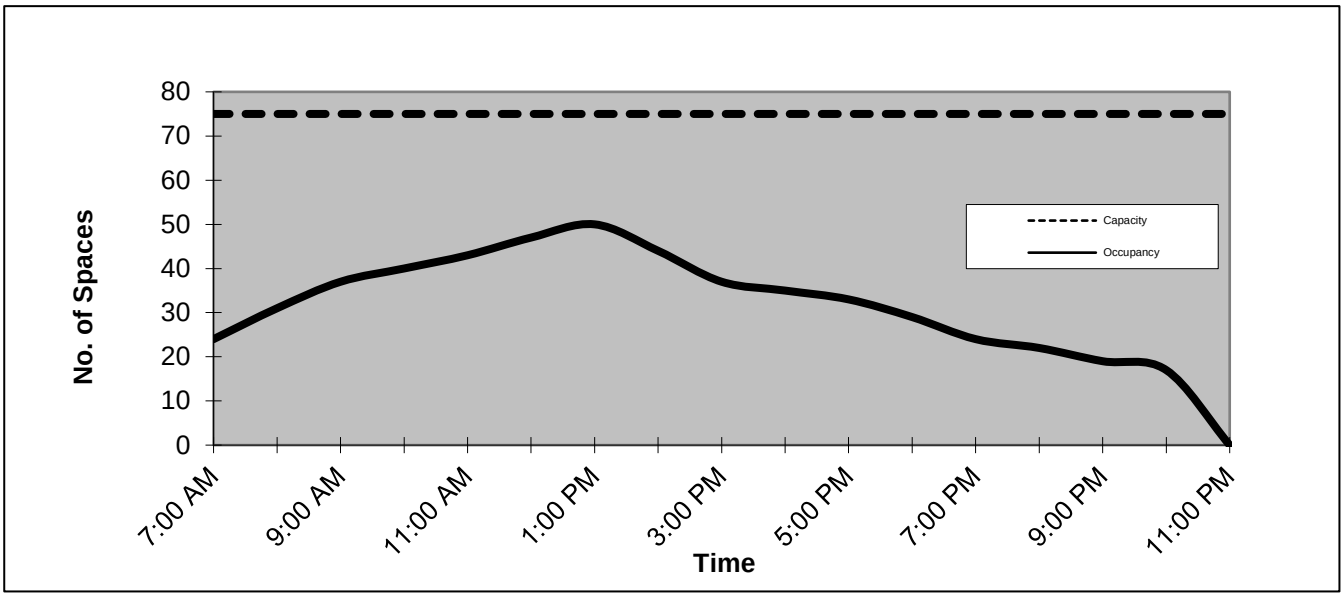


Figure 8-7 Highett Railway Station Car Parking Occupancy Profile – Saturday 16th September 2017



The results of the survey indicate that within the car parking provisions provided for Highett Railway Station, approximately 75 car parking spaces were available for use.

The peak occupancy of these parking provisions was observed at 1:00pm on the Thursday, with 61 spaces occupied (approximately 81% occupancy), and at 1:00pm on the Saturday, with 50 spaces occupied (approximately 67% occupancy). At any time during the surveys, no less than 14 spaces were available on the Thursday and no less than 25 spaces were available on the Saturday.

This peak occupancy does not coincide with the expected peak period of activity for a commuter railway station; rather, it would be expected that peak occupancy would be reached earlier in the day (between 8:00am and 9:00am), and would begin to reduce later in the day (between 5:00pm and 6:00pm).

It could be inferred that the peak parking occupancy observed at 1:00pm is associated with car parking demand for the nearby retail centre.

8.2.5 Highett Residential Areas

The Highett Residential Areas have been distributed into three main regions as follows:

> Area 1: The area bound by Wickham Road, Herbert Street, the Frankston Railway Line and Highett Road, including all on-street car parking provisions as well as the car parking area adjacent to the Youth Club and Kindergarten;

> Area 2: The area bound by Highett Road, Beaumaris Parade, Middleton Street and Bay Road; and

> Area 3: The area bound by Graham Road, the Frankston Railway Line, and Bay Road.

8.2.5.1 Area 1

Figure 8-8 Highett Residential Area 1 Car Parking Occupancy Profile – Thursday 14th September 2017

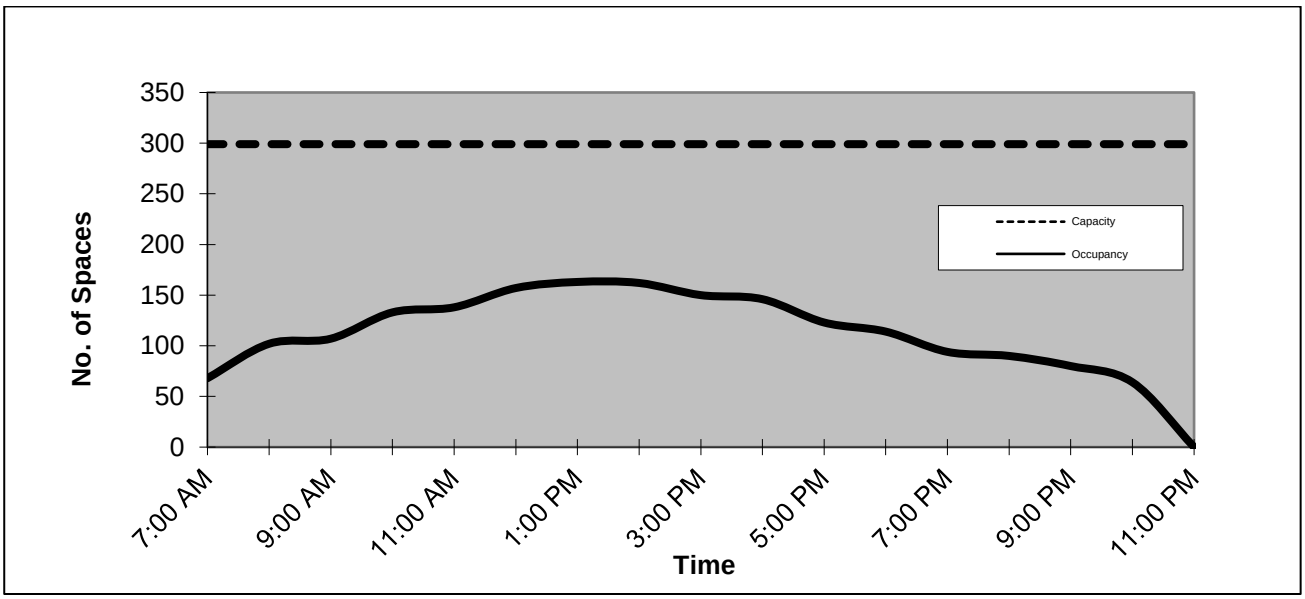
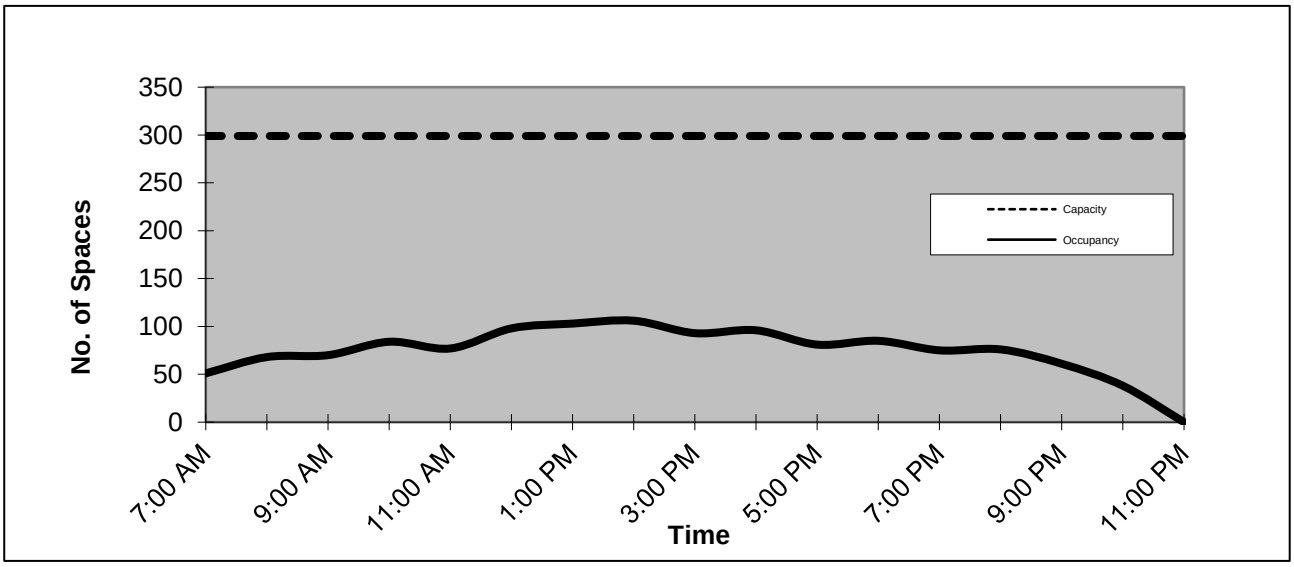


Figure 8-9 Highett Residential Area 1 Car Parking Occupancy Profile – Saturday 16th September 2017



The results of the survey indicate that within the car parking provisions provided for the residential area, approximately 299 car parking spaces were available for use.

The peak occupancy of these parking provisions was observed at 1:00pm on the Thursday, with 163 spaces occupied (approximately 55% occupancy), and at 2:00pm on the Saturday, with 106 spaces occupied (approximately 35% occupancy). At any time during the surveys, no less than 136 spaces were available on the Thursday and no less than 193 spaces were available on the Saturday.

Notably, this area contains the Highett Youth Club and Kindergarten car parking area. This off-street car park provides a total of 49 car parking spaces, restricted to 2P between 6:00am and 10:00am between Monday and Friday. Peak occupancy was observed between 11:00am and 1:00pm on Saturday, where 100% of

spaces were filled, whilst the Saturday surveys showed substantially lower use (in the order of 0 to 5 spaces at any given time).

8.2.5.2 Area 2

Figure 8-10 Highett Residential Area 2 Car Parking Occupancy Profile – Thursday 14th September 2017

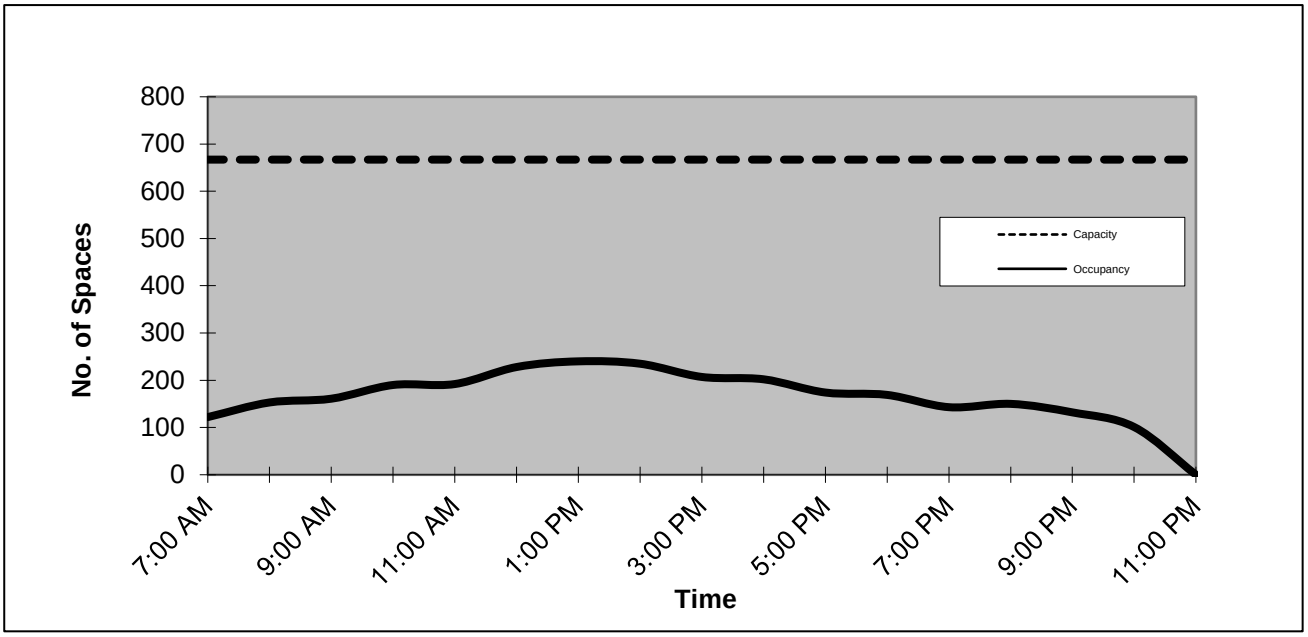
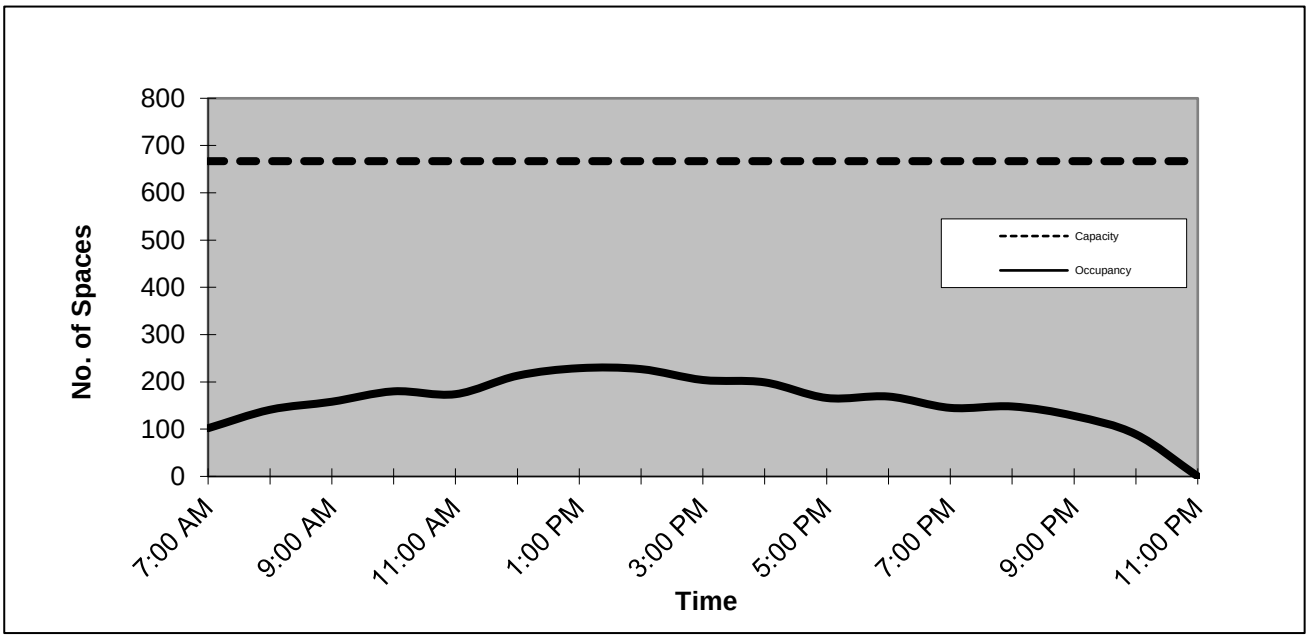


Figure 8-11 Highett Residential Area 2 Car Parking Occupancy Profile – Saturday 16th September 2017



The results of the survey indicate that within the car parking provisions provided for the residential area, approximately 667 car parking spaces were available for use.

