MOONTA TOWN CENTRE

BACKGROUND REPORT

COPPER COAST COUNCIL

December 2017

ACKNOWLEDGMENTS

This project has been undertaken by WAX Design for the Copper Coast Council. It is acknowledged that there is a strong sense of community in Moonta and the project team would like to thank all community members who have had input into this project through attendance of a consultation session or through completion of the survey. This knowledge and input will be integral in informing how the Moonta Town Centre develops and evolves in future.

Further acknowledgment is given to the project team including Council staff and Councillors who have provided additional input and support to the project.

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INTRODUCTION

Introduction

WAX Design have been engaged by the Copper Coast Council to undertake a community consultation and an analysis process to understand what makes Moonta a great place and what opportunities exist to enhance this in the future. This includes consideration of the built form, open space and public realm, transport connections and parking requirements, future population and demographic changes and the provision of infrastructure and facilities such as stormwater management and public toilets.

The focus of this study is the Moonta Town Centre, with reference to Figure 01. The results and recommendations from this study will in the future be used to inform the preparation of an Urban Design Framework to reflect the community's vision for the Town Centre. The Urban Design Framework will be used to guide future planning, development projects and asset renewal programs.

The development of an Urban Design Framework will assist with staging, budgets, processes as well as providing a strategic overview which can be considered for future works. It is anticipated that any future planning would involve ongoing community involvement.

WAX understands that the success of the project is dependent on an inclusive community engagement process. The consultation approach focuses on engaging with the stakeholders and community early in the design process.

What Did We Do?

WAX in partnership with the Copper Coast Council facilitated two sessions with the community. An initial site walk over gave members of the Council staff and Councillors an opportunity to provide detailed project brief and information on site. This was followed by a presentation to the community which allowed WAX Design to introduce the project and gain an initial understanding of community, its feelings and sentiments towards the urban design of the town.

WAX Design then undertook a detailed site analysis process to understand the spatial context of the Town Centre as well as assess the function of the Town Centre as well as its provision of facilities and amenities.

These sessions were aimed at collating information to gain an understanding of the issues and opportunities presented by the Town Centre. Using this information a comprehensive survey was developed which aimed to test the analysis and receive feedback from the people who live, work and visit Moonta encouraging participants to thoughtfully consider their aspirations and ideas. The survey was open for respondents between the 12th June and the 7th July 2017. The survey was both online and in hard copy in Council Offices.

Figure 01: Project Boundary

What is the Role of this Report?

This report summarises the background analysis and consultation undertaken and gathers input from the community regarding the development of the Moonta Town Centre.

This report provides a number of key considerations for the future development of an Urban Design Framework for the Town Centre. The information contained within this report will be used by Council to:

- Guide the future development of an Urban Design Framework for Moonta Town Centre and ensure that this is lead by the community
- Test any future planning with the consultation results to ensure that they reflect the community expressed issues and opportunities for the Town Centre

The Report Structure

This report combines the site analysis and the community consultation undertaken under a number of key topic headings, these include the following:

- Traffic and Car Parking
- Pedestrian Movements
- Cycling
- Human Experience
- Landscape Amenity
- Stormwater

Each section will include the analysis mapping and conclusions, summary of the community consultation and draws together key considerations for each topic.

It should be noted that while surveys were categorised carefully for analysis, occasionally figures are slightly inconsistent due to incomplete questionnaires; overall this does not negate the responses of this survey.

The complete consultation responses have been excluded from this report so as to ensure anonymity.

