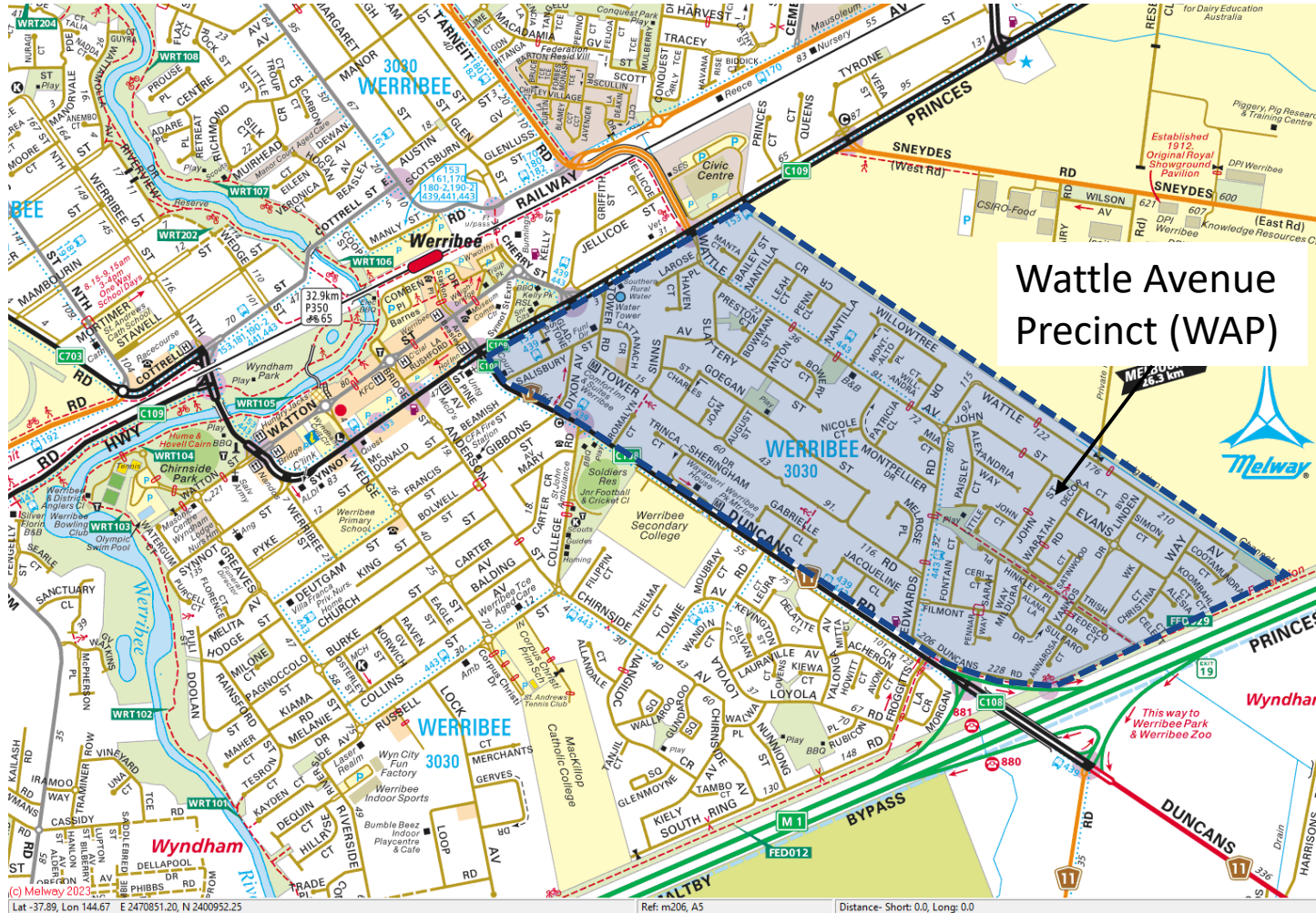
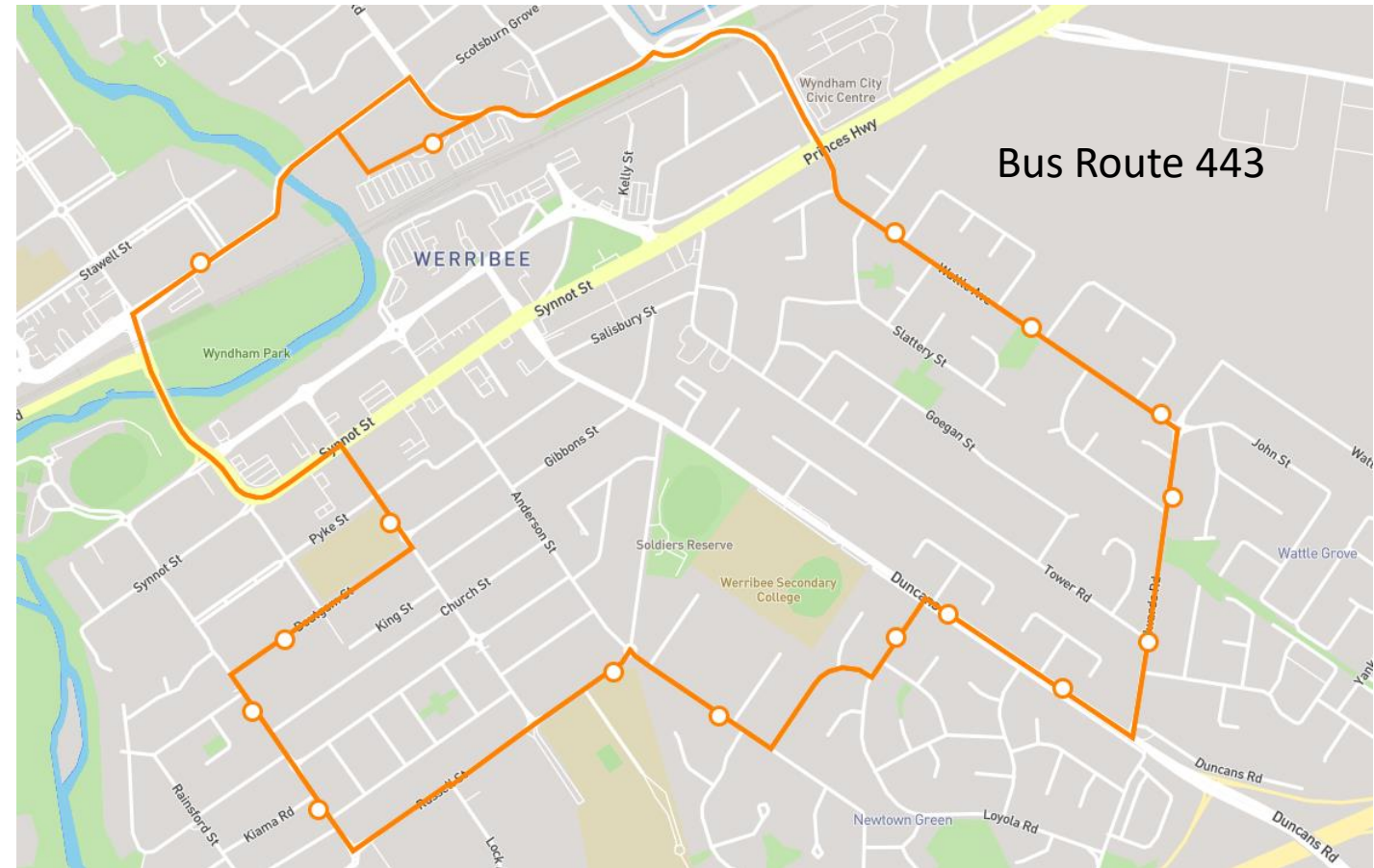