The peak occupancy of these parking provisions was observed at 1:00pm on the Thursday, with 240 spaces occupied (approximately 36% occupancy), and at 1:00pm on the Saturday, with 229 spaces occupied (approximately 34% occupancy). At any time during the surveys, no less than 427 spaces were available on the Thursday and no less than 438 spaces were available on the Saturday.

Notably, this area includes the major local streets of Middleton Street and Beaumaris Parade.

Middleton Street is generally restricted to 2P on the eastern side between Bay Road and Highett Road, and is unrestricted on the western side between Highett Road and James Avenue. The surveys indicate low occupancies along most of Middleton Street south of James Avenue (generally less than 50% occupancy) on

both Thursday and Saturday across the survey period, with isolated higher occupancies within the unrestricted parking area on the western side between James Avenue and Highett Road (75% on Thursday at 1:00pm, and 64% on Saturday between 1:00pm and 3:00pm).

Beaumaris Parade is generally unrestricted between Highett Road to James Avenue, generally restricted on the eastern side between James Avenue and Bay Road and unrestricted on the western side in this region. The surveys indicate low car parking occupancies (less than 50%) on both Thursday and Saturday across the survey period.

8.2.5.3 Area 3

Figure 8-12 Highett Residential Area 3 Car Parking Occupancy Profile – Thursday 14th September 2017

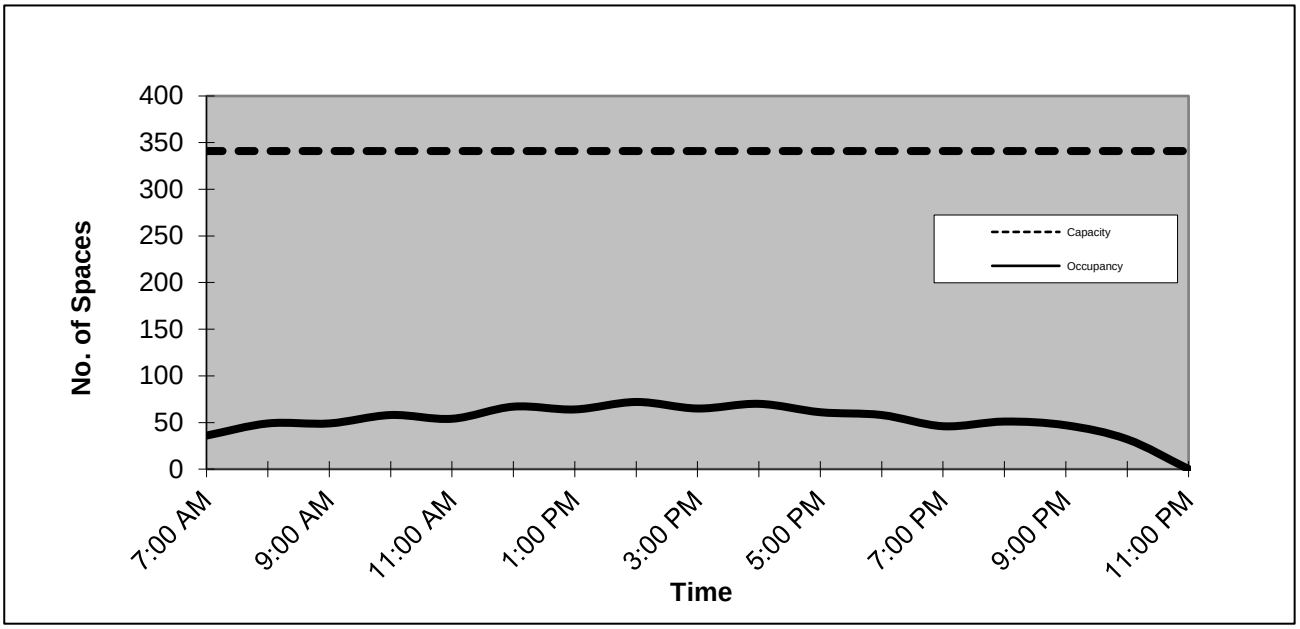
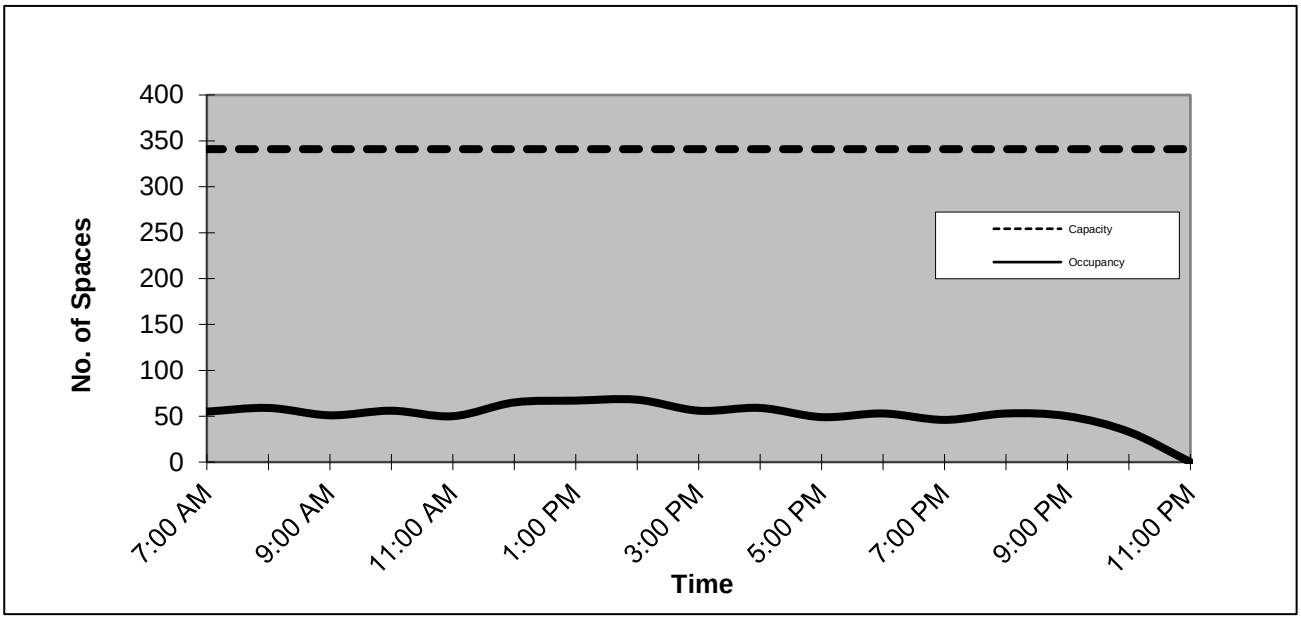


Figure 8-13 Highett Residential Area 3 Car Parking Occupancy Profile – Saturday 16th September 2017



The results of the survey indicate that within the car parking provisions provided for the residential area, approximately 341 car parking spaces were available for use.

The peak occupancy of these parking provisions was observed at 2:00pm on the Thursday, with 72 spaces occupied (approximately 21% occupancy), and at 2:00pm on the Saturday, with 68 spaces occupied (approximately 34% occupancy). At any time during the surveys, no less than 427 spaces were available on the Thursday and no less than 438 spaces were available on the Saturday.

Notably, this area includes the off-street car parking adjacent to Lyle Anderson Reserve, which provides in the order of 52 car parking spaces. During the survey times across both days, no more than 3 vehicles were observed within the car park at a given time.

8.2.6 Southland-Pennydale Residential Areas

The Southland-Pennydale Residential Areas have been distributed into two main regions as follows:

> Area 1: The area bound by Heather Grove, Fir Grove, Olympic Avenue, Jack Road, Park Road and the Frankston Railway Line; and

> Area 2: The area bound by Bay Road, Jack Road, Stuart Avenue and the Frankston Railway Line.

8.2.6.1 Area 1

Figure 8-14 Southland-Pennydale Residential Area 1 Car Parking Occupancy Profile – Thursday 14th September 2017

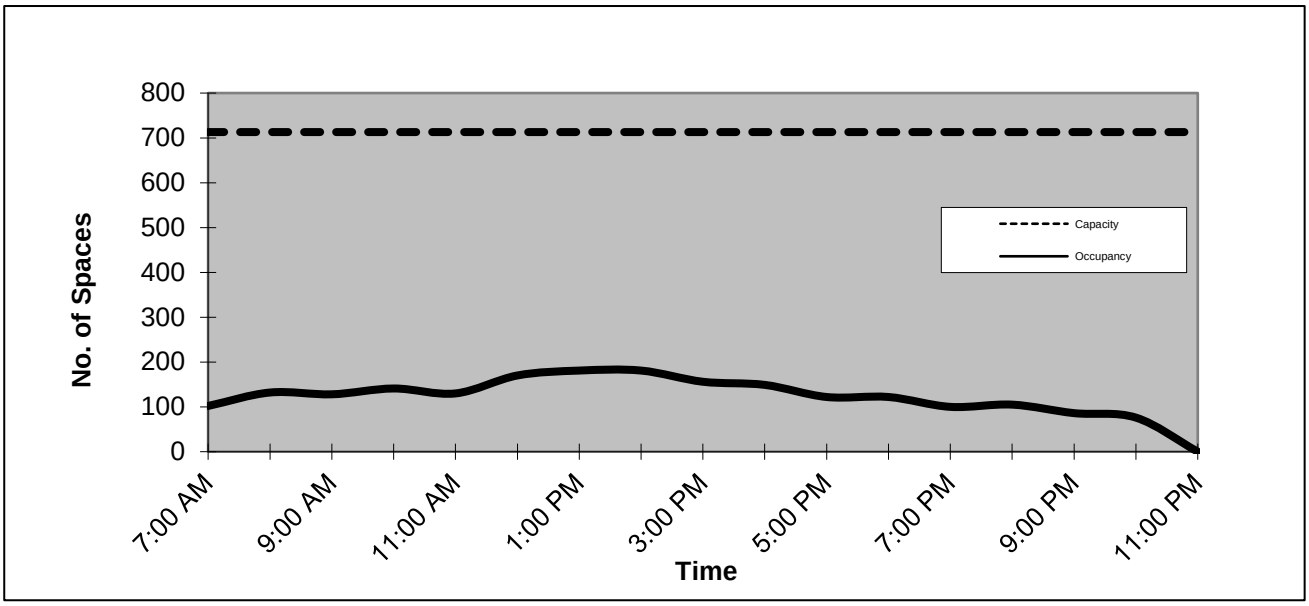
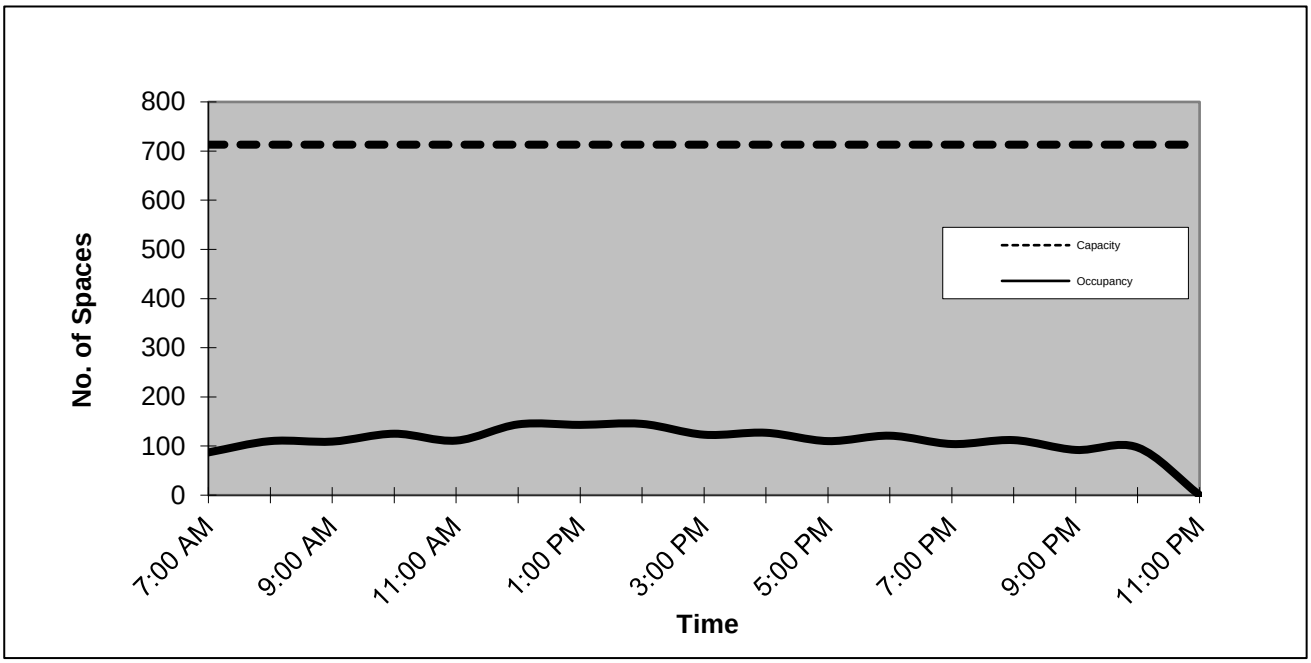


Figure 8-15 Southland-Pennydale Residential Area 1 Car Parking Occupancy Profile – Saturday 16th September 2017



The results of the survey indicate that within the car parking provisions provided for the residential area, approximately 713 car parking spaces were available for use.