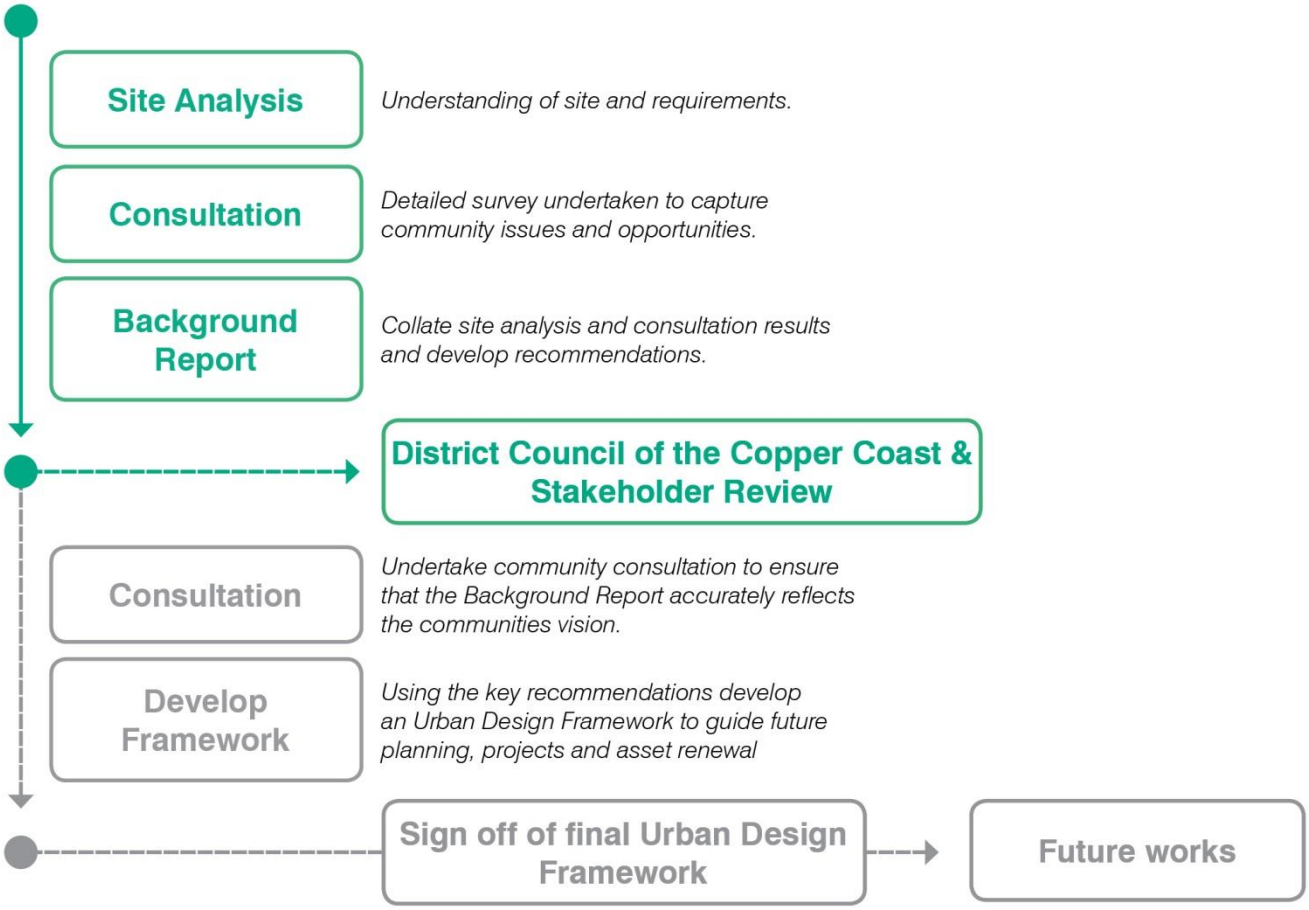


Figure 02: Project outline and indicative future works

DEMOGRAPHICS CONTEXT

The Copper Coast Council has a population of 14,139 people and Moonta has a population of 4,839 (ABS, 2016).

The population distribution across the age brackets is similar between the Copper Coast Council and Moonta communities. Moonta has a higher proportion of people aged 65 years and over (33% compared to 27% for males and 34% compared to 29% for females). This reflects the attraction to the area for retirees, with Moonta having a slightly lower proportion of the age bracketswhich reflect children, teenagers and young adults; refer to figures 3 and 4.