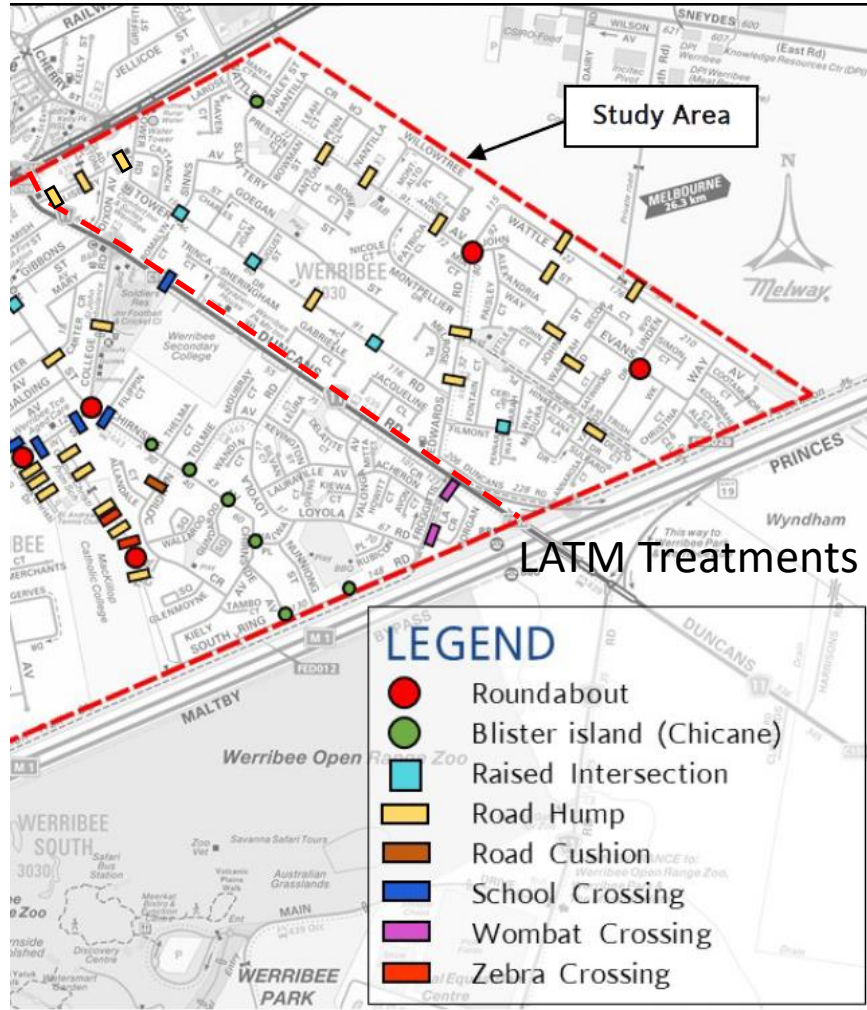


