

## **10.9. DRAFT TUMUT TOWN CENTRE TRAFFIC AND PARKING STUDY 2023 - PUBLIC EXHIBITION - ATTACHMENT**

Attachment Titles:

1. Draft Tumut Town Centre Traffic and Parking Study 2023 - Attachment

**Attachment 1 - Draft Tumut Town Centre Traffic and Parking Study 2023**

# Traffic and Parking Study

Tumut Town Centre

80021098

Prepared for  
Snowy Valleys Council

19 December 2022



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**Contact Information**

**Stantec Australia Pty Ltd**

ABN 17 007 820 322

Level 9 - The Forum  
203 Pacific Highway  
St Leonards NSW 2065  
PO Box 19

www.cardno.com

Phone +61 2 9496 7700

Fax +61 2 9439 5170

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Author(s):

Chris White  
Traffic Engineer

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Approved By:

Hayden Calvey  
Traffic Engineering Team Leader

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# 1 Introduction

## 1.1 Background and Purpose

As a result of the Snowy Valleys Council Local Strategic Plan (SVC LSPS), the need for a masterplan of townships within the area was required to focus on improving accessibility and amenity with the view to increasing activity within, and the viability of, the downtown areas. Cardno now Stantec (Stantec) has been engaged by Snowy Valleys Council (SVC) to investigate and address traffic and parking issues in the Central Activities District of to improve the accessibility and amenity experience by all in Tumut. It is understood that the likely key issue is with the use and management of parking during busy periods, potential traffic flow issues and connectivity for pedestrians and other vulnerable road users.

Council aims to deliver a Masterplan for Tumut by 2025 which will focus on improving accessibility and amenity for the local commercial centre with a view of increasing activity. This review will provide an understanding of traffic flows and parking demand around the town centre and will ultimately inform the Masterplan. It will broadly involve the identification of issues and recommendations with a focus on parking, including the supply and design of parking bays to best use road space and accommodate existing and future growth in demand. Pedestrian access and safety will also be included through consideration of desire lines, road safety and place making.

### Study objectives

The study objectives are to:

- > Examine traffic and parking issues in the Study Area through:
  - Collecting survey data including traffic counts, speed, parking utilisation and duration of stay
  - Analysing survey data to establish the existing traffic and parking demand.
- > Identify current traffic and parking issues, including traffic flows and the provision of general, accessible and long vehicle parking bays
- > Develop one or more concept plans incorporating traffic flow and proposed parking changes
- > Produce a final Traffic and Parking Plan report, endorsed by Council for publication on the Council website.

### Transport objectives

The transport objectives of this project are to:

- > Improve the efficiency of parking provisions
- > Promote the use of sustainable transport to reduce dependence on car use in the town centre.

## 1.2 Scope

Key scope items included in the assessment are outlined in **Table 1-1**.

Table 1-1 Key study tasks

Task	Purpose	Section
Process design	Outline the survey methodology and Community Consultation Plan.	4 & 6
Review background documentation	Understand local context and align recommendations of this study to overall vision, objectives and goals of the community of Tumut.	2
Existing transport provisions including site visit	To identify the existing transport network provisions. To observe and gather firsthand evidence of transport elements and travel behaviour: <ul style="list-style-type: none"> <li>▪ Active transport</li> <li>▪ Public transport</li> <li>▪ Road network</li> <li>▪ Parking provisions.</li> </ul>	3



Traffic survey	Undertake traffic counts to assess traffic volumes and speeds across the week.	4.2
Parking survey	Undertake parking surveys to assess parking demand and duration of stay.	4.3 & 4.4
Issues and mitigation measures	Identify traffic and parking issues and potential mitigation measures for improvement.	5
Community consultation	Understand the needs and desires of the community.	6
Opportunities	Consolidate feasible mitigation measures and realise opportunities.	7
Schematic design development	Develop key recommendations to Council in the form of concept plans.	8

### 1.3 Reference Documents

The documents listed in **Table 1-2** have been taken into consideration in the preparation of this assessment.

Table 1-2 Study Reference Documents

Document Type	Document Names
<b>State Government Plans</b>	<ul style="list-style-type: none"> <li>▪ A Practitioners Guide to Movement and Place, Government Architect NSW, 2020</li> <li>▪ Future Transport 2056, Transport for NSW, 2018</li> </ul>
<b>Local Government Plans</b>	<ul style="list-style-type: none"> <li>▪ Snowy Valleys Local Strategic Planning Statement, Snowy Valleys Council, 2020</li> <li>▪ Snowy Valleys Development Control Plan, Snowy Valleys Council, 2019</li> <li>▪ Snowy Valleys Community Engagement Strategy, Snowy Valleys Council, 2017</li> <li>▪ Tumut Shire Growth Strategy 2013-2033, Snowy Valleys Council, 2013</li> </ul>
<b>Standards and Design Guides</b>	<ul style="list-style-type: none"> <li>▪ Austroads Guide to Traffic Management Part 11: Parking (2020)</li> <li>▪ AS2890 Parking Facilities</li> <li>▪ RTA Delineation Manual (2008)</li> <li>▪ Austroads Guide to Road Design Part 4: Intersections and Crossings (2021)</li> <li>▪ Austroads Guide to Road Design Part 4B: Roundabouts (2021)</li> <li>▪ Austroads Guide to Traffic Management Part 8: Local Area Traffic Management (2016).</li> </ul>

### 1.4 Study Area

The focus of this study is the Central Activities District of Tumut, NSW, located approximately 80 kilometres east of Wagga Wagga and 80 kilometres west of Canberra. The Study Area for the Traffic and Parking Review is shown in **Figure 1-1**.

#### Regional context

Snowy Valleys Council Local Government Area (LGA) is located in the western foothills of the Snowy Mountains. It is part of the Riverina Murray region, bordered by the Kosciuszko National Park and Murray River. The region includes rural and biodiverse land, and a network of unique communities. It is highly valued for its abundance of fertile soil, water and climatic conditions favourable for agriculture and plantation forestry. The larger town centres of the LGA are Tumut and Tumberumba while the smaller villages include Batlow and Adelong.

An overview of Snowy Valleys LGA is provided in **Table 1-3**.

Table 1-3 Snowy Valleys overview

Population (ABS Estimated Residential Population 2020*)	Land area	Population density
14,412	8,958 km <sup>2</sup>	0.02 persons per hectare

Source: Profile.id, accessed 29/06/2021

\* Australian Bureau of Statistics Estimated Residential Population based on 2016 Census data

The region acts as a western gateway to the Australian Alps. Snowy Mountains Highway provides access to the snowfields in Kosciusko National Park. They are a major tourist destination in both winter and summer, along with other national parks and natural landscapes.

Major industries contributing to the economy in the region include agriculture (sheep, cattle and grains), forestry and timber processing (logging, paper manufacturing and sawmill product) and visitor accommodation. In February 2021, it was assessed that approximately 70,100 domestic overnight visitors and 2,400 international overnight visitors stay at commercial accommodation facilities in the Snowy Valleys annually. The average stay time is 2.5 nights, indicating a high proportion of weekend stays. Visitor accommodation requirements are rapidly increasing and Council is looking to support this.

#### Local context

Tumut is a vibrant country town located at the north of the LGA and is home to approximately 6,200 permanent residents (Profile.id, 2020). Its rolling valleys, mountain streams, caves and mountain ranges make it a popular destination for tourists. The town provides many activities including bushwalking, mountain biking, water sports, trout fishing, golf and tennis.

The town centre provides a range of traffic-generating land uses including shops, cafés, restaurants, visitor accommodation and health services. Peak visitation months experience high demand in on-street parking in the town centre. There are also community concerns about the lack of parking spaces for long vehicles.

#### Land uses

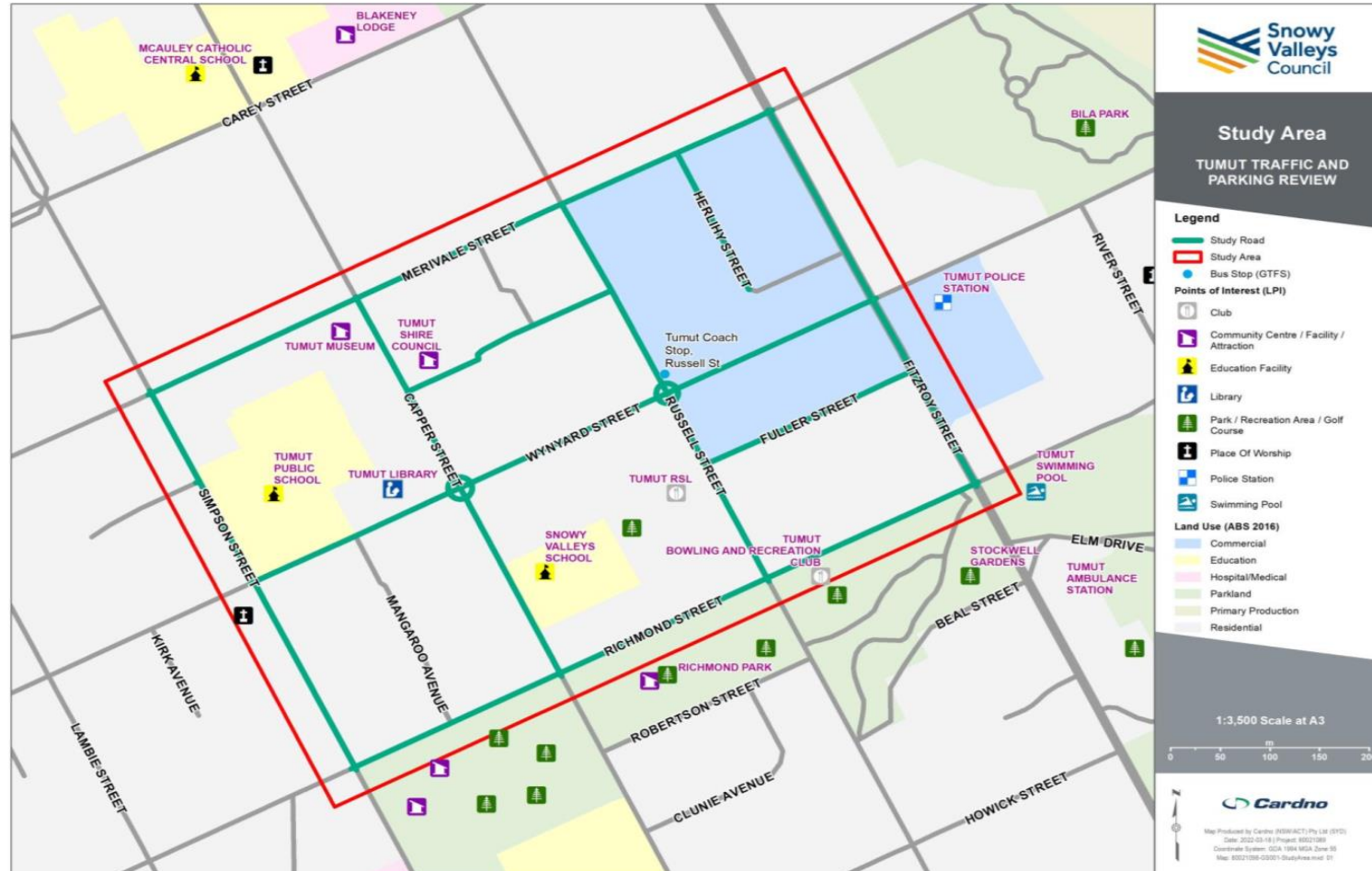
Land in the Study Area is categorised as zones B2 (Local Centre), R3 (Medium Density Residential) and RE1 (Public Recreation) as per the Tumut Local Environmental Plan (LEP) 2012.

In the varying zones, land has been used for commercial, education, residential and parkland purposes as shown in **Figure 1-1**.

Key trip generators within the Study Area include:

- > Tumut Public School
- > Snowy Valleys School
- > Tumut Coach Stop
- > Tumut Museum
- > Tumut Library
- > Richmond Park
- > An array of local businesses along Wynyard Street and Russell Street.

Figure 1-1 Study Area

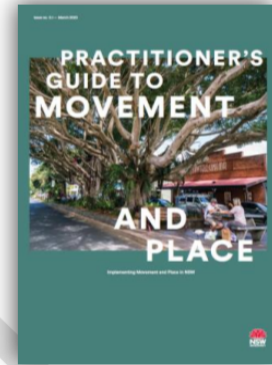


## 2 Strategic Context Review

### 2.1 State Government

#### A Practitioners Guide to Movement and Place, Government Architect NSW, 2020

The *Practitioner's Guide to Movement and Place* provides practitioners involved in the planning, design, delivery and operation of transport networks with a common structure of place-based transport, city and town planning across NSW. It explains the need for collaboration on strategies, plans and projects, across all stages of the design and delivery, to achieve better built environments.

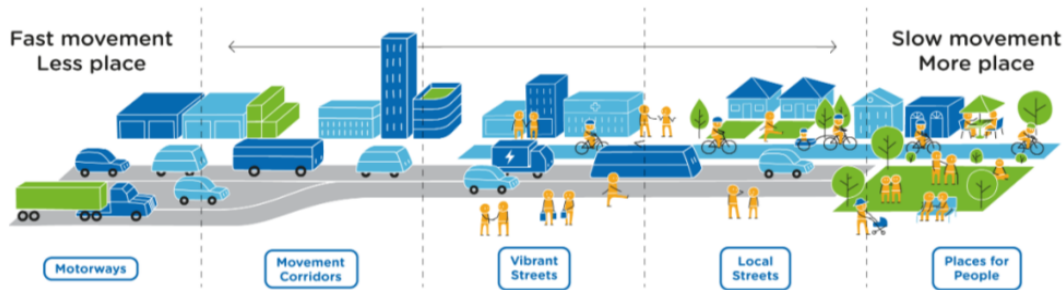


The guide outlines:

- > A collaborative method for practitioners, stakeholders, and the community to work together;
- > Shared responsibility and a shared language to support collaboration across disciplines, agencies, and levels of government;
- > A process for consistently implementing this approach in a range of decisions and project types, at various scales, and throughout the life cycle of a plan, project, or asset; and
- > Criteria for measuring and evaluating the alignment of movement and place both in existing contexts and in comparing future options.

Figure 2-1 shows street environments with different classifications based on their movement and place significance.

Figure 2-1 Movement and Place Framework



Source: *Future Transport 2056, Transport for NSW, 2018*

The road network must accommodate the safe and efficient movement of people and goods (Movement), as well as support the surrounding communities that it serves (Place). The key movement functions and place intensities must be carefully considered and balanced to respond to growth and increased land use development. Balancing Movement and Place recognises that trade-offs may be required to achieve a best fit for the objectives.

## 2.2 Local Government

### Snowy Valleys Local Strategic Planning Statement, Snowy Valleys Council, 2020

The *Snowy Valleys Local Strategic Planning Statement (LSPS)* presents a 2040 vision and framework for land use in the LGA. It outlines how Snowy Valleys will accommodate a flourishing visitor economy while showcasing and protecting the area’s natural and cultural values. It sets clear priorities for employment, housing, services and infrastructure and associated short, medium and long-term actions to deliver the vision. The LSPS envisions Tumut as a vital sub-regional centre and the major commercial, services, retail, entertainment and cultural centre within Snowy Valleys.



The relevant planning priorities and actions from the LSPS are summarised in **Table 2-1**.

Table 2-1 Snowy Valleys LSPS relevant planning priorities and actions

Theme	Planning priority	Action
Towns and Villages	<b>PP1:</b> Provide a range of accessible facilities and services to meet community needs and foster a culturally rich, creative, safe and socially connected Snowy Valleys community.	<b>A3:</b> Develop a Masterplan for the commercial centre of Tumut.
	<b>PP3:</b> Enhance residential and commercial precincts to create and maintain visually attractive, connected places that enriches resident amenity.	<b>A11:</b> Consider planning controls contained within the Snowy Valleys Local Environmental Plan and Development Control Plan and <i>Urban Design for Regional NSW</i> (NSW Government Architect).
		<b>A12:</b> Deliver a Masterplan focussing on improved accessibility, amenity and activity for Tumut local commercial centre.
Growth Through Innovation	<b>PP1:</b> Encourage sustainable tourism initiatives which create employment and boost the local economy.	<b>A14:</b> Concentrate on the consideration of Strategic Directions outlines in the <i>Snowy Valleys Destination Management Plan</i> and the <i>Snowy Valleys Regional Economic Development Strategy</i> .
		<b>A15:</b> Consider the range of tourism related business activities that occur or are prioritised to be established within Snowy Valleys to ensure that planning controls are responsive to innovation and change.
Infrastructure	<b>PP2:</b> Provide infrastructure which encourages the use of sustainable transport such as cycleways and rail trails.	<b>A36:</b> Prepare a Snowy Valleys Council Bike Plan and Pedestrian Access and Mobility Plan to ensure and improve connectivity between land uses within existing towns.

### Snowy Valleys Development Control Plan, Snowy Valleys Council, 2019

The *Snowy Valleys Development Control Plan* (DCP) specifies Council's requirements to maintain the quality of streetscapes, protect heritage and ensure landscape qualities are retained. It aims to provide detailed controls and guidelines for development to ensure consistency with Council's vision, policies and strategies. This includes those relating to traffic planning, vehicle access, circulation and parking for developments.

The DCP stipulates that outdoor parking areas should provide suitable landscaping, in particular shade trees which can assist with cooling the car parking area and vehicles parked therein. All parking areas should generally incorporate a rational circulation pattern and dead-end parking aisles will not be permitted except for in small areas or areas reserved for low turnover, such as employee parking. Commercial parking areas should be designed to minimise the potential for conflict between vehicles and pedestrians. Paved parking areas are to be defined by linemarking or other approved means.



Relevant on-site car parking rates outlined in the DCP are shown in **Table 2-2**.

Table 2-2 Snowy Valleys DCP 2019 parking rates

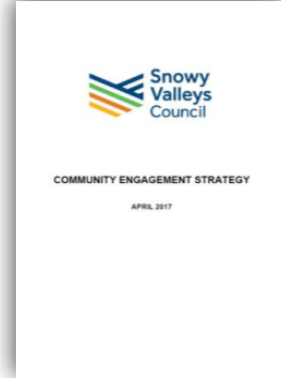
Land use	Car parking provision
Business and office premises	1 space per 40m <sup>2</sup> GFA
Cafés	1 space per 6.5m <sup>2</sup> of customer service area
Hardware and building supplies	10 spaces, plus 1 space per 130m <sup>2</sup> GFA of display
Neighbourhood shops	1 space per 35m <sup>2</sup> of customer service area
Pubs	1 space per 5m <sup>2</sup> of customer service area, plus 1 space per 3 employees
Restaurants	1 space per 6.5m <sup>2</sup> of customer service area
Shops	1 space per 35m <sup>2</sup> of customer service area
Medical centres	1 space per 65m <sup>2</sup> GFA, plus 1 space per employee
Community facilities	1 space per 10m <sup>2</sup> GFA, or 1 space per 4 seats (whichever is greater)
Vehicle repair stations	3 spaces per vehicle work bay
Residential flat buildings	2 spaces per unit, plus visitor parking at the rate of 1 space per 5 units
Shop top housing	2 spaces per unit, plus visitor parking at the rate of 1 space per 5 units
Backpackers' accommodation	1 space per 5 beds, plus 1 space per 2 staff
Bed and breakfast accommodation	1 space per guest bedroom, plus 2 spaces for the permanent occupants of the dwelling
Hotel accommodation	1 space per unit
Motel accommodation	1 space per unit, plus 1 space per 2 employees

Source: *Snowy Valleys Development Control Plan, Snowy Valleys Council, 2019*

Bicycle parking should be provided at one space per 10 car parking spaces and is not required for developments generating less than 10 car parking spaces. The security and protection of bicycles is critical in parking design and convenient locations are to be chosen. It may be necessary to provide undercover parking facilities in some situations.