The proportion of males to females is relatively even with minor differences in the percentage in each in both the whole Council area and Moonta.

Figure 3: Population of Moonta

Source: Australian Bureau of Statistics 2016

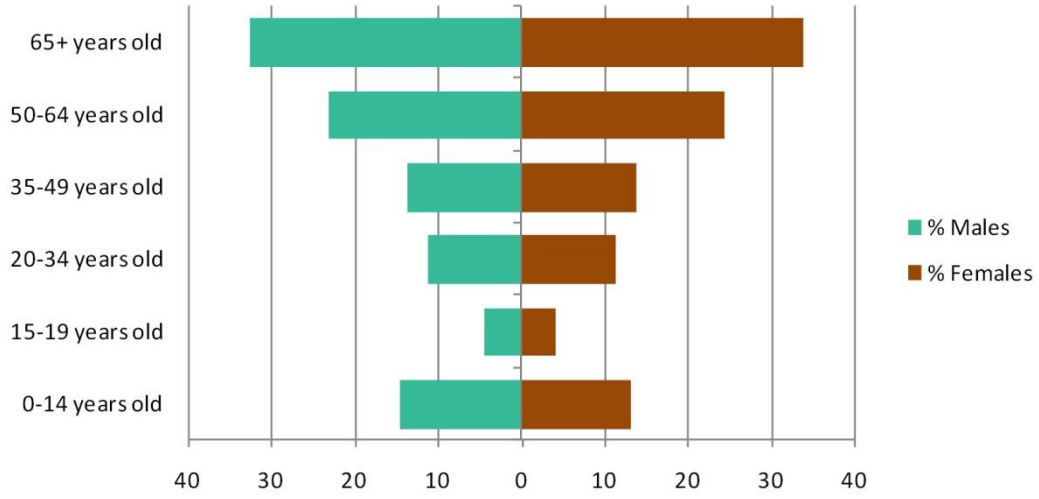
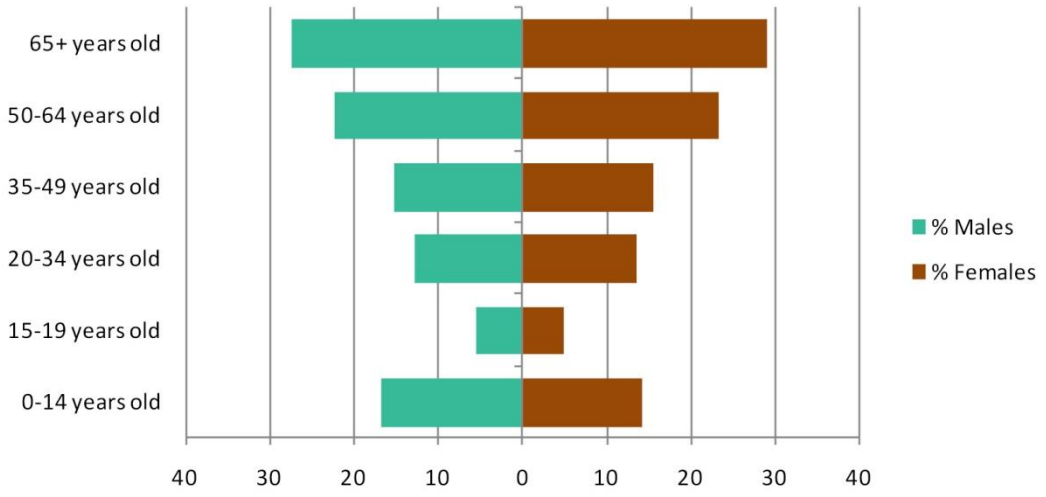


Figure 4: Population of District Council of the Copper Coast

Source: Australian Bureau of Statistics 2016



Statistically Significant Survey Size

When undertaking a survey, statistical significance refers to how well the total number of survey respondents reflects the overall population or group of people whose opinions are the focus of the survey.