Wattle Avenue Precinct (WAP)



- All roads are 'Local Access' Street except for Edwards Road and Tower Road which are 'Collector Street'
- Area wide speed limit of 40km/h implemented in late 2022
- Wattle Avenue and Edwards Road are bus routes
- Railway overpass and Geelong-bound ramps completed in early 2021

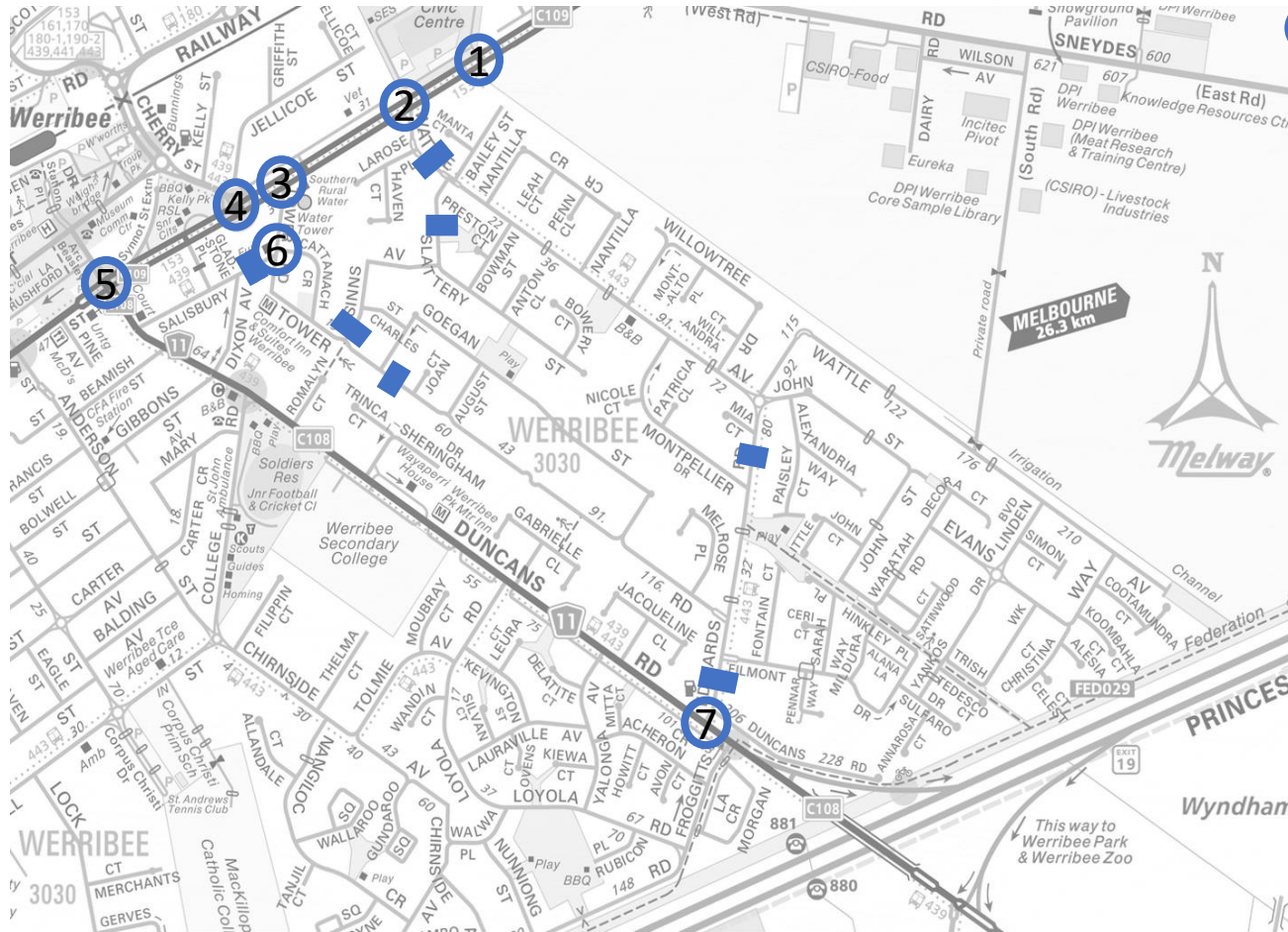
WAP – Existing Conditions



DATA INSIGHTS

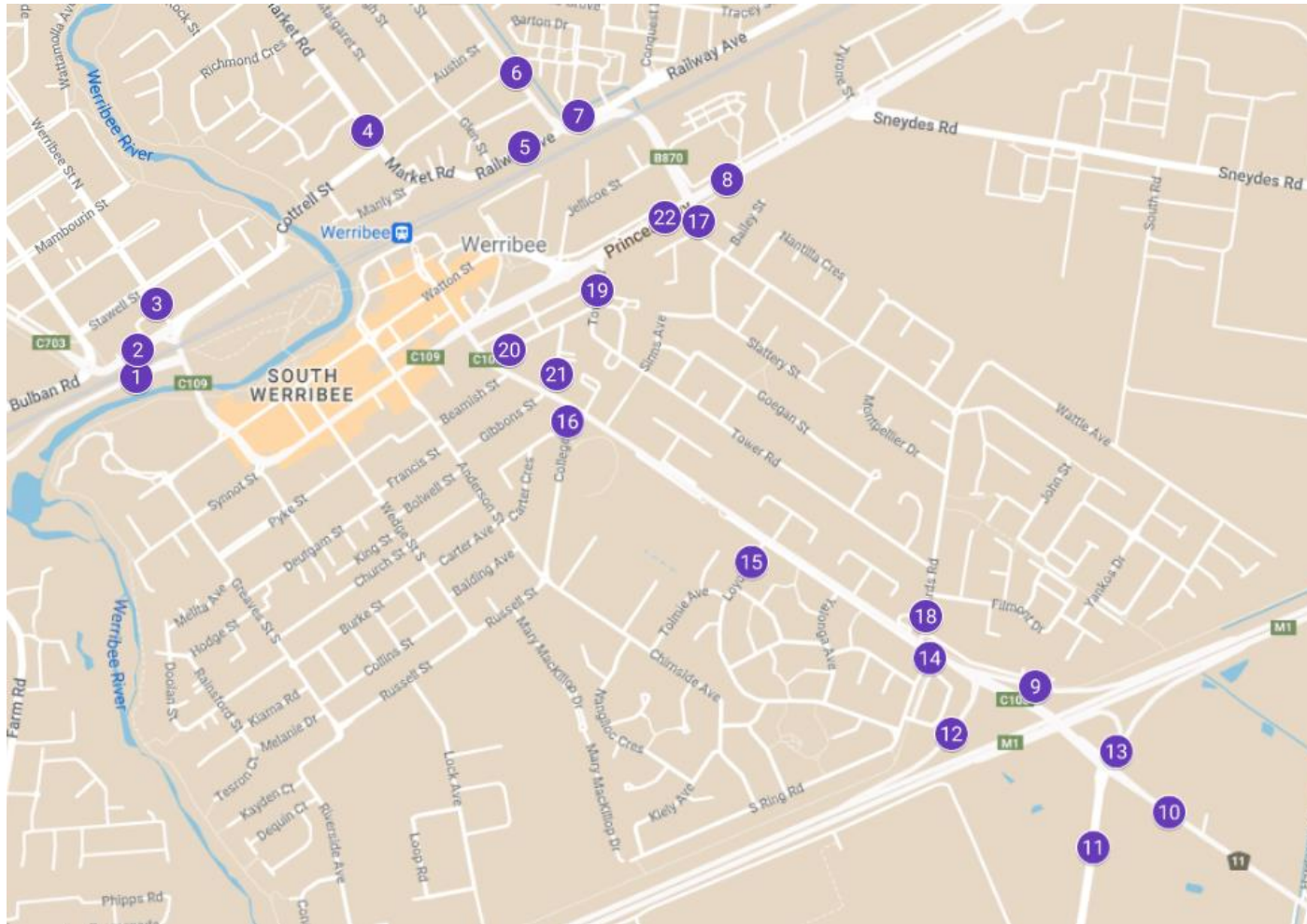
- Wattle Avenue & Edwards Road
- Tower Road
- Salisbury Street
- Sinns Avenue & Slattery Street

Traffic Data Collection



- Intersection peak period movement surveys**
 - 7-9 am & 3-6 pm
 - Tuesday 12 Sep 23
- Automatic tube counts (7 days)**
 - Fri 8 Sep – Thu 14 Sep 2023

Traffic Data Collection



Origin Destination (OD) surveys

- 7-9 am & 3-6 pm
- Day 1: Tue 12 Sep 23
- Day 2: Wed 13 Sep 23
- Day 3: Tue 17 Oct 23
- 22 stations capturing a wider area