**Snowy Valleys Community Engagement Strategy, Snowy Valleys Council, 2017**

The *Snowy Valleys Community Engagement Strategy* reflects Council's commitment to engaging with the community and other stakeholders, and is part of the Community Engagement Framework. It defines community engagement as "any process that involves the community in problem solving or decision making and uses community input to make better decisions". This process facilitates the development of trust and confidence with the community, resulting in better outcomes.



The strategy aims to set the strategic direction for community engagement and provide a consistent and flexible process to guide the selection of the most appropriate method and level of engagement. The following 12 principles underpin the community engagement process in the LGA:

- Integrity and transparency;
- Respect
- Inclusivity;
- Informative;
- Shared learnings;
- Well planned;
- Meaningful;
- Feedback;
- Part of our culture;
- Efficiency and value for money;
- Innovation and continuous improvement; and
- Privacy.

Council determines the appropriate level of engagement for each project as per the International Association for Public Participation (IAP2). The five levels of engagement, based on the amount of influence given to the community, are shown in **Figure 2-2**. The levels of public impact, community influence over decisions and resourcing required increases from left to right.

Figure 2-2 Snowy Valleys levels of community engagement



The second level of engagement, 'Consult', enables two-way communications designed to obtain feedback on ideas and alternatives to inform decision making. Techniques used to achieve this level of engagement include comment/feedback forms, drop-in sessions, online surveys, public exhibitions and meetings.

**Tumut Shire Growth Strategy 2013-2033, Snowy Valleys Council, 2013**

The *Tumut Shire Growth Strategy* provides directions to ensure sustained growth throughout the Tumut region through a focus on the strategic planning and sustainable management of land use. It aims to enhance the quality of life for all residents by improving community services and facilities while conserving the heritage and natural environment of the area.

The strategy identifies that Tumut has potential to attract population growth in the future due to transport network connections to Wagga Wagga, Albury and Canberra. Controls on land subdivision are to facilitate this through support for the rural sector while providing opportunities for normal residential and lifestyle blocks. It has been recommended that:

- > 38 hectares of land east of the intersection of Blowering Road and Bundara Crescent be rezoned from R5 (Large Lot Residential) to R2 (Low Density Residential) to accommodate population growth. This is two kilometres southeast of the Study Area.
- > Lots on the northern face of Merivale Street between Russell Street and Fitzroy Street be rezones from R3 (Medium Density Residential) to B2 (Local Centre) to expand the central business district (CBD).



### 3 Existing Transport Provisions

The Central Activities District of Tumut contains a well-established road network with plentiful on-street and off-street parking options. The active transport network and public transport network are generally still developing. The following sections detail the existing conditions of the transport networks and transport services available in the Tumut Study Area.

#### 3.1 Active Transport

##### 3.1.1 Pedestrian Network

Pedestrian infrastructure is present within the Study Area in the form of footpaths, pedestrian refuges and kerb extensions along most streets.

Footpaths are provided on both sides of the road on all streets except for the western side of Simpson Street, southern side of Richmond Street, western side of Herlihy Street, northern side of Merivale Street (between Russell Street and Fitzroy Street), as well as sections of the off-street car park access roads (e.g. Sylvia Place). The footpaths as measured from aerial imagery all meet the 1.5m minimum width requirement and are maintained in good condition. Most footpaths have satisfactory shading either from structures or trees, however some sections along Russell Street, Merivale Street and Herlihy Street are exposed.

Refuge islands are available at most intersections for crossing in all directions, with exceptions on Richmond Street where refuge islands predominantly allow crossing for east – west only. Crossing points are also available at certain intersections through provision of kerb extensions and ramps but with no refuge islands. The intersections that have these arrangements include Merivale Street / Herlihy Street and Fitzroy Street / Richmond Street.

It is noted that the kerb extensions within the Study Area take on two forms, including widening of the kerb area near the intersection or installation of a separate island next to the kerb space. Examples of provisioned refuge islands and different kerb arrangements are presented as per **Figure 3-1** and **Figure 3-2**.

Figure 3-1 Pedestrian refuge with widened kerb extension (Capper Street / Merivale Street)



Figure 3-2 Pedestrian crossing point with kerb extension island (Fitzroy Street / Richmond Street)



In addition to refuge islands, pedestrian crossings are provided at areas with high pedestrian activity, which include:

- > Children’s crossings in front of Tumut Public School and Snowy Valleys School;
- > Marked pedestrian crossing on Wynyard Street (between Russell Street and Fitzroy Street); and
- > Marked pedestrian crossings in off-street car parks.

Traffic thresholds present at both ends of Fuller Street also appear to act as a form of pedestrian crossing as suggested by the kerb ramps next to the thresholds.

Examples of the pedestrian crossings are shown in **Figure 3-3** to **Figure 3-6**.



Figure 3-3 Children's Crossing with Kerb Extensions at Tumut Public School (Wynyard Street)



Figure 3-4 Marked Pedestrian Crossing on Wynyard Street



Figure 3-5 Marked Pedestrian Crossing in Coles off-street car park



Figure 3-6 Traffic threshold on Fuller Street



Pedestrian crossing infrastructure is generally in good condition, though the children's crossing in front of Snowy Valleys school is faded as shown in **Figure 3-7**. A majority of refuge islands also have no signs indicating their presence with exceptions at the intersections of Fitzroy Street / Merivale Street, Merivale Street / Russell Street and Wynyard Street / Simpson Street. An example is shown in **Figure 3-8**.

Figure 3-7 Faded Children's Crossing at Snowy Valleys School (Capper Street)

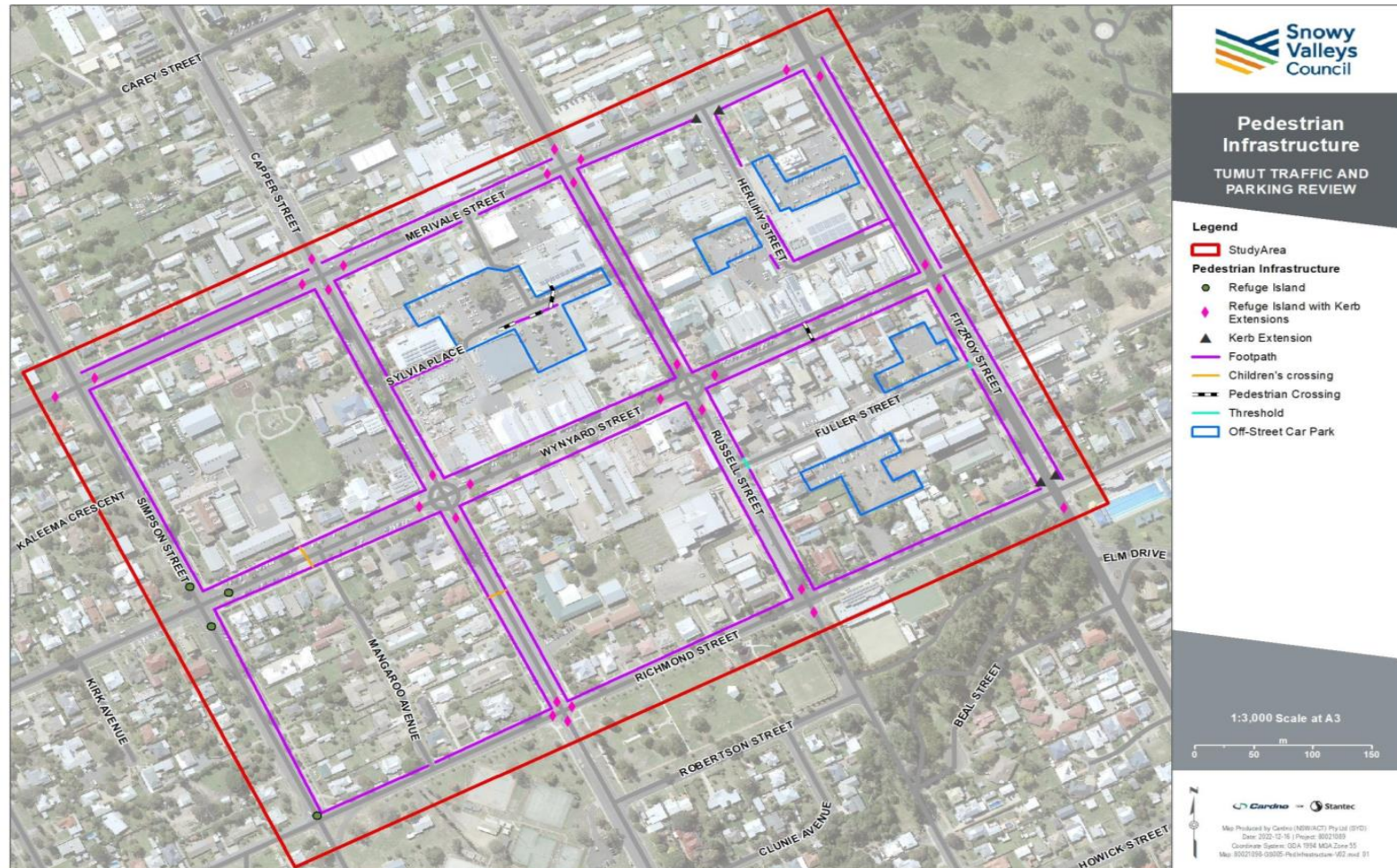


Figure 3-8 Refuge Island Signage (Fitzroy Street near Merivale Street)



The map presented in **Figure 3-9** shows all pedestrian infrastructure in the Study Area.

Figure 3-9 Tumut Pedestrian Infrastructure



### 3.1.2 Cycling Network

No dedicated cycling paths have been identified in the Study Area, thus cycling options available are primarily in the form of on-road mixed traffic routes. For children aged 16 and under and accompanying adults, riding on footpaths is permitted. The footpath infrastructure in Tumut is sufficient for satisfying cycling needs, with kerb ramps present at almost every footpath except for the section next to Saint Stephen’s Uniting Church shown in **Figure 3-10**. However, the footpath width can be narrow when shared between pedestrians and cyclists.

Despite a lack of infrastructure, it is deduced that there is demand for cycling as shown through the provision of two local bike shops – Ground Up Tumut (Shop 3/7 Fuller Street) and Cycle World (55 Russell Street). A bike mechanic shop – Bike Revive Tumut – is also present at 177 Capper Street.

In line with this demand, cycling crossing signs are found on Richmond Street near Capper Street, Mangaroo Avenue, and Capper Street near Snowy Valleys School. An example of this signage is shown in **Figure 3-11**.

Figure 3-10 No kerb ramp at St Stephen’s Uniting Church (Simpson Street / Wynyard Street)



Figure 3-11 Cyclist crossing in Richmond Street at Capper Street



Overall, though interests appear to be present for cycling, the current infrastructure falls short in making cycling a safe form of transport and has significant room for improvement.

### 3.2 Public Transport

Coaches are the only form of public transport available in the Tumut Study Area. Coach routes which service the Study Area include routes 723, 724, 727 and 728 provided by regional coaches (NSW TrainLink) and route 998 provided by the private operator Goode’s Coaches. These services connect Tumut to Wagga Wagga, Tumbarumba and Cootamundra.

All coaches run from the Tumut Coach Stop, which is the only bus stop present within the Study Area. The Tumut Coach stop is a sheltered bus stop as seen in **Figure 3-12**. It is additionally noted that the bus zone at the Tumut Coach stop is shared with horse and carriage traffic.

Figure 3-12 Tumut Coach Stop



Figure 3-13 Tumut Public School Bus Zone on Simpson St



School buses operate within Tumut, serving Tumut Public School and Snowy Valleys School. No bus shelter is provided to the bus zones outside these schools, but they would be suitable locations for their provision due to wide road verges, as shown in **Figure 3-13**.

### 3.3 Road Network

Roads are managed by an administrative framework of state, regional and local road categories. Classification is based on each road's connectivity and importance to the broader road network. State roads are managed and funded by Transport for NSW, and regional / local roads are managed and funded by councils. Roads that have a high freight task are generally assigned a state road classification. Regional roads perform an intermediate function and due to their network significance, Transport for NSW provides financial assistance to councils for the management of their regional roads.

Key roads within the Tumut Study Area are listed in **Table 3-1**.

Table 3-1 Tumut Study Area Roads

Road Name	Configuration	Classification	Speed Limit (km/h)
Simpson Street	<ul style="list-style-type: none"> <li>One lane in each direction.</li> <li>Kerb side parking available on both sides of the road between Merivale Street and Wynyard Street.</li> <li>Angled Parking available on both sides of the road between Wynyard Street and Richmond Street.</li> </ul>	Local	<ul style="list-style-type: none"> <li>50</li> <li>School zone speed limit of 40 applicable (section between Wynyard Street and Merivale Street)</li> </ul>
Wynyard Street	<ul style="list-style-type: none"> <li>One lane in each direction separated by a broken white line.</li> <li>Angled parking available on both sides of the road between Simpson Street and Russell Street.</li> <li>Angled and Parallel parking alternating on both sides of the road between Russell Street and Fitzroy Street</li> </ul>	Local	<ul style="list-style-type: none"> <li>50</li> <li>School zone speed limit of 40 applicable (section between Capper Street and Simpson Street)</li> </ul>
Capper Street	<ul style="list-style-type: none"> <li>One lane in each direction.</li> <li>Angled parking available on both sides of the road.</li> </ul>	Local	<ul style="list-style-type: none"> <li>50</li> <li>School zone speed limit of 40 applicable (section between Wynyard Street and Richmond Street)</li> </ul>
Richmond Street	<ul style="list-style-type: none"> <li>One lane in each direction.</li> <li>Kerb side parking available on both sides of the road.</li> </ul>	Local	50
Russell Street	<ul style="list-style-type: none"> <li>One lane in each direction with broken white line separation between Wynyard Street and Richmond Street.</li> <li>Angled parking available on both sides of the road.</li> </ul>	Local	50
Fitzroy Street	<ul style="list-style-type: none"> <li>One lane in each direction separated by a broken white line</li> <li>Kerb side parking available on both sides of the road.</li> </ul>	State	50
Merivale Street	<ul style="list-style-type: none"> <li>One lane in each direction.</li> <li>Angled parking available on both sides of the road.</li> </ul>	Local	50
Fuller Street	<ul style="list-style-type: none"> <li>One lane shared by 2-way traffic</li> <li>Kerb side parking available on both sides of the road.</li> </ul>	Local	50

Lane separation markings are not widely applied on long section of roads in the Tumut Study Area except on Fitzroy Street, Wynyard Street and a section of Russell Street where there is busy traffic. Markings however are present for approaches to refuge islands at intersections, mostly in the form of a single solid white line, though double solid white lines are used on Wynyard Street and approaches to pedestrian crossings. Examples of the markings are shown in **Figure 3-14** to **Figure 3-16**.

Most markings are adequately maintained, but some fading of markings was observed on Fitzroy Street, Capper Street and Russell Street. An example of this fading is shown in **Figure 3-17**.

Figure 3-14 Lane separation marking (Fitzroy Street)



Figure 3-15 Intersection / refuge island approach markings (Merivale Street / Russell Street Intersection)

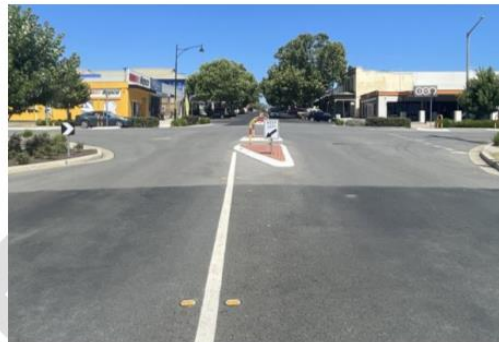
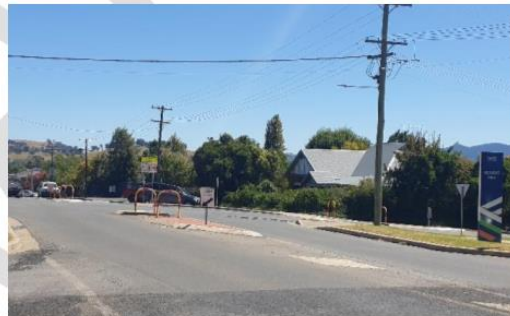


Figure 3-16 Double solid line marking (Wynyard Street pedestrian crossing)



Figure 3-17 Faded marking (Capper Street / Richmond Street intersection)



For school zones at both Tumut Public School and Snowy Valleys School, dragon teeth marking and speed zone markings are additionally provisioned as shown in **Figure 3-18** and **Figure 3-19**.

Figure 3-18 40km/h speed zone and dragon's teeth marking (Tumut Public School, Wynyard Street)



Figure 3-19 40km/h speed zone and dragon's teeth marking (Snowy Valleys School, Capper Street)



Road signage is generally in good condition and adequately installed with proper give way signs and roundabout signage at intersections for all approaching directions. As the road serves active mixed traffic purposes, it would have been ideal to provide more signage to identify other traffic users, for example signage to indicate the presence of pedestrian crossing at Tumut Public School and the Wynyard Street pedestrian crossing.

The quality of road pavement and kerb varies across the Study Area. Roads generally have an asphalt surface and are in fair condition. Roads that experience busy traffic or are towards the edge of the Study Area though have rougher and more patched up surfaces. This is observed specifically on Fitzroy Road, Richmond Road, Simpson Street and Wynyard Street. For the rougher roads, kerb conditions also tend to be poor, with observed cracks and asphalt spills found in multiple places. Examples of the damaged roads and kerbs are shown as per **Figure 3-20** to **Figure 3-23**.

Figure 3-20 Damaged Road Pavement (Fitzroy Street)



Figure 3-21 Exposed Road (Simpson Street)



Figure 3-22 Damaged Kerb (Richmond Street)



Figure 3-23 Damaged Kerb (Simpson Street)



### 3.4 Parking

There is a plentiful supply of both on and off-street parking in the Tumut Study Area, with a total of 920 on-street parking spaces and 479 off-street parking spaces.

#### 3.4.1 On-Street Parking

The on-street parking is predominantly 45-degree angle parking, with a mixture between marked and unmarked parking spaces. Examples of marked 45-degree angle parking bays are shown in **Figure 3-24** and **Figure 3-25**.

The unmarked 45-degree angle parking sections make it difficult for drivers to park on the correct angle. There are two road segments which have this unmarked 45-degree angle parking – Merivale Street, between Simpson Street and Capper Street, and Simpson Street, between Wynyard Street and Richmond Street.

Approximately 60% of on-street parking in the Study Area is unrestricted, with 25% signposted as 1 Hour Parking and 10% signposted as 2 Hour Parking. The other types of on-street parking zones in the Study Area are 15 Minute Parking, Accessible Parking, Loading Zones, Bus Zones and Driver Test Parking.

A summary of the on-street parking capacities in each street and their restrictions are shown in **Table 3-2**.

It should be noted that there are no parking facilities for motorbikes, bicycles, heavy vehicles or light vehicles towing caravans and trailers.

Table 3-2 On-Street Parking Capacities

	Unrestricted	P15	1P	2P	Accessible Parking	Loading Zone	Bus Zone	Driver Test Parking	Total
Merivale Street	146		12						158
Wynyard Street	33	17	116	18	7	2			193
Richmond Street	134								134
Fuller Street				32			1	2	35
Simpson Street	80						11		91
Capper Street	52		8	8			5		73
Russell Street	23		89	7	1				120
Herlihy Street	42		7			1			50
Fitzroy Street	39			26	1				66
<b>Total</b>	<b>549</b>	<b>17</b>	<b>232</b>	<b>91</b>	<b>9</b>	<b>3</b>	<b>17</b>	<b>2</b>	<b>920</b>

Figure 3-24 45 Degree Angle Parking in Capper St



Figure 3-25 45 Degree Angle Parking in Wynyard St



Figure 3-26 15 Min Parking at Tumut Public School



Detailed maps showing the locations of all the on-street parking restrictions are shown in **Figure 3-27** (for unrestricted and timed parking zones) and **Figure 3-28** (for all other specialty parking zones). The on-street parking configurations (i.e. parallel, angled etc.) are shown in **Figure 3-29**.