This is generally calculated using a formula which considers the overall number of respondents, the total population number, the confidence level (as a percentage) and the margin of error (as a percentage). Where:

Confidence Level (%) is the probability that your sample accurately reflects the attitudes of your population (the industry standard is 95%); and

Margin of Error (%) is the range that your population's responses may deviate from your samples.

So in terms of this survey having statistical significance for the population of Moonta; if the population of Moonta is 4,839 and the industry standard of 95% confidence level is used with a 6% margin of error the required sample size for this population size is 253.

As the total number of surveys collected from the local community was 256 this would indicate that this is a statistically significant survey sample size for Moonta using these parameters. However, there are a number of other considerations when discussing population including the distribution across various age brackets and the distribution across genders.

For the survey respondents from the local community there was an under representation of community members aged up to 14 years and 15-19 years. This can be seen when comparing the population graph in figure 5 to the population graphs shown in figures 3 and 4.

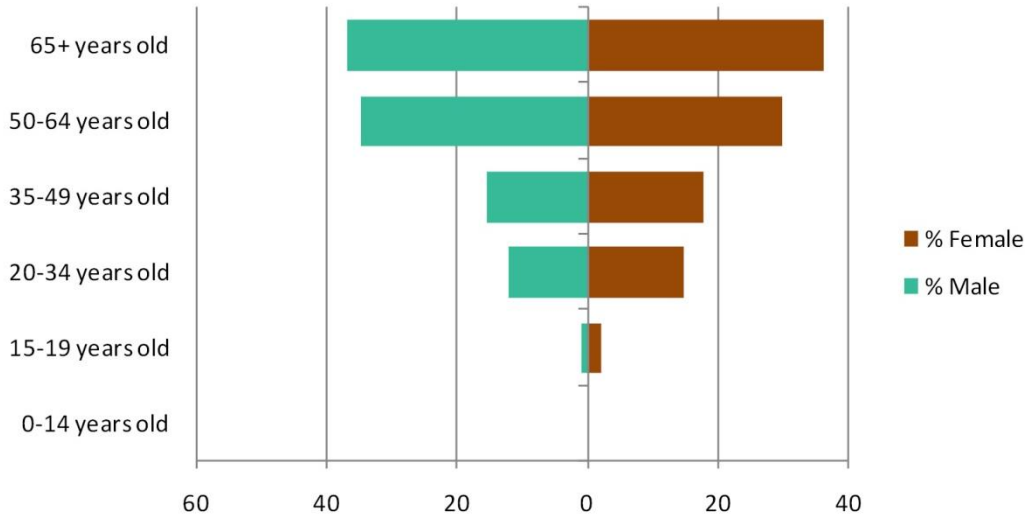
These age brackets can be difficult to consult and may require a targeted consultation approach. This can be undertaken in conjunction with schools.

Of the survey respondents from within the Council area there were 62% female respondents and 38% male respondents. This gender breakdown does not reflect the gender breakdown for Moonta and the whole Council area so there is slightly more representation of the female perspective of the Town Centre.

It is assumed that this will not have a significant impact on the survey responses in general as it is assumed that these topics and ideas about the Town Centre in general would have been discussed between male and female residents. However, this is less likely to be the same when considering the responses from the younger age brackets.

Figure 5: Survey Respondent's population breakdown

Source: Moonta Town Centre Survey 2017



For more information on statistically significant survey sizes refer to: https://www.surveymonkey.com/mp/sample-size-calculator/

Who did we talk to?

The Local Community

There were 256 survey responses from people who live within the Copper Coast Council (in the postcodes 5554, 5556, and 5558). These respondents provide the perspective of the local resident community.

256 local residents were surveyed and 32 surveys were collected from tourists to the area.

Visitors to Moonta

Typically it can be difficult to collect a large number of responses from people visiting the area, unless the survey is collected in peak tourism season and targeted to connect with tourists.

Overall there were 32 surveys from people who did not live in the area. 25 respondents were identified as living in other parts of South Australia while 5 respondents lived interstate or overseas, and 2 respondents did not specify their postcode. These, while not a large number, will provide a different perspective of the Town Centre.