Key Findings

- Up to 56% increase in daily traffic (up to 6,000 vehicles) on Wattle Ave compared to June 2019.
 - Even higher increases during the peak periods
- Up to 104% increase in daily traffic on Edwards Rd compared to June 2019.
 - Even higher increases during the peak periods
- Rat running on Wattle Ave and Edwards Road is significant.
 - Up to 55% and 65% of peak period traffic on Wattle Ave and Edwards Rd, respectively is rat running.
- Main origin and destination patterns (on average) of rat-running traffic during peak periods were:
 - Tarneit Road (North) $\leftrightarrow$ Geelong-bound ramps: 257 vehicles (78% of total traffic)
 - Tarneit Road (North) $\leftrightarrow$ Duncans Road (South): 155 vehicles (64% of total traffic)
 - Princes Highway (West) $\leftrightarrow$ Duncans Road (South): 133 vehicles (59% of total traffic)
 - Princes Highway (West) $\leftrightarrow$ Geelong-bound ramps: 96 vehicles (45% of total traffic)
- Other origin and destination patterns (on average) of rat-running traffic during peak periods were:
 - Froggitts Lane $\rightarrow$ Railway Overpass or Princes Highway (West): 78 vehicles
 - To/from Melbourne-bound ramps at Duncans Road: 63 vehicles
 - To/from K Road: 106 vehicles
 - To/from Railway Avenue: 97 vehicles
 - To/from Market Road: 99 vehicles
 - From the Melbourne-bound exit ramp: 41 vehicles (most during the PM peak period)

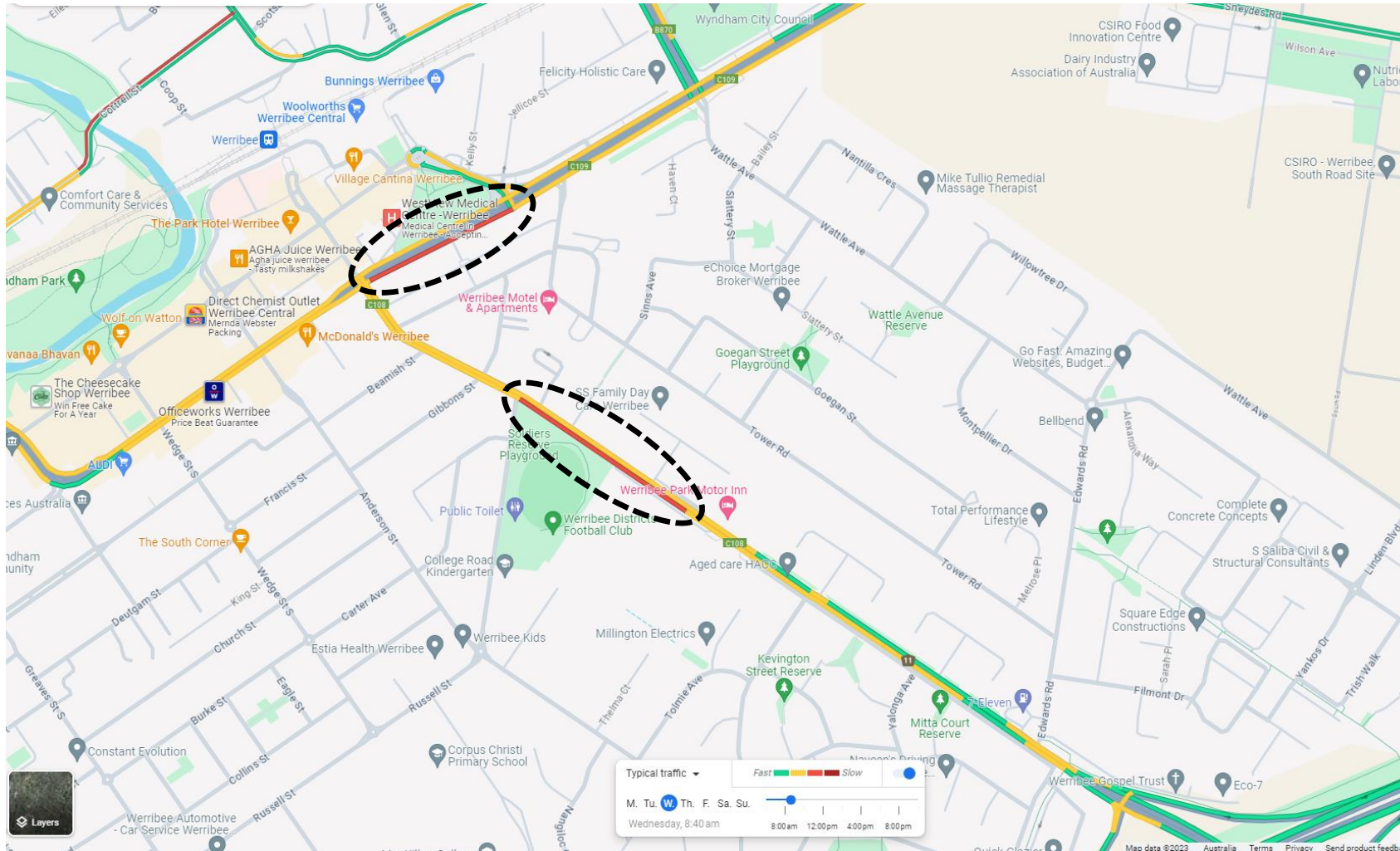
Key Findings (contd)

- 29% reduction in daily traffic on Tower Rd compared to Feb 2021.
- Rat runs on Tower Rd is low, predominantly in the south/eastbound direction during peak periods.
 - Up to 15% of traffic is “cut-through” traffic
- Left turns from Synnot St into Tower Rd significantly higher than left turns into Duncans Road.
 - Large majority accessed Salisbury St.
- 11% increase in daily traffic on Salisbury St compared to Feb 2021.
 - Peak period increases (27-28%) are higher though.
- Significant rat runs on Salisbury St during peak periods, predominantly in the southbound direction.
 - OD survey indicates about 50% of traffic is “cut-through” traffic (without any local origins or destinations).
 - A large proportion of rat runs originated from Princes Hwy (east) followed by Tarneit Road.
 - A large proportion of rat runs destined to College Road.
 - Observations suggest considerable traffic destined to Beamish Street or secondary school – not captured in OD surveys.
 - Actual rat running could be higher, about 75-80%
- Some “cut-through” on Sinns Ave and Slattery St throughout the day.
- Heavy pedestrian volumes at Synnot St/Duncans Rd intersection.