The peak occupancy of these parking provisions was observed at 2:00pm on the Thursday, with 181 spaces occupied (approximately 25% occupancy), and at 2:00pm on the Saturday, with 145 spaces occupied (approximately 20% occupancy). At any time during the surveys, no less than 532 spaces were available on the Thursday and no less than 568 spaces were available on the Saturday.

It is also noted that across this region of the study area, a 2P car parking restriction was installed at the time of the survey (noting 4P restriction will be in place by end of November 2017) in response to community concerns regarding the opening of Southland Railway Station in November 2017. As a result, commuter and other long-term parking behaviour not associated with residents of the study area has been discouraged/removed through the parking implementation.

8.2.6.2 Area 2

Figure 8-16 Southland-Pennydale Residential Area 2 Car Parking Occupancy Profile – Thursday 14th September 2017

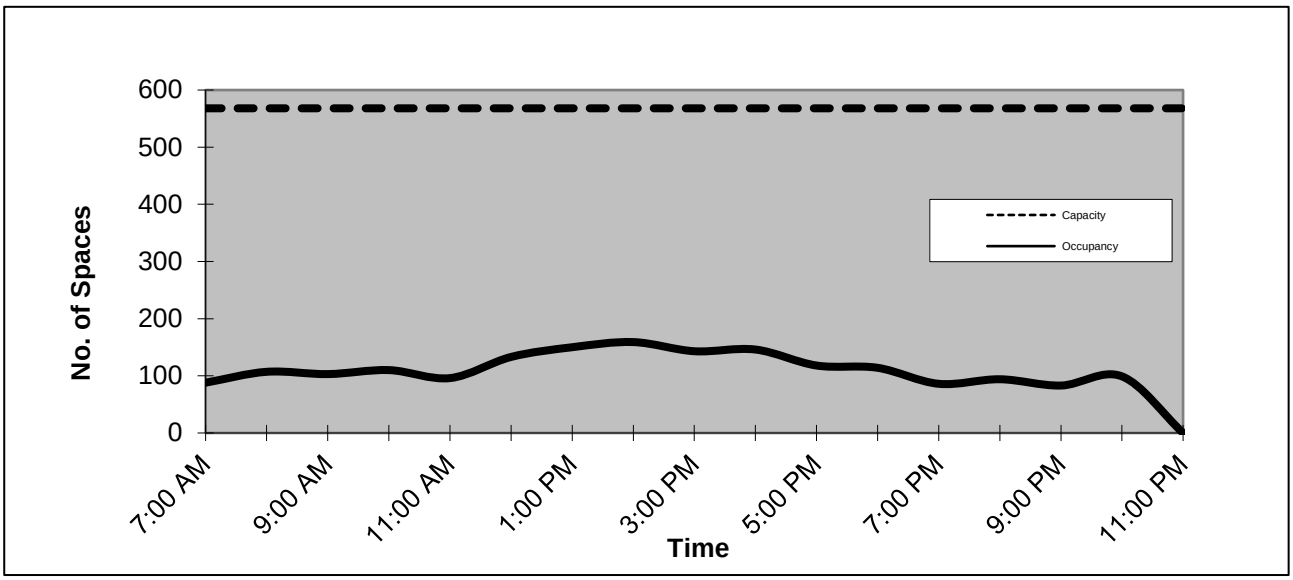
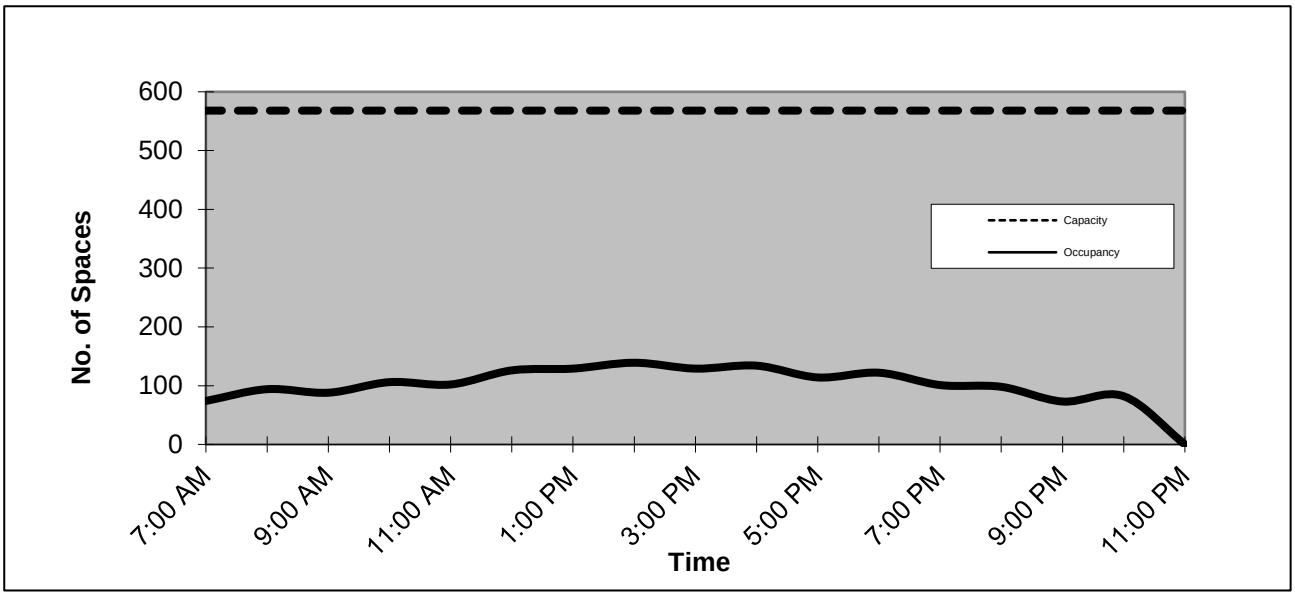


Figure 8-17 Southland-Pennydale Residential Area 2 Car Parking Occupancy Profile – Saturday 16th September 2017



The results of the survey indicate that within the car parking provisions provided for the residential area, approximately 566 car parking spaces were available for use.

The peak occupancy of these parking provisions was observed at 2:00pm on the Thursday, with 159 spaces occupied (approximately 28% occupancy), and at 2:00pm on the Saturday, with 139 spaces occupied (approximately 25% occupancy). At any time during the surveys, no less than 407 spaces were available on the Thursday and no less than 427 spaces were available on the Saturday.

Notably, the highest occupancies across this region of the study area were observed on Davie Avenue, where a peak occupancy of 40% (21 of 53 spaces occupied) was observed at 1:00pm on Thursday and a peak occupancy of 36% (19 of 53 spaces occupied) was observed at 1:00pm on Saturday.

It is again noted that across this region of the study area, a 2P restriction was installed at the time of the survey (noting 4P restriction will be in place by end of November 2017) in response to the opening of Southland Railway Station in November 2017. As a result, commuter and other long-term parking behaviour not associated with residents has generally been removed.

8.3 Site Visit Observations

8.3.1 Local Road Car Parking

It was noted during the site inspection that parking along local roads is generally allowed along both sides of the street, permitting only a single width traffic lane for two way traffic flow and requiring vehicles to give way to opposing vehicles, as observed and shown in Figure 8-18. Parking is restricted appropriately at intersections with other local roads and major/arterial roads.

Figure 8-18 Local Road Parking Arrangement

8.3.2 Park Road Car Parking

Car parking along Park Road within the study area is permitted along the northern side, restricted to 2P, and is generally not permitted along the southern side with the exception of a length of unrestricted parking (no stopping between 4:00pm and 6:30pm Monday to Friday) between the Frankston Railway Line and Tulip Grove, of which some is indented and is not subject to the no stopping time restrictions.

This length of parking is expected to be mainly utilised by commuters travelling via the Cheltenham Railway Station, as well as visitors to the open space to the south of Park Road. During the site inspection in the afternoon peak (between 4:00pm and 6:00pm) parking in this area was observed to be close to or at capacity, as indicated in Figure 8-19.

Figure 8-19 Park Road Unrestricted Car Parking

8.4 Community Feedback

As previously mentioned, community consultation was undertaken with residents to gather feedback on a range of traffic and transport issues relating to the Highett Structure Plan Review and Southland-Pennydale Structure Plan Background Report. The following key car parking related issues were noted (however, this does not present an exhaustive list) regarding the road network within the study area:

> Highett Activity Centre: lack of car parking for shoppers, for commuters travelling via Highett Station, for visitors to the Highett Neighbourhood Community House, too many cars parking on local streets;

> Graham Road: lack of car parking for residents and visitors;

> Beaumaris Parade: inappropriate car parking locations;

> Donald Street: concerns regarding car parking demand for new development at 1/256 Highett Road, Highett;

> Middleton Street: too many cars parking on local streets;

> Tulip Grove: too many cars parking on local streets; and

> Jack Road: inappropriate car parking for traffic and bus requirements.

Information and data gathered during the car parking surveys and site inspection indicates that car parking in the study area is generally well catered for, with occupancies generally below 50% on local streets with some exceptions. It is noted that this level of occupancy on local streets is typical of many metropolitan Melbourne suburbs, particularly when compared to inner municipality neighbourhoods.

Further, car parking occupancies within the Highett Neighbourhood Centre and the Bay Road Commercial and Retail Precinct were observed to be at or near capacity on the weekday surveyed. The Highett Railway Station car park was not observed to reach capacity on either the weekday or weekend day surveyed, whilst the Woolworths car park was observed to reach a peak occupancy of 68% on the Thursday and 61% on the Saturday.

Having consideration of the abovementioned data and the community concerns, it could be inferred that within the study area, there is a general perception that car parking is not provided to the level that is desired by the community. This perceived lack of parking could be attributed to a number of reasons, including:

> Comparisons to historical parking conditions, which may have been more optimal than the current situation;

> Lack of awareness regarding car parking provision arrangements for new developments in the study areas;

> Lack of wayfinding signage indicating car parking availability; and

> High expectations for car parking to be provided in the immediate proximity of the intended destination (i.e. directly adjacent to on-street shops, directly adjacent to a particular dwelling).

9 Future Network Considerations

9.1 Road Network

9.1.1 Park Road Level Crossing

The Park Road Level Crossing has been identified for removal under the Level Crossing Removal program together with the removal of the level crossing at Charman Road. It is proposed to lower the rail under the road at both crossings, and create car parking areas over the new railway line. The project is currently in the tender phase, with the successful contractor to be awarded in late 2017.

Figure 9-1 Preliminary Cheltenham Station Concept Design

Source: Level Crossing Removal Authority 2017

The removal of the Park Road Level Crossing is expected to improve operations along Park Road and the surrounding road network by improving travel times, reducing unnecessary queueing and creating opportunity for new car parking areas.

9.2 Sustainable Transport

9.2.1 Pedestrian Network Improvements

Currently, pedestrian access to the large open space within Sir William Fry Reserve from the study areas across the Frankston Railway Line is limited to the poor footpath provisions on Bay Road. Pedestrians form

both the Highett and Southland-Pennydale study areas are required to walk to Bay Road and may need to cross from the southern side to the northern side to reach the reserve. However, opportunities for alternative railway line crossing points are very limited, as residential properties are positioned side-by-side along the western boundary of the reserve without any existing easements or spaces between property boundaries.

Access to Cheltenham Park for pedestrians is also limited, with the current provisions for pedestrians limited to a pedestrian refuge near Tulip Grove. Pedestrians from the Southland-Pennydale study area, located to the north of Park Road are therefore limited to this single crossing point, or attempt to cross at non-designated areas to reach the park to the south.

An opportunity exists to provide a signalised intersection at the Park Road Level Crossing as part of the Level Crossing Removal project, which could include a pedestrian crossing point on the western leg, providing access to Cheltenham Park, Cheltenham Railway Station, bus routes travelling westbound on Park Road and the Cheltenham Activity Centre. Upon announcement of the successful tender group for the project, it is expected that detailed plans of the project area will be released.

9.2.2 Bicycle Network Improvements

As designated within VicRoads' Principal Bicycle Network, Bay Road has been identified as a bicycle route, with proposed on-road bicycle lanes outlined within the VicRoads Strategic Cycling Corridor network.

Given the current layout of Bay Road, being generally one to two traffic lanes in each direction, it is expected that in order to accommodate bicycle lanes within the existing road reserve, traffic may be limited to a single traffic lane in each direction.

The provision of bicycle lanes along Bay Road would formalise and legitimise an east – west bicycle route between the Bay Trail in the east and Nepean Highway in the west, and encourage bicycle use in the study area for recreation and utility uses.

Park Road has been identified by the community and by Council as a potential bicycle route, which would provide an east – west bicycle route between bicycle lanes on Reserve Road in the east and Nepean Highway in the west. This route also provides an opportunity for bicycle lanes to be provided, given the current road reserve width and existing single lane traffic operation.

9.3 Public Transport

9.3.1 Southland Railway Station

The Southland Railway Station, located to the immediate west of Southland Shopping Centre on the Frankston Railway Line, is currently under construction and is intended to be opened to the public in November 2017. The station is forecasted to serve up to 4,400 passengers per day for passengers wishing to travel between the surrounding suburbs, the Melbourne CBD and Southland Shopping Centre, with the station intended as a destination hub.

An indicative plan of the new station precinct is shown in Figure 9-2.

Figure 9-2 Southland Railway Station Precinct Plan

Source: PTV 2017

Access to the station for pedestrians is currently proposed only from the east of the railway line via Southland Shopping Centre, with potential future access points from Tulip Grove via 60 Tulip Grove to the west and from Garfield Lane to the southeast. Parking and access for bicycles and specific car parking for commuters have not been directly addressed within the indicative plan or discussed in other project documentation.