For the purpose of the analysis undertaken in this consultation report, the survey respondents have been analysed as a whole. However, there may be some questions or topics where they are separated into people who live locally in the Copper Coast Council and people who are visiting the area to capture the difference in perspectives.

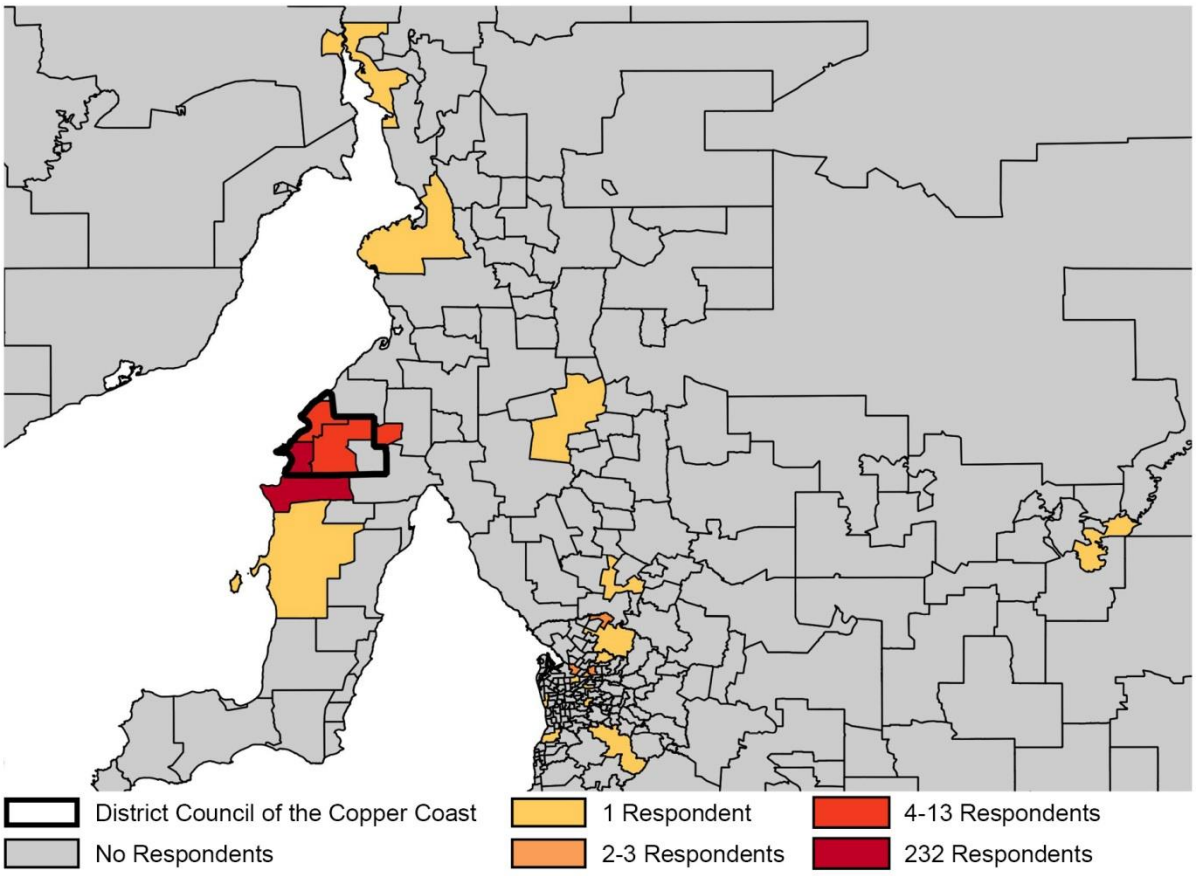


Figure 6: Respondent distribution in South Australia by postcode

How long did residents visit the Town Centre

Interestingly the majority of the local community visited the Town Centre daily, this demonstrates the important role that the Town Centre plays in the everyday life of the surrounding community. This response also supports the need for the Town Centre to provide an attractive and inviting space which caters for the needs and requirements of the local community.