### 3.4.2 Off-Street Parking

There are five main off-street parking locations within the Study Area. All car parks have no time restrictions. Each car park's capacity is outlined in **Table 3-3**.

Table 3-3 Off-Street Parking Capacities

Off-Street Car Park	Capacity
Woolworths car park (entry off Herlihy Street or Fitzroy Street)	56 spaces (including 4 pick-up spaces and 1 accessible space)
Herlihy Street car park	54 spaces (including 2 accessible spaces)
Fuller Street North car park	51 spaces
Fuller Street South car park	87 spaces (including 1 Bus Zone)
Coles car park (entry off Capper Street or Russell Street)	231 spaces (including 3 pick-up spaces, 7 accessible spaces and 1 Loading Zone)
<b>Total</b>	<b>479 spaces</b>

Both of the supermarket car parks have a small number of short-stay spaces for Click and Collect customers to pick-up their pre-ordered groceries. Accessible parking spaces are provided in some car parks but not all, and most accessible spaces do not meet the Australian Standard (AS2890) requirements for accessible parking.

A map showing the Study Area locations of on and off-street parking facilities, and a summary of their parking capacities, is presented in **Figure 3-30**.



Figure 3-27 On-Street Parking Restrictions (Unrestricted and Timed Parking Zones)

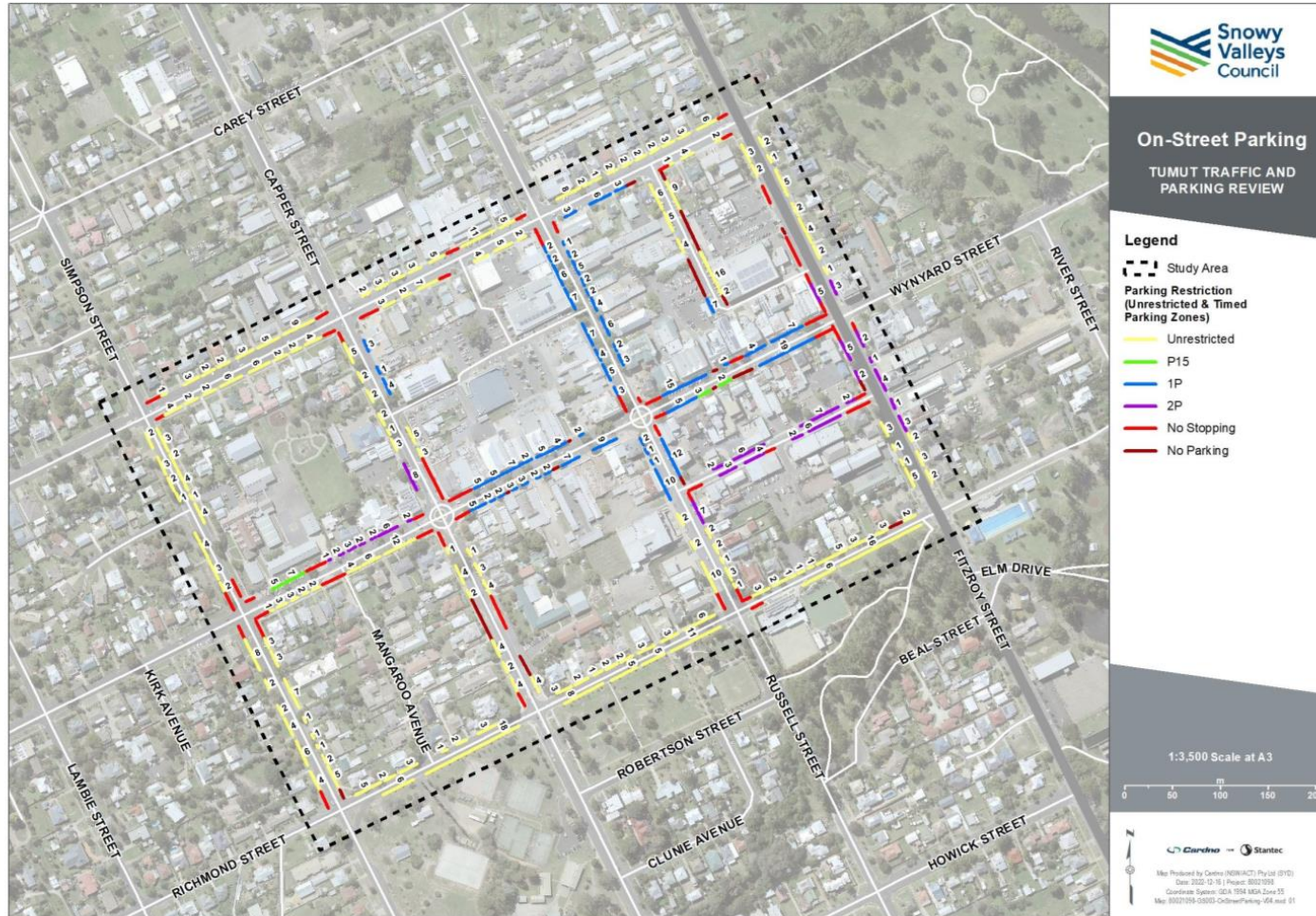




Figure 3-28 On-Street Parking Restrictions (Specialty Parking Zones)



Figure 3-29 On-Street Parking Configuration





## 4 Traffic and Parking Assessment

### 4.1 Observations

Site observations in regards to transport provisions and travel behaviour were made during a site visit to the Study Area on Friday 18 February 2022. These observations are summarised in the sections below.

#### 4.1.1 Desire Lines

##### 4.1.1.1 Pedestrians

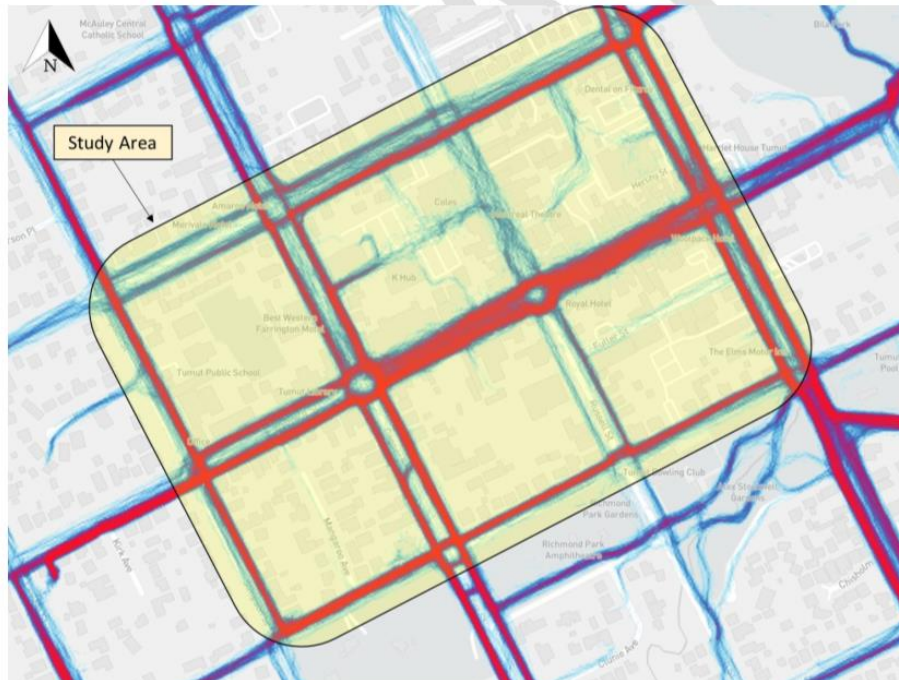
Observations from the site visit revealed that there is high pedestrian activity in the commercial town centre, particularly on Wynyard Street and Russell Street, and between the hours of 11am and 12pm. Generally, pedestrians were observed to take the shortest route between their parked vehicle and the commercial business they intended on visiting.

Despite the provision of a marked pedestrian crossing on Wynyard Street, between Fitzroy Street and Russell Street, pedestrians were observed to cross Wynyard Street at points most convenient to them.

Pedestrian desire lines and demand can be confirmed through the online fitness tracking program called Strava. Strava is able to show popular walking routes logged via mobile applications and provides indicative data on walking behaviours. Strava has developed a walking 'heatmap' using GPS and tracking data to show the most popular walking routes of its users. It should be noted that the heatmap only illustrates routes taken by its user base and does not necessarily represent the wider Tumut community.

The walking heatmap of the Study Area is shown in **Figure 4-1**.

Figure 4-1 Pedestrian Demand

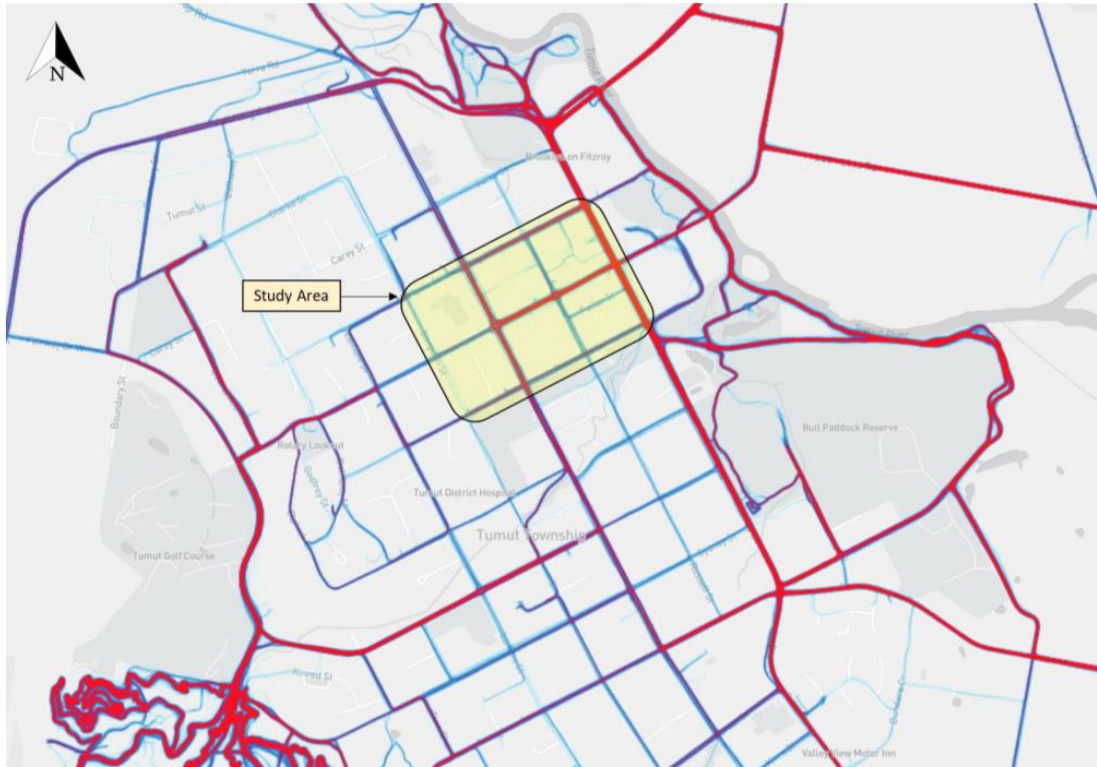


The heatmap confirms that high volumes of pedestrians cross Wynyard Street at multiple locations between Capper Street and Fitzroy Street. It is also worthy to note the reduced pedestrian activity in Russell Street compared to other streets in the Study Area, particularly south of Wynyard Street.

4.1.1.2 Cyclists

Low cyclist activity was observed in the Study Area during the site visit. Similar to the pedestrian desire lines, cyclist desire lines and demand can also be estimated through Strava’s heatmap. The desire lines for cycling are presented as per **Figure 4-2**.

Figure 4-2 Cyclist Demand



The heatmap shows that cyclist activity is predominantly concentrated outside the town centre, with Fitzroy Street being the most heavily used road by cyclists in the Study Area, followed by Wynyard Street. The only other street in the Study Area used by some cyclists is Capper Street, presumably as a north-south connection route.

‘Ground Up’ are the local cycling business in Tumut, located at 3/7 Fuller Street, which support all bike sales, and maintenance, as well as organising bicycle meet-ups for on-road and off-road cyclists. There is a lot of interest around mountain biking around the Snowy Valleys Region, however this is centred outside the Study Area.

4.1.1.3 Private vehicles

Many private vehicles were observed to leave the Tumut town centre via Capper Street (to the north) between 10am – 11am during the site visit.

Between 11am – 12pm, there was a high turnover of private vehicles both entering and exiting parking spots, which resulted in the queuing of many private vehicles at nearby intersections.

4.1.2 Wayfinding

It was observed that there is a limited amount of wayfinding around the Tumut town centre to guide drivers to the off-street parking facilities. Directional signage to the Herlihy Street car park from Fitzroy Street is both visible and logical, as shown in **Figure 4-3**. Car park wayfinding signage in Capper Street is also visible and logical as per **Figure 4-4**, leading drivers to the Coles car park via Sylvia Place. However, some car parks lack any wayfinding signage from the most congested streets, notably Wynyard Street and Russell Street.

As seen in **Figure 4-5**, directional signage at Capper Street / Wynyard Street advises southbound vehicles on Capper Street to turn left into Wynyard Street for the ‘Shopping Centre’, but further signage is required to direct

them to their final destinations (off-street car parks). The positioning of this sign also suggests that turning from Capper Street (north) to Wynyard Street (east) and vice versa is a travel desire line.

Figure 4-3 Wayfinding at Fitzroy St / Merivale St



Figure 4-4 Wayfinding from Capper St to Coles Car Park



Figure 4-5 Wayfinding at Capper St / Wynyard St



#### 4.1.3 Accessible Parking

There are 9 accessible on-street parking spaces and 10 accessible off-street parking spaces in the Study Area. From the site visit, it was observed that none of these accessible parking spaces had associated shared areas, which are Australian Standard requirements (from AS2890.5 for on-street parking and AS2890.6 for off-street parking).

Examples of the existing on-street accessible parking spaces in the Tumut Study Area are shown in **Figure 4-6** and **Figure 4-7**.

**Figure 4-8** depicts example layouts of on-street accessible angle parking as per AS2890.5:2020, with the inclusion of shared areas that are identifiable through the use of yellow linemarking, kerb ramps and bollards.

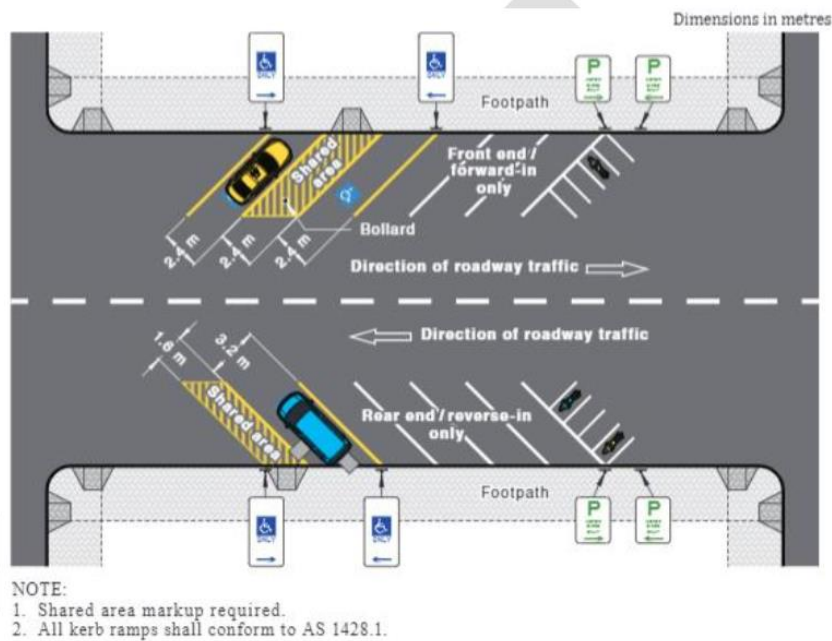
Figure 4-6 Accessible Parking at Tumut Library



Figure 4-7 Accessible Parking at Tumut Public School



Figure 4-8 Example of Accessible Angle Parking (AS2890.5:2020)



**4.2 Traffic Volume and Speed**

Automatic tube counts (ATCs) were placed at three locations in the Study Area between Sunday 13 February 2022 and Saturday 19 February 2022 as shown below in **Figure 4-9**:

- > Russell Street, north of Wynyard Street;
- > Wynyard Street, east of Russell Street; and
- > Fitzroy Street, south of Richmond Street.

ATCs are able to provide 24 hour classified traffic volume profiles at midblock locations, as well as provide data on vehicle speeds.



Figure 4-9 Tube Count Locations



The summary of the 7-Day Annual Average Daily Traffic (AADT) volumes and 85<sup>th</sup> percentile speeds at the ATC locations are summarised in **Table 4-1**.

Table 4-1 AADT Volumes and 85<sup>th</sup> Percentile Speeds

ATC Location	7-Day AADT Volume	85 <sup>th</sup> Percentile Speed	Speed Limit
Russell Street	2738 veh/day	39.6 km/h	50 km/h
Wynyard Street	3876 veh/day	32.1 km/h	50 km/h
Fitzroy Street	6429 veh/day	51.0 km/h	50 km/h

A breakdown of these AADT volumes and 85<sup>th</sup> percentile speeds for each individual day of the week at each location are graphically shown in **Figure 4-10** and **Figure 4-11**.

Figure 4-10 Daily Traffic Volumes across the Study Area

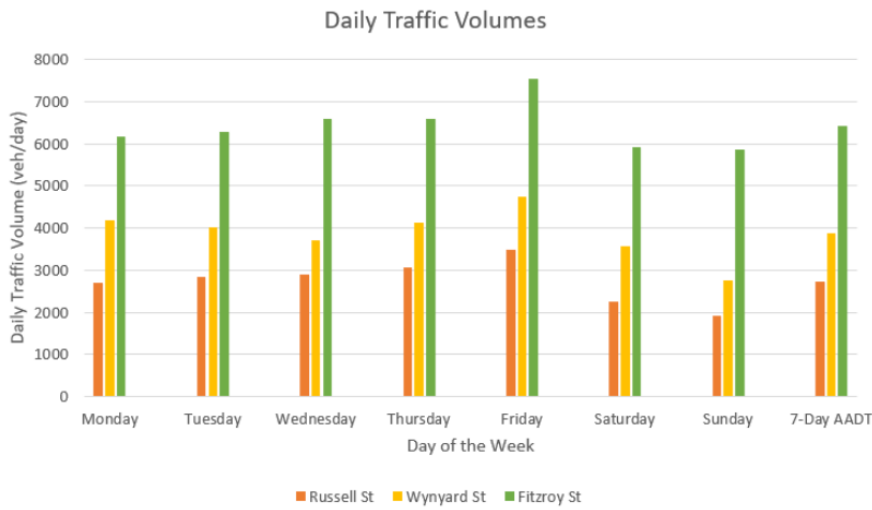
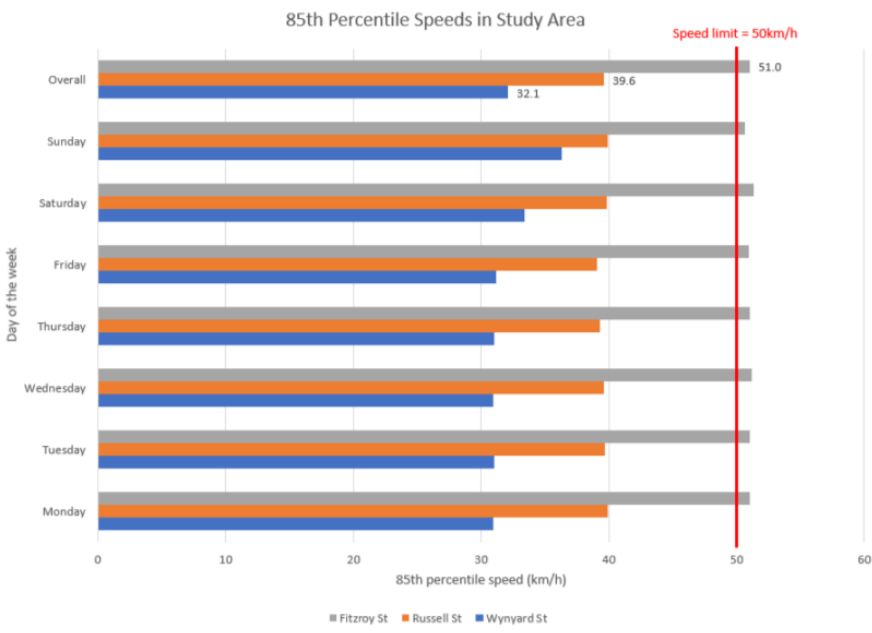


Figure 4-11 85<sup>th</sup> Percentile Speeds across the Study Area



The graphs show a distinct increase in traffic volumes at all locations on Fridays compared to other weekdays, and a decrease in traffic volumes at all locations on weekends. As the main State Road through Tumut, Fitzroy Street carries the highest AADT volume of 6429 veh/day. Wynyard Street carries a moderate traffic volume of 3876 veh/day, with Russell Street receiving slightly less traffic with 2738 veh/day.