9.4 Future Development

9.4.1 CSIRO Site

The CSIRO Site is located between Middleton Street and Graham Road and extends from the southern boundary of the Highett Shopping Centre (Woolworths) to the northern boundary of 329 Bay Road. The site has been decommissioned and operations moved to the CSIRO Clayton site, in preparation for the sale of the site for redevelopment.

As discussed within Sections 2.8 and 3.1, the CSIRO site has been identified as a potential residential development site accommodating between 300 and 400 dwellings and open space across 9.2 hectares of land. Traffic generated by the development will likely be distributed onto the surrounding road network via Middleton Street and Graham Road and further onto Highett and Bay Roads to the north and south respectively.

Opportunities will arise to provide pedestrian and cycling connections through the site to surrounding activity areas such as the Bayside Business Employment Area, Highett Activity Centre and Southland Shopping Centre, removing the existing barrier to east – west movements.

9.4.2 Jack Rd Residential Development by Mirvac

The Jack Rd residential development project by Mirvac is located immediately outside the Southland-Pennydale study area to the west, with access to be provided via Park Road and Jack Road. The development comprises approximately 183 residential dwellings across a range of townhouses and apartments as well as areas of passive open space. The project is estimated to be complete by July 2019.

The site provides a connection between Park Road and Jack Road for pedestrians, cyclists and vehicles travelling northeast and southwest through the local road network.

9.4.3 345 Bay Road Industrial Development

The property at 345 Bay Road, covering approximately 1.56 hectares of land area, is currently under construction for the development of a commercial and retail business park. The development is anticipated to be similar in nature to the neighbouring business park, with a combination of retail and commercial tenancies sharing a collective car parking area.

As contemplated in the Highett Structure Plan and the review document, a pedestrian and cycling link from Bay Road through this site to the CSIRO site is possible, and would provide a more well-connected active transport network.

9.4.4 36-40 Graham Road Residential Development

The site at 36-40 Graham Road, currently occupied by an industrial facility, is proposed to be developed for the purposes of a residential development, comprising approximately 110 residential dwellings in close proximity to Highett Railway Station. Access to this site is currently provided via Graham Road. Immediately to the east of this site is Lyle Anderson Reserve, which is currently only accessed via Highett Grove.

It is understood that a significant opportunity exists, which has been identified by Council, to provide a pedestrian and cycling connection through from Graham Road to Lyle Anderson Reserve via this site, creating a more direct link to open space. This new link would also provide a continuous connection from Lyle Anderson Reserve to the new open space to be provided at the CSIRO site, ideally with connections also provided across the Frankston Railway Line through to Sir William Fry Reserve.

10 Recommendations

The following recommendations have been developed for consideration and refinement moving forwards in the review of the Highett Structure Plan and the development of the Southland-Pennydale Structure Plan. These recommendations have been developed based on the findings of the background investigation, including a review of the relevant local government policies and strategies, collection and analysis of relevant car parking and traffic survey data, a comprehensive site visit and a review of community consultation reports, and apply to the existing conditions of the study areas.

10.1 Improved Pedestrian Network

To facilitate pedestrian movements throughout Highett and Southland-Pennydale and encourage walking as a mode of transport for short distance trips, it is recommended that the existing pedestrian network be improved to provide more safe crossing opportunities and more continuous routes along major corridors:

1. Advocate to VicRoads for a safe crossing facility across Bay Road between the existing pedestrian operated signals at Jack Road and the Frankston Railway Line bridge to allow movement across Bay Road, to and from Sir William Fry Reserve and to and from the future Southland Railway Station;
2. Provide an additional safe crossing facility across Park Road between Jack Road and the Frankston Railway Line to allow movement across Park Road, to and from Cheltenham Park and Cheltenham Station, ideally to be incorporated into the Park Road/Charman Road Level Crossing Removal project;
3. Advocate for the extension and widening of the existing pedestrian walkway along the Frankston Railway Line from Park Road to Southland Station with regular connections to the local road network where possible, with potential to share the corridor with cyclists, to allow movement to and from Southland Station and the surrounding areas;
4. Advocate for additional crossing points along the Frankston Railway Line to accommodate pedestrian movements between the residential areas to the western side of the rail line in Highett and the open space at Sir William Fry Reserve;
5. Advocate for the extension of the existing pedestrian walkway along the Frankston Railway Line from Bay Road to Highett Station with regular connections to the local road network where possible, with potential to share the corridor with cyclists, to allow movement to and from Highett Station and the surrounding areas;

6. Provide pedestrian connections through the CSIRO site between Middleton Street and Graham Road upon development of the site, to remove the current barrier to east-west movements across the Highett Structure Plan Study Area; and
7. Provide a pedestrian connection through the site located at 36-40 Graham Road upon development of the site, between Graham Road and Lyle Anderson Reserve, to improve accessibility to the reserve.

10.2 Improved Bicycle Network

In order to provide a safe and attractive bicycle network within the Highett and Southland-Pennydale Structure Plan study areas, it is recommended that bicycle routes with safe cycling infrastructure be provided along major east-west and north-south movement corridors:

1. Encourage the installation of new bicycle parking for new developments, and provide new bicycle parking in existing activity centres such as along Highett Road and Bay Road;
2. Advocate to VicRoads for a bicycle route along Bay Road, in the form of on-road bicycle lanes, to enable safe cycling travel to and from the study areas and Southland Shopping Centre, Southland Railway Station, Nepean Highway, Beach Road and other surrounding destinations;
3. Provide a bicycle route along Park Road, in the form of on-road bicycle lanes or a shared path along the southern side, to enable safe cycling travel to and from the Southland-Pennydale study area and Cheltenham Railway Station, Cheltenham Park, Nepean Highway, the bicycle route along Reserve Road and other destinations;
4. Advocate for a bicycle route along the Frankston Railway Line between Park Road and Highett Railway Station, to be shared with the partially completed pedestrian corridor, with regular connections to the local road network where possible;
5. Advocate for additional crossing points along the Frankston Railway Line to accommodate cyclist movements between the residential areas to the western side of the rail line in Highett and Southland/Pennydale and land uses such as the open space at Sir William Fry Reserve; and
6. Provide cycling connections through the CSIRO site between Middleton Street and Graham Road upon development of the site, to remove the current barrier to east-west movements across the Highett Structure Plan study area.

10.3 Investigate Potential Road Intersection Upgrades

Having due consideration of the existing intersection operations, and the likelihood of future development to occur in the Highett and Southland-Pennydale Structure Plan study areas, to accommodate future development generated traffic and improve the safety of the road network it is recommended that a number of intersections be investigated and (if appropriate) nominated for upgrades as follows:

1. Investigate/nominate whether the existing unsignalised, fully-directional intersection at Bay Road/Graham Road requires upgrading to a signalised intersection, from both a traffic capacity perspective and a road safety perspective;
2. Investigate/nominate whether the existing unsignalised, fully directional intersection at Bay Road/Middleton Street requires upgrading to a signalised intersection or restricted to a left-in/left-out arrangement from both a traffic capacity perspective and a road safety perspective;
3. Investigate/nominate whether the existing unsignalised, fully directional intersection at Park Road/Jack Road requires upgrading, from both a traffic capacity perspective and a road safety perspective;
4. Investigate/nominate whether the existing pedestrian operated signal arrangement at the Bay Road/Jack Road intersection requires upgrading to a signalised intersection, from both a traffic capacity perspective and a road safety perspective.

10.4 Integrate Southland Railway Station into Transport and Land Use Planning

To ensure that the potential network improvements provided by the new Southland Railway Station are optimised, it is recommended that the new facility be integrated into the transport and land use planning processes for the Highett and Southland-Pennydale Structure Plan study areas, including:

1. Integrating Southland Railway Station into the surrounding pedestrian network via improved connectivity to surrounding residential areas within Southland-Pennydale, and consider an investigation into a connection from the station through to Tulip Grove at a future date;
2. Integrating Southland Railway Station into the surrounding bicycle network via improved connectivity to nearby existing/future bicycle routes along Bay Road, Park Road and the Frankston Railway Line; and
3. Integrating Southland Railway Station into the wider public transport network via improved connectivity with existing and future bus routes that travel through Southland Shopping Centre.

Highett & Southland-Pennydale Structure Plans

APPENDIX A

CAR PARKING SURVEY RESULTS

Parking & Patronage Survey (v2.1): 16-Mar-07

Cardno
Shaping the Future

Table 1: Survey Details

Job Name:	Bayside Structure Plans	**Job Number:**	V171334
Location:	Highett and Southalnd-Pennydale study areas	**Melway Ref:**	
Suburb:	Highett and Cheltenham	**GR Staff:**	Hugo Nicholls
Counted By:	TRANS TRAFFIC SURVEY	**Survey Ref No:**	
Comments:	Nil	**Weather:**	FINE