73% of people who live locally visited the Town Centre daily.

For visitors to the Town Centre this question indicated that the frequency of visitation was considerably less with visitors confirming that they visit fortnightly, monthly or less frequent (once or twice a year). (It is acknowledged that there was some ambiguity with the question wording so these results could reflect both the number of times they visit Moonta on holiday or the frequency that they visit the Town Centre when they visit).

Generally the majority of people (both residents and tourists) visiting the Town Centre spent between one and three hours (54%), while 28% spent less than an hour in the Town Centre.

Most people (54%) spent between one and three hours in the Town Centre with 26% spending less than an hour in the Town Centre.

TRAFFIC AND CAR PARKING

Site Analysis

Vehicle movement is generally good throughout the Town Centre. George Street is wide (approximately 14 metres kerb to kerb) and easily accommodates two lanes of traffic and two lanes of on street parking. This width also allows u-turns within the Town Centre. The lack of signage restricting u-turns can cause vehicle conflicts and congestion, particularly in high traffic times.

Generally, there is a high provision of on-street car parking within the Town Centre with most of these having a two hour time limit, there are eight disabled parks and a long term car park on Blyth Terrace. However there was limited signage within the Town Centre directing vehicles towards the long term parking

The analysis highlights that conflicts and congestion occur both turning onto George Street from Blanche Terrace and around the Foodland entrance/exit on George Street.

Currently, RVs and boat trailers can drive through the Town Centre. However, a lack of signage can cause conflicts and confusion in relation to suitable access routes and parking.

The speed limit along George Street and within the Town Centre is 50Kph, while this is a standard speed for local streets this speed limit does not encourage a shared use environment.

Vehicle Movements

The survey responses indicated that the majority of residents and visitors who travel to the Town Centre do so by vehicle (95%). This response is consistent with a rural township where residents will typically live further away from the local centre. This is also consistent with an area which attracts a high level of tourists and which is not well connected by public transport systems such as trains.

This high level of vehicle movement will continue into the future for a town with a strong focus on tourism attraction. Not only does tourist visitation to the town depend on vehicle access, but vehicle access for residents helps to support a range of positive health and social outcomes including accessibility to food, medical assistance and social inclusion.

Any future redevelopment of the Town Centre will have to consider ensuring the easy movement of vehicles into and around the Town Centre.

95% of people who visited the Town Centre travelled there by car

Figure 07: Vehicle Movements and Car Parking

Traffic Counts

Traffic counts were undertaken in April 2017 in two locations along George Street in Moonta Town Centre over ten consecutive days. This gives an understanding of the number of vehicles travelling along this stretch of road, peak traffic times and average speeds vehicles travelled in the Town Centre.

From the data collected a number of key conclusions can be made including:

- There was a greater proportion of vehicles travelling along George Street between Ellen Street and Henry Street
- There was a greater proportion of vehicles turning into George Street from Blanche Terrace than turning from George Street onto Blanche Terrace
- While there were no strong peak times for vehicles travelling through the town, rather there was a consistent increase in vehicles to the middle of the day and then a consistent decrease into the evening.
- The speed of the vehicles decreased during the day between 9am to 5pm which reflects the increase in people in the Town Centre

The maximum speed reached by vehicles traveling through the town centre was 45 kilometres per hour. However the average speed of vehicles traveling through traffic counter 1 was 25 kilometres per hour and through traffic counter 2 were 35 kilometres per hour. For traffic counter locations refer to figure 08, the traffic counters recorded traffic traveling in both directions; refer to Appendix A for the traffic count data.

This demonstrates that the actual speed travelled through the Town Centre is significantly lower than the current speed limit of 50 kilometres per hour.