The 85<sup>th</sup> percentile speed on Fitzroy Street is 51.0km/h, which is marginally higher than the 50km/h speed limit. Both Wynyard Street and Russell Street are lower speed environments in the town centre. Their 85<sup>th</sup> percentile speeds of 32.1km/h and 39.6km/h reflect this self-enforcing low speed environment, as drivers naturally slow down to look for a parking spot and due to pedestrians haphazardly crossing the road.

As shown in **Table 4-2**, Russell Street has a much higher heavy vehicle percentage compared to Wynyard Street (16.4% compared to 9.4%). On average, Russell Street carries 448 heavy vehicles per day, up to a maximum of 46 heavy vehicles in one hour between 11am – 12pm on any given day. The maximum number of Class 2 vehicles in one hour on any given day is 2 veh/h.



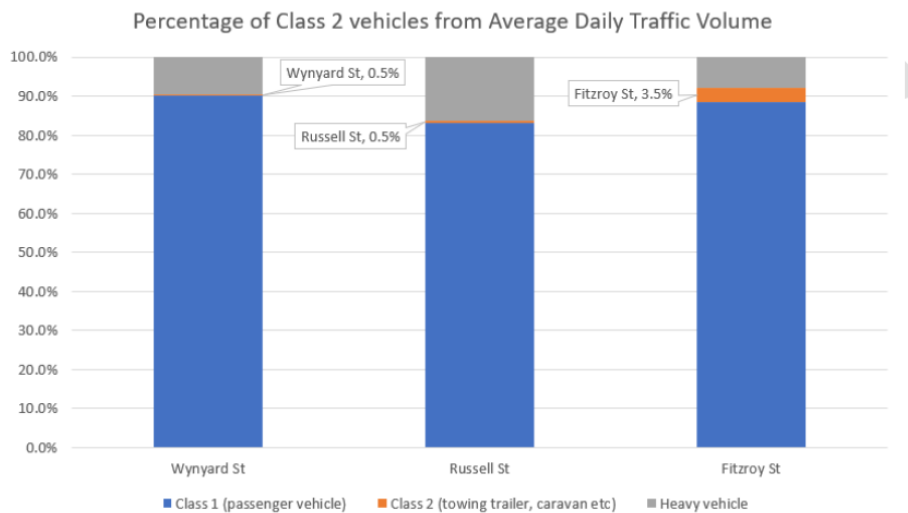
On average, Wynyard Street carries 365 heavy vehicles per day, up to a maximum of 28 heavy vehicles in one hour between 1pm – 2pm on any given day. The maximum number of Class 2 vehicles in one hour on any given day is 2 veh/h.

On average, Fitzroy Street carries 509 heavy vehicles per day, up to a maximum of 38 heavy vehicles in one hour between 11am – 12pm on any given day. The maximum number of Class 2 vehicles in one hour on any given day is 24 vehicles between 11am – 12pm.

Table 4-2 Vehicle Classification Breakdown

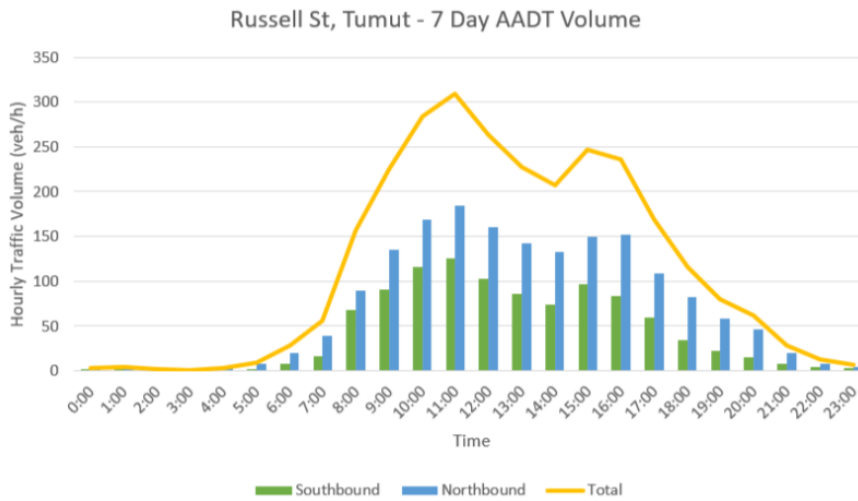
ATC Location	Class 1 (passenger)	Class 2 (towing trailer, caravan etc.)	Class 3+ (heavy vehicle / bus)	7-Day AADT Volume
Russell Street	2275 veh/day (83.1%)	15 veh/day (0.5%)	448 veh/day (16.4%)	2738 veh/day
Wynyard Street	3492 veh/day (90.1%)	18 veh/day (0.5%)	365 veh/day (9.4%)	3876 veh/day
Fitzroy Street	5694 veh/day (88.6%)	226 veh/day (3.5%)	509 veh/day (7.9%)	6429 veh/day

Figure 4-12 Proportion of Class 2 Vehicles



The hourly traffic profile for Russell Street is illustrated in **Figure 4-13**. The graph shows a much higher number of vehicles travelling northbound compared to southbound across the whole day. The heavily favoured northbound direction is consistent with the car park access arrangements, considering that the access points to the Coles car park and Herlihy Street car park from Russell Street are both one-way entries only (no exits). Both directions also show clear AM and PM peak hours between 11am – 12pm (309 veh/h) and 3pm – 4pm (246 veh/h).

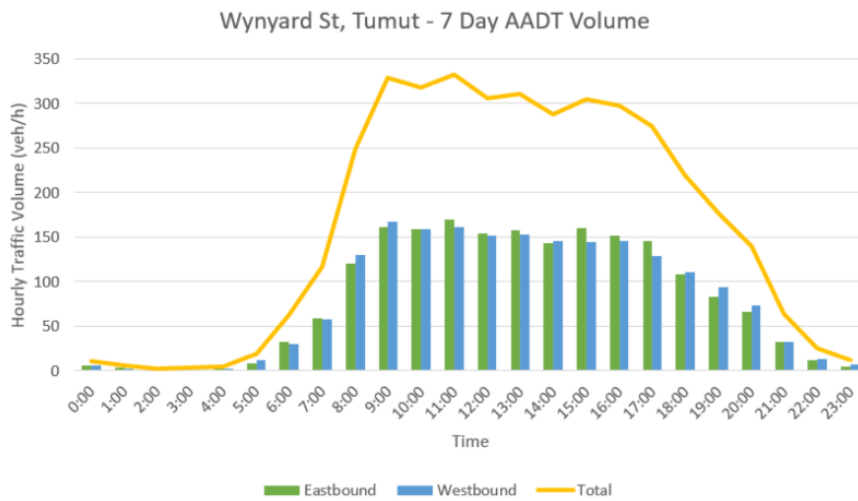
Figure 4-13 Hourly Traffic Profile – Russell Street



The hourly traffic volume profile for Wynyard Street is illustrated in **Figure 4-14**. The graph shows a steady number of vehicles across the middle of the day between 9am – 5pm, which is consistent with business opening hours. The peak hour traffic volume is 332 veh/h between 11am – 12pm, with volumes slowly decreasing through the afternoon after the peak hour.

There are no obvious trends between eastbound and westbound vehicles across the day.

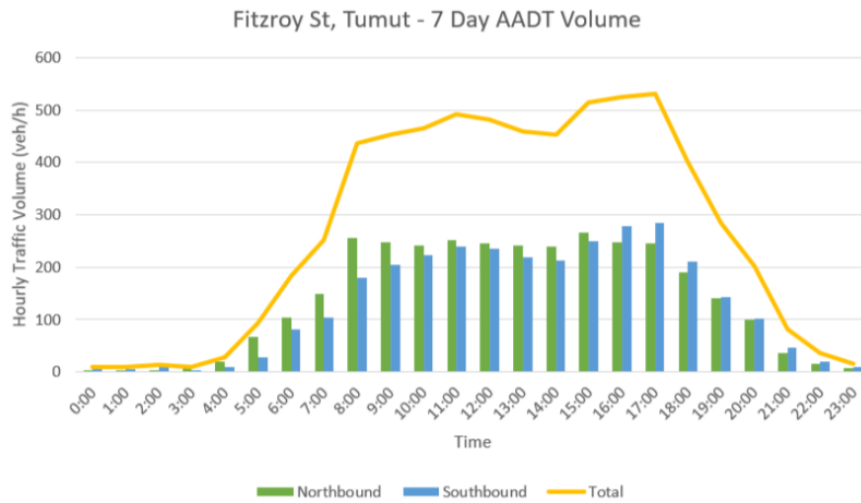
Figure 4-14 Hourly Traffic Profile – Wynyard Street



The hourly traffic volume profile for Fitzroy Street is illustrated in **Figure 4-15**. The graph shows a steady number of vehicles throughout the day between 8am – 6pm. The dominant directions of travel are northbound in the AM Peak (256 northbound vehicles between 8am – 9am) and southbound in the PM Peak (285 southbound vehicles between 5pm – 6pm). This suggests many drivers originate / reside south of the Tumut town centre.

The overall peak across the day is 531 vehicles between 5pm – 6pm.

Figure 4-15 Hourly Traffic Profile – Fitzroy Street



### 4.3 Parking Occupancy

A parking occupancy survey was undertaken in the Tumut Study Area on Friday 18 February 2022 between 8:00am – 6:00pm and on Saturday 19 February 2022 between 8:00am – 1:00pm. Parking occupancy data was captured for all on-street and off-street locations as shown in **Figure 3-30**.

Occupancy data has been analysed to provide insights into the utilisation of parking in each street and in each off-street car park. The analysis has examined each time-restricted zone separately to help identify trends and parking behaviours.

The overall demand for parking across the entire Study Area during the occupancy survey is depicted in **Figure 4-16** and **Figure 4-17**.

The graphs show an overall peak demand of close to 700 vehicles between 11am – 12pm on Friday and almost 450 vehicles between 11am – 12pm on Saturday. Parking demand across the middle of the day on Friday remains constantly high between 10am – 2pm, before easing throughout the afternoon.

With an overall parking supply of 1399 parking spaces in the Study Area, demand only reaches approximately 50% of the parking supply at its peak, suggesting that there is more than enough parking availability in Tumut.

Figure 4-16 Typical Weekday Parking Demand

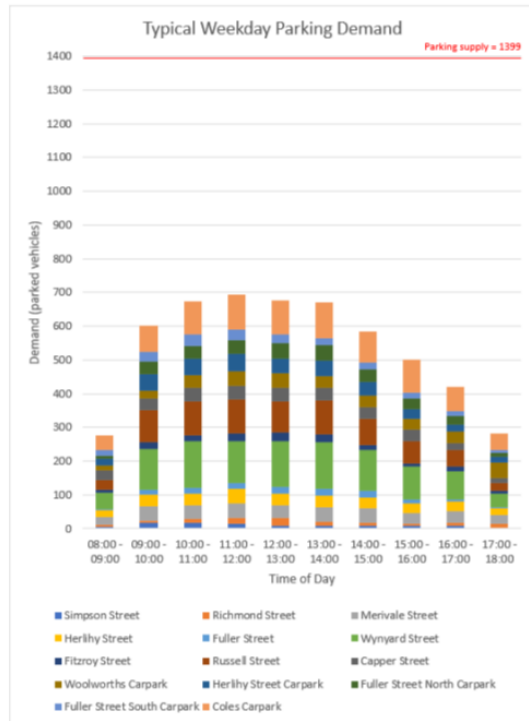
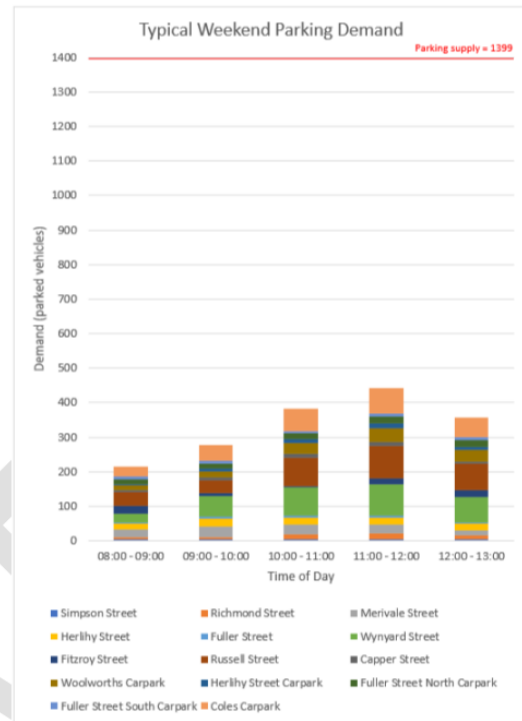


Figure 4-17 Typical Weekend Parking Demand



Friday 18 February 2022

Weekday parking occupancies across all Study Area streets and car parks are shown in **Table 4-3**.

The following observations are made regarding the weekday parking analysis results:

- > Between the peak periods of 10am – 2pm, the parking areas with the highest average weekday occupancy rates are Herlihy Street Car Park (89%), Fuller Street North Car Park (83%), Russell Street (81%) and Herlihy Street (73%).
- > Parking occupancy on Herlihy Street generally remained around 70% throughout most of the day, with the 1P section of parking closest to the shops remaining at 100% occupancy throughout the day. This suggests that more time-restricted parking spaces may be required to maintain a high turnover in Herlihy Street.
- > The Loading Zone on Herlihy Street is somewhat utilised, however the Loading Zones on Wynyard Street and in Coles Car Park recorded no vehicle stays.
- > Parking occupancy in the sections of 1P parking on Wynyard Street is moderately high over the day, averaging between 70-80%. This indicates a good level of parking turnover for the most convenient parking spaces in the town centre.
- > Parking occupancy in the sections of 1P parking on Russell Street is quite high over the day, averaging between 85-90%. Drivers may have some difficulty in locating vacant parking spaces in Russell Street.
- > The average occupancy in Herlihy Street Car Park between 8am – 2pm was 89% which is quite high. Parking restrictions may need to be introduced to encourage more parking turnover.
- > Despite being relatively close to each other, Fuller Street North car park has a noticeably higher occupancy than the Fuller Street South car park. The Fuller Street South car park is under-utilised.
- > Utilisation of Coles Car Park also never exceeds 50% of its capacity. Parking in the north-western corner of the precinct (closest to KFC) is particularly under-utilised, only averaging 29% occupancy through the day.



Table 4-3 Weekday Parking Occupancy (Fri 18 Feb 2022)

	Capacity	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00
Simpson Street											
No restriction	80	6%	21%	20%	19%	13%	10%	13%	10%	11%	5%
Bus Zone	11	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Street Total</b>	<b>91</b>	<b>5%</b>	<b>19%</b>	<b>18%</b>	<b>16%</b>	<b>11%</b>	<b>9%</b>	<b>11%</b>	<b>9%</b>	<b>10%</b>	<b>4%</b>
Richmond Street											
No restriction	134	4%	4%	9%	12%	16%	10%	6%	5%	6%	7%
<b>Street Total</b>	<b>134</b>	<b>4%</b>	<b>4%</b>	<b>9%</b>	<b>12%</b>	<b>16%</b>	<b>10%</b>	<b>6%</b>	<b>5%</b>	<b>6%</b>	<b>7%</b>
Merivale Street											
No restriction	146	14%	23%	25%	25%	21%	24%	25%	18%	21%	16%
1P	12	25%	67%	42%	67%	67%	67%	50%	33%	42%	8%
<b>Street Total</b>	<b>158</b>	<b>15%</b>	<b>27%</b>	<b>26%</b>	<b>28%</b>	<b>24%</b>	<b>27%</b>	<b>27%</b>	<b>20%</b>	<b>22%</b>	<b>16%</b>
Herlihy Street											
No restriction	42	40%	67%	67%	79%	67%	64%	60%	50%	50%	38%
1P	7	29%	100%	100%	100%	100%	86%	100%	100%	100%	71%
Loading Zone	1	100%	0%	100%	100%	100%	0%	100%	0%	100%	100%
<b>Street Total</b>	<b>50</b>	<b>40%</b>	<b>70%</b>	<b>72%</b>	<b>82%</b>	<b>72%</b>	<b>66%</b>	<b>66%</b>	<b>56%</b>	<b>58%</b>	<b>44%</b>
Fuller Street											
2P	32	13%	47%	53%	53%	59%	66%	56%	38%	13%	6%
Bus Zone	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Driver Test Parking	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Street Total</b>	<b>35</b>	<b>11%</b>	<b>43%</b>	<b>49%</b>	<b>49%</b>	<b>54%</b>	<b>60%</b>	<b>51%</b>	<b>34%</b>	<b>11%</b>	<b>6%</b>
Wynyard Street											
No restriction	33	33%	48%	48%	52%	42%	52%	58%	42%	30%	3%
P15	17	47%	53%	53%	41%	41%	41%	47%	35%	24%	0%
1P	116	22%	73%	79%	72%	85%	85%	68%	53%	52%	30%
2P	18	22%	50%	83%	67%	72%	67%	78%	72%	44%	17%
Accessible Parking	7	0%	43%	43%	57%	43%	29%	43%	29%	29%	0%
Loading Zone	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Street Total</b>	<b>193</b>	<b>26%</b>	<b>63%</b>	<b>70%</b>	<b>65%</b>	<b>70%</b>	<b>72%</b>	<b>64%</b>	<b>50%</b>	<b>44%</b>	<b>21%</b>
Fitzroy Street											
No restriction	39	8%	26%	23%	26%	28%	26%	23%	21%	10%	13%
2P	26	15%	35%	35%	50%	58%	54%	19%	12%	46%	19%
Accessible Parking	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Street Total</b>	<b>66</b>	<b>11%</b>	<b>29%</b>	<b>27%</b>	<b>35%</b>	<b>39%</b>	<b>36%</b>	<b>21%</b>	<b>17%</b>	<b>24%</b>	<b>15%</b>