Table 2: Survey Time

Survey Date:	Sat, 16-Sep-17
Survey Start:	7:00 AM
Survey Interval:	1:00

Table 3: Parking Survey Results

Area	Street	Section	Side	Restriction 1		Supply	Check	Parking Occupancy																			
				Type	Times			7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Avg	Max.
Highett A	Worthing Rd	From Wickham Rd To Dart St	E	Unrestricted		8	8	2	3	3	4	4	5	5	5	5	5	4	4	3	3	2	0		4	5
Highett A			W	Unrestricted		8	8	3	4	5	6	6	7	8	8	7	6	5	5	4	4	3	2		5	8
Highett A	Dart St	From Worthing Rd To End	N	Unrestricted		11	11	4	6	7	8	9	10	10	10	9	8	7	6	5	5	4	3		7	10
Highett A			S	Unrestricted		10	10	0	1	2	3	3	4	4	4	4	4	3	3	3	3	2	0		3	4
Highett A	Worthing Rd	From Dart St To Wolseley St	E	2P	8am-6pm Mon-F	6	6	4	3	2	3	3	4	4	4	3	3	3	3	3	3	2	0		3	4
Highett A			W	Unrestricted		5	5	2	3	3	3	2	1	0	0	0	0	0	2	4	4	4	2		2	4
Highett A	Wolseley St	From Worthing Rd To Monamie Ave	N	Unrestricted		8	8	3	4	5	6	6	7	7	7	7	7	6	6	5	5	4	2		5	7
Highett A			S	Unrestricted		7	7	2	3	3	4	4	5	5	5	4	4	3	3	2	2	2	0		3	5
Highett A	Monamie Ave	From Wolseley St To Wickham Rd	W	Unrestricted		18	18	2	3	4	5	5	6	6	6	5	5	4	4	3	3	3	2		4	6
Highett A			E	Unrestricted		20	20	3	4	4	5	5	6	6	6	5	5	4	4	4	4	3	2		4	6
Highett A	Wickham Rd	From Herbert St To Evans St	N	Unrestricted		8	8	0	0	0	0	0	2	3	3	3	3	3	3	3	3	2	1		2	3
Highett A			S	Unrestricted		7	7	0	1	1	1	1	2	2	3	3	3	2	2	2	2	2	2		2	3
Highett A		From Evans St To Worthing Rd	N	Unrestricted		6	6	0	0	0	0	0	0	0	1	1	1	0	1	2	2	2	3		1	3
Highett A			S	Unrestricted		5	5	2	1	0	0	0	0	0	2	3	3	3	3	3	3	2	1		2	3
Highett A	Worthing Rd	From Wolseley St To Livingston St	E	2P	8am-6pm Mon-F	5	5	3	2	0	1	2	1	0	0	0	0	0	1	2	1	0	2		1	3
Highett A			W	Unrestricted		2	2	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0		0	1
Highett A	Highett Youth Club And			2P	6am-10am Mon-	49	49	0	1	2	2	1	3	5	4	3	3	2	2	1	0	0	0		2	5
Highett A				P Disabled		3	3	0	1	2	3	3	3	3	3	2	1	0	2	3	3	2	0		2	3
Highett A				P 5mins		2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0		0	2
Highett A	Worthing Rd	From Livingston St To Highett Rd	E	2P	8am-6pm Mon-F	3	3	0	1	1	2	2	2	2	1	0	1	1	1	1	1	0	0		1	2
Highett A			W	Unrestricted		3	3	3	2	1	1	0	1	1	2	3	3	2	2	2	1	0	2		2	3
Highett A	Beaumaris Pde	From Highett Rd To Rupert St	E	Unrestricted		19	19	0	1	2	3	3	4	4	4	3	3	2	1	0	2	4	2		2	4
Highett A			W	Unrestricted		20	20	3	3	2	3	3	4	4	4	4	4	3	3	2	1	0	3		3	4
Highett A		From Rupert St To James Ave	E	Unrestricted		22	22	2	3	4	5	5	6	7	7	6	6	5	5	4	4	3	2		5	7
Highett A			W	Unrestricted		22	22	2	3	4	2	0	1	2	1	0	1	2	1	0	0	0	0		1	4
Highett A		From James Ave To Eddie St	E	2P	8am-5pm Mon-F	12	12	3	4	4	3	2	3	3	3	2	2	1	3	4	4	3	2		3	4
Highett A			W	Unrestricted		14	14	2	3	4	5	6	7	7	6	5	5	4	4	3	3	2	2		4	7
Highett A		From Eddie St To Bay Rd	E	2P	8am-6pm Mon-F	17	17	0	0	0	0	0	2	3	3	3	3	3	3	2	3	4	3		2	4
Highett A			W	Unrestricted		12	12	3	5	6	7	7	8	8	8	7	7	6	6	5	5	4	3		6	8
Highett A				No Parking	8am-5pm Mon-F	7	7	4	2	0	1	2	2	2	1	0	2	3	3	2	2	2	0		2	4
Highett A	Cloyne St	From Bay Rd To Mary Ave	W	2P	8am-6pm Mon-F	7	7	2	3	3	4	4	5	5	5	5	5	4	4	3	3	2	1		4	5
Highett A			E	2P	8am-6pm Mon-F	6	6	0	1	2	3	3	3	3	3	2	2	1	1	0	2	3	2		2	3
Highett A		From Mary Ave To Desmond Ave	W	2P	8am-6pm Mon-F	8	8	0	1	2	3	3	3	3	3	2	2	1	2	3	3	2	2		2	3
Highett A			E	2P	8am-6pm Mon-F	7	7	2	3	4	4	4	5	5	5	5	5	4	4	4	4	4	2		4	5
Highett A		From Desmond Ave To Clonmult Ave	W	2P	8am-6pm Mon-F	11	11	2	3	3	4	4	5	5	5	4	4	3	3	2	1	0	0		3	5
Highett A			E	Unrestricted		10	10	4	3	2	3	3	3	3	3	2	2	1	1	0	1	1	0		2	4
Highett A		From Clonmult Ave To James Ave	W	2P	8am-6pm Mon-F	7	7	0	0	0	0	0	0	0	2	3	3	3	3	2	1	0	0		1	3
Highett A			E	Unrestricted		7	7	2	3	3	4	4	5	5	5	4	4	3	3	2	3	4	3		4	5
Highett A	James Ave	From Beaumaris Pde To Albert St	N	Unrestricted		12	12	2	3	3	4	4	4	4	4	3	3	2	2	2	1	0	0		3	4
Highett A			S	Unrestricted		11	11	2	3	4	2	0	0	0	1	2	3	3	3	3	3	2	0		2	4
Highett A		From Albert St To Donald St	N	Unrestricted		8	8	2	3	3	2	0	2	4	4	3	3	2	3	3	3	2	0		2	4
Highett A			S	Unrestricted		9	9	3	2	1	2	2	1	0	2	4	4	3	3	2	3	4	3		2	4
Highett A		From Donald St To Middleton St	N	Unrestricted		8	8	0	1	1	1	1	2	2	2	2	1	0	0	0	2	3	2		1	3
Highett A			S	Unrestricted		10	10	0	0	0	0	0	2	3	3	3	3	2	3	4	4	3	2		2	4
Highett A	Donald St	From James Ave To Highett Rd	W	Unrestricted		21	21	3	4	4	2	0	0	0	2	3	3	3	3	2	2	2	0		2	4
Highett A				2P	8am-8pm	21	21	2	3	4	5	5	6	6	6	5	5	4	4	4	4	3	2		4	6
Highett A			E	Unrestricted		42	42	10	12	13	15	16	18	20	19	18	16	14	12	10	10	9	5		14	20
Highett A	Albert St	From James Ave To Highett Rd	W	Unrestricted		39	39	6	8	9	11	12	14	16	15	13	12	11	10	9	9	8	6		11	16
Highett A			E	Unrestricted		41	41	10	12	13	15	16	18	19	17	15	14	13	12	10	10	9	6		13	19
Highett A	Clonmult Ave	From Cloyne St To Middleton St	N	2P	8am-5pm Mon-F	20	20	2	3	3	4	4	5	5	5	4	4	3	3	2	3	3	2		3	5
Highett A			S	Unrestricted		22	22	2	3	4	5	5	6	6	6	6	6	5	5	4	4	3	2		5	6
Highett A	Desmond Ave	From Cloyne St To Middleton St	S	Unrestricted		22	22	6	9	12	14	16	18	20	18	15	14	13	12	10	9	7	5		12	20
Highett A			N	2P	8am-5pm Mon-F	22	22	2	3	3	4	4	5	5	5	4	4	3	3	2	3	4	3		4	5
Highett A	Mary Ave	From Cloyne St To Middleton St	N	1P	8am-5pm Mon-F	22	22	2	3	3	4	4	5	5	5	5	5	4	4	3	3	3	2		4	5
Highett A			S	1P	8am-5pm Mon-F	15	15	0	1	1	1	0	0	0	2	4	4	3	3	2	1	0	1		1	4
Highett A	Middleton St	From Bay Rd To Mary Ave	E	2P	8am-6pm Mon-F	8	8	0	1	2	1	0	1	2	1	0	0	0	2	4	4	3	2		1	4
Highett A			W	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Mary Ave To Desmond Ave	E	2P	8am-6pm Mon-F	10	10	0	1	1	1	0	2	4	4	3	3	3	3	2	1	0	4		2	4
Highett A			W	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Desmond Ave To Clonmult Ave	E	2P	8am-6pm Mon-F	10	10	0	0	0	1	1	2	2	1	0	0	0	2	4	4	3	2		1	4
Highett A			W	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Clonmult Ave To James Ave	E	2P	8am-6pm Mon-F	9	9	3	4	4	2	0	0	0	0	0	0	0	2	4	4	4	2		2	4
Highett A			W	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From James Ave To Highett Rd	E	2P	8am-8pm	37	37	4	6	7	8	8	9	9	9	9	8	6	6	5	5	4	3		7	9
Highett A				1P	8am-8pm	6	6	2	3	3	4	4	5	5	5	4	4	3	3	2	1	0	0		3	5
Highett A			W	Unrestricted		28	28	6	9	12	14	15	17	18	18	18	16	14	13	11	10	9	6		13	18
Highett A	Highett Rd	From Beaumaris Pde To Donald St	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Donald St To Middleton St	S	1P	8am-8pm	6	6	2	3	3	4	4	5	5	5	4	4	3	3	3	3	2	2		3	5
Highett A			N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Middleton St To Graham Rd	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A	Allen St	From Highett Rd To Holyrood St	W	Unrestricted		18	18	0	1	2	3	3	3	3	3	3	3	2	1	0	1	2	0		2	3
Highett A			E	Unrestricted		18	18	2	3	4	2	0	2	3	3	3	3	2	1	0	1	1	0		2	4
Highett A	Holyrood St	From Allen St To Herbert St	N	Unrestricted		5	5	2	3	3	4	4	5	5	5	4	4	3	3	2	3	4	3		4	5
Highett A			S	Unrestricted		6	6	2	1	0	1	1	2	3	3	2	3	4	4	3	3	2	0		2	4
Highett A	Major St	From Highett Rd To End	W	2P	8am-8pm	10	10	3	4	5	6	7	8	8	8	7	6	5	5	4	4	3	2		5	8
Highett A				Permit Zone	8am-8pm	4	4	1	2	2	1	0	0	0	0	0	1	1	1	0	0	0	1		1	2
Highett A			E	2P	8am-8pm	8	8	0	0	0	1	2	1	0	0	0	0	0	0	0	1	1	4		1	4
Highett A				Works Zone	7am-5pm Mon-F	3	3	3	3	2	1	0	0	0	0	0	2	3	3	2	2	2	0		1	3
Highett A				No Stopping	9am-3pm Mon-F	7	7	0	1	0	0	0	0	0	0	0	2	3	3	2	2	1	0		1	3
Highett A	Train St	From Highett Rd To End	W	1P	8am-8pm	14	14	2	3	3	4	4	5	5	5	4	4	4	4	3	3	3	2		4	5
Highett A			E	2P	8am-8pm	12	12	3	4	4	2	0	2	4	4	3	3	2	3	4	4	3	2		3	4
Highett A	Train St Carpark			P		73	73	22	29	35	38	41	45	49	42	35	33	31	28	24	22	19	15		32	49
Highett A				P Disabled		2	2	2	2	2	2	2	2	1	2	2	2	2	1	0	0	0	2		2	2
Highett A	Woolworths Carpark			2P		219	219	58	78	98	110	121	127	133	131	129	110	90	83	75	67	59	44		95	133

Highett A			P Disabled		6	6	3	4	4	3	2	3	4	4	3	3	2	1	0	1	2	4		3	4
Highett A			Permit Zone Staff Parking		34	34	10	12	13	14	14	16	17	16	15	14	12	11	9	8	7	5		12	17
Highett A	Highett Rd	From Train St To Graham Rd	S	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A			N	1P	10	10	3	4	5	6	7	8	9	9	8	8	7	7	6	5	4	2		6	9
Highett A	Graham Rd	From Highett Rd To Thistle Gr	E	1P	4	4	3	4	4	3	1	2	2	1	0	0	0	0	0	1	2	0		1	4
Highett A			W	Unrestricted	5	5	3	3	2	2	2	1	0	1	1	1	0	1	2	3	4	3		2	4
Highett A	Thistle Gr	From Graham Rd To End	N	2P	8am-8pm	10	10	3	4	4	3	2	2	1	1	0	1	1	1	0	0	0	0	1	4
Highett A			S	2P	8am-8pm	10	10	3	2	0	0	0	2	3	3	2	3	4	4	3	3	2	2	2	4
Highett A	Graham Rd	From Thistle Gr To Highett Gv	E	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A			W	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Highett Gv To Bay Rd	E	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A			W	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A	Highett Gv	From Graham Rd To End	S	2P	8am-8pm	7	7	2	3	3	4	4	5	5	5	5	5	4	4	3	3	2	0	4	5
Highett A			N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Highett A	Highett Bowl Club Carpa			Unrestricted		52	52	0	0	0	0	0	2	3	3	3	3	3	3	3	3	2	0	2	3
Highett A				P Disabled		6	6	2	1	0	0	0	2	4	4	3	3	2	3	4	4	3	2	2	4
Highett A	Fox Cl	From Dunkley Ave To End	E	Unrestricted		6	6	2	3	3	2	0	0	0	0	0	0	0	0	2	3	2		1	3
Highett A			W	Unrestricted		13	13	2	3	4	3	2	1	0	1	1	2	2	1	0	2	4	3	2	4
Highett A				P Disabled		1	1	1	1	0	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1
Highett A	Dunkley Ave	From Graham Rd To End	N	Unrestricted		2	2	2	2	2	1	0	1	2	1	0	0	0	0	0	0	0	2	1	2
Highett A			S	Unrestricted		4	4	2	3	3	4	4	4	4	4	4	4	3	3	2	3	4	3	3	4
Highett A	Jackson Rd	From Graham Rd To Bend	N	2P	8am-6pm	26	26	4	3	2	3	3	3	3	3	2	1	0	0	0	1	2	2	2	4
Highett A			S	2P	8am-6pm	24	24	0	1	2	3	3	4	4	4	3	3	2	3	4	4	3	2	3	4
Highett A		From Bend To Princess Ave	E	2P	8am-6pm	10	10	2	3	4	4	4	5	5	5	4	4	3	3	2	1	0	0	3	5
Highett A			W	2P	8am-6pm	8	8	3	3	2	1	0	0	0	0	0	1	2	2	2	1	0	0	1	3
Highett A		From Princess Ave To Royalty Ave	E	2P	8am-6pm	12	12	2	3	3	3	3	4	4	4	4	4	3	3	2	2	1	0	3	4
Highett A			W	2P	8am-6pm	6	6	4	2	0	1	1	1	1	2	2	2	2	2	1	2	3	2	2	4
Highett A		From Royalty Ave To Bay Rd	E	2P	8am-6pm	6	6	1	2	2	2	2	3	3	3	3	3	3	3	2	3	4	2	3	4
Highett A			W	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Highett A	Royalty Ave	From Jackson Rd To Graham Rd	S	2P	8am-6pm	35	35	0	1	2	3	3	3	3	3	3	3	2	3	4	4	3	2	3	4
Highett A			N	2P	8am-6pm	27	27	0	0	0	1	2	3	3	3	2	1	0	0	0	0	0	0	1	3
Highett A				2P	8am-5pm Mon-F	6	6	4	3	2	3	3	4	4	4	3	3	2	2	2	2	1	2	3	4
Highett A	Princess Ave	From Jackson Rd To Graham Rd	N	2P	8am-6pm	25	25	3	2	0	0	0	0	0	0	0	1	2	1	0	0	0	0	1	3
Highett A			S	2P	8am-6pm	26	26	4	3	2	3	3	4	4	4	3	3	2	3	3	3	2	1	3	4
Highett A	Bay Rd Retail Precint Ca			Customer Parking		77	77	10	14	22	30	32	36	42	39	35	32	29	21	17	12	9	4	24	42
Highett A				P Disabled		1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1
Highett A	Bay Rd	From Beaumaris Pde To Jack Rd	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Highett A			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Southlar	Bay Rd	From Mernda Ave To Jack Rd	S	2P	8am-6pm	15	15	4	5	5	6	6	7	8	8	7	6	5	5	4	4	3	2	5	8
Southlar				P 10mins		3	3	2	3	3	3	3	3	3	3	3	3	2	3	3	3	2	3	3	3
Southlar				2P Disabled	8am-6pm	1	1	1	1	0	0	0	0	0	1	1	1	1	1	0	1	1	1	1	1
Southlar			N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Southlar		From Jack Rd To Davie Ave	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Southlar			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Southlar	Jack Rd	From Bay Rd To Luxmoore St	E	2P	8am-6pm	26	26	2	3	3	4	4	5	5	5	4	4	3	3	2	1	0	4	3	5
Southlar			W	2P	8am-6pm	23	23	2	3	3	4	4	5	5	5	4	4	3	3	3	3	2	2	3	5
Southlar		From Luxmoore St To Stuart Ave	E	2P	8am-6pm	5	5	0	1	1	1	0	2	4	4	3	3	2	3	4	4	3	2	2	4
Southlar			W	2P	8am-6pm	10	10	2	3	3	4	4	5	5	5	4	4	4	4	4	4	4	3	4	5
Southlar		From Stuart Ave To Olympic Ave	E	2P	8am-6pm	4	4	3	4	4	2	0	0	0	1	2	1	0	0	0	1	1	0	1	4
Southlar			W	2P	8am-6pm	7	7	2	3	3	2	0	0	0	0	0	2	3	3	2	1	0	0	1	3
Southlar		From Olympic Ave To Erskine Ave	E	2P	8am-6pm	6	6	2	1	0	0	0	1	1	1	1	2	3	3	2	3	3	2	2	3
Southlar			W	2P	8am-6pm	6	6	0	0	0	1	2	1	0	0	0	0	0	2	3	3	2	3	1	3
Southlar		From Erskine Ave To Correa Ave	E	2P	8am-6pm	5	5	1	1	0	1	1	1	0	1	2	2	1	3	4	4	3	2	2	4
Southlar			W	2P	8am-6pm	5	5	1	1	1	1	1	3	4	4	3	3	2	2	2	2	2	4	2	4
Southlar		From Correa Ave To Bay Rd	E	2P	8am-6pm	3	3	0	1	2	2	1	1	0	2	3	3	2	1	0	0	0	0	1	3
Southlar			W	2P	8am-6pm	4	4	4	3	2	3	3	4	4	4	3	3	3	3	2	3	3	2	3	4
Southlar	Luxmoore St	From Jack Rd To Mernda Ave	N	2P	8am-6pm	5	5	0	1	1	1	0	0	0	0	0	2	3	3	2	1	0	2	1	3
Southlar			S	2P	8am-6pm	5	5	2	3	3	3	3	4	4	4	4	4	3	3	2	1	0	3	3	4
Southlar		From Mernda Ave To Munro Ave	N	2P	8am-6pm	6	6	1	1	0	1	1	1	0	0	0	2	4	4	3	3	2	3	2	4
Southlar			S	2P	8am-6pm	8	8	2	1	0	0	0	0	0	1	2	2	1	1	0	0	0	3	1	3
Southlar		From Munro Ave To Davie Ave	N	2P	8am-6pm	7	7	1	1	0	1	2	1	0	2	4	4	3	3	2	1	0	2	2	4
Southlar			S	2P	8am-6pm	8	8	0	0	0	0	0	0	0	0	0	1	1	3	4	4	3	2	1	4
Southlar		From Davie Ave To Paul St	N	2P	8am-6pm	14	14	3	3	2	3	3	3	3	3	3	3	2	1	0	0	0	4	2	4
Southlar			S	2P	8am-6pm	14	14	3	4	4	2	0	1	2	1	0	1	1	1	1	1	0	0	1	4
Southlar	Mernda Ave	From Luxmoore St To Bay Rd	W	2P	8am-6pm	29	29	4	5	5	6	6	7	8	8	7	7	6	6	5	5	4	3	6	8
Southlar			E	2P	8am-6pm	28	28	2	3	4	5	5	6	6	6	5	5	4	4	3	3	2	0	4	6
Southlar	Munro Ave	From Luxmoore St To Bay Rd	W	2P	8am-6pm	30	30	3	4	4	5	5	6	6	6	6	5	4	4	4	4	3	2	4	6
Southlar			E	2P	8am-6pm	30	30	2	3	3	3	3	4	4	4	3	3	2	1	0	1	1	0	2	4
Southlar	Davie Ave	From Luxmoore St To Bay Rd	W	2P	8am-6pm	26	26	4	5	5	6	7	8	8	7	6	5	4	4	3	3	3	2	5	8
Southlar			E	2P	8am-6pm	27	27	6	7	7	8	9	10	11	10	9	9	8	8	7	6	5	3	8	11
Southlar	Stuart Ave	From Jack Rd To Paul St	N	2P	8am-6pm	39	39	2	3	3	4	4	5	5	5	4	4	3	3	2	1	0	0	3	5
Southlar			S	2P	8am-6pm	36	36	2	3	4	5	6	7	7	7	7	6	5	5	4	4	3	2	5	7
Southlar	Paul St	From Luxmoore St To Stuart Ave	E	2P	8am-6pm	9	9	2	3	3	4	4	5	5	5	5	5	4	4	3	3	2	3	4	5
Southlar			W	2P	8am-6pm	6	6	1	1	0	0	0	0	0	0	0	1	2	2	2	1	0	4	1	4
Southlar		From Stuart Ave To Park Rd	E	2P	8am-6pm	21	21	2	2	2	3	3	3	3	3	2	2	2	3	4	4	3	2	3	4
Southlar			W	2P	8am-6pm	31	31	3	4	4	5	5	6	6	6	6	5	4	4	3	3	2	4	4	6
Southlar	Olympic Ave	From Jack Rd To Wembley Ave	N	2P	8am-6pm	27	27	2	3	3	4	4	5	5	5	4	4	3	3	3	3	3	2	4	5
Southlar			S	2P	8am-6pm	26	26	2	3	4	5	5	6	6	6	5	5	4	4	3	3	2	1	4	6
Southlar	Olympic Ave	From Wembley Ave To Park Rd	W	2P	8am-6pm	20	20	2	3	3	4	4	5	5	5	5	5	4	4	3	3	3	2	4	5
Southlar			E	2P	8am-6pm	33	33	4	6	7	8	8	9	10	10	9	8	7	7	6	6	5	4	7	10
Southlar	Wembley Ave	From Olympic Ave To Park Rd	E	2P	8am-6pm	29	29	2	3	3	2	0	2	3	3	2	2	1	3	4	4	3	2	2	4
Southlar			W	2P	8am-6pm	26	26	2	3	3	3	3	4	4	4	4	4	3	3	2	1	0	2	3	4
Southlar	Erskine Ave	From Jack Rd To End	N	2P	8am-6pm	18	18	1	1	1	1	0	2	3	3	2	2	1	1	0	0	0	4	1	4
Southlar			S	2P	8am-6pm	17	17	0	0	0	1	1	2	2	1	0	0	0	1	2	1	0	0	1	2
Southlar	Correa Ave	From Jack Rd To End	N	2P	8am-6pm	20	20	2	3	3	4	4	5	5	5	4	4	3	3	3	3	2	3	4	5
Southlar			S	2P	8am-6pm	21	21	2	3	4	2	0	1	1	1	0	1	2	1	0	0	0	0	1	4
Southlar	Park Rd	From Railway To Churchill Ave	N	2P	8am-6pm	2	2	2	2	2	2	1	2	2	2	2	2	2	1	0	1	2	2	2	2
Southlar			S	No Stopping	4pm-6:30pm	6	6	4	2	0	1	2	1	0	2	3	0	0	0	0	0	0	0	1	4
Southlar		From Churchill Ave To Tulip Gv	N	2P	8am-6pm	24	24	2	3	4	5	5	6	6	6	6	6	5	5	4	4	3	2	5	6
Southlar			S	No Stopping	4pm-6:30pm	19	19	4	3	2	3	3	4	4	4	1	0	0	0	0	0	0	0	2	4
Southlar				Unrestricted		28	28	2	3	3	4	4	5	5	5	4	4	3	3	3	3	2	2	3	5
Southlar		From Tulip Gv To Paul St	N	2P	8am-6pm	2	2	1	2	2	1	0	1	1	1	0	0	0	0	0	1	2	0	1	2
Southlar				No Stopping	7am-5pm Mon-F	2	2	2	1	0	0	0	0	0	0	0	0	0	1	1	2	2	2	1	2
Southlar			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Southlar		From Paul St To Olympic Ave	N	2P	8am-6pm	6	6	2	3	3	2	1	1	1	1	0	1	1	2	2	1	0	0	1	3
Southlar			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Southlar		From Olympic Ave To Wembley Ave	N	2P	8am-6pm	4	4	2	2	2	1	0	1	1	1	0	0	0	1	1	2	2	1	1	2
Southlar			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Southlar		From Wembley Ave To Jack Rd	N	2P	8am-6pm	18	18	0	1	2	3	3	4	4	4	4	4	4	4	3	3	2	0	3	4
Southlar			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0