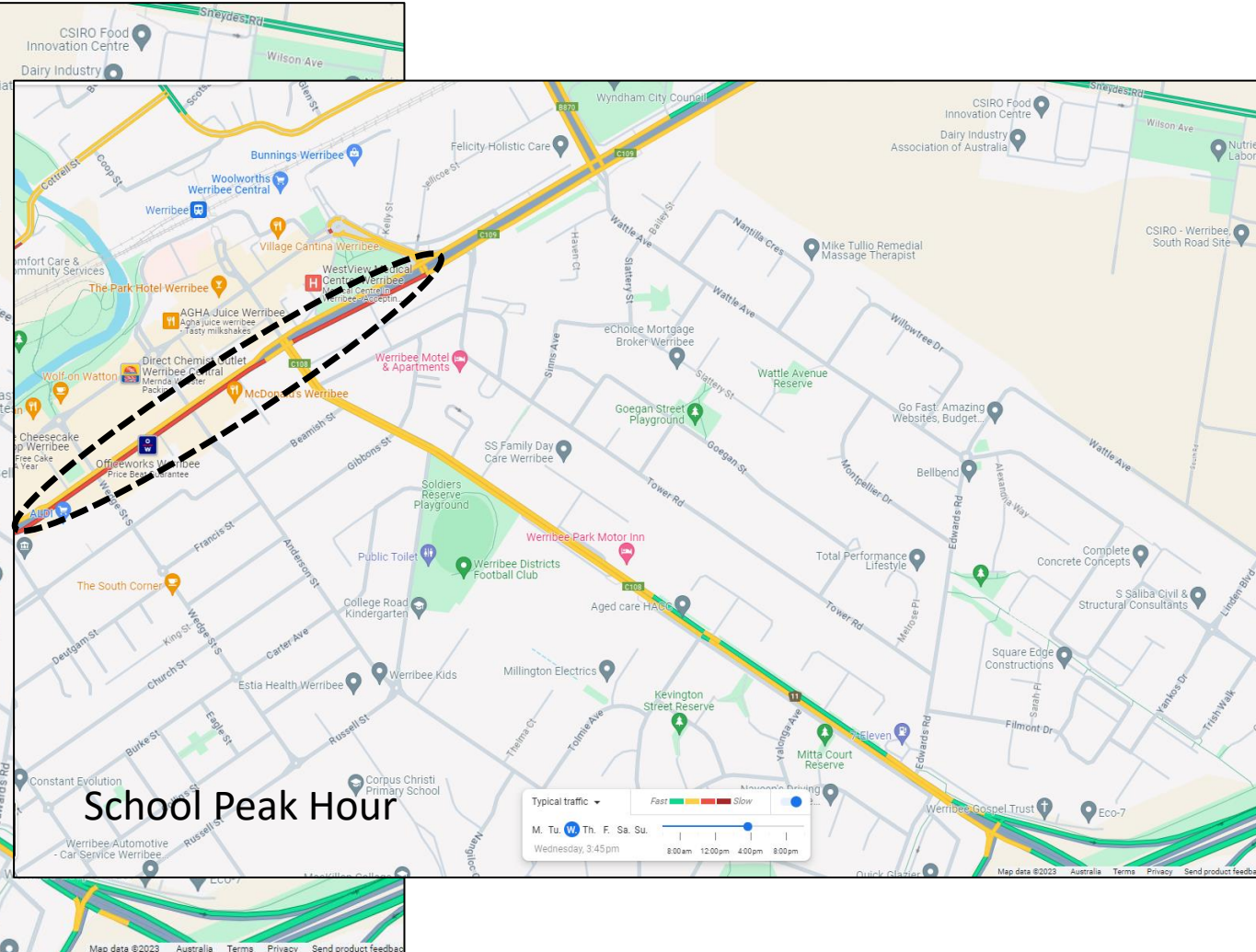
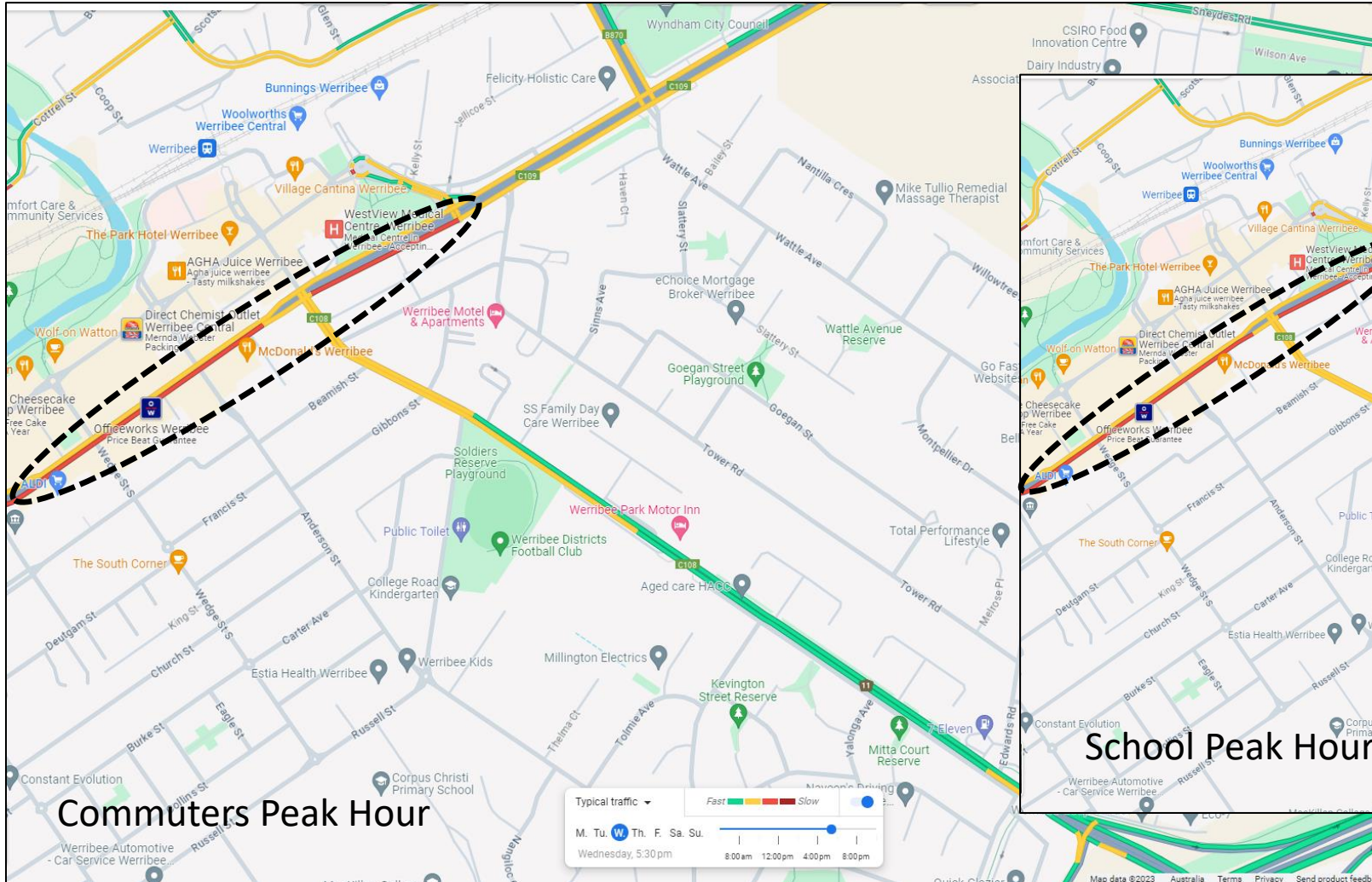
OBSERVATIONS