Russell Street											
No restriction	23	22%	43%	52%	74%	39%	48%	26%	9%	9%	0%
1P	89	22%	88%	93%	85%	88%	93%	79%	71%	51%	24%
2P	7	57%	100%	86%	71%	57%	71%	14%	14%	0%	0%
Accessible Parking	1	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%
<b>Street Total</b>	<b>120</b>	<b>24%</b>	<b>80%</b>	<b>84%</b>	<b>83%</b>	<b>76%</b>	<b>83%</b>	<b>64%</b>	<b>55%</b>	<b>39%</b>	<b>18%</b>
Capper Street											
No restriction	52	46%	58%	63%	63%	63%	60%	56%	54%	31%	29%
1P	8	13%	38%	13%	13%	25%	25%	38%	0%	25%	0%
2P	8	63%	13%	75%	75%	75%	75%	50%	63%	25%	13%
Bus Zone	5	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Street Total</b>	<b>73</b>	<b>41%</b>	<b>48%</b>	<b>55%</b>	<b>55%</b>	<b>56%</b>	<b>53%</b>	<b>49%</b>	<b>45%</b>	<b>27%</b>	<b>22%</b>
Woolworths Carpark											
No restriction	51	22%	43%	69%	78%	78%	61%	65%	63%	69%	84%
Pick-up	4	50%	25%	50%	25%	25%	75%	0%	25%	0%	50%
Accessible	1	100%	0%	100%	100%	100%	0%	0%	0%	0%	100%
<b>Total</b>	<b>56</b>	<b>25%</b>	<b>41%</b>	<b>68%</b>	<b>75%</b>	<b>75%</b>	<b>61%</b>	<b>59%</b>	<b>59%</b>	<b>63%</b>	<b>82%</b>
Herlihy Street Carpark											
No restriction	52	35%	92%	96%	98%	81%	88%	77%	54%	42%	35%
Accessible Parking	2	0%	0%	0%	100%	50%	0%	0%	0%	0%	0%
<b>Total</b>	<b>54</b>	<b>33%</b>	<b>89%</b>	<b>93%</b>	<b>98%</b>	<b>80%</b>	<b>85%</b>	<b>74%</b>	<b>52%</b>	<b>41%</b>	<b>33%</b>
Fuller Street North Carpark											
No restriction	51	20%	71%	69%	80%	92%	90%	76%	61%	47%	20%
<b>Total</b>	<b>51</b>	<b>20%</b>	<b>71%</b>	<b>69%</b>	<b>80%</b>	<b>92%</b>	<b>90%</b>	<b>76%</b>	<b>61%</b>	<b>47%</b>	<b>20%</b>
Fuller Street South Carpark											
No restriction	86	19%	34%	41%	36%	30%	23%	22%	20%	17%	9%
Bus Zone	1	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%
<b>Total</b>	<b>87</b>	<b>20%</b>	<b>34%</b>	<b>41%</b>	<b>37%</b>	<b>31%</b>	<b>23%</b>	<b>22%</b>	<b>20%</b>	<b>17%</b>	<b>9%</b>
Coles Carpark											
No restriction	220	19%	35%	43%	46%	45%	47%	41%	44%	32%	23%
Pick-up	3	0%	33%	33%	33%	33%	100%	67%	100%	33%	0%
Accessible Parking	7	0%	0%	14%	0%	0%	14%	0%	0%	14%	0%
Loading Zone	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Total</b>	<b>231</b>	<b>18%</b>	<b>34%</b>	<b>42%</b>	<b>44%</b>	<b>43%</b>	<b>47%</b>	<b>40%</b>	<b>43%</b>	<b>32%</b>	<b>22%</b>



*Saturday 19 February 2022*

Weekend parking occupancies across all Study Area streets and car parks are shown in **Table 4-4**.

The following observations are made regarding the weekend parking analysis results:

- > Parking occupancy across the entire Study Area on the weekend is generally lower than during the week.
- > The parking areas with the highest average weekend occupancy rates are Russell Street (55%), Woolworths Car Park (49%) and Herlihy Street (41%).
- > The Loading Zone on Herlihy Street recorded 1 weekend vehicle stay, however the Loading Zones on Wynyard Street and in Coles Car Park recorded no vehicle stays.
- > Parking occupancy in the 1P sections on Wynyard Street reached 60-70% utilisation by 10am.
- > Parking occupancy in the 1P sections on Russell Street reached 70-75% utilisation by 10am.
- > Despite a high utilisation of Herlihy Street Car Park on Friday, utilisation was much lower on Saturday (average of only 16%).
- > Similar to the weekday, Fuller Street North Car Park on the weekend had a much higher utilisation (34%) than the Fuller Street South Car Park (9%).
- > Utilisation of Coles Car Park did not exceed 32% of its capacity on Saturday, with the north-western corner of the car park again having the lowest utilisation.



Table 4-4 Weekend Parking Occupancy (Sat 19 Feb 2022)

	Capacity	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00
Simpson Street						
No restriction	80	6%	5%	5%	4%	5%
Bus Zone	11	0%	0%	0%	0%	0%
<b>Street Total</b>	<b>91</b>	<b>5%</b>	<b>4%</b>	<b>4%</b>	<b>3%</b>	<b>4%</b>
Richmond Street						
No restriction	134	3%	4%	10%	13%	9%
<b>Street Total</b>	<b>134</b>	<b>3%</b>	<b>4%</b>	<b>10%</b>	<b>13%</b>	<b>9%</b>
Merivale Street						
No restriction	146	16%	22%	18%	14%	9%
1P	12	8%	8%	17%	33%	0%
<b>Street Total</b>	<b>158</b>	<b>15%</b>	<b>21%</b>	<b>18%</b>	<b>16%</b>	<b>8%</b>
Herlihy Street						
No restriction	42	36%	43%	40%	40%	36%
1P	7	14%	57%	71%	71%	71%
Loading Zone	1	0%	100%	0%	0%	0%
<b>Street Total</b>	<b>50</b>	<b>32%</b>	<b>46%</b>	<b>44%</b>	<b>44%</b>	<b>40%</b>
Fuller Street						
2P	32	6%	16%	9%	16%	6%
Bus Zone	1	0%	0%	0%	0%	0%
Driver Test Parking	2	0%	0%	50%	50%	0%
<b>Street Total</b>	<b>35</b>	<b>6%</b>	<b>14%</b>	<b>11%</b>	<b>17%</b>	<b>6%</b>
Wynyard Street						
No restriction	33	15%	12%	12%	15%	15%
P15	17	12%	24%	24%	18%	12%
1P	116	17%	45%	61%	67%	57%
2P	18	0%	0%	17%	6%	6%
Accessible Parking	7	0%	0%	0%	43%	14%
Loading Zone	2	0%	0%	0%	0%	0%
<b>Street Total</b>	<b>193</b>	<b>14%</b>	<b>31%</b>	<b>42%</b>	<b>47%</b>	<b>39%</b>
Fitzroy Street						
No restriction	39	15%	8%	3%	15%	18%
2P	26	15%	15%	15%	38%	50%
Accessible Parking	1	0%	0%	0%	0%	0%
<b>Street Total</b>	<b>66</b>	<b>15%</b>	<b>11%</b>	<b>8%</b>	<b>24%</b>	<b>30%</b>



Russell Street						
No restriction	23	22%	26%	52%	83%	43%
1P	89	30%	33%	72%	76%	73%
2P	7	100%	29%	86%	86%	14%
Accessible Parking	1	0%	0%	0%	0%	0%
<b>Street Total</b>	<b>120</b>	<b>33%</b>	<b>31%</b>	<b>68%</b>	<b>78%</b>	<b>63%</b>
Capper Street						
No restriction	52	10%	15%	17%	17%	13%
1P	8	0%	0%	0%	13%	0%
2P	8	0%	25%	25%	13%	0%
Bus Zone	5	0%	0%	0%	0%	0%
<b>Street Total</b>	<b>73</b>	<b>7%</b>	<b>14%</b>	<b>15%</b>	<b>15%</b>	<b>10%</b>
Woolworths Carpark						
No restriction	51	29%	27%	59%	80%	63%
Pick-up	4	0%	25%	0%	25%	25%
Accessible	1	0%	100%	0%	0%	100%
<b>Total</b>	<b>56</b>	<b>27%</b>	<b>29%</b>	<b>54%</b>	<b>75%</b>	<b>61%</b>
Herlihy Street Carpark						
No restriction	52	6%	15%	23%	25%	15%
Accessible Parking	2	0%	0%	0%	0%	0%
<b>Total</b>	<b>54</b>	<b>6%</b>	<b>15%</b>	<b>22%</b>	<b>24%</b>	<b>15%</b>
Fuller Street North Carpark						
No restriction	51	29%	29%	33%	39%	37%
<b>Total</b>	<b>51</b>	<b>29%</b>	<b>29%</b>	<b>33%</b>	<b>39%</b>	<b>37%</b>
Fuller Street South Carpark						
No restriction	86	9%	9%	8%	9%	12%
Bus Zone	1	0%	0%	0%	0%	0%
<b>Total</b>	<b>87</b>	<b>9%</b>	<b>9%</b>	<b>8%</b>	<b>9%</b>	<b>11%</b>
Coles Carpark						
No restriction	220	12%	21%	29%	32%	25%
Pick-up	3	0%	0%	0%	67%	33%
Accessible Parking	7	0%	0%	14%	0%	0%
Loading Zone	1	0%	0%	0%	0%	0%
<b>Total</b>	<b>231</b>	<b>12%</b>	<b>20%</b>	<b>28%</b>	<b>32%</b>	<b>25%</b>

#### 4.4 Parking Duration of Stay

A parking duration survey was undertaken in the Tumut Study Area on Friday 18 February 2022 between 8:00am – 6:00pm and on Saturday 19 February 2022 between 8:00am – 1:00pm. Parking duration data was captured for all on-street and off-street locations as shown in **Figure 3-30**.

The duration of stay data has been analysed to provide insights into the amount of time that vehicles are parked in each street or car park, and are classified according to which parking zone they are parked in (e.g. unrestricted, 1P, 2P etc.).

*Friday 18 February 2022*

The percentages for the overall parking durations of all vehicles parked across the Study Area on Friday 18 February are depicted in **Figure 4-18** and **Figure 4-19**.

Figure 4-18 On-Street Parking Duration

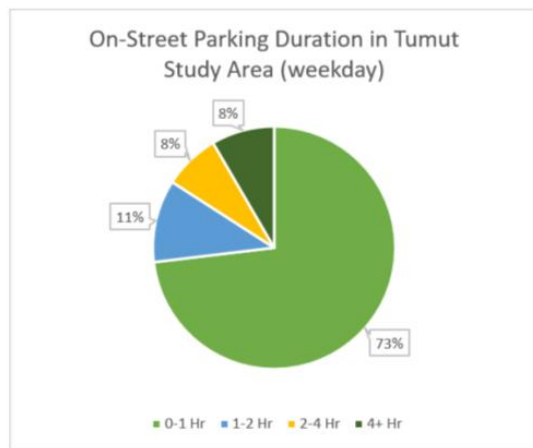
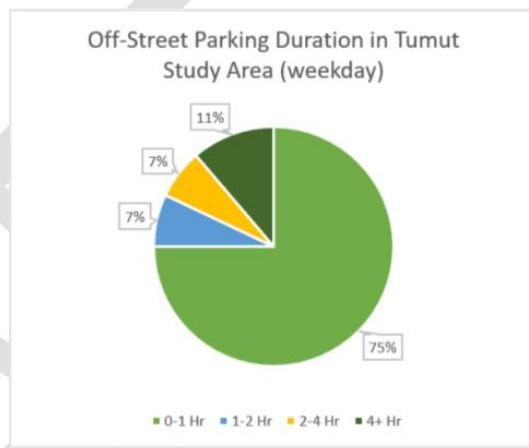


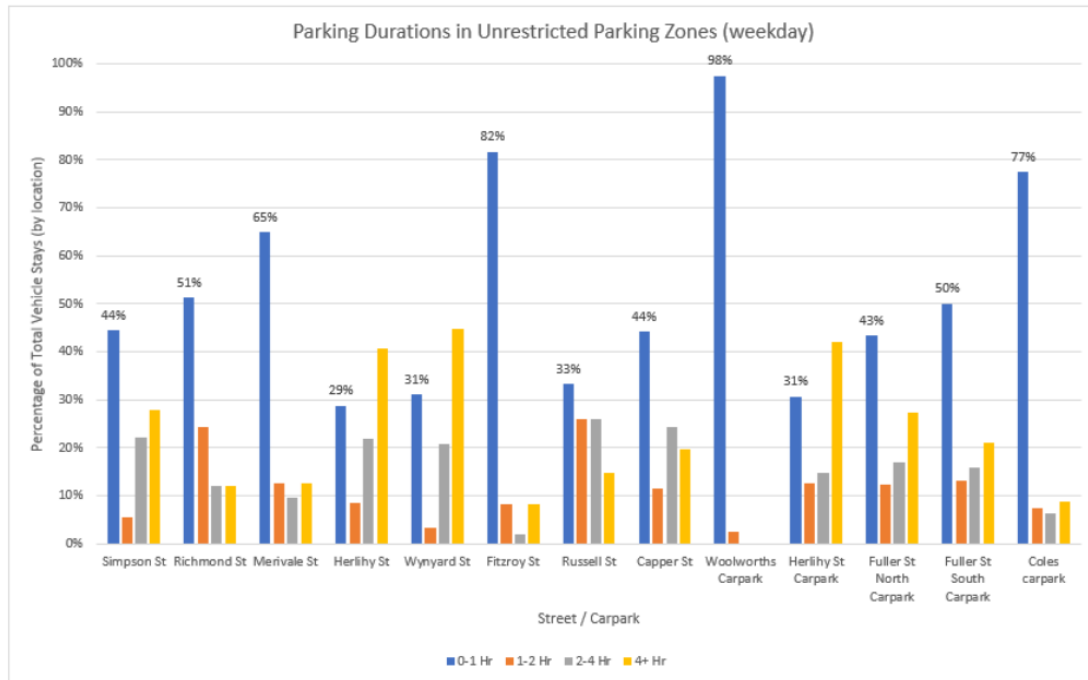
Figure 4-19 Off-Street Parking Duration



The data shows similar trends between on-street parking and off-street carparks, with approximately 73-75% of vehicles parking for 1 hour or less. 7-11% of vehicles stayed between 1-2 hours, with 8-11% of vehicles parking for more than 4 hours.

Unrestricted parking accounts for 72% of all parking spaces across the Study Area. The parking durations in unrestricted parking spaces on each street and in each car park are shown below in **Figure 4-20**.

Figure 4-20 Parking Durations in Unrestricted Parking Zones (weekday)

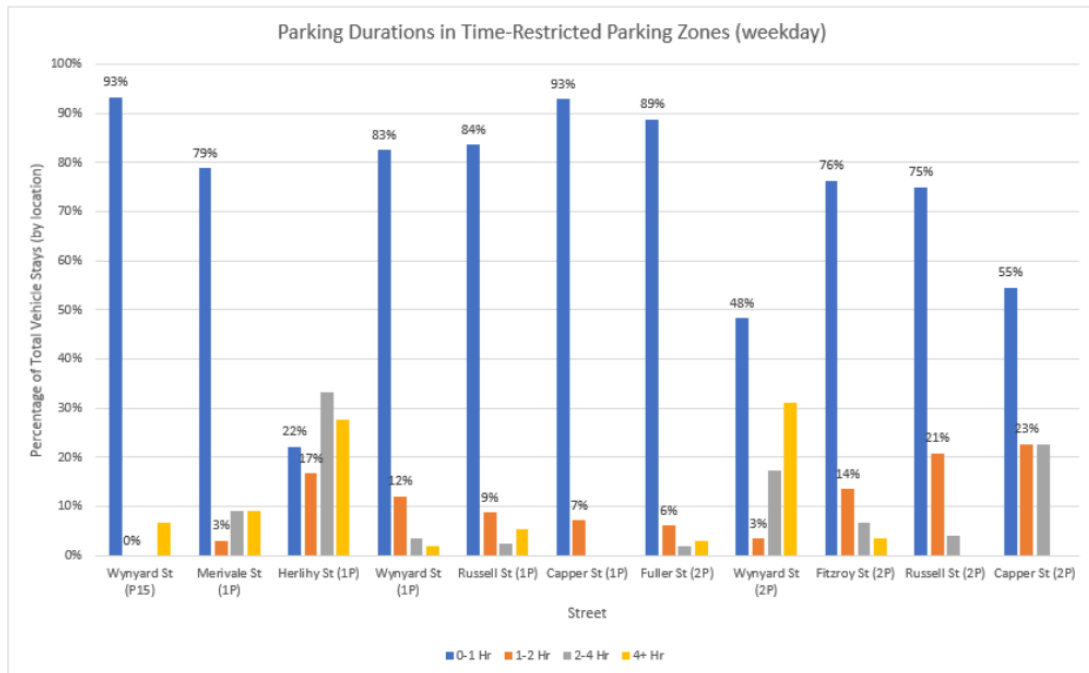


The following results / trends can be deduced from the unrestricted parking zone data presented above:

- > Although parked in unrestricted parking zones, the majority of drivers across the Study Area generally only park for 1 hour or less.
- > 98% of users of the unrestricted Woolworths car park stay for 1 hour or less.
- > A significant portion of vehicles (41%) use the unrestricted parking spaces on Herlihy Street for long-term parking. This figure is significantly greater than the percentage of vehicles that use these spaces for short-term parking of 1 hour or less (29%).
- > Similarly, a significant portion of vehicles (42%) use the unrestricted parking spaces in the Herlihy Street Car Park for long-term parking. This figure is significantly greater than the percentage of vehicles that use this car park for short-term parking of 1 hour or less (31%).

Time restricted parking (15-minute parking, 1P and 2P) accounts for 24% of all parking spaces across the Study Area. The parking durations in time-restricted parking spaces on each street are shown below in **Figure 4-21**.

Figure 4-21 Parking Durations in Time-Restricted Parking Zones (weekday)

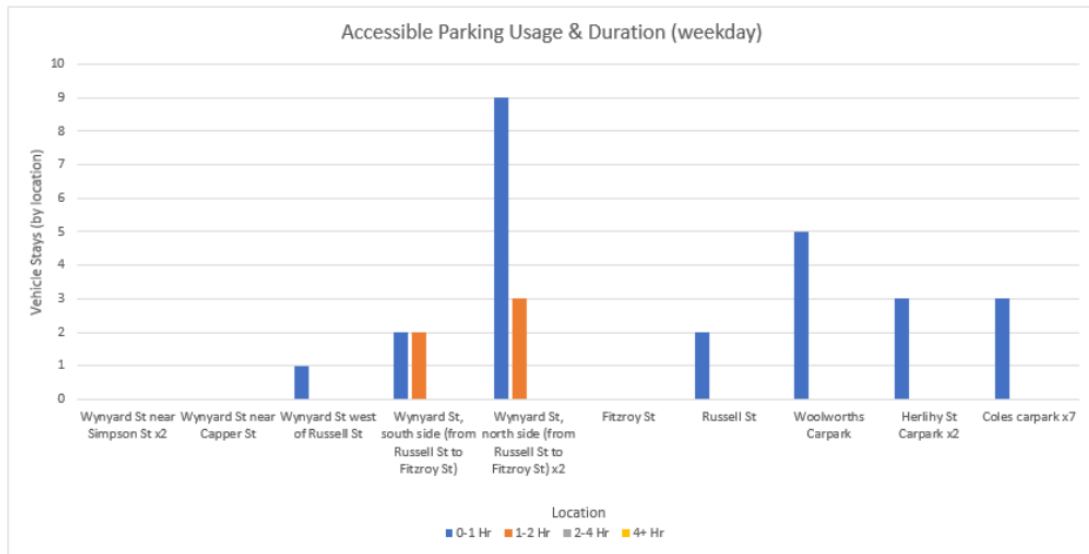


The following results / trends can be deduced from the time-restricted parking zone data presented above:

- > Compliance with the 1 Hour Parking restrictions is generally acceptable across the Study Area, with a compliance rate of approximately 80-90% in most streets.
- > Many drivers are overstaying in the small section of 1 Hour Parking in Herlihy Street, with only 22% of vehicles staying for 1 hour or less. 61% of vehicles stayed more than 2 hours in the 1P Zone.
- > There are very good compliance rates with the 2 Hour Parking restrictions in Fuller Street (95%), Fitzroy Street (90%) and Russell Street (96%).
- > Many drivers are overstaying in the 2 Hour Parking section on Wynyard Street outside Tumut Library, with a compliance rate of only 51%. There may be confusion about the parking restrictions at this location, with 2P parking on the northern side of Wynyard Street and no parking restrictions on the southern side.
- > Within the 2 Hour Parking zones, a majority of drivers still only require 1 hour of parking or less.

There are 19 accessible parking spaces across the Study Area (9 on-street spaces and 10 off-street spaces). An analysis of the usage and parking duration in these spaces is shown in **Figure 4-22**.

Figure 4-22 Accessible Parking Usage and Duration (weekday)



The following results / trends can be deduced from the accessible parking data presented above:

- > The two accessible parking spaces on the northern side of Wynyard Street, between Russell Street and Fitzroy Street, are heavily used relative to the other accessible spaces in the Study Area.
- > 83% of vehicle stays in accessible parking spaces were for 1 hour or less.
- > The accessible parking spaces in Fitzroy Street and in Wynyard Street, between Simpson Street and Capper Street, recorded no usage during the weekday survey period.
- > Within Coles carpark, the accessible spaces closest to Coles recorded 2 vehicle stays, and the accessible spaces closest to Kmart recorded 1 vehicle stay. The accessible space closest to KFC recorded no vehicle stays.

Saturday 19 February 2022

The percentages for the overall parking durations of all vehicles parked across the Study Area on Saturday 19 February are depicted in **Figure 4-23** and **Figure 4-24**.

Figure 4-23 On-Street Parking Duration

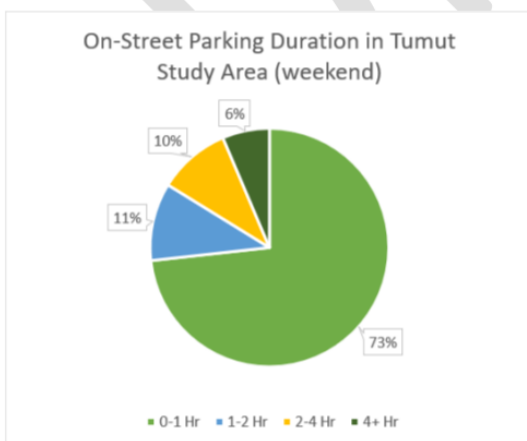
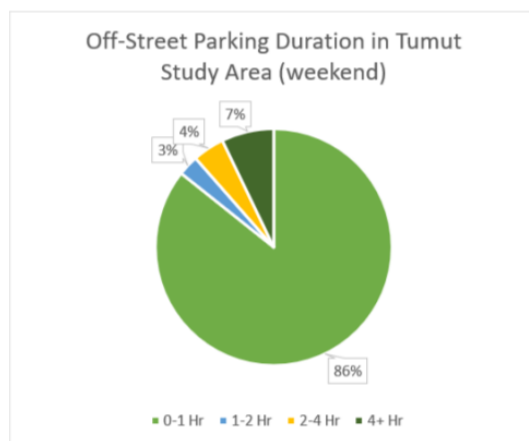


Figure 4-24 Off-Street Parking Duration

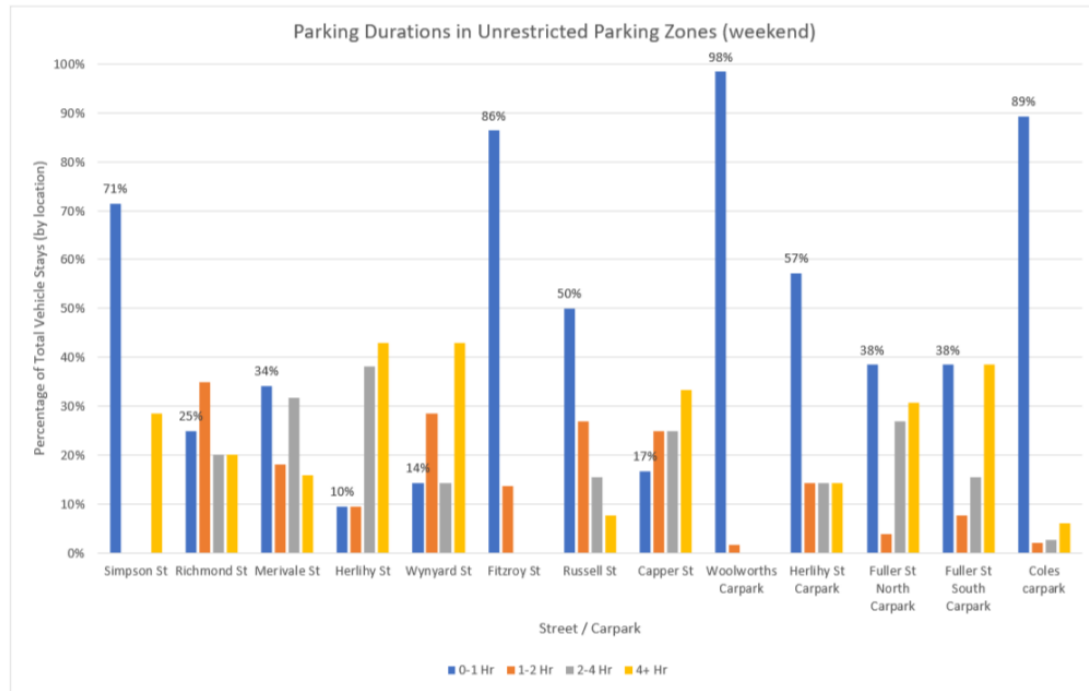




The data shows similar trends for on-street parking on weekdays and weekends, with 73% of vehicles staying for 1 hour or less. However, in the off-street carparks on weekends, overall parking duration is a lot shorter with 86% of vehicles staying for 1 hour or less.

For the unrestricted parking spaces across the Study Area, the parking durations on each street and in each car park are shown below in **Figure 4-25**.

Figure 4-25 Parking Durations in Unrestricted Parking Zones (weekend)



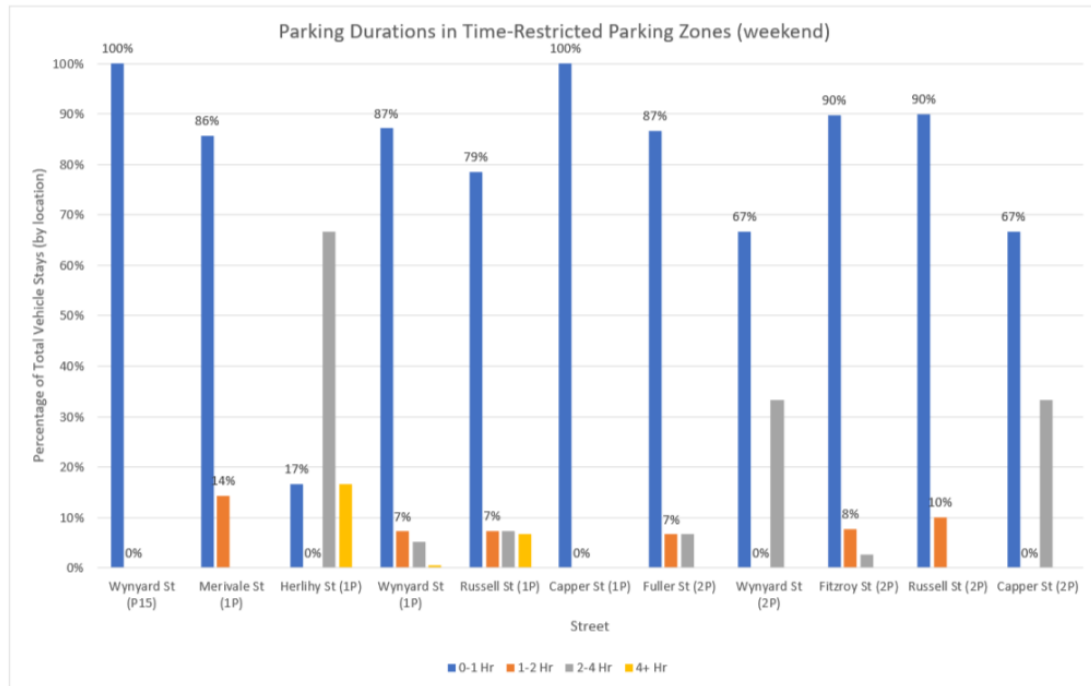
The following results / trends can be deduced from the unrestricted parking zone data presented above:

- > Generally across the Study Area, vehicles are parking for longer on weekends compared to weekdays in unrestricted parking zones – namely in Richmond Street, Merivale Street, Herlihy Street, Capper Street and both Fuller Street carparks.
- > A significant portion of vehicles use the unrestricted parking spaces in Fitzroy Street (86%), Woolworths carpark (98%) and Coles carpark (89%) for short-term parking of 1 hour or less.

For the time restricted parking spaces (15-minute parking, 1P and 2P) across the Study Area, the parking durations on each street are shown below in **Figure 4-26**.



Figure 4-26 Parking Durations in Time-Restricted Parking Zones (weekend)

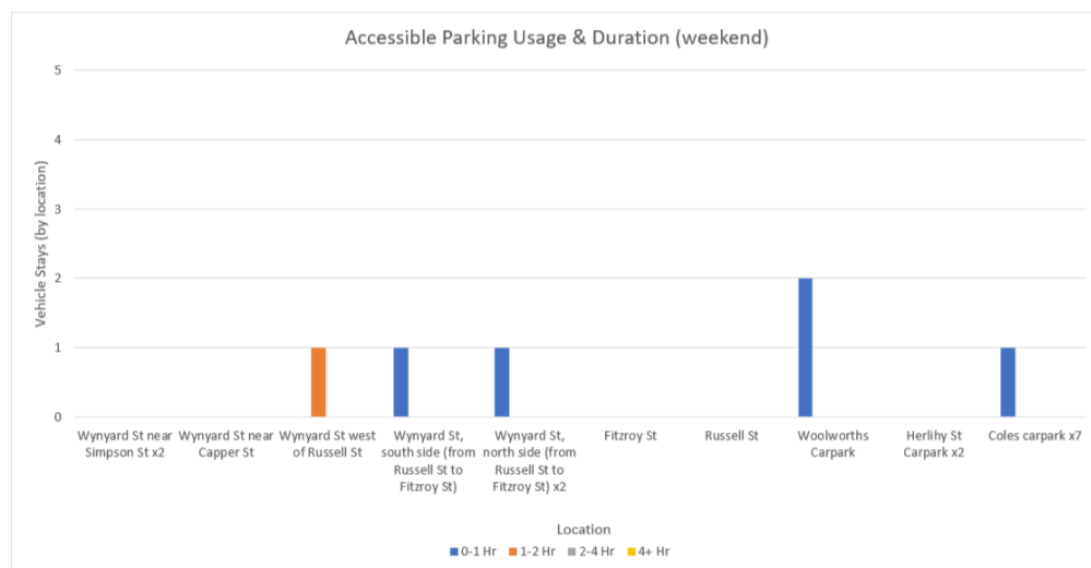


The following results / trends can be deduced from the time-restricted parking zone data presented above:

- > Compliance in the most highly used parking areas (Wynyard Street 1P and Russell Street 1P) is generally acceptable with compliance rates of 87% and 79% respectively.
- > Many drivers are overstaying in the small section of 1 Hour Parking in Herlihy Street, with only 17% of vehicles staying for 1 hour or less. 83% of vehicles stayed more than 2 hours in the 1P Zone.
- > There are very good compliance rates with the 2 Hour Parking restrictions in Fuller Street (94%), Fitzroy Street (98%) and Russell Street (100%).
- > The lower compliances rates in the Wynyard Street 2P Zone and Capper Street 2P Zone are considered unreliable, as only 3 vehicle stays were recorded in each section.
- > Within the 2 Hour Parking zones, a majority of drivers still only require 1 hour of parking or less.

For the accessible parking spaces across the Study Area, the usage and parking durations have been analysed below in **Figure 4-27**.

Figure 4-27 Accessible Parking Usage and Duration (weekend)






The following results / trends can be deduced from the accessible parking data presented above:

- > There is lower usage of accessible parking spaces on the weekend as opposed to during the week.
- > 5 out of the 6 vehicle stays (83%) in accessible parking spaces were for 1 hour or less.
- > The accessible parking spaces in Fitzroy Street, Russell Street and in Wynyard Street, between Simpson Street and Capper Street, recorded no usage during the weekend survey period.
- > Within Coles carpark, the 1 recorded vehicle stay was in one of the accessible spaces closest to Kmart.





## 5 Issues and Mitigation Measures


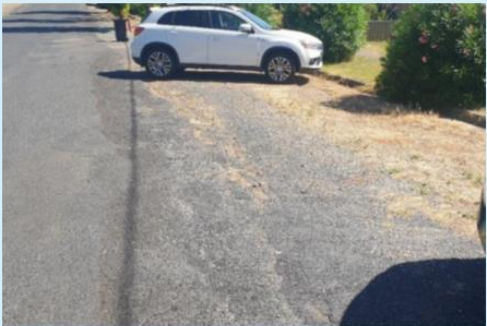

A summary of issues and potential mitigation measures for the Tumut Study Area are listed in **Table 5-1** and mapped in **Figure 5-1**.

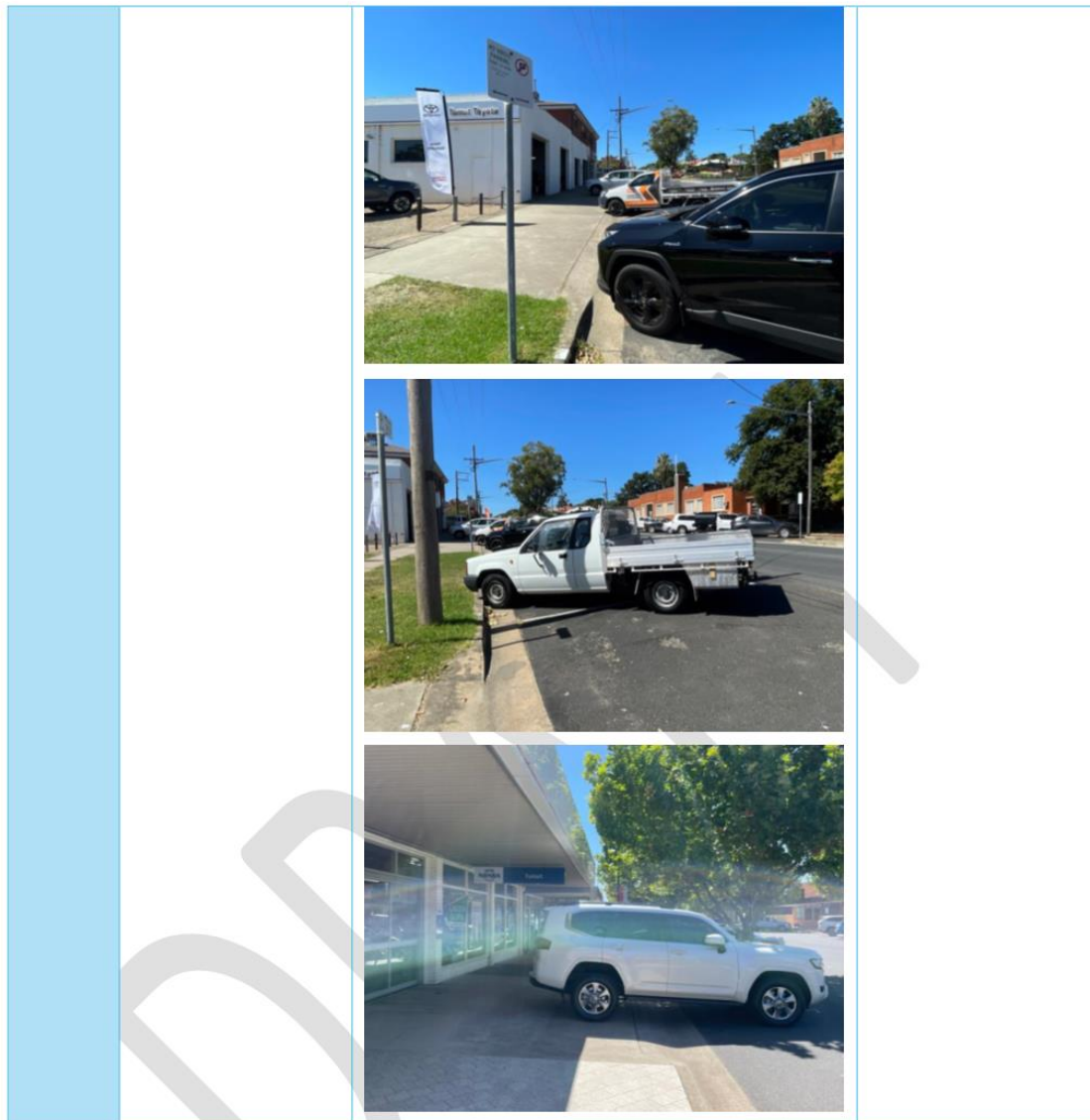
Table 5-1 Tumut Issues and Potential Mitigation Measures




ID	Issue	Photo Example	Potential Mitigation
<b>Active Transport</b>			
A1	Sign which prohibits bicycles, rollerblades and skateboards.		<ul style="list-style-type: none"> <li>&gt; Removal of this signage. Bicycle riding should be encouraged as a form of active transport, not discouraged.</li> </ul>
A2	Pedestrians may mistake the at-grade thresholds at the ends of Fuller Street as pedestrian crossings.		<ul style="list-style-type: none"> <li>&gt; Formalise the thresholds as marked pedestrian crossings; or</li> <li>&gt; Remove the at-grade thresholds.</li> </ul>
A3	Pedestrian sight lines restricted in Russell Street, north of Richmond Street, due to parked vehicles / kerb extension not long enough.		<ul style="list-style-type: none"> <li>&gt; Remove parking spaces on eastern side of Russell Street; and/or</li> <li>&gt; Lengthen the kerb extension.</li> </ul>

Public Transport			
PT1	No bus stop shelter for students catching school buses from Tumut Public School.		<ul style="list-style-type: none"> <li>&gt; Install a bus shelter on Simpson Street.</li> </ul>
Roads			
R1	Poor pavement maintenance and vegetation blockages creates drainage and road safety issues.		<ul style="list-style-type: none"> <li>&gt; Resurface the road pavement and remove vegetation from the parking lanes.</li> </ul>
R2	Missing Give Way linemarking could lead to accidents.		<ul style="list-style-type: none"> <li>&gt; Install Give Way linemarking.</li> </ul>



			
<p>R3</p>	<p>Roundabout sign not located at a roundabout may lead to motorist confusion.</p>		<p>&gt; Relocate sign to Wynyard Street / Capper Street roundabout.</p>
<p>R4</p>	<p>Parking lines are incomplete.</p>		<p>&gt; Repaint the parking lines.</p>
<p>R5</p>	<p>Large tree branches on the road could affect road safety, with smaller vegetation impacting the visual amenity of the area.</p>		<p>&gt; Organisation of more frequent street cleaning.</p>

<p>R6</p>	<p>Faded, outdated speed limit sign makes it difficult for drivers to recognise.</p>		<p>&gt; Implement 10km/h Shared Zones throughout <u>all</u> car parks, including Coles car park, to create a safer environment for pedestrians.</p>
<p><b>Parking</b></p>			
<p>P1</p>	<p>Angle parking in an area with less traffic, wider roads and potential for higher speeds increases the risk of parking manoeuvre crashes.</p>		<p>&gt; Convert angle parking to parallel parking.</p>
<p>P2</p>	<p>Illegal parking on footpaths, in No Parking Zones and across parking lines is a safety hazard as pedestrian and vehicle access is impacted.</p>		<p>&gt; Increased parking enforcement patrols.</p>



<p>P3</p>	<p>Loading Zone sign is situated within a Bus Zone and has no directional arrows. This could suggest it was illegally erected.</p>		<p>&gt; Remove existing contradictory Loading Zone sign.</p>
<p>P4</p>	<p>Wayfinding sign to Herlihy Street car park and Coles car park is not visible to drivers on Russell Street.</p>		<p>&gt; Install wayfinding signs with left/right arrow to Herlihy Street car park and Coles car park which directly faces drivers in Russell Street.</p>
<p>P5</p>	<p>Accessible parking space on Russell Street, south of Merivale Street, has no shared area with yellow diagonal linemarking and a bollard.  An old driveway is also used as a kerb ramp.</p>		<p>&gt; Implement shared areas with yellow diagonal linemarking for <u>all</u> 45-degree accessible on-street parking spaces in accordance with Section 4.5.2 of AS2890.5:2020.</p>



<p>P6</p>	<p>Illegal parking of cars with caravans and trailers (e.g. parking parallel-to-kerb in a 45-degree angle zone, in No Stopping etc.)</p>		<p>&gt; Create parking spaces within the Study Area that can accommodate longer vehicles (e.g. cars with caravans and trailers).</p>
<p>P7</p>	<p>Motorbikes parked in whole car spaces outside 51 Wynyard Street due to lack of motorbike parking.</p>		<p>&gt; Implement dedicated motorbike parking in Wynyard Street.</p>








<p>P8</p>	<p>Lack of parking wayfinding from Wynyard Street to Herlihy Street car park.</p>		<ul style="list-style-type: none"> <li>&gt; Install blue wayfinding signage to guide drivers to additional off-street parking in Herlihy Street car park.</li> </ul>  <p>G7-3-1</p>
<p>P9</p>	<p>No delineation of parking spaces in Connection Medical Centre car park.</p>		<ul style="list-style-type: none"> <li>&gt; Re-install faded parking space linemarking.</li> </ul>
<p>P10</p>	<p>Caravans forced to park in low demand parallel parking area (Fitzroy Street) outside the town centre due to lack of caravan / trailer parking.</p>		<ul style="list-style-type: none"> <li>&gt; Create parking spaces within the Study Area that can accommodate longer vehicles (e.g. cars with caravans and trailers).</li> </ul>
<p>P11</p>	<p>Drivers choose to park parallel-to-kerb in low demand parking areas, even though there are marked 45-degree parking bays.</p>		<ul style="list-style-type: none"> <li>&gt; Implement parallel parking in Merivale Street between Herlihy Street and Fitzroy Street.</li> </ul>

Figure 5-1 Locations of Transport Issues



## 6 Community Engagement

Two forms of community consultation were conducted for the Tumut Traffic and Parking Study to ensure alignment with Council’s Community Engagement Strategy and the Strategy’s 12 strategic principles. The principles reflect Council’s committed practices to encouraging open and transparent communications between them and the community to achieve the best outcomes.

A face-to-face community drop-in consultation session was held in the Council chambers in Tumut on Thursday 4 August 2022 from 1:00pm – 5:00pm, where community members could discuss their traffic, parking and road safety concerns with a representative from Stantec.

The second form of community engagement was an online survey undertaken through Council’s ‘Have Your Say’ portal. The survey was available to the public for five and a half weeks (28 July to 4 September), where responders were asked questions on their travel and parking behaviours, what transport elements work well and what transport elements they would like to see improved. There were 78 responders to the online survey.

There were five common themes which were repeated by multiple community members through both the consultation forums:

- > Lack of accessible parking spaces in the town centre
- > Pedestrian safety and parking issues at Snowy Valleys School
- > Parking compliance with signposted time restrictions
- > Pedestrian and vehicle safety concerns at the intersection of Wynyard Street and Fitzroy Street
- > Lack of long vehicle parking bays in the town centre (for example, for trailers and caravans).

### 6.1 Drop-In Consultation

**Table 6-1** summarises and lists the traffic, parking and road safety concerns that were discussed during the drop-in consultation on 4 August 2022 and identifies potential future action points.

Table 6-1 Drop-in consultation discussion points and future actions

Theme	Community Comment / Suggestion	Actions
Accessible parking	<ul style="list-style-type: none"> <li>▪ Need accessible parking and loading bays at the medical centre (Tumut radiology) on Russell Street.</li> <li>▪ All accessible spaces are not compliant, and there should be more of them due to ageing population.</li> <li>▪ Some pram ramps are constructed at a gradient that is too steep for wheelchairs to navigate.</li> <li>▪ No accessible spaces in Fuller Street.</li> <li>▪ Accessible parking at Coles and Woolworths is frequently occupied, suggesting a lack of accessible parking spaces.</li> <li>▪ Accessible parking users on Wynyard Street near the Medical Centre have to use the driveway instead of a kerb ramp. The driveway has a small lip making it hard to get up.</li> <li>▪ Suggested location of new accessible space on the western side of Russell Street outside Rural Health Tumut.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Suggested accessible parking space locations to be analysed in terms of land use, supply and demand.</li> <li>▪ Any recommendations to be considered for implementation by Council (subject to budget and community approval).</li> </ul>
Snowy Valleys School	<ul style="list-style-type: none"> <li>▪ No accessible parking at a special needs school.</li> <li>▪ Most buses go up the driveway and don’t utilise the Bus Zone.</li> <li>▪ Drivers don’t identify the children’s crossing as an actual crossing.</li> <li>▪ Many staff park in Capper Street which removes drop-off / pick-up opportunities.</li> <li>▪ Capper Street experiences a lot of through traffic as it is a direct route to Snowy Mountains Highway.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Accessibility, safety and operational issues to be reviewed with Council.</li> <li>▪ Findings to be considered for implementation by Council (subject to budget and community approval).</li> </ul>



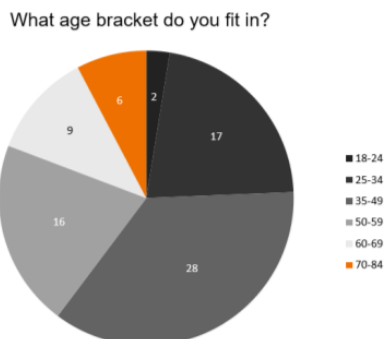
Parking compliance	<ul style="list-style-type: none"> <li>Currently no parking rangers in Tumut.</li> <li>No Stopping outside the petrol station on Fitzroy St – suggested to paint yellow lines because people ignore the signs.</li> </ul>	<ul style="list-style-type: none"> <li>Council to review / consider changes to current parking enforcement practices.</li> </ul>
Wynyard Street / Fitzroy Street	<ul style="list-style-type: none"> <li>Dangerous intersection with pub patrons from two venues crossing diagonally.</li> <li>Suggested 40km/h speed zone on Fitzroy Street</li> <li>The lane width on Fitzroy Street makes it difficult for southbound drivers to pass vehicles waiting to turn right into Wynyard Street.</li> <li>Intersection needs to stand out more to ensure tourists identify Wynyard Street as the main street. Tourists mistake Fitzroy Street as the main street.</li> </ul>	<ul style="list-style-type: none"> <li>Safety and amenity concerns at the intersection to be reviewed.</li> <li>Any recommendations to be considered for implementation by Council (subject to budget and community approval).</li> </ul>
Long vehicle parking	<ul style="list-style-type: none"> <li>Long vehicles mostly park in Fitzroy Street between Merivale Street and Wynyard Street.</li> <li>If trailer parking is introduced, a suggested location is the Fuller Street South car park as it is underutilised and slightly outside the main streets of Tumut.</li> <li>Coles car park is not a preferred option.</li> </ul>	<ul style="list-style-type: none"> <li>Long vehicle parking comments to be reviewed in terms of feasibility.</li> <li>Any recommendations to be considered for implementation by Council (subject to budget and community approval).</li> </ul>
Other	<ul style="list-style-type: none"> <li>The laneway connections to Herlihy Street car park need to look and feel more like a road.                             <ul style="list-style-type: none"> <li>Ambulances often block the driveway.</li> <li>Road pavement is not in good condition and needs pedestrian walkways.</li> </ul> </li> <li>Suggestion to create a wider, more permanent access between the bowling club car park and Fuller Street South car park.</li> <li>The parking space lengths in Wynyard Street are too short.</li> <li>There is no pedestrian crossing in Russell Street north of Wynyard Street.</li> <li>Illegal driving behaviours at the intersection of Fitzroy Street at Fuller Street, as many drivers perform U-turns who want to park on the western side of Fitzroy Street for easy access to the local businesses.</li> </ul>	<ul style="list-style-type: none"> <li>Community feedback to be added as Opportunities for Council to consider in future works planning.</li> </ul>

## 6.2 Online Survey

Stantec has analysed the data and reviewed the comments received in the 78 survey responses that were completed during the online consultation period. The following sections will provide a summary of the insights gained from the survey responses.

There was a wide spread of ages who responded to the online survey. The age bracket with the highest response rate was between 35 to 49 years old.

Figure 6-1 Age bracket responses



There was also a wide spread of responses that indicated varying levels of travel to the Tumut town centre on a typical week. Generally the responses indicated that people park in the town centre on most days of the week, if not every day.

There was an overwhelming majority (91%) who indicated that they drove a car to reach the town centre. Only 5% of trips were sustainable trips that involved walking or cycling.

Figure 6-2 Parking frequency in Tumut

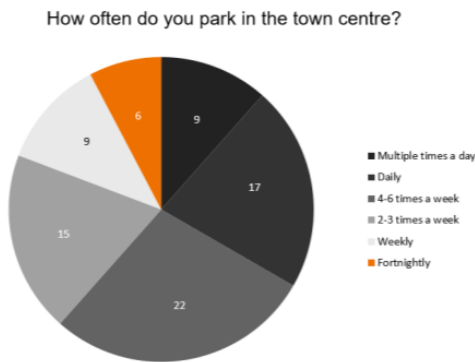
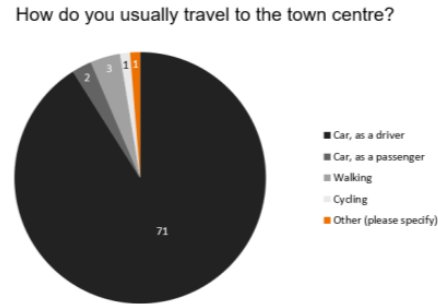


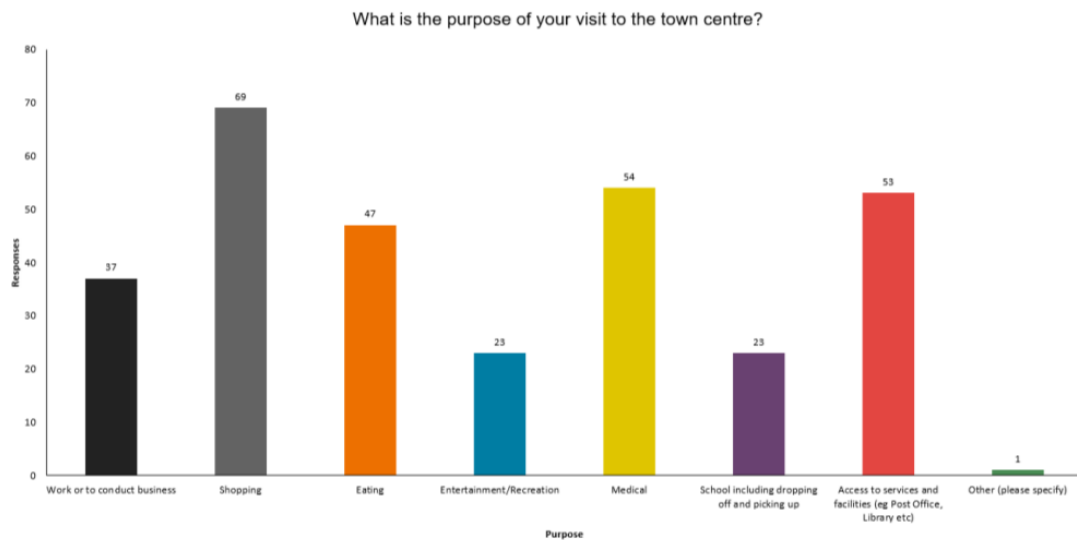
Figure 6-3 Travel modes to Tumut



88% of responders indicated that they travel to the town centre to do their shopping, with approximately 70% of responders indicating that they also travel to the town centre for medical reasons and to access services and facilities such as the Post Office and Library.

Only 29% of responders travel to the town centre for recreation purposes or to drop-off and pick-up their children from school.

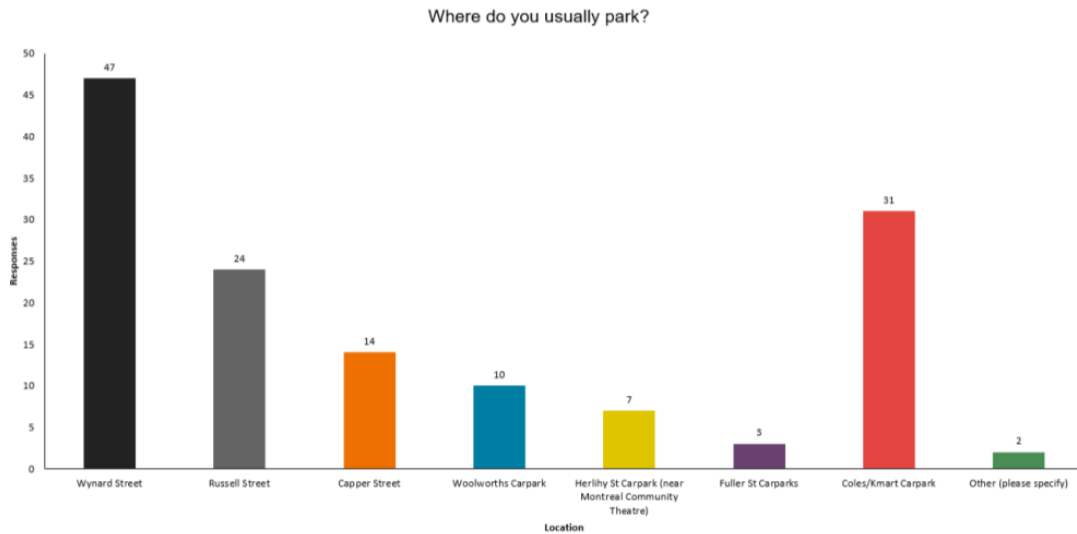
Figure 6-4 Purpose of visits to Tumut



When travelling to the Tumut town centre, the majority of people prefer to park in Wynyard Street (60%), presumably as it is the easiest and most convenient place to park to access most shops, services and medical practices. Coles car park (40%) and Russell Street (31%) were secondary places that responders preferred to park.

It should be noted only 4% of responders usually park in the Fuller Street car parks, supporting the data which showed an underutilisation of these car parks.

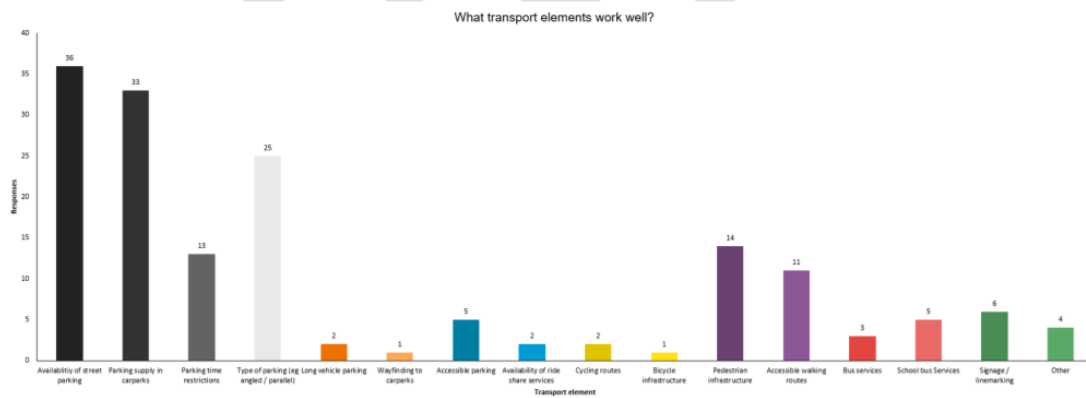
Figure 6-5 Preferred parking locations



The final questions asked responders to identify what transport elements work well in the Tumut town centre, and what elements could be improved upon. The results from these questions were somewhat contradictory, with 'availability of street parking' ranking as the top response for both the transport element that works well (46%) and the transport element that could be improved (54%). The even split of responses shows there are differing views in the community regarding the availability of street parking.

Parking supply in carparks (42%), the types of parking (32%) and accessible walking routes (14%) were generally nominated as the other transport elements that work the best in Tumut.

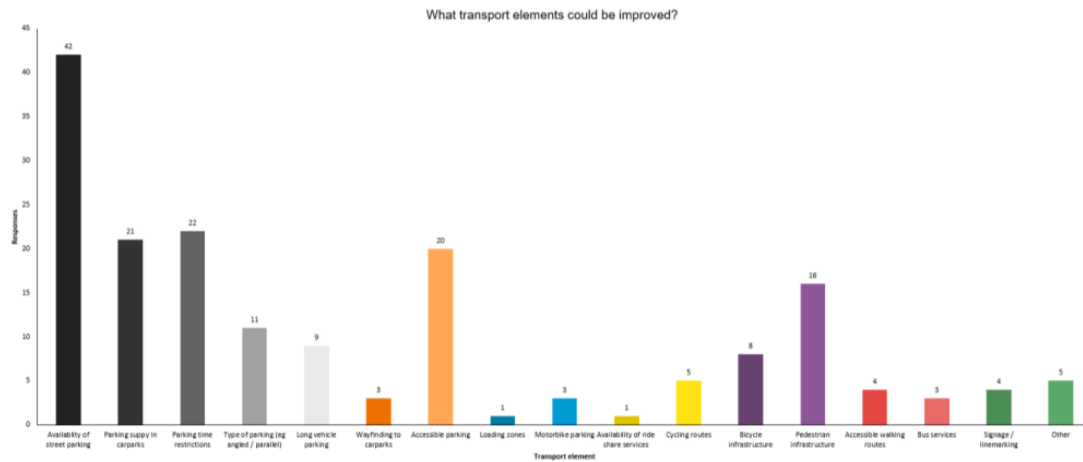
Figure 6-6 Best transport elements in Tumut



The other transport elements that were generally accepted as needing to be improved were parking time restrictions (28%), accessible parking (26%) and pedestrian infrastructure (21%).

Issues such as long vehicle parking and wayfinding to car parks, that are more relevant to tourists and do not directly impact Tumut residents, had low response rates in terms of either working well or needing improvement. There were only a limited number of responses that identified long vehicle parking as a transport priority that needed improvement (12%).

Figure 6-7 Transport elements to be improved in Tumut



In the free response sections of the online survey, the three most common themes were related to:

- > Lack of accessible parking spaces in the town centre
- > Parking compliance with signposted time restrictions
- > Pedestrian safety and parking issues at Snowy Valleys School.

Other issues / ideas that were raised in the free response sections of the online survey included:

- > Lack of undercover parking
- > Lack of long vehicle parking bays in the town centre (for example, for trailers and caravans)
- > Pedestrian and vehicle safety concerns at the intersection of Wynyard Street and Fitzroy Street
- > Lack of bicycle parking at the supermarkets
- > Free shuttle bus around Tumut
- > The need to upgrade the refuge island to a marked pedestrian crossing for Tumut Public School students in Wynyard Street at the intersection of Simpson Street
- > Additional ramps for less mobile community members due to the high kerb height.



## 7 Opportunities

This section discusses relevant theory from the reference documents and desktop research, and their application in relation to the above traffic and parking assessment. The evaluation of potential mitigation measures and feedback from community consultation has been used to develop a list of opportunities for the Tumut Study Area.

### 7.1 Pedestrians

There is generally an adequate level of walking connectivity in the Study Area, with footpaths provided on both sides of all the key roads, as well as refuge islands provided on most legs of the intersections in the Study Area. Where there is low pedestrian demand on the outer streets of the Study Area, the provision of a footpath on only one side of the road is usually considered sufficient.

An important pedestrian route raised in community consultation is between Tumut Hospital and Tumut Town Centre. There is a lack of accessible crossing facilities on this route at the intersection of Simpson Street / Richmond Street, and it is recommended that kerb ramps be provided on the north-western corner of the intersection.

There is only one marked pedestrian crossing in the Study Area on Wynyard Street, between Russell Street and Fitzroy Street, in addition to two children’s crossing outside Tumut Public School and Snowy Valleys School. From the walking desire line analysis, it was established that there is a high amount of pedestrian crossing activity in Wynyard Street between Russell Street and Capper Street. For this reason, there is an opportunity to install an additional midblock pedestrian crossing in this road segment.

The 85<sup>th</sup> percentile speed of 32.1km/h on Wynyard Street shows that vehicle speeds are low for a 50km/h speed zone, hence the option of installing raised pedestrian crossings in Wynyard Street is not seen as essential for the purpose of speed management. However, raised pedestrian crossings are often perceived as a higher order pedestrian facility (compared to a standard pedestrian / zebra crossing) and for this reason, are commonly installed in town centres. This leads to an opportunity to upgrade the existing pedestrian crossing to a raised pedestrian crossing in Wynyard Street between Fitzroy Street and Russell Street.

There is the opportunity to upgrade the children’s crossing on Wynyard Street and Capper Street to raised pedestrian crossings to increase the safety of school students attending Tumut Public School and Snowy Valleys School. Consideration should also be given to relocating the crossing on Wynyard Street between Simpson Street and Capper Street closer to Simpson Street as this is a key pedestrian desire line.

At the intersection of Wynyard Street / Fitzroy Street, there are reports of multiple pedestrian / vehicle crashes involving pedestrians crossing Fitzroy Street, potential due to a combination of sight visibility issues and land use / desire lines. There is an opportunity to incorporate vegetation / low level landscaping or pedestrian fencing on the corners to guide pedestrians to safer crossing points, or implement intersection treatments that accommodate and prioritise pedestrian movements.

As evident from the community consultation, the topic of pedestrian safety is an important issue in the community. Council should look to put more resources into campaigns which encourage walking as a sustainable mode of transport and facilitate open communication with the community, allowing them to identify barriers which deter them from walking to, from and around the town centre more often.

Table 7-1 Opportunities Summary – Pedestrians

Pedestrian Opportunities Summary
> Install kerb ramps at Simpson Street / Richmond Street
> Install raised pedestrian crossing on Wynyard Street, between Russell Street & Capper Street
> Upgrade pedestrian crossing to a raised pedestrian crossing on Wynyard Street, between Fitzroy Street & Russell Street
> Upgrade children crossings to raised pedestrian crossings at Tumut Public School and Snowy Valleys School
> Install vegetation / low level landscaping or pedestrian fencing on the corners of the Wynyard Street / Fitzroy Street intersection

- > Greater encouragement and more advertising campaigns for walking as a mode of transport

## 7.2 Cyclists

Bicycle usage around the town centre was generally observed to be quite low. The 'No Bikes, No Rollerblading, No Skateboarding' signage in Wynyard Street and Russell Street may be seen as a deterrent for people to ride bicycles. It is assumed that this signage was installed to remind cyclists over the age of 16 (and their supervising rider/s) not to ride on the footpaths, however it is suggested that this signage be re-designed or removed completely so as to not discourage cyclists from cycling.

In order to encourage a greater cycling uptake in Tumut, there is the opportunity to create localised bicycle plans for town centres such as Tumut as part of Snowy Valley's Council current development of a Regional Walking and Cycling Masterplan. This should be done in consultation with bicycle community groups to achieve the best outcome for the community.

Provision of bicycle parking, for example in the form of bicycle hoops / rails, is another measure which could encourage cycling in Tumut. The strategic installation of bicycle parking at key land uses such as supermarkets, cafes, libraries and schools are critical for their effectiveness.

Table 7-2 Opportunities Summary – Cyclists

Cyclist Opportunities Summary
> Re-design / remove 'No Bikes' signage
> Create a Bicycle Plan for Tumut
> Provide bike hoops / rails around the town centre (e.g. outside supermarkets, local bike shop / stores and cafes / restaurants)

## 7.3 Motorcyclists

There are no formalised motorcycle parking facilities in the Tumut Study Area, and this discourages any uptake of motorbikes and scooters in Tumut. Some motorbikes were observed to park in regular car parking spaces in Wynyard Street, and this reduces the limited parking capacity for passenger vehicles in the town centre.

An opportunity has been identified to signpost motorcycle only parking near the existing pedestrian crossing on Wynyard Street between Fitzroy Street and Russell Street. It is proposed that there would be 2-3 delineated motorcycle spaces for both eastbound and westbound traffic prior to the pedestrian crossing.

Table 7-3 Opportunities Summary – Motorcyclists

Motorcyclist Opportunities Summary
> Install 'Motorcycle Only' parking areas on both sides of Wynyard Street, between Fitzroy Street & Russell Street

## 7.4 Public Transport

Public transport coverage across the Study Area is limited, with only one main coach stop, two Bus Zones outside Tumut Public School and Snowy Valley School, and one Taxi Zone in Wynyard Street outside the Commercial Hotel.

The school bus zones may have been installed many years ago and should cater for current bus operations. Both schools should be regularly consulted on how many buses use the stop and when they arrive, as Bus Zone lengths and specified time periods could be reduced to create more parking opportunities. The school bus stops should be upgraded to conform with DDA compliance standards, which includes tactile indicators for visually impaired commuters and bus shelters.

There is also an opportunity for Council to implement a free / subsidised shuttle bus service for residents to access Tumut town centre from residential areas. This would make the town centre more accessible to residents who are unable to drive, walk or cycle.

Table 7-4 Opportunities Summary – Public Transport

Public Transport Opportunities Summary
> Review the operation and necessity of the school Bus Zones
> Upgrade the school Bus Zones to be safe, accessible and sheltered
> Upgrade the Taxi Zone to have a sheltered waiting area
> Introduce a bus / shuttle service around Tumut to link the town centre to the residential areas

### 7.5 Road Safety

A few road safety issues have arisen through the Traffic and Parking Study that should be considered and addressed. There were multiple road segments identified with deteriorating road pavement throughout the Study Area, for example in Simpson Street between Wynyard Street and Richmond Street. An audit of the road pavement quality across Tumut could be undertaken to specifically identify and prioritise these pavement quality issues.

The implementation of 10km/h Shared Zones in all off-street carparks in Tumut could also be considered to create / maintain safe low-speed environments in areas of high pedestrian activity.

Additionally, there have been multiple reports of crashes occurring at the intersection of Wynyard Street / Fitzroy Street due to sight visibility issues exiting Wynyard Street. The construction of a traffic calming device such as a roundabout at this intersection would force vehicles to slow down on all approaches and give intersection priority to vehicles already in the roundabout. In comparison to a priority-controlled intersection, a roundabout would be more effective in slowing down vehicle speeds on the major road (Fitzroy Street), giving more reaction time to drivers turning out of the minor road (Wynyard Street) which has limited sight distance. An alternate intersection treatment may be a signalised intersection (with potential raised platform) which will improve pedestrian priorities and enforce low travel speeds at this highly utilised intersection (through the use of a raised platform intersection treatment).

Table 7-5 Opportunities Summary – Road Safety

Road Safety Opportunities Summary
> Initiate a road pavement audit of the Study Area
> Upgrade the road pavement in Simpson Street between Wynyard Street and Richmond Street
> Implement 10km/h Shared Zones in all carparks
> Investigate intersection treatments for the junction of Wynyard Street / Fitzroy Street

### 7.6 Parking

#### 7.6.1 Compliance

An effective parking compliance strategy is critical in maintaining compliant parking behaviours of drivers. A lack of enforcement allows drivers to overstay parking time limits and park illegally in spaces designated for loading, buses and people with disabilities. It is recommended that Council improve their compliance strategy as without regular enforcement, parking signage becomes ineffective in controlling parking behaviour.

Table 7-6 Opportunities Summary – Compliance

Compliance Opportunities Summary
> Increase parking enforcement in Tumut town centre



**7.6.2 Accessible Parking**

The transport-related area that needs the most improvement in Tumut is the provision of safe, accessible parking for people with disabilities. This was the most repeated theme to come out of the community consultation. Whilst there are 9 accessible on-street parking spaces and 10 accessible off-street parking spaces in the Study Area, it has become evident that there is a strong community desire for more spaces concentrated in the middle of the town centre in Wynyard Street and Russell Street, positioned near popular places of interest such as medical facilities.

The other location in need of accessible parking is Snowy Valleys School – a school which offers individualised learning for students with a diverse range of disabilities.

All existing accessible parking spaces do not meet the design requirements as per Australian Standard AS2890.5 and AS2890.6, making them difficult to navigate for users. Accessible spaces should have a flat surface, provide kerb ramps and an accessible path of travel from the road to the footpath through a shared area containing yellow linemarking and a bollard.

Table 7-7 Opportunities Summary – Accessible Parking

Accessible Parking Opportunities Summary	
>	Northern side of Wynyard Street between Fitzroy Street and Russell Street, west of the pedestrian crossing <ul style="list-style-type: none"> <li>- Retain two accessible parking spaces</li> <li>- Replace three 1P spaces with one additional accessible parking space and two accessible shared areas</li> </ul>
>	Southern side of Wynyard Street between Fitzroy Street and Russell Street, east of the pedestrian crossing <ul style="list-style-type: none"> <li>- Retain one accessible parking space</li> <li>- Replace two 1P spaces with one additional accessible parking space and one accessible shared area</li> </ul>
>	Eastern side of Russell Street between Wynyard Street and Merivale Street, outside 54 Russell Street (i.e. Tumut Radiology) <ul style="list-style-type: none"> <li>- Replace two 1P spaces with one new accessible parking space and one accessible shared area</li> </ul>
>	Western side of Russell Street between Wynyard Street and Merivale Street, outside 27 Russell Street (i.e. Rural Health Tumut) <ul style="list-style-type: none"> <li>- Replace two 1P spaces with one new accessible parking space and one accessible shared area</li> </ul>
>	Install 3-4 parallel accessible parking spaces outside Snowy Valleys School on the eastern side of Capper Street and 2-3 angled accessible parking spaces opposite Snowy Valleys School on the western side of Capper Street
>	Upgrade all existing accessible parking spaces to ensure compliance with AS2890.5 and AS2890.6

**7.6.3 Long Vehicle Parking**

As the two most under-utilised car parks, the most feasible locations for long vehicle parking bays are either Coles Car Park or the Fuller Street South Car Park. Preference is given to the Fuller Street South Car Park for the following reasons:

- > Due to its smaller capacity, there are less traffic movements within the car park, making it easier to navigate for long vehicles
- > It is assumed that Coles car park is generally used by shoppers of Coles and Kmart, which are businesses more likely to attract local Tumut residents rather than tourists with caravans and trailers
- > The Fuller Street car park entry is located approximately 100m west of Fitzroy Street, which is the nearest State Road to the town centre. This would keep tourists in long vehicles away from the busiest town centre streets (i.e. Wynyard Street, Russell Street and Capper Street) and minimise the traffic on these streets.

It is suggested that TfNSW approved signs G7-277 and G7-278 be used as wayfinding signage to assist drivers with caravans and trailers to find the long vehicle parking spaces.

Table 7-8 Opportunities Summary – Long Vehicle Parking

Long Vehicle Parking Opportunities Summary
> Install long vehicle parking bays in Fuller Street South car park (3 spaces off-street) and opposite the car park on Fuller Street (2 spaces on-street).
> Install wayfinding signage to the long vehicle parking on Fitzroy Street to Fuller Street.
> Install wayfinding signage on Russell Street, Richmond Street to Fitzroy Street for outbound long vehicles (in order to avoid circulating back through the town centre to access the state road).

#### 7.6.4 Time Restrictions

Many of the signposted time restrictions align with on-street parking principles, with high demand parking in Wynyard Street and Russell Street signposted as 1 Hour Parking. Streets towards the outside of the town centre such as Fitzroy Street and Fuller Street contain 2 Hour Parking, whilst there are a limited number of 15-minute parking spaces to support short-stay businesses and services such as the newsagent and post office.

There is an opportunity to install three 15-minute parking spaces directly outside the childcare centre located at 90 Capper Street. This would support the parents of children that attend the childcare centre, encouraging a higher turnover of vehicles and facilitating a convenient and safe drop-off and pick-up location.

Table 7-9 Opportunities Summary – Time Restrictions

Time Restrictions Opportunities Summary
> Install 15 Minute Parking outside the childcare centre at 90 Capper Street

#### 7.6.5 Angle / Parallel Parking

Angled parking is most commonly used in town centres as a way of creating additional parking spaces for businesses and to make parking manoeuvres easier for drivers. The choice between angle and parallel parking is generally supported across most of the Study Area. However there are two road segments in predominantly residential areas which contain unmarked 45-degree angled parking spaces. These segments are considered impractical, and there is an opportunity to convert these into parallel parking.

Table 7-10 Opportunities Summary – Angle / Parallel Parking

Angle / Parallel Parking Opportunities Summary
> Convert the following road segments into parallel parking from angled parking: <ul style="list-style-type: none"> <li>– Merivale Street, between Simpson Street and Capper Street</li> <li>– Simpson Street, between Wynyard Street and Richmond Street.</li> </ul>

#### 7.6.6 Wayfinding & Directional Signage

There is good level of wayfinding signage to car parks, in particular for vehicles travelling on Fitzroy Street (directing vehicles to turn into Merivale Street and Fuller Street), Merivale Street (directing vehicles to turn into Herlihy Street) and Capper Street (directing vehicles to turn into Sylvia Place).

Further wayfinding signage into Coles car park and Herlihy Street car park from Wynyard Street and Russell Street could be installed to assist drivers to locate additional parking, especially those unfamiliar with the town. In addition to wayfinding signage, one way signage could be installed at each of these three locations to reinforce the existing directional flow in the lanes.

Figure 7-1 Directional signage at car park laneways



Table 7-11 Opportunities Summary – Wayfinding

Wayfinding Opportunities Summary

- > Install car park wayfinding signage and one way directional signage in 3 locations:
  - Wynyard Street, directing traffic to the Herlihy Street car park
  - Russell Street, directing traffic to the Herlihy Street car park
  - Russell Street, directing traffic to the Coles car park.

## 8 Schematic Design Development

After considering the traffic and parking analysis, community consultation feedback, Council staff feedback, Councillor feedback and a review of the Opportunities identified in **Section 7**, Stantec have progressed and combined multiple opportunities into three concept designs / plans.

It is recommended that the following concept plans be proposed for adoption by Council, subject to cost and availability of funding:

1. Wynyard Street raised pedestrian crossing
  - raised pedestrian crossing
  - additional user-friendly accessible parking
  - motorcycle parking
  - bicycle parking
2. Russell Street accessible parking (eastern side)
  - new user-friendly accessible parking
  - bicycle parking
3. Russell Street accessible parking (western side)
  - new user-friendly accessible parking

The list of opportunities being acted upon in the concept designs / plans are detailed below in **Table 8-1**. The concept design / plans for these proposed projects are attached to this report in **Appendix A**.

Table 8-1 Opportunities contained in Concept Plans

Concept Plan Number	Opportunity
Plan 1 (Wynyard Street)	Upgrade pedestrian crossing to a raised pedestrian crossing on Wynyard Street, between Fitzroy Street & Russell Street.
	Northern side of Wynyard Street between Fitzroy Street and Russell Street, west of the pedestrian crossing <ul style="list-style-type: none"> <li>&gt; Retain two accessible parking spaces.</li> <li>&gt; Replace three 1P spaces with one additional accessible parking space and two accessible shared areas.</li> </ul>
	Southern side of Wynyard Street between Fitzroy Street and Russell Street, east of the pedestrian crossing <ul style="list-style-type: none"> <li>&gt; Retain one accessible parking space.</li> <li>&gt; Replace two 1P spaces with one additional accessible parking space and one accessible shared area.</li> </ul>
	Install 'Motorcycle Only' parking areas on both sides of Wynyard Street, between Fitzroy Street & Russell Street.
	Provide bike hoops / rails around the town centre (e.g. outside supermarkets, local bike shop / stores and cafes / restaurants).
	Install car park wayfinding signage and one way directional signage in Wynyard Street, directing traffic to the Herlihy Street car park.
	Implement 10km/h Shared Zones signs at entry to Herlihy Street car park.



Plan 2 (Russell Street, eastern side)	Eastern side of Russell Street between Wynyard Street and Merivale Street, outside 54 Russell Street (i.e. Tumut Radiology) > Replace two 1P spaces with one new accessible parking space and one accessible shared area.
	Provide bike hoops / rails around the town centre (e.g. outside supermarkets, local bike shop / stores and cafes / restaurants).
	Install car park wayfinding signage and one way directional signage in Russell Street, directing traffic to the Herlihy Street car park.
	Implement 10km/h Shared Zones signs at entry to Herlihy Street car park.
Plan 3 (Russell Street, western side)	Western side of Russell Street between Wynyard Street and Merivale Street, outside 27 Russell Street (i.e. Rural Health Tumut) > Replace two 1P spaces with one new accessible parking space and one accessible shared area.

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## 9 Conclusion

This Traffic and Parking Study of Tumut Town Centre has analysed existing transport behaviours and provisions, identified existing transport issues and shortfalls, analysed transport opportunities, and combined a range of opportunities into three concept plans.

The most significant findings of the Traffic and Parking Study are:

- > There is a plentiful supply of both on and off-street parking in the Tumut Study Area, with a total of 920 on-street parking spaces and 479 off-street parking spaces across 5 car parks (total of 1399 spaces). The overall weekday peak demand across the Study Area was close to 700 vehicles (50% of capacity) between 11-12pm.
- > A desire line analysis showed that high volumes of pedestrians cross Wynyard Street at multiple locations between Capper Street and Fitzroy Street, and that cyclist activity is concentrated outside the town centre. The road most heavily used by cyclists in the Study Area is Fitzroy Street.
- > Russell Street and Wynyard Street both recorded low 85<sup>th</sup> percentile speeds under 40km/h. An 85<sup>th</sup> percentile speed of 51km/h was recorded in Fitzroy Street, slightly higher than the 50km/h speed limit.
- > The parking areas with the highest average weekday occupancy rates are Herlihy Street Car Park (89%), Fuller Street North Car Park (83%), Russell Street (81%) and Herlihy Street (73%). Coles Car Park and Fuller Street South Car Park are under-utilised on weekdays, never exceeding 50% of their capacities.
- > Weekday parking surveys showed that approximately 73-75% of vehicles park for 1 hour or less, 7-11% of vehicles stay between 1-2 hours and 8-11% of vehicles park for more than 4 hours.
- > Compliance with the 1 Hour Parking restrictions across most streets (including Wynyard Street and Russell Street) on weekdays is approximately 80-90%, however in Herlihy Street, compliance with the 1 Hour Parking restriction is poor, dropping to only 22%.
- > There were five common themes to come out of the traffic and parking community consultation:
  - Lack of accessible parking spaces in the town centre
  - Pedestrian safety and parking issues at Snowy Valleys School
  - Parking compliance with signposted time restrictions
  - Pedestrian and vehicle safety concerns at the intersection of Wynyard Street and Fitzroy Street
  - Lack of long vehicle parking bays in the town centre (for example, for trailers and caravans).
- > A range of opportunities have been identified and listed that focus on parking opportunities, safety, accessibility and amenity for all road users (including people with disabilities, drivers with trailers and caravans, cyclists and pedestrians). Other opportunities are based around parking restrictions, parking compliance, parking layouts, and wayfinding to car parks.
- > Three concept plans for projects in Wynyard Street and Russell Street have been designed by Stantec. It is recommended that these concept plans are proposed for adoption by Council, subject to cost and availability of funding.



APPENDIX  
**A**  
CONCEPT PLANS



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