Southlar	Tulip Gv	From Park Rd To Churchill Ave	W	2P	8am-6pm	12	12	0	0	0	1	1	3	4	4	4	4	3	3	2	3	4	2		2	4
Southlar			E	2P	8am-6pm	10	10	3	4	4	3	2	1	0	0	0	1	2	1	0	1	1	2		2	4
Southlar		From Churchill Ave To Gilford Gv	W	2P	8am-6pm	6	6	3	4	4	3	1	1	0	0	0	0	0	2	3	3	2	4		2	4
Southlar			E	2P	8am-6pm	4	4	2	3	3	4	4	4	4	4	4	4	3	3	2	2	1	0		3	4
Southlar		From Gilford Gv To Heather Gv	W	2P	8am-6pm	9	9	2	3	3	4	4	5	5	5	4	4	3	3	2	2	1	1		3	5
Southlar			E	2P	8am-6pm	8	8	2	3	3	3	3	4	4	4	3	3	2	2	1	1	0	4		3	4
Southlar		From Heather Gv To Bend	W	2P	8am-6pm	21	21	3	4	4	5	5	6	6	6	5	5	4	4	3	3	2	3		4	6
Southlar			E	2P	8am-6pm	22	22	2	2	2	3	3	4	4	4	3	3	2	3	3	3	2	0		3	4
Southlar		From Bend To Croscut Ct	W	2P	8am-6pm	8	8	0	1	1	1	0	0	0	1	1	2	3	3	2	1	0	4		1	4
Southlar			E	2P	8am-6pm	10	10	0	0	0	0	0	1	1	2	3	3	2	1	0	1	2	1		1	3
Southlar		From Croscut Ct To Siede Ct	W	2P	8am-6pm	10	10	0	0	0	0	0	0	0	1	1	1	0	2	3	3	3	2		1	3
Southlar			E	2P	8am-6pm	12	12	0	1	2	3	3	4	4	4	3	3	3	3	2	2	2	0		2	4
Southlar	Fir Gv	From Tulip Gv To Paul St	N	2P	8am-6pm	9	9	3	2	0	1	1	1	0	0	0	2	4	4	4	4	3	2		2	4
Southlar			S	2P	8am-6pm	9	9	2	3	3	4	4	4	4	4	4	4	3	3	2	1	0	0		3	4
Southlar	Croscut Ct	From Tulip Gv To End	N	2P	8am-6pm	6	6	0	1	2	3	3	3	3	3	3	3	3	3	3	3	3	2		3	3
Southlar			S	2P	8am-6pm	5	5	3	2	0	0	0	0	0	2	3	3	2	3	3	3	2	3		2	3
Southlar	Siede Ct	From End To End	E	2P	8am-6pm	19	19	0	1	2	3	3	4	4	4	3	3	3	3	2	1	0	2		2	4
Southlar			W	2P	8am-6pm	20	20	3	2	0	1	2	3	4	4	4	4	4	4	3	3	2	4		3	4
Southlar	Heather Gv	From Tulip Gv To Bend	N	2P	8am-6pm	13	13	1	1	0	0	0	1	2	1	0	1	2	1	0	2	4	3		1	4
Southlar			S	2P	8am-6pm	18	18	2	1	0	0	0	2	3	3	2	3	3	3	3	3	2	3		2	3
Southlar		From Bend To End	W	2P	8am-6pm	12	12	0	1	2	3	3	3	3	3	2	3	3	3	2	3	3	2		2	3
Southlar			E	2P	8am-6pm	21	21	2	3	3	4	4	5	5	5	5	5	4	4	3	3	2	4		4	5
Southlar	Gilford Gv	From Tulip Gv To End	N	2P	8am-6pm	26	26	2	3	4	5	5	6	6	5	4	4	3	3	3	3	2	3		4	6
Southlar			S	2P	8am-6pm	27	27	0	1	2	3	3	4	4	4	4	4	3	3	2	3	4	3		3	4
Southlar	Churchill Ave	From Tulip Gv To Bend	N	2P	8am-6pm	34	34	2	3	3	3	3	4	4	4	3	3	3	3	2	1	0	2		3	4
Southlar			S	2P	8am-6pm	31	31	1	2	2	3	3	4	4	4	4	4	3	3	3	3	3	2		3	4
Southlar		From Bend To Park Rd	E	2P	8am-6pm	13	13	2	3	4	3	2	1	0	0	0	0	0	1	1	3	4	3		2	4
Southlar			W	2P	8am-6pm	7	7	2	3	4	2	0	0	0	0	0	0	0	2	4	4	3	2		2	4
1																										0
Totals						***2971***	***2971***	***467***	***605***	***646***	***741***	***719***	***865***	***908***	***908***	***813***	***797***	***676***	***682***	***584***	***583***	***488***	***401***	***0***	***680***	***1103***
Available Spaces								***2504***	***2366***	***2325***	***2230***	***2252***	***2106***	***2063***	***2063***	***2158***	***2174***	***2295***	***2289***	***2387***	***2388***	***2483***	***2570***	***2971***	***2291***	***1868***
Capacity								***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***

Parking & Patronage Survey (v2.1): 16-Mar-07

Table 1: Survey Details

Job Name:	Bayside Structure Plans	**Job Number:**	V171334
Location:	Highett and Southalnd-Pennydale study areas	**Melway Ref:**	
Suburb:	Highett and Cheltenham	**GR Staff:**	Hugo Nicholls
Counted By:	TRANS TRAFFIC SURVEY	**Survey Ref No:**	
Comments:	Nil	**Weather:**	FINE

