

#### 4.4 LOCAL AREA TRAFFIC MANAGEMENT STUDY – HUGHESDALE AREA (HA18:D22-)

Responsible Director: Deb Cailes

##### **EXECUTIVE SUMMARY**

A Local Area Traffic Management Study (LATM) has been undertaken for the Hughesdale Precinct in Hughesdale. The study area is bounded by Princes Highway to the north, Warrigal Road to the east, North Road to the south and Poath Road to the west.

##### ***PURPOSE***

The aim of the study is to address the issues raised by the community as a whole and not in isolation to a particular street. This ensures a consistent, fair and comprehensive approach to the investigation, consultation, designs, implementation and monitoring of LATM scheme.

##### ***KEY CONSIDERATIONS/ISSUES***

The key issues identified by the local community through Shape Monash page and the Public Meeting can be summarised into five categories.

- 1) **Traffic Speed** – Motorists speeding through local streets such as Hotham Street, Neerim Road & Kangaroo Road
- 2) **Road Safety** – Euston / Clapham Road (failing to give way) & Warrigal Road / Euston Road (right turn out of Euston Road cause delays)
- 3) **Operational Issues** – Neerim Road / Service Road / Paddington Road (two intersections side by side causing confusion for motorists) & Corr Street / Wilbur Crescent ('dog-leg' vehicle movements causing motorists to cut corners)
- 4) **Pedestrians/Cyclists** – Lack of pedestrians and cyclists crossing points along Kangaroo Road
- 5) **Local Schools** – Parking congestions and safety issues during school drop-off/pick-up periods for Hughesdale Primary School, Sacred Heart Girls College & Oakleigh Grammar

##### ***FINANCIAL IMPLICATIONS***

Implementation of the recommended plan has been estimated to cost up to \$849,000 (excl. GST). The implementation of the recommended LATM plan will be in stages, with the Stage 1 design works to be absorbed in the 2022/23 operating budget and, subject to future budgets, Stage 1 construction and Stage 2 design being carried out in 2023/24, Stage 2 construction in 2024/25.

##### ***CONCLUSION/RECOMMENDATION***

That the Council endorses the recommended traffic management plan and treatments identified in the Local Area Traffic Management (LATM) study of Hughesdale area (LATM 18).

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### **RECOMMENDATION**

*That Council:*

*endorses the traffic management plan and treatments identified in the Local Area Traffic Management (LATM) study of Hughesdale area (LATM 18);*

*endorses the priority list of traffic management treatments to be undertaken in stages; and*

*notes the implementation of the recommended LATM plan for the Hughesdale area (LATM 18) is estimated at \$849,000 (ex GST) and will be constructed in stages from 2023 to 2025, subject to budget availability.*

### **1. INTRODUCTION**

Council's 2020 Annual Community Survey indicates that Hughesdale respondents identified their top issues as parking (36%) and traffic management (25%). A more strategic approach was proposed to better manage both traffic management and parking issues in Hughesdale. This has been in the form of a LATM Study, where the issues raised by the community have been reviewed as a whole.

The aim of this LATM study is to:

- Ensure a consistent, fair, and comprehensive approach to the investigation, consultation, designs, implementation and monitoring of changes.
- Establish a framework to ensure the best use of Council's limited funding and resources.
- Ensure effective collaboration with the community and within Council.
- Demonstrate a commitment to reduce the adverse impact of motor vehicles in the local street network and to improve road safety and community amenity.

A detailed process for the LATM study is provided in Appendix A. The study process can be summarised into four key stages as follows:

- **Stage 1: Identify the Issues** – Initial consultation to understand existing issues and collection of traffic survey data.
- **Stage 2: Develop the Solutions** – Assessment of issues, ranking of data, identification of options and development of a draft LATM plan.
- **Stage 3: Finalise the LATM Plan** – Seek community feedback on the LATM plan and refine as required.
- **Stage 4: Implementation** – Construction of individual components from the LATM plan through Council's Capital Works Program.

## **2. BACKGROUND**

The study area is located in Hughesdale and is bounded by Princes Highway to the north, Warrigal Road to the east, North Road to the south and Poath Road to the west.