The average vehicle speed travelled through the Town Centre was between 25 and 35 km/h

Figure 08: Based on traffic counts undertaken in April 2017

Parking Provision

Parking within any Town Centre is an important consideration with business owners, residents and visitors desiring easy to access car parking for their particular requirements. The majority of people (69% of both residents and visitors) said that there was adequate on-street car parking within the Town Centre.

With the majority of people who visit the Town Centre spending between one and three hours in Moonta, there is support for the current on-street parking time limits of two hours. Additional comments recorded for questions in this section indicated that there could be some improvements in relation to enforcing the time limits for car parking within the Town Centre.

While there is a high provision of disabled car parking with a good distribution within the Town Centre, there were no comments within this section that indicated that the community felt that there were too many. Rather, the provision of disabled parking was supported throughout the comments and is reflective of the demographic analysis of Moonta in relation to its aging population.

One comment in particular questioned that all disabled parking were parallel against the kerb, indicating that this was difficult for some less mobile people and impossible for people in wheelchairs.

Currently there is a long term car park on the outskirts of the Town Centre along Blyth Terrace. One of the survey questions was designed around exploring what would encourage people to use this parking facility in its current form but also if it were to be expanded in future.

For both visitors and residents the two most important considerations were improved footpath connections between the car park and free car parking.

Other important considerations included:

- Longer parking time limits
- Provision of shade both along the connecting roads and within the car park
- Seating
- Visitors to Moonta indicated that improved signage was an important consideration for out of town centre parking facilities.

If additional car parking was provided on the outskirts of the Town Centre improved footpath connections and free car parking were the most important considerations to support the use

Table: Indication of ranking

Question 11: If, in future, additional car parking facilities are located on the edge of Town and people encouraged to walk which of the following would encourage you to use these facilities?

Larger Vehicles

A number of tourists to the region will visit the Town Centre either driving a Recreation Vehicle (RV) or towing a boat trailer, particularly at the beginning of their stay. Currently there are no restrictions on the movement and parking of these vehicles within the Town Centre.

The question on whether larger vehicles should be allowed to drive and park within the town centre evoked different responses from local residents and visitors to Moonta. 60% of local residents thought that larger vehicles should not be allowed to drive and park within the Town Centre with 40% supporting larger vehicles. Conversely 48% of visitors thought that larger vehicles should not be allowed in the Town Centre with 52% supporting them in the Town Centre.

This is an interesting and diverse response so the further information gathered as to why these responses were given is important to examine. To understand the underlying reason for larger vehicles not to be supported in the Town Centre, the responses were analysed as a whole (based on 214 respondents providing additional information). These were not separated into yes/no answers and then analysed as the reason for positive support in some instances included a negative or a caveat to the positive response.

A number of respondents (30%) acknowledged the importance of supporting tourist vehicles and providing an inclusive and inviting Town Centre. Particularly in show casing what the Town has to offer, but also encouraging visitors to come back and visit and to shop locally for supplies.

That being said there were concerns from many respondents (39%) about larger vehicles parking within the Town Centre. Respondents indicated that current parking did not accommodate larger vehicles as they either occupied multiple parking spaces or stuck out into the roadway causing congestion as well as safety and visibility concerns for other road users and pedestrians.

Traffic analysis data was also further analysed to consider the extent of the issue in greater detail. The following information was deduced from the George Street traffic counter locations:

- Inclusive of the easter long weekend, only 1 to 2% of total vehicles towed a trailer, caravan or boat within George Street.
- Approximately 95% of total vehicle movements consisted of standard passenger vehicles.
- Trailer vehicles movements ranged anywhere from between 29 and 169 movements per day over the assessment period.
- Almost 50% of towing vehicles did not utilise Blanche Terrace.
- Two axle truck and bus movements accounted for between 1.5 and 3% of total vehicle movements with the majority of such movements occurring between Ellen Street and Blanche Terrace.

The majority of people (69% of both residents and visitors) thought that there was adequate provision of on-street car parking in the Town Centre

39% of survey respondents indicated that larger vehicles should not be allowed to park within the Town Centre due to inadequate parking provision for larger vehicles, safety, visibility and congestion concerns.