Table 2: Survey Time

Survey Date:	Thu, 14-Sep-17
Survey Start:	7:00 AM
Survey Interval:	1:00

Table 3: Parking Survey Results

Area	Street	Section	Side	Restriction 1		Supply	Check	Parking Occupancy																		
				Type	Times			7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Avg	Max.
Highett A	Worthing Rd	From Wickham Rd To Dart St	E	Unrestricted		8	8	2	3	3	4	4	5	5	5	5	5	4	4	3	3	3	2		4	5
Highett A			W	Unrestricted		8	8	3	4	5	6	6	7	7	7	6	6	5	5	4	4	3	2		5	7
Highett A	Dart St	From Worthing Rd To End	N	Unrestricted		11	11	4	6	8	9	10	11	11	10	9	8	7	7	6	6	5	4		8	11
Highett A			S	Unrestricted		10	10	2	3	3	4	4	5	5	5	4	4	3	3	2	3	3	2		3	5
Highett A	Worthing Rd	From Dart St To Wolseley St	E	2P	8am-6pm Mon-F	6	6	2	3	3	4	4	5	5	5	4	4	3	3	2	1	0	4		3	5
Highett A			W	Unrestricted		5	5	0	1	2	3	3	3	3	3	2	1	0	1	1	1	1	4		2	4
Highett A	Wolseley St	From Worthing Rd To Monamie Ave	N	Unrestricted		8	8	3	4	5	6	6	7	8	8	8	8	7	7	6	6	5	4		6	8
Highett A			S	Unrestricted		7	7	3	4	4	5	5	6	6	6	5	5	4	4	3	3	3	2		4	6
Highett A	Monamie Ave	From Wolseley St To Wickham Rd	W	Unrestricted		18	18	2	3	4	5	5	6	7	7	6	6	5	5	4	4	3	2		5	7
Highett A			E	Unrestricted		20	20	3	5	6	7	7	8	8	8	8	7	6	6	5	5	4	3		6	8
Highett A	Wickham Rd	From Herbert St To Evans St	N	Unrestricted		8	8	0	1	2	1	0	2	3	3	3	3	2	2	2	2	2	0		2	3
Highett A			S	Unrestricted		7	7	3	2	0	0	0	2	3	3	3	3	3	3	2	2	2	0		2	3
Highett A		From Evans St To Worthing Rd	N	Unrestricted		6	6	1	1	0	0	0	1	2	1	0	1	2	3	4	4	3	2		2	4
Highett A			S	Unrestricted		5	5	0	0	0	1	1	2	3	3	3	3	3	3	3	3	3	2		2	3
Highett A	Worthing Rd	From Wolseley St To Livingston St	E	2P	8am-6pm Mon-F	5	5	3	3	2	3	3	3	3	3	2	1	0	0	0	1	2	4		2	4
Highett A			W	Unrestricted		2	2	2	1	0	1	1	1	0	0	0	1	2	2	2	1	0	2		1	2
Highett A	Highett Youth Club And			2P	6am-10am Mon-	49	49	8	32	40	45	49	49	49	46	43	40	37	20	10	4	3	1		30	49
Highett A				P Disabled		3	3	3	3	2	2	1	2	3	3	3	3	1	0	0	0	0	0		2	3
Highett A				P 5mins		2	2	0	0	0	1	2	1	0	0	0	1	0	0	0	0	0	0		0	2
Highett A	Worthing Rd	From Livingston St To Highett Rd	E	2P	8am-6pm Mon-F	3	3	2	3	3	3	3	3	3	3	3	3	2	2	1	1	1	3		2	3
Highett A			W	Unrestricted		3	3	0	0	0	1	2	2	2	2	1	1	1	2	3	3	2	1		1	3
Highett A	Beaumaris Pde	From Highett Rd To Rupert St	E	Unrestricted		19	19	1	2	2	3	3	4	4	4	4	4	3	3	3	3	2	0		3	4
Highett A			W	Unrestricted		20	20	2	3	3	4	4	5	5	5	4	4	4	4	3	3	3	2		4	5
Highett A		From Rupert St To James Ave	E	Unrestricted		22	22	3	5	6	7	7	8	9	8	7	6	5	5	4	4	3	2		6	9
Highett A			W	Unrestricted		22	22	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0		0	2
Highett A		From James Ave To Eddie St	E	2P	8am-5pm Mon-F	12	12	2	3	4	2	0	2	4	4	3	3	3	3	3	3	2	1		3	4
Highett A			W	Unrestricted		14	14	4	5	6	7	8	9	9	8	7	6	5	5	4	4	4	3		6	9
Highett A		From Eddie St To Bay Rd	E	2P	8am-6pm Mon-F	17	17	4	2	0	0	0	2	4	4	4	4	3	3	2	2	1	3		2	4
Highett A			W	Unrestricted		12	12	4	5	6	7	7	8	8	8	7	7	6	6	5	5	4	3		6	8
Highett A				No Parking	8am-5pm Mon-F	7	7	2	2	1	1	0	0	0	0	0	1	2	1	0	0	0	3		1	3
Highett A	Cloyne St	From Bay Rd To Mary Ave	W	2P	8am-6pm Mon-F	7	7	2	3	3	4	4	5	5	5	4	4	3	3	3	3	3	2		4	5
Highett A			E	2P	8am-6pm Mon-F	6	6	1	1	1	1	0	2	4	4	3	3	3	3	3	3	3	2		2	4
Highett A		From Mary Ave To Desmond Ave	W	2P	8am-6pm Mon-F	8	8	0	1	2	3	3	4	4	4	4	4	3	3	2	3	3	2		3	4
Highett A			E	2P	8am-6pm Mon-F	7	7	4	3	1	1	1	2	2	2	1	1	0	2	4	4	3	2		2	4
Highett A		From Desmond Ave To Clonmult Ave	W	2P	8am-6pm Mon-F	11	11	3	4	4	2	0	2	3	3	2	1	0	2	4	4	3	2		2	4
Highett A			E	Unrestricted		10	10	0	1	2	3	3	3	3	3	3	3	2	2	1	3	4	3		2	4
Highett A		From Clonmult Ave To James Ave	W	2P	8am-6pm Mon-F	7	7	0	0	0	0	0	2	4	4	3	3	3	3	3	3	2	0		2	4
Highett A			E	Unrestricted		7	7	2	3	3	4	4	4	4	4	3	3	2	1	0	0	0	0		2	4
Highett A	James Ave	From Beaumaris Pde To Albert St	N	Unrestricted		12	12	0	1	1	1	0	2	3	3	2	3	3	3	2	1	0	0		2	3
Highett A			S	Unrestricted		11	11	3	2	0	1	2	2	2	2	2	2	1	1	0	2	3	2		2	3
Highett A		From Albert St To Donald St	N	Unrestricted		8	8	0	0	0	1	1	1	1	2	2	1	0	0	0	0	0	0		1	2
Highett A			S	Unrestricted		9	9	1	1	0	1	1	2	2	3	3	3	2	3	4	4	3	2		2	4
Highett A		From Donald St To Middleton St	N	Unrestricted		8	8	3	3	2	2	1	1	1	1	0	0	0	2	3	3	2	4		2	4
Highett A			S	Unrestricted		10	10	0	0	0	1	1	1	0	2	3	3	2	1	0	2	4	3		1	4
Highett A	Donald St	From James Ave To Highett Rd	W	Unrestricted		21	21	0	0	0	1	2	1	0	0	0	0	0	2	4	4	3	2		1	4
Highett A				2P	8am-8pm	21	21	2	3	4	5	5	6	6	6	6	6	5	5	4	4	3	2		5	6
Highett A			E	Unrestricted		42	42	13	15	16	17	18	19	20	19	18	17	15	13	11	10	9	7		15	20
Highett A	Albert St	From James Ave To Highett Rd	W	Unrestricted		39	39	7	9	11	13	14	16	18	16	14	13	12	11	9	8	7	4		11	18
Highett A			E	Unrestricted		41	41	11	16	20	21	22	24	25	25	24	22	19	18	16	15	13	8		19	25
Highett A	Clonmult Ave	From Cloyne St To Middleton St	N	2P	8am-5pm Mon-F	20	20	2	3	3	4	4	5	5	5	4	4	3	3	2	3	4	3		4	5
Highett A			S	Unrestricted		22	22	2	3	4	5	6	7	7	7	6	5	4	4	3	3	2	4		5	7
Highett A	Desmond Ave	From Cloyne St To Middleton St	S	Unrestricted		22	22	9	11	12	15	17	19	20	18	16	15	14	12	10	9	8	6		13	20
Highett A			N	2P	8am-5pm Mon-F	22	22	3	4	4	5	5	6	6	6	6	6	5	5	4	4	3	2		5	6
Highett A	Mary Ave	From Cloyne St To Middleton St	N	1P	8am-5pm Mon-F	22	22	2	3	3	4	4	5	5	5	4	4	3	3	2	2	1	0		3	5
Highett A			S	1P	8am-5pm Mon-F	15	15	2	3	3	3	2	1	0	0	0	1	2	1	0	0	0	2		1	3
Highett A	Middleton St	From Bay Rd To Mary Ave	E	2P	8am-6pm Mon-F	8	8	0	0	0	1	2	2	2	2	1	2	2	1	0	2	3	2		1	3
Highett A			W	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Mary Ave To Desmond Ave	E	2P	8am-6pm Mon-F	10	10	2	3	4	3	1	2	2	3	4	4	3	3	2	3	4	2		3	4
Highett A			W	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Desmond Ave To Clonmult Ave	E	2P	8am-6pm Mon-F	10	10	4	2	0	1	1	1	0	0	0	2	4	4	3	3	2	2		2	4
Highett A			W	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Clonmult Ave To James Ave	E	2P	8am-6pm Mon-F	9	9	2	1	0	1	2	3	3	3	2	2	2	1	0	2	3	2		2	3
Highett A			W	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From James Ave To Highett Rd	E	2P	8am-8pm	37	37	4	5	6	7	8	9	9	8	7	7	6	6	5	5	4	3		6	9
Highett A				1P	8am-8pm	6	6	2	3	3	4	4	5	5	5	4	4	3	3	3	3	2	4		4	5
Highett A			W	Unrestricted		28	28	12	15	17	18	19	20	21	19	16	15	13	11	9	8	7	5		14	21
Highett A	Highett Rd	From Beaumaris Pde To Donald St	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Donald St To Middleton St	S	1P	8am-8pm	6	6	2	3	3	4	4	5	5	5	4	4	4	4	3	3	2	0		3	5
Highett A			N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Middleton St To Graham Rd	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A	Allen St	From Highett Rd To Holyrood St	W	Unrestricted		18	18	1	1	1	2	2	3	4	4	4	4	3	3	3	3	2	0		3	4
Highett A			E	Unrestricted		18	18	0	0	0	0	0	1	2	3	4	4	3	3	2	3	4	3		2	4
Highett A	Holyrood St	From Allen St To Herbert St	N	Unrestricted		5	5	4	2	0	0	0	1	1	2	2	1	0	2	3	3	3	2		2	4
Highett A			S	Unrestricted		6	6	1	1	0	0	0	0	0	2	3	3	2	3	4	4	4	3		2	4
Highett A	Major St	From Highett Rd To End	W	2P	8am-8pm	10	10	5	7	9	10	10	10	10	9	8	7	6	5	4	4	3	2		7	10
Highett A				Permit Zone	8am-8pm	4	4	0	0	0	1	1	1	1	2	3	3	2	3	3	3	3	2		2	3
Highett A			E	2P	8am-8pm	8	8	4	2	0	1	1	2	3	3	2	3	4	4	4	4	4	3		3	4
Highett A				Works Zone	7am-5pm Mon-F	3	3	0	0	0	1	1	1	0	0	0	0	0	2	3	3	2	0		1	3
Highett A				No Stopping	9am-3pm Mon-F	7	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		0	1
Highett A	Train St	From Highett Rd To End	W	1P	8am-8pm	14	14	3	4	4	5	5	6	6	5	4	4	3	3	2	3	4	3		4	6
Highett A			E	2P	8am-8pm	12	12	4	3	1	2	2	1	0	1	2	3	3	3	3	3	3	2		2	4
Highett A	Train St Carpark			P		73	73	36	41	45	48	50	56	61	57	52	49	45	40	34	31	28	17		43	61
Highett A				P Disabled		2	2	1	2	2	1	0	0	0	0	0	1	2	2	2	1	0	1		1	2
Highett A	Woolworths Carpark			2P		219	219	67	84	100	111	121	135	148	132	115	103	91	79	67	62	56	38		94	148