### **2.1 Land Use**

Land use in the study area is predominately residential, with the following key non-residential uses:

- **Schools / Education:**

- Oakleigh Grammar (Willesden Road, Clapham Road, Bletchley Road)
- Sacred Heart Girls College (Kangaroo Road, Latrobe Street)
- Hughesdale Primary School (Dallas Street, Brine Street, Austin Street)
- Brine Street Childcare Centre (Brine Street)
- Headstart Early Learning Centre (Kangaroo Road)
- Buckets Early Learning Centre (Neerim Road, Wilbur Crescent)
- Oakleigh World of Learning (Euston Road)

- **Commercial / Mixed Use:**

- Poath Road (Paget Street to Arthur Street)
- Warrigal Road (Crewe Road to Kangaroo Road and Eleebana Avenue to North Road)
- North Road (Poath Road to Kinrade Street)
- Neerim Road (Neerim Grove to Princes Highway Service Road)
- Kangaroo Road (Skipton Road to Dalston Road)

- **Parks / Reserves / Sporting Facilities:**

- Galbally Reserve (Arthur Street, Freda Street)
- Argyle Reserve (Poath Road)
- Chadstone Calisthenics Club (Brine Street)
- Sacred Heart Tennis Club (Carlisle Crescent, Richardson Street)

### **2.2 Public Bus Route**

Two public bus routes operate through and adjacent to the study area. A summary of the public bus routes operating in the study area is as follows:

- **Route 625** – Kangaroo Road, Richardson Street, Earlstown Road and Carlisle Crescent.
- **Route 701** – Austin Street, Dallas Avenue, Hotham Street, Kangaroo Road, Richardson Street, Earlstown Road and Carlisle Crescent.

## **3. DISCUSSION**

### **3.1 Public Meeting**

A public meeting was held on Wednesday, 29 September 2021 via 'Zoom' due to COVID restrictions. The purpose of the meeting was to outline the LATM study process and provide an opportunity for the local community to discuss their key traffic issues. A summary of the key themes identified from the Public Meeting is as follows:

- **Hughesdale Primary School** - Congestion and parking issues on Austin Street due during school pick-up/drop-off periods. Poor parking behaviour on Dallas Avenue.

- **Sacred Heart College** – Parking over driveways and U-turns during school pick-up/drop-off periods.
- **Warrigal Road / Euston Road** – Difficult to exit Euston Road onto Warrigal Road.
- **Neerim Road** – Traffic volume and high traffic speeds.
- **Kangaroo Road / Poath Road** – Difficult to cross the roundabout as a pedestrian.
- **Neerim Road & Paddington Street** – Difficult to tell if cars are turning left into Neerim Road or Paddington Road from the Dandenong Road service road.
- **Earlston Road** – High traffic volumes
- **Kangaroo Road** – Lack of pedestrian crossings and bicycle facilities. Existing traffic islands don't reduce vehicle speeds.
- **Willesden Road** – Traffic speeds and vehicles parking across driveways during school pick-up and drop-off times.
- **Clapham Road** – Used as a rat-run during peak periods. Poor parent parking behaviour at school pick-up / drop-off times. Safety issues at Clapham Road / Euston Road.

### **3.2 Shape Monash Platform**

Council's online 'Shape Monash' platform was utilised to collect broad community opinions in relation to traffic issues in the local area.

Submissions via the 'Shape Monash' platform could be made from mid-August 2021 to mid-October 2021. Council received 220 submissions during the consultation period. The issues with the highest number of responses are summarised as follows:

- **Neerim Road / Neerim Grove / Bletchley Road** – Various issues including vehicles speeding at the intersection, request for a pedestrian crossing and improved street lighting.
- **Warrigal Road / Euston Road** – Right turn movements out of Euston Road cause delays.
- **Euston Road / Clapham Road** – Poor visibility and drivers often do not give-way.
- **Willesden Road / Paddington Road** – Poor pedestrian connections and congestion at school times.
- **Kangaroo Road / Hotham Street / Preston Road** – Requests for pedestrian crossings across Kangaroo Road.
- **Kangaroo Road / Poath Road** – Poor pedestrian facilities and requests for traffic signals.
- **Kangaroo Road** – Lack of pedestrian crossings at the shops.
- **Kangaroo Road / Warrigal Road** – Double left turn arrangement confusing and capacity issues at the intersection.
- **Barkly Street / Warrigal Road** – Safety concerns, particularly for vehicles turning right into Barkly Street from Warrigal Road. Requests for traffic signals.
- **Hughesdale Primary School** – Requests for additional parking in the vicinity of the school.