However there was support for specific parking provisions for larger vehicles and signage to encourage this to be used.

Vehicles towing a caravan, boat or trailer within George Street accounted for 1 to 2% of total vehicle movements.

Other Comments

Survey respondents were asked to provide any further information which was relevant to traffic and car parking. This question was designed to capture any other issue which was not covered previously. There were 172 responses to this question.

Three main themes emerged in this question these included the following:

- The main concern raised (with 40 comments) was about congestion and vehicle conflicts around the exit from Foodland along George Street. There were a number of suggestions about the resolution of this issue including closing the entrance, making it one way or removing surrounding on-street car parking
- There was some discussion around modifying the traffic flow through the Town Centre including making George Street one way. However, a large number of respondents were against this idea.
- 19 people commented that they thought that the Town Centre and main streets were fine as they were and should not be changed

Vehicle congestion and conflicts between pedestrians and vehicles were raised as a concern for the exit from Foodland along George Street.

Key Considerations for Traffic & Car Parking

- The average speed of vehicles traveling through the Town Centre was between 25 and 35 kilometres per hour. This supports responses later in the survey which indicated that reducing the speed limit should be considered/supported.
- Generally it was considered that there was adequate on-street car parking provision within the Town Centre.
- It was considered important to retain the amount of disabled car parking distributed across the Town Centre to support less mobile residents.
- There were concerns about larger vehicles such as RVs and Boat Trailers parking within the Town Centre including the space they take up, visibility, and safety.
- There was support for parking provision specifically to cater for larger vehicles on the edge of town either around Queen Square or along other town streets (not the main street).
- Generally there was less concern about larger vehicles driving through the Town Centre with many respondents acknowledging the importance to support tourism and encouraging tourists to shop locally.
- Larger vehicles accounted for only a small portion (1 to 2%) of total vehicle movements through the main street.
- There was concern about congestion and vehicle conflicts surrounding the Foodland exit along George Street. It is suggested that a detailed traffic review is undertaken to support the future development of Foodland and resolution of this issue.
- Visitors spent between one and three hours in the Town Centre this indicates that there is a high turnover of vehicles and people visiting the Town Centre and that easy movement, quick access to parking and lower parking times should be considered.
- Opportunities exist to increase the visitation times to the Town Centre through increased amenity, activation and provision of rest and socialisation spaces.

PEDESTRIAN MOVEMENTS

Site Analysis

The layout of the Town Centre roads in the grid format with a standard block size of approximately 100m x 150m means that navigating the Town is relatively straight forward. Footpaths are a good width, providing adequate pedestrian access with some road awnings providing all weather protection to the majority of George Street.

Currently some footpaths have steep cross falls, and while this may improve stormwater run-off, it can make it difficult for the people with impaired mobility or pushing a pram to navigate around the Town Centre.

There is only one pedestrian crossing point with refuge close to Foodland and this crossing point is not a pedestrian priority crossing point. At this crossing point there is signage stating that pedestrians do not have right of way which could be causing confusion.

The site analysis suggests that the wide road width makes crossing the main street challenging for the mobility impaired. However, it should be noted that protuberances at road crossing points have narrowed the road corridor at these points.

Pedestrian Crossing

While the majority of respondents (79%) did not indicate that they had an issue with crossing the roads as a pedestrian within the Town Centre, 21% of respondents did experience difficulties. The level of difficulty crossing roads did increase comparatively with age evident in the opinion of 33% of respondents aged 65 and above.

Regardless of whether people found it difficult to cross the street they were asked to rank what could improve road crossing within the Town Centre. Pedestrian priority crossing points (zebra crossings) were considered the most important thing to improve crossing the street followed closely by slower speed limits in the Town Centre (30kph). Pedestrian refuge crossing points were considered less important than priority crossing points. However, the least important consideration was narrowing the road width at crossing points.

79% of all respondents did not have trouble crossing the road as a pedestrian. However 21% did experience difficulties..