- Google Maps
- Site inspections

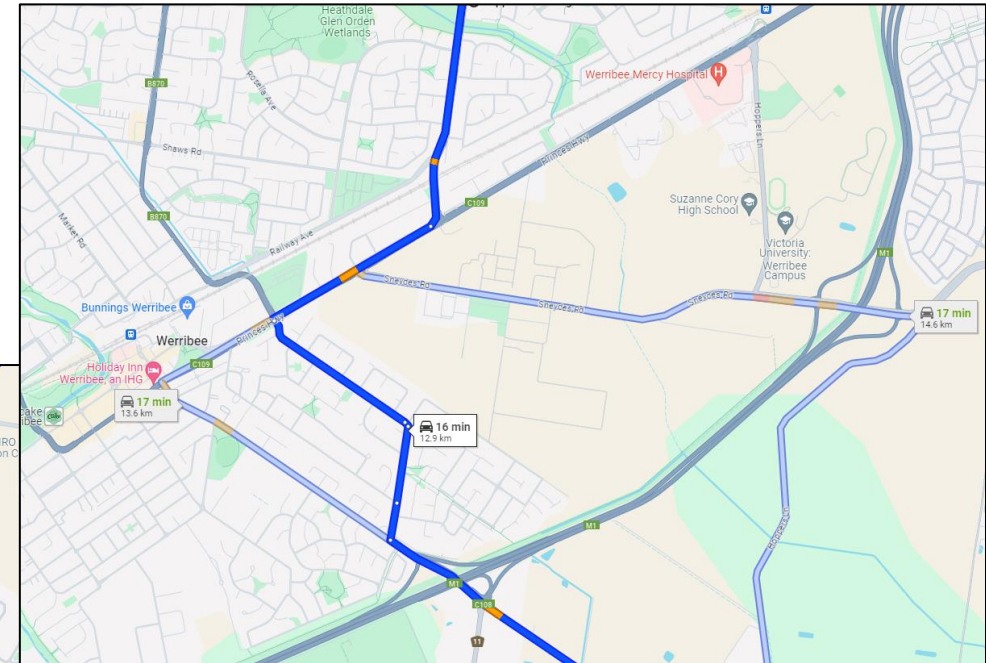
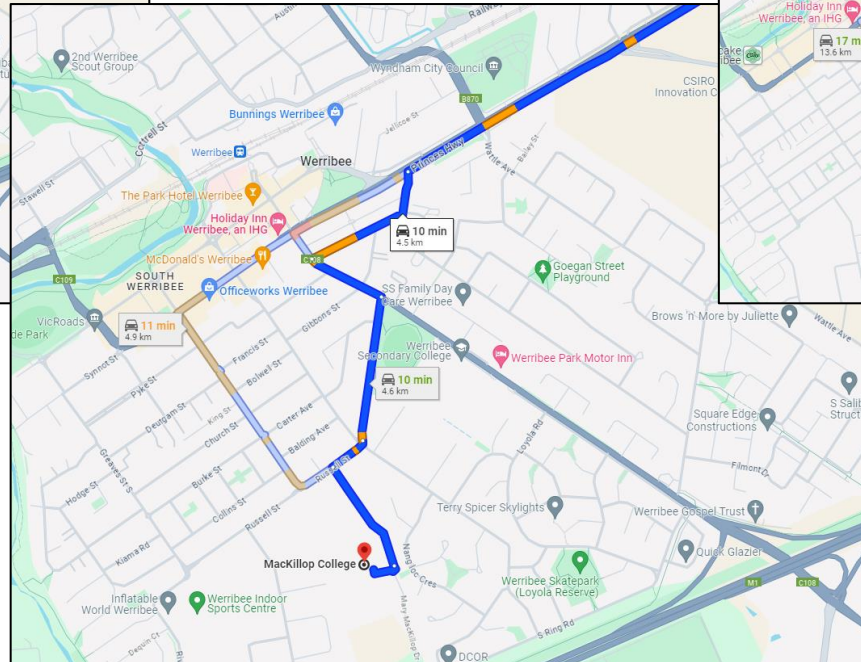
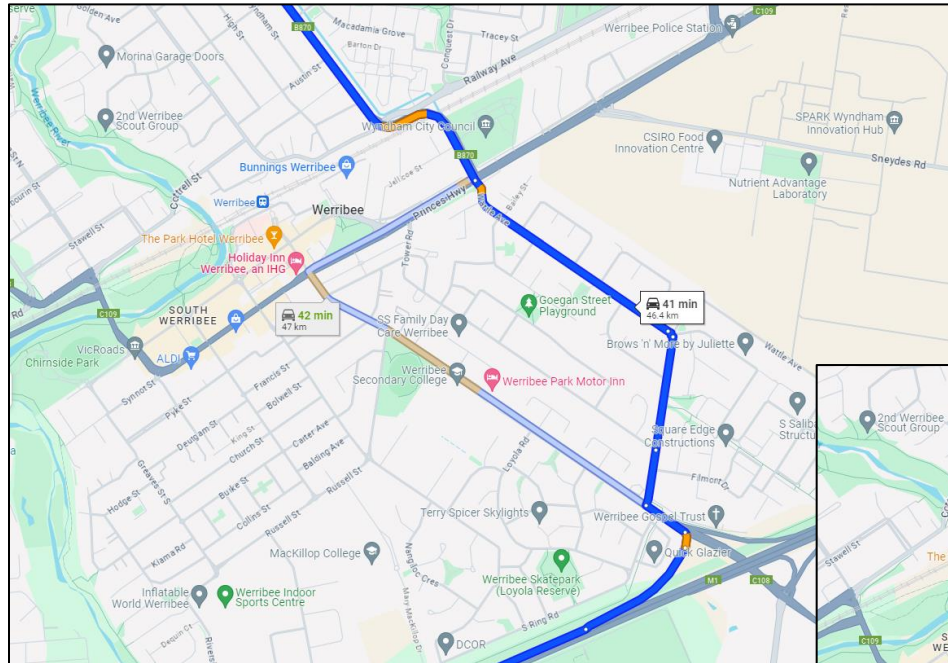
Indicative Congestion – AM peak hour



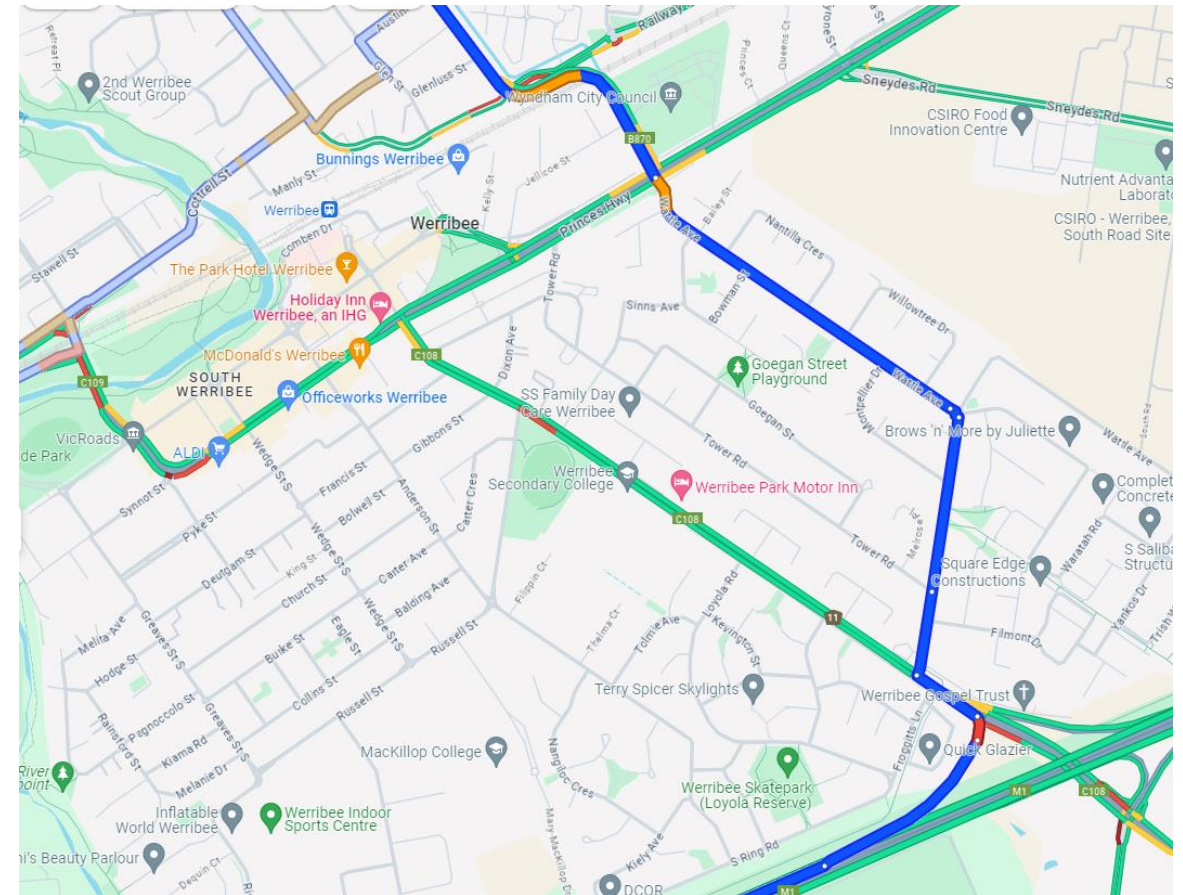
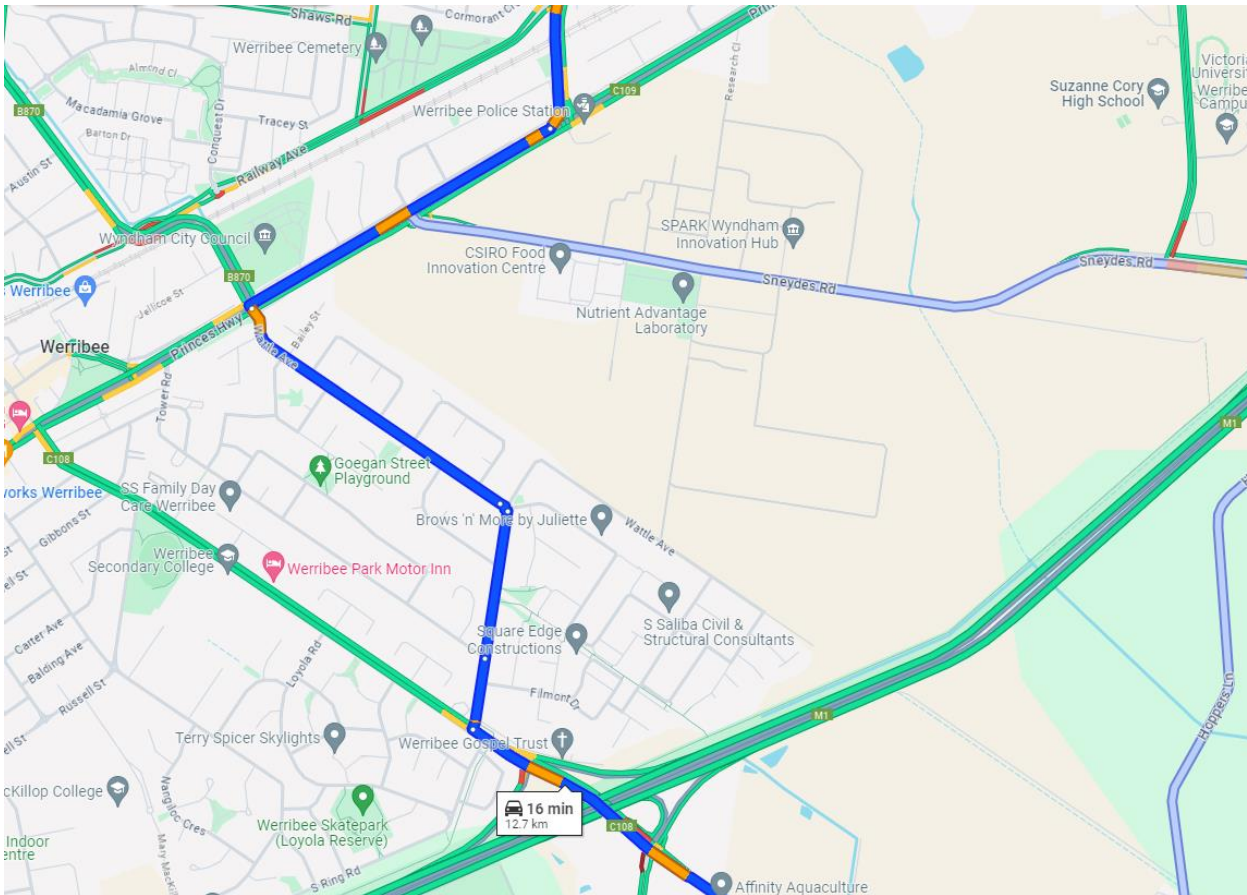
Indicative Congestion – PM peak hours



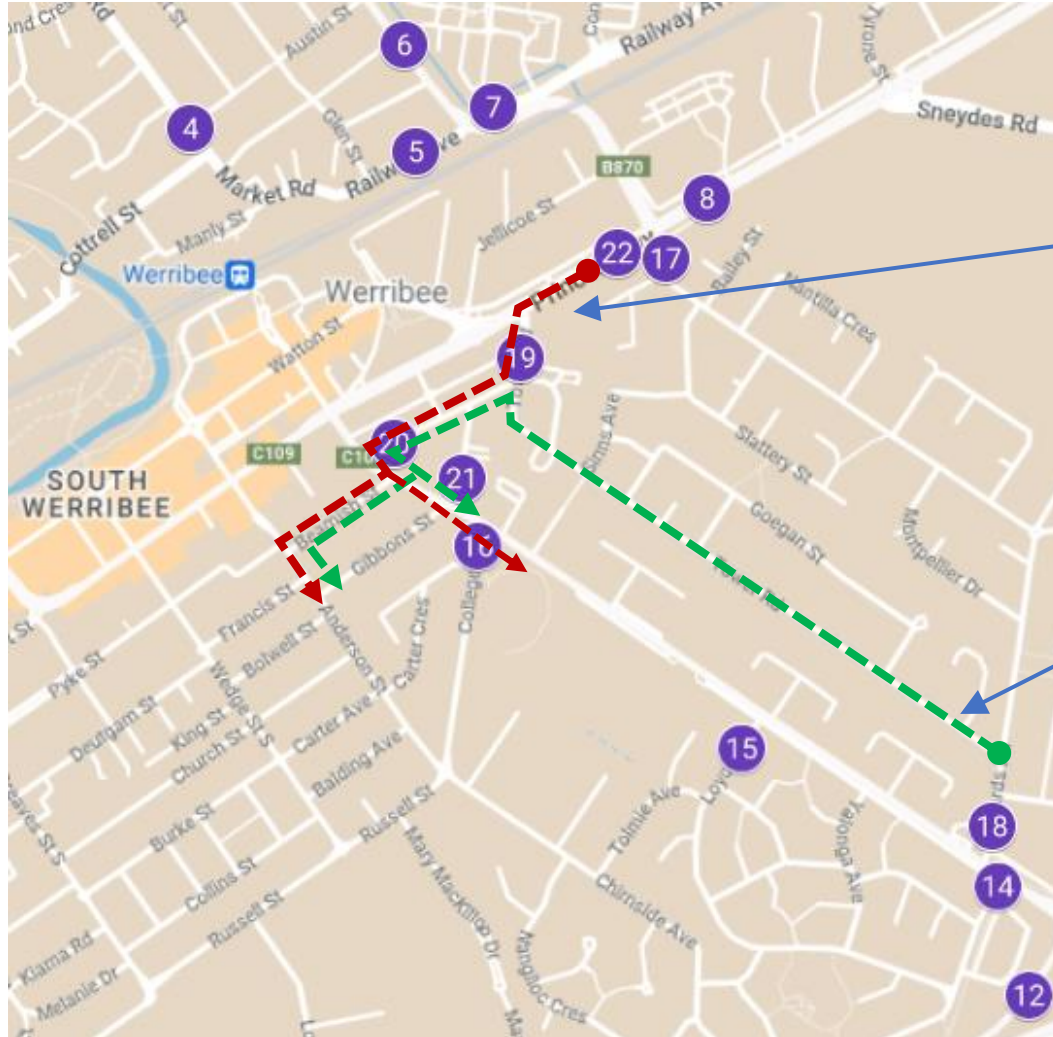
Google Travel Routes – AM peak



Google Travel Routes – PM peak



Observations – Salisbury Street



Many left turns out of Salisbury Street in the AM used Beamish Street or travelled south past College Road

Local traffic used this route to avoid right turns from Edwards into Duncans during school drop-off and pick-up periods

Key Findings

- Congestion exists along Synnot St (westbound) west of Duncans Road, particularly during the PM peak period.
- Westbound queueing on Synnot St observed to extend from Duncans Road to Tower Rd – one of the potential causes of rat running through the WAP.
- Good Maps suggest Wattle Ave, Edwards Rd and Salisbury St as the shortest/quickest routes – one of the potential causes of rat running through the WAP.
- Unsafe pedestrian crossings on Duncans Rd north of Edwards Rd.
- Right turns out of Edwards Rd into Duncans Rd – difficult and unsafe.
 - Residents appear to avoid this right turn and use Tower Rd → Salisbury St to access Duncans Rd to access schools, etc.