### **3.3 Focus Group Meeting #1**

The first meeting of the Focus Group sought to summarise the existing traffic issues received through the Shape Monash platform (presented in Section 3.2 above). Focus Group Meeting #1 was held on 4 November 2021.

The following key items were identified by the local community representatives at the first meeting of the Focus Group:

- **Willesden Road** – Willesden Road should be considered as a collector road given its role in the network and existing traffic volumes.
- **Arterial Road Congestion** – Rat running through the local area is driven by the congestion on the surrounding arterial road network.
- **Warrigal Road / Barkly Street** – Concerns for intersection safety and requests for traffic signals.
- **Neerim Road** – Traffic volumes continue to increase each year, particularly in peak periods.
- **Earlstown Road & Richardson Street** – Concern was raised in relation to traffic volumes on both roads and a suggestion of 'No Right Turn' restrictions were proposed.
- **Sacred Heart Girls College** – Double parking on Latrobe Street blocking residents' driveways.
- **Oakleigh Grammar** – Poor behaviour at school times with parents parking over driveways.
- **Kangaroo Road Pedestrian Safety** – The Focus Group identified Kangaroo Road as a barrier to north-south pedestrian movements in the study area.

### **3.4 Community Issues Summary Diagram**

A summary diagram has been prepared to visually represent the traffic issues identified through the initial community consultation process.

A copy of the Community Issues Summary Diagram is provided in Appendix B.

### **3.5 Poath Road Speed Zoning**

Poath Road forms the boundary between Monash City Council and the City of Glen Eira, with both Council's sharing responsibility for the management of this road.

In mid-2021, the City of Glen Eira commenced a process to consult the local community regarding a proposal to reduce the speed zoning on Poath Road between Dandenong Road and North Road from 60km/h to 50km/h.

In February 2022, City of Glen Eira notified the local community that 82% of respondents supported the proposed change in speed zoning. On this basis, City of Glen Eira will proceed with the process of the speed limit reduction and apply to the Department of Transport for approval to implement the 50km/h speed zoning.

This process will continue to occur independently of this LATM study.

### **3.6 Draft Traffic Management Plan**

The draft traffic management plan, including the various traffic management proposals developed to address the issues identified, is provided in Appendix C.

A community update and questionnaire survey were distributed to all properties and property owners within Hughesdale area in late February 2022.

### **3.7 Final Traffic Management Plan**

A total of 414 responses were received to the questionnaire. Community responses were supportive of the proposals for road safety improvements (87-90% not opposed), operational improvements (88-89% not opposed), pedestrians/cyclist improvements (68-85% not opposed) and local school improvements (89-90% not opposed). However, lower levels of support were received for the road humps in Kangaroo Road (61% not opposed), Neerim Road (55% not opposed). The results of the consultation for the key proposals are provided in Appendix D.

A final Traffic Management Plan was prepared based on the community feedback and consultation with the Focus Group. All of the draft traffic management proposals were retained, including the road hump proposals. However, the road hump proposals are to be staged with the higher supported streets implemented in the first stage (i.e. Willesden Road and Clapham Road) and the streets with more mixed support implemented in later stages (i.e. Kangaroo Road, Neerim Road and Hotham Road) and Hotham Street (67% not opposed).

A summary of the key changes between the draft Traffic Management Plan and the final Traffic Management Plan are as follows:

#### **Items Modified:**

- Kangaroo Road median island pedestrian crossing (between Dalston Road and Canterbury Street) – Install raised zebra crossing in lieu of the proposed median crossing to reinforce the slow speed nature of the shop precinct.
- Kangaroo Road Shops – Adjust parking bays to improve motorist sight lines exiting Dalston Road in lieu of the proposal to remove a parking space (to maintain the existing parking supply).
- Latrobe Street – Install 'No U-turn' signs adjacent to the school.

#### **Items Added:**

- Poath Road at North Road – 'Keep Clear' linemarking into BP Service Station.
- Hughes Place – Surface treatment & speed cushion adjacent to the playground.
- Dandenong Road Service Road (at Fellows St) – Install a road hump to manage speeds and discourage 'short cuts' through the service road.
- Euston Road (at Warrigal Rd) – Linemark parking bays in the vicinity of the childcare centre to minimise parking over driveways.
- Fintonia Street, Bowmore Street and Paget Street at Poath Road & Wilbur Crescent at Neerim Road – Set back parking at intersections to improve sight lines.

A copy of the final Traffic Management Plan is provided in Appendix E.

### **3.8 North Road/Mackie Road – Traffic Signals Proposal**

In early May 2022, the state government advised of its proposal to install traffic signals at the intersection of North Road / Mackie Road, on the southern boundary of the Hughesdale LATM area. Mackie Road is located between Kinrade Street and Brine Street in the Hughesdale Local area.

The intersection of North Road / Mackie Road is currently sign controlled, with a 'Give-Way' control applying to vehicles exiting Mackie Road. A loop is installed in Mackie Road that triggers the existing POS on North Road approximately 120m to

the east. We understand that this was principally installed to assist bus movements turning right out of Mackie Road.

As a result of the proposed traffic signals, the following traffic impacts could be expected:

- **North Road Queues** – The installation of the signals is likely to lead to additional traffic queues on North Road. However, officers would expect the signals to be linked to the adjacent traffic signals at Poath Road. During peak periods, queueing already occurs on North Road in the vicinity of the intersection due to capacity issues with the adjacent signalised intersections. Therefore, the introduction of signals at Mackie Road would not be expected to result in significant ‘additional’ queues but would redistribute existing queueing at the adjacent intersections.
- **Local Traffic Pattern Changes** – The installation of the traffic signals will significantly improve right turn capacity/delays out of Mackie Road. This may result in additional vehicles seeking to access Hughesdale Primary School from the south utilising Mackie Road (they are potentially using other routes under the existing conditions given the difficulty turning right at North road).  
Additional vehicles entering the local area from the west may choose to utilise Kinrade Street rather than Brine Street or Austin Street (as they could turn left into Kinrade Street before the signals and potentially avoid delays/queues). Traffic volumes in Kinrade Street should be monitored following the installation of the traffic signals.
- **The traffic signals** may assist movements out of the local streets within the Hughesdale Precinct as bunching of the North Road traffic stream occurs. Vehicles turning left out of Brine Street and Austin Street will likely experience more ‘gaps’ that would increase capacity and reduce delays.

In the context of the LATM study, the potential impact of the traffic signals is generally associated with Kinrade Street, Brine Street and Austin Street. Therefore, additional traffic data will be collected for the abovementioned streets to establish a baseline (prior to traffic signals). This will allow for potential future assessment of any change in traffic conditions following the installation of traffic signals at North Road / Mackie Road.

## **4. CONSULTATION**

### **4.1 External Consultation**

LATM is a study process that includes community participation to identify key traffic issues and assist in developing solutions.

The study process includes the following opportunities for community engagement:

- **Public Meeting (24 September 2021)** – A public meeting was held at the commencement of the study to provide the local community with an understanding of the LATM study process and to seek initial feedback regarding traffic issues in the local area. The invitation to the public meeting was sent to all properties in the study area (August 2021). A copy of the public meeting invitation is provided in Appendix F.

- **Community Consultation #1 (August – September 2021)** – Community feedback in relation to existing traffic issues was collated through the ‘Shape Monash’ online platform. This platform utilises digital maps to allow the local community to place a ‘pin’ at the location of their traffic issue and provide a detailed description. The ‘pins’ and comments can be publicly viewed, allowing people to add further comments to issues already identified by others. The Shape Monash page can be accessed from the link: <https://shape.monash.vic.gov.au/LATM18>
- **Focus Group (18 October 2021)** – The LATM study formed a ‘Focus Group’ which consisted of Ward Councillors, Council officers, Traffic Engineers from Quantum Traffic, and six community volunteers. The Focus Group acts as a sounding board for community feedback through the study process. The Focus Group met on three occasions throughout the study process as follows:
  - **Meeting 1 (4 November 2021)** – Discuss traffic issues in the local area.
  - **Meeting 2 (8 December 2021)** – Develop the draft LATM plan.
  - **Meeting 3 (6 April 2022)** – Review community feedback on the LATM plan
- **Community Consultation #2 (17 February 2022)** – A copy of the Draft Traffic Management Plan was distributed to all property owners and occupiers via letter drop in February 2022. The letter summarised the draft proposals and sought feedback on the plan via a questionnaire survey. Community members could provide responses via post, email or online. A copy of the Community Update and Questionnaire Survey is provided in Appendix G.
- **Community Consultation #3 (6 May 2022)** – A summary of the community feedback on the draft Traffic Management Plan was circulated via letter drop on 6 May 2022. The correspondence outlined the community support for the various proposals and summarised the final Traffic Management Plan. The local community were advised of the Council meeting where the final Traffic Management plan would be considered for adoption. A copy of the Final Community Notice is provided in Appendix H.
- **City of Glen Eira** – A notice of the public meeting invitation for the LATM study was sent as an FYI to City of Glen Eira at the inception of the study. A final notice with the final traffic management plan was also sent at the conclusion to inform the outcome of the study.

#### **4.2 Links with other project**

Other relevant projects:

- Monash City Council is working in collaboration with City of Glen Eira on a Streetscape Upgrade Project for the Hughesdale activity centre along Poath Road. This design and construction of this project is to be completed this FY (2021/22).
- Council officers have previously designed some physical treatments along Kangaroo Road shopping strip to slow down the speed of the traffic and enable easier access for pedestrians to cross the road. This design was incorporated into the draft Traffic Management Plan, which was later voted on by the community and included in the final Traffic Management Plan.
- Evidence shows that the Kangaroo Road is due for a road reconstruction (Design in 2022/23 FY & Construction in 2023/24 FY). The reconstruction

would also look at the potential to introduce a bicycle lane along Kangaroo Road. All the treatments recommended along Kangaroo Road as part of the LATM study will be incorporated into the Kangaroo Road reconstruction project.

### **5. SOCIAL IMPLICATIONS**

LATMs are designed to tap into the community's understanding of how their local area functions. Community members typically seek the delivery of safer street environments and improved amenity.

Community consultation was carried out using a paper-based format and a digital platform to ensure equitable access.

Accessibility issues for all road users have been considered for the treatments identified in the Final Traffic Management Plan.

### **6. HUMAN RIGHTS CONSIDERATIONS**

There are no identified human rights implications associated with this report.

### **7. GENDER IMPACT ASSESSMENT**

A gender impact assessment has not been undertaken on this project at this time. When this project is up for review, Council will reconsider whether a gender impact assessment is required.

### **8. FINANCIAL IMPLICATIONS**

Implementation of the recommended plan has been estimated to cost up to \$849,000 (excl. GST). The cost estimate is detailed below.

Location	Treatment	Stage	Estimated Costs
<b>Traffic Speed Proposals</b>			
Kangaroo Rd	Road Humps x 5	Stage 2	\$60,000.00
Neerim Rd	Road Humps x 6	Stage 2	\$72,000.00
Hotham St	Road Humps x 6	Stage 2	\$60,000.00
Willesden Rd	Road Humps x 2	Stage 1	\$20,000.00
Clapham Rd	Road Humps x 1	Stage 1	\$10,000.00
<b>Road Safety Proposals</b>			
Euston Rd / Clapham Rd	Roundabout	Stage 2	\$120,000.00
Warrigal Rd / Euston Rd	Left Out Only	Stage 1	\$20,000.00
Paddington St / Rugby Rd	No Stopping Signs	N/A	Council Officers Time
Kangaroo Rd at Dalston Rd	Adjust Parking Bays	N/A	Council Officers Time
Warrigal Rd / Barkly Av	Consult with DoT	N/A	Council Officers Time
Poath Rd	Set back Parking at Dumblane, Ellendale, Bowmore and Paget	N/A	Council Officers Time

Kangaroo Rd / Carlisle Cres	Set back Parking	N/A	Council Officers Time
Hughes Pl	Speed cushions and surface treatment	Stage 2	\$12,000.00
Neerim Rd / Poath Rd	Trim trees on east and north approach	N/A	Council Officers Time
Neerim Rd	Set back parking at Rendell and Wilbur	N/A	Council Officers Time
<b>Operational Proposals</b>			
Neerim Rd / Service Rd	Realign Intersection	Stage 1	\$100,000.00
Corr St / Wilbur Cres	Splitter Islands	Stage 2	\$20,000.00
Kangaroo Rd at Poath Rd	Road Hump x 1	Stage 2	\$10,000.00
Arthur St	One-way pavement arrow	N/A	Council Officers Time
Euston Rd at Warrigal Rd	Linemark parking bays	N/A	Council Officers Time
Kangaroo Rd Shops	Construct median island	Stage 2	\$30,000.00
Kangaroo Rd / Warrigal Rd	Consult with DoT for Left turn lines out of Kangaroo Rd	N/A	Council Officers Time
Dallas Av / Simmonds St	Give-Way line marking	N/A	Council Officers Time
Poath Rd at North Rd	Consult with DOT for Keep Clear into BP	N/A	Council Officers Time
Dallas Av / Kinrade St	Paint Centreline around the bend	N/A	Council Officers Time
Neerim Rd / Willesden Rd	Review traffic signal phasing and timing	N/A	Council Officers Time
<b>Pedestrian &amp; Cycling Proposals</b>			
Kangaroo Rd at Preston & Hotham	Raised Zebra Crossing	Stage 2	\$40,000.00
Kangaroo Rd at Retail Shops West	Raised Zebra Crossing	Stage 2	\$40,000.00
Kangaroo Rd at Retail Shops East	Raised Zebra Crossing	Stage 2	\$40,000.00
Warrigal Rd Pedestrian Overpass	Advocate to DoT for improvements	N/A	Council Officers Time
Richardson St	Bike connection to Djerring Trail	Stage 1	\$5,000.00
Djerring Trail	Modify Zebra Crossing at Richardson St	N/A	Council Officers Time
Carlisle Cres at Richardson St	Pram Ramps	Stage 2	\$10,000.00
<b>Local Schools</b>			
Hughesdale Primary School	Additional indented parking on Austin St	Stage 2	\$80,000.00
	No Stopping between indented parking on Austin St	N/A	Council Officers Time
	No Stopping on south side of Dallas Av	N/A	Council Officers Time

	Parking restrictions within indented bays on Austin St	N/A	Council Officers Time
	No Stopping on west side of Brine St	N/A	Council Officers Time
Sacred Heart Girls School	Raised School Crossing on Kangaroo Rd	Stage 1	\$60,000.00
	Linemark Parking Bays & Centreline and Install 'No U-Turn' signs	N/A	Council Officers Time
Oakleigh Grammar	Raised School Crossing on Willesden Rd	Stage 1	\$40,000.00

- The implementation of the final Traffic Management Plan will be in stages, with the Stage 1 design works to be absorbed in the 2022/23 operating budget and, subject to future budgets, Stage 1 construction and Stage 2 design being carried out in 2023/24, Stage 2 construction in 2024/25.
- The delivery of all the recommended treatments relating to Kangaroo Road will be carried out as part of the Kangaroo Road reconstruction budget, which is scheduled for the design works in 2023/24 and construction to be completed in 24/25.
- Opportunities to fund LATM treatments through other mechanisms will be considered, including:
  - Future capital road works such as road reconstruction;
  - Future private development contributions or public realm improvements;
  - Australian Government Black Spot Program; and
  - Other Council or Victorian Government projects.

## **9. CONCLUSION**

A recommended LATM plan has been developed for the Hughesdale area (LATM 18) in consultation with the community and through an evidence-based analysis.

The total cost for the implementation of the LATM is estimated to be \$849,000 (excl. GST). Where possible, costs associated with LATM implementation will be incorporated into existing site specific projects.

The implementation of the final Traffic Management Plan will be in stages, with the Stage 1 design works to be absorbed in the 2022/23 operating budget and, subject to future budgets, Stage 1 construction and Stage 2 design being carried out in 2023/24, Stage 2 construction in 2024/25.

For the expected minor works from the proposals that require consultation with external agencies can be undertaken via the existing Council operating budget, which has been separated from the infrastructure proposals.

Council will continue to monitor traffic conditions in the local area, following the implementation of the Traffic Management Plan.

**10. RECOMMENDATION**

That Council:

- endorses the recommended traffic management plan and treatments identified in the Local Area Traffic Management (LATM) study of Hughesdale area (LATM 18);
- endorse the priority list of traffic management treatments to be undertaken in stages;
- notes that implementation of the recommended LATM plan for the Hughesdale area (LATM 18) is estimated at \$849,000 (ex GST) and will be constructed in stages from 2023 to 2025, subject to budget availability;

**11. APPENDICES**

**11.1 Appendix A – LATM Study Process**

**11.2 Appendix B – Community Issues Summary Diagram**

**11.3 Appendix C – Draft Traffic Management Plan**

**11.4 Appendix D – Consultation Results**

**11.5 Appendix E – Final Traffic Management Plan**

**11.6 Appendix F – Public Meeting Invitation**

**11.7 Appendix G – Community Update & Questionnaire**