Highett A			P Disabled		6	6	0	1	2	3	3	4	4	4	3	3	3	3	2	3	4	2		3	4
Highett A			Permit Zone Staff Parking		34	34	8	12	15	16	17	20	22	21	20	19	18	16	14	13	11	7		16	22
Highett A	Highett Rd	From Train St To Graham Rd	S	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A			N	1P	10	10	4	6	7	8	9	10	10	10	10	10	9	9	8	7	6	4		8	10
Highett A	Graham Rd	From Highett Rd To Thistle Gr	E	1P	4	4	0	0	0	1	2	1	0	1	1	1	0	0	0	2	4	3		1	4
Highett A			W	Unrestricted	5	5	1	2	2	3	3	3	3	3	3	3	2	1	0	0	0	0		2	3
Highett A	Thistle Gr	From Graham Rd To End	N	2P	8am-8pm	10	10	2	2	2	3	3	4	4	4	3	3	2	1	0	2	4	3		3	4
Highett A			S	2P	8am-8pm	10	10	3	3	2	2	2	3	4	4	3	3	3	3	2	2	1	0		3	4
Highett A	Graham Rd	From Thistle Gr To Highett Gv	E	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A			W	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A		From Highett Gv To Bay Rd	E	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A			W	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A	Highett Gv	From Graham Rd To End	S	2P	8am-8pm	7	7	3	4	5	5	5	6	6	6	5	5	4	4	3	3	3	2		4	6
Highett A			N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A	Highett Bowl Club Carpa			Unrestricted		52	52	1	2	2	1	0	2	3	3	2	2	2	1	0	1	2	1		2	3
Highett A				P Disabled		6	6	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2		0	2
Highett A	Fox Cl	From Dunkley Ave To End	E	Unrestricted		6	6	0	0	0	1	2	1	0	1	1	2	3	3	3	3	2	0		1	3
Highett A			W	Unrestricted		13	13	1	2	2	3	3	3	3	3	2	3	4	4	3	3	2	0		3	4
Highett A				P Disabled		1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	0	0		1	1
Highett A	Dunkley Ave	From Graham Rd To End	N	Unrestricted		2	2	2	2	2	1	0	0	0	1	2	2	2	2	2	1	0	2		1	2
Highett A			S	Unrestricted		4	4	2	3	3	2	1	2	3	3	2	2	1	3	4	4	3	2		3	4
Highett A	Jackson Rd	From Graham Rd To Bend	N	2P	8am-6pm	26	26	2	3	3	4	4	5	5	5	5	5	4	4	3	3	2	1		4	5
Highett A			S	2P	8am-6pm	24	24	0	1	1	1	1	1	0	0	0	0	0	0	0	1	2	1		1	2
Highett A		From Bend To Princess Ave	E	2P	8am-6pm	10	10	2	3	4	3	1	1	0	2	3	3	2	1	0	0	0	0		2	4
Highett A			W	2P	8am-6pm	8	8	2	1	0	1	1	1	0	0	0	2	3	3	2	2	2	0		1	3
Highett A		From Princess Ave To Royalty Ave	E	2P	8am-6pm	12	12	4	3	2	3	3	4	4	4	3	3	2	3	4	4	3	2		3	4
Highett A			W	2P	8am-6pm	6	6	0	1	2	1	0	2	3	3	3	3	2	1	0	0	0	2		1	3
Highett A		From Royalty Ave To Bay Rd	E	2P	8am-6pm	6	6	2	1	0	1	1	1	0	1	1	3	4	4	3	3	2	0		2	4
Highett A			W	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A	Royalty Ave	From Jackson Rd To Graham Rd	S	2P	8am-6pm	35	35	2	3	3	3	3	4	4	4	3	3	3	3	2	1	0	0		3	4
Highett A			N	2P	8am-6pm	27	27	0	1	2	3	3	4	4	4	3	3	3	3	3	3	2	1		3	4
Highett A				2P	8am-5pm Mon-F	6	6	1	2	2	3	3	4	4	4	4	4	3	3	3	3	3	2		3	4
Highett A	Princess Ave	From Jackson Rd To Graham Rd	N	2P	8am-6pm	25	25	1	1	0	1	1	1	0	1	2	1	0	0	0	0	0	1		1	2
Highett A			S	2P	8am-6pm	26	26	0	1	2	3	3	4	4	4	3	3	2	1	0	2	4	3		2	4
Highett A	Bay Rd Retail Precint Ca			Customer Parking		77	77	39	48	57	65	72	75	77	68	59	55	42	37	22	15	8	8		47	77
Highett A				P Disabled		1	1	1	1	1	1	0	1	1	1	1	1	0	1	1	1	1	0		1	1
Highett A	Bay Rd	From Beaumaris Pde To Jack Rd	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Highett A			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Southlar	Bay Rd	From Mernda Ave To Jack Rd	S	2P	8am-6pm	15	15	4	6	7	8	8	9	10	9	8	8	7	7	6	6	5	3		7	10
Southlar				P 10mins		3	3	2	2	2	1	0	2	3	3	3	3	2	3	3	3	2	0		2	3
Southlar				2P Disabled	8am-6pm	1	1	1	1	1	1	0	1	1	1	1	1	1	1	0	0	0	1		1	1
Southlar			N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Southlar		From Jack Rd To Davie Ave	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Southlar			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Southlar	Jack Rd	From Bay Rd To Luxmoore St	E	2P	8am-6pm	26	26	3	4	4	5	6	7	8	8	8	8	7	7	6	6	5	4		6	8
Southlar			W	2P	8am-6pm	23	23	1	1	0	0	0	0	0	0	0	1	1	2	2	2	2	0		1	2
Southlar		From Luxmoore St To Stuart Ave	E	2P	8am-6pm	5	5	0	0	0	0	0	0	0	2	4	4	3	3	2	2	2	2		2	4
Southlar			W	2P	8am-6pm	10	10	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	4		0	4
Southlar		From Stuart Ave To Olympic Ave	E	2P	8am-6pm	4	4	3	2	0	1	2	3	4	4	4	4	3	3	2	2	2	4		3	4
Southlar			W	2P	8am-6pm	7	7	0	1	2	1	0	0	0	2	3	3	2	1	0	0	0	4		1	4
Southlar		From Olympic Ave To Erskine Ave	E	2P	8am-6pm	6	6	2	1	0	0	0	2	4	4	3	3	2	2	1	1	0	4		2	4
Southlar			W	2P	8am-6pm	6	6	2	3	3	2	0	1	1	3	4	4	3	3	3	3	2	2		2	4
Southlar		From Erskine Ave To Correa Ave	E	2P	8am-6pm	5	5	2	2	1	1	1	2	3	3	2	2	2	1	0	1	2	3		2	3
Southlar			W	2P	8am-6pm	5	5	0	1	1	1	0	2	4	4	3	3	3	3	3	3	2	0		2	4
Southlar		From Correa Ave To Bay Rd	E	2P	8am-6pm	3	3	2	3	3	2	0	2	3	3	3	3	2	1	0	0	0	1		2	3
Southlar			W	2P	8am-6pm	4	4	0	0	0	1	1	2	2	1	0	1	1	1	0	1	1	2		1	2
Southlar	Luxmoore St	From Jack Rd To Mernda Ave	N	2P	8am-6pm	5	5	4	2	0	1	1	1	1	2	3	3	2	2	2	1	0	4		2	4
Southlar			S	2P	8am-6pm	5	5	2	1	0	1	1	2	2	2	1	3	4	4	3	3	3	2		2	4
Southlar		From Mernda Ave To Munro Ave	N	2P	8am-6pm	6	6	2	3	3	2	1	1	0	1	1	1	0	0	0	0	0	4		1	4
Southlar			S	2P	8am-6pm	8	8	0	1	2	1	0	2	4	4	3	3	3	3	2	2	2	4		2	4
Southlar		From Munro Ave To Davie Ave	N	2P	8am-6pm	7	7	2	3	3	2	1	2	2	3	3	3	2	1	0	2	3	2		2	3
Southlar			S	2P	8am-6pm	8	8	3	2	0	1	1	2	3	3	2	3	3	3	2	2	2	4		2	4
Southlar		From Davie Ave To Paul St	N	2P	8am-6pm	14	14	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	4		1	4
Southlar			S	2P	8am-6pm	14	14	2	3	4	2	0	1	1	1	0	0	0	0	0	2	3	2		1	4
Southlar	Mernda Ave	From Luxmoore St To Bay Rd	W	2P	8am-6pm	29	29	4	5	5	6	6	7	8	8	7	7	6	6	5	5	4	3		6	8
Southlar			E	2P	8am-6pm	28	28	3	4	5	6	6	7	7	7	6	5	4	4	3	3	2	0		5	7
Southlar	Munro Ave	From Luxmoore St To Bay Rd	W	2P	8am-6pm	30	30	2	3	4	5	5	6	6	6	5	5	4	4	4	4	3	2		4	6
Southlar			E	2P	8am-6pm	30	30	2	3	3	4	4	5	5	5	4	4	3	3	2	2	1	1		3	5
Southlar	Davie Ave	From Luxmoore St To Bay Rd	W	2P	8am-6pm	26	26	4	5	6	7	7	8	9	8	7	7	6	6	5	5	4	3		6	9
Southlar			E	2P	8am-6pm	27	27	6	7	8	9	10	11	12	10	8	7	6	6	5	5	4	3		7	12
Southlar	Stuart Ave	From Jack Rd To Paul St	N	2P	8am-6pm	39	39	2	3	3	4	4	5	5	5	4	4	3	3	2	3	3	2		3	5
Southlar			S	2P	8am-6pm	36	36	5	6	6	7	7	8	9	9	8	7	6	5	4	4	3	2		6	9
Southlar	Paul St	From Luxmoore St To Stuart Ave	E	2P	8am-6pm	9	9	3	4	4	3	2	2	2	3	3	3	2	1	0	0	0	2		2	4
Southlar			W	2P	8am-6pm	6	6	1	1	0	1	1	2	2	1	0	0	0	2	3	3	2	0		1	3
Southlar		From Stuart Ave To Park Rd	E	2P	8am-6pm	21	21	2	3	3	4	4	5	5	5	4	4	3	3	3	3	3	2		4	5
Southlar			W	2P	8am-6pm	31	31	3	4	5	6	6	7	7	7	6	6	5	5	4	4	3	2		5	7
Southlar	Olympic Ave	From Jack Rd To Wembley Ave	N	2P	8am-6pm	27	27	3	4	4	5	5	6	7	7	6	6	5	5	4	4	3	2		5	7
Southlar			S	2P	8am-6pm	26	26	3	4	4	5	6	7	7	7	6	6	5	5	4	4	3	2		5	7
Southlar	Olympic Ave	From Wembley Ave To Park Rd	W	2P	8am-6pm	20	20	4	5	5	6	6	7	8	7	6	6	5	5	4	4	3	2		5	8
Southlar			E	2P	8am-6pm	33	33	5	7	9	11	13	14	14	13	12	11	9	9	8	7	6	5		10	14
Southlar	Wembley Ave	From Olympic Ave To Park Rd	E	2P	8am-6pm	29	29	3	4	4	3	2	2	1	2	3	3	2	3	3	3	2	0		3	4
Southlar			W	2P	8am-6pm	26	26	2	2	1	1	1	1	1	1	0	0	0	1	2	1	0	0		1	2
Southlar	Erskine Ave	From Jack Rd To End	N	2P	8am-6pm	18	18	3	4	4	3	2	1	0	1	2	1	0	1	2	1	0	0		2	4
Southlar			S	2P	8am-6pm	17	17	0	1	2	2	2	1	0	1	2	2	2	3	4	4	3	2		2	4
Southlar	Correa Ave	From Jack Rd To End	N	2P	8am-6pm	20	20	2	3	3	4	4	5	5	5	4	4	3	3	2	3	4	3		4	5
Southlar			S	2P	8am-6pm	21	21	1	1	0	1	2	2	1	1	0	0	0	0	0	2	3	2		1	3
Southlar	Park Rd	From Railway To Churchill Ave	N	2P	8am-6pm	2	2	0	0	0	0	0	1	1	1	0	1	2	1	0	0	0	2		1	2
Southlar			S	No Stopping	4pm-6:30pm	6	6	2	3	3	4	4	4	4	4	4	0	0	0	0	0	0	0		2	4
Southlar		From Churchill Ave To Tulip Gv	N	2P	8am-6pm	24	24	3	4	4	5	5	6	6	5	4	4	3	3	2	1	0	0		3	6
Southlar			S	No Stopping	4pm-6:30pm	19	19	3	4	5	6	7	8	9	7	5	0	0	0	0	0	0	0		3	9
Southlar				Unrestricted		28	28	10	14	17	20	23	26	28	24	20	15	9	8	7	6	5	4		15	28
Southlar		From Tulip Gv To Paul St	N	2P	8am-6pm	2	2	2	1	0	1	1	1	0	0	0	1	2	2	2	1	0	0		1	2
Southlar				No Stopping	7am-5pm Mon-F	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Southlar			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Southlar		From Paul St To Olympic Ave	N	2P	8am-6pm	6	6	2	3	4	2	0	0	0	0	0	2	4	4	3	3	2	3		2	4
Southlar			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Southlar		From Olympic Ave To Wembley Ave	N	2P	8am-6pm	4	4	3	4	4	3	1	1	0	0	0	0	0	2	4	4	3	2		2	4
Southlar			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
Southlar		From Wembley Ave To Jack Rd	N	2P	8am-6pm	18	18	2	3	4	3	2	1	0	1	2	3	3	3	2	2	1	3		2	4
Southlar			S	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0

Southlar	Tulip Gv	From Park Rd To Churchill Ave	W	2P	8am-6pm	12	12	0	0	0	0	0	2	4	4	3	3	2	1	0	2	4	3		2	4
Southlar			E	2P	8am-6pm	10	10	1	1	0	1	1	1	0	1	2	1	0	0	0	1	2	2		1	2
Southlar		From Churchill Ave To Gilford Gv	W	2P	8am-6pm	6	6	4	2	0	0	0	2	3	3	2	3	3	3	2	2	1	1		2	4
Southlar			E	2P	8am-6pm	4	4	3	4	4	3	1	3	4	4	4	4	3	3	2	3	3	2		3	4
Southlar		From Gilford Gv To Heather Gv	W	2P	8am-6pm	9	9	2	1	0	0	0	1	1	1	0	0	0	0	0	0	0	4		1	4
Southlar			E	2P	8am-6pm	8	8	0	1	1	1	1	1	0	2	4	4	3	3	2	2	1	3		2	4
Southlar		From Heather Gv To Bend	W	2P	8am-6pm	21	21	3	4	5	6	6	7	7	7	7	7	6	5	4	4	3	2		5	7
Southlar			E	2P	8am-6pm	22	22	2	3	3	3	3	4	4	4	3	3	2	1	0	1	2	4		3	4
Southlar		From Bend To Croscut Ct	W	2P	8am-6pm	8	8	3	2	0	0	0	2	3	3	2	1	0	2	3	3	3	2		2	3
Southlar			E	2P	8am-6pm	10	10	3	4	4	3	1	1	0	2	4	4	3	3	3	3	3	2		3	4
Southlar		From Croscut Ct To Siede Ct	W	2P	8am-6pm	10	10	3	4	4	3	2	3	4	4	3	3	2	1	0	1	2	4		3	4
Southlar			E	2P	8am-6pm	12	12	2	3	3	4	4	5	5	5	4	4	3	3	3	3	3	2		4	5
Southlar	Fir Gv	From Tulip Gv To Paul St	N	2P	8am-6pm	9	9	2	3	3	2	0	2	4	4	3	3	3	3	2	3	3	2		3	4
Southlar			S	2P	8am-6pm	9	9	0	1	1	1	0	2	4	4	3	3	3	3	2	1	0	0		2	4
Southlar	Croscut Ct	From Tulip Gv To End	N	2P	8am-6pm	6	6	3	3	2	1	0	0	0	1	1	1	0	0	0	0	0	4		1	4
Southlar			S	2P	8am-6pm	5	5	0	0	0	1	1	2	2	3	4	4	3	3	2	2	1	0		2	4
Southlar	Siede Ct	From End To End	E	2P	8am-6pm	19	19	2	3	3	4	4	5	5	5	4	4	3	3	2	3	4	3		4	5
Southlar			W	2P	8am-6pm	20	20	2	3	3	3	3	3	3	3	2	3	3	3	2	1	0	0		2	3
Southlar	Heather Gv	From Tulip Gv To Bend	N	2P	8am-6pm	13	13	1	2	0	1	1	2	2	3	4	4	3	3	2	3	4	2		2	4
Southlar			S	2P	8am-6pm	18	18	2	1	0	1	1	3	4	4	3	3	2	3	4	4	3	2		3	4
Southlar		From Bend To End	W	2P	8am-6pm	12	12	1	1	0	0	0	1	1	1	0	2	3	3	2	1	0	0		1	3
Southlar			E	2P	8am-6pm	21	21	2	3	3	4	4	4	4	4	4	4	3	3	3	3	2	0		3	4
Southlar	Gilford Gv	From Tulip Gv To End	N	2P	8am-6pm	26	26	3	4	4	5	5	6	6	6	5	5	4	4	3	3	2	1		4	6
Southlar			S	2P	8am-6pm	27	27	2	3	3	4	4	5	5	5	5	5	4	4	3	3	2	0		4	5
Southlar	Churchill Ave	From Tulip Gv To Bend	N	2P	8am-6pm	34	34	2	3	3	3	3	4	4	4	3	3	2	1	0	0	0	0		2	4
Southlar			S	2P	8am-6pm	31	31	2	2	2	3	3	4	4	4	3	3	2	1	0	0	0	0		2	4
Southlar		From Bend To Park Rd	E	2P	8am-6pm	13	13	2	3	3	3	3	3	3	3	2	2	2	1	0	2	3	2		2	3
Southlar			W	2P	8am-6pm	7	7	3	4	4	3	2	3	3	3	2	3	3	3	3	3	3	2		3	4
1																										0
Totals						***2971***	***2971***	***560***	***722***	***762***	***870***	***871***	***1035***	***1094***	***1074***	***956***	***928***	***786***	***744***	***604***	***607***	***529***	***433***	***0***	***786***	***1280***
Available Spaces								***2411***	***2249***	***2209***	***2101***	***2100***	***1936***	***1877***	***1897***	***2015***	***2043***	***2185***	***2227***	***2367***	***2364***	***2442***	***2538***	***2971***	***2185***	***1691***
Capacity								***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***	***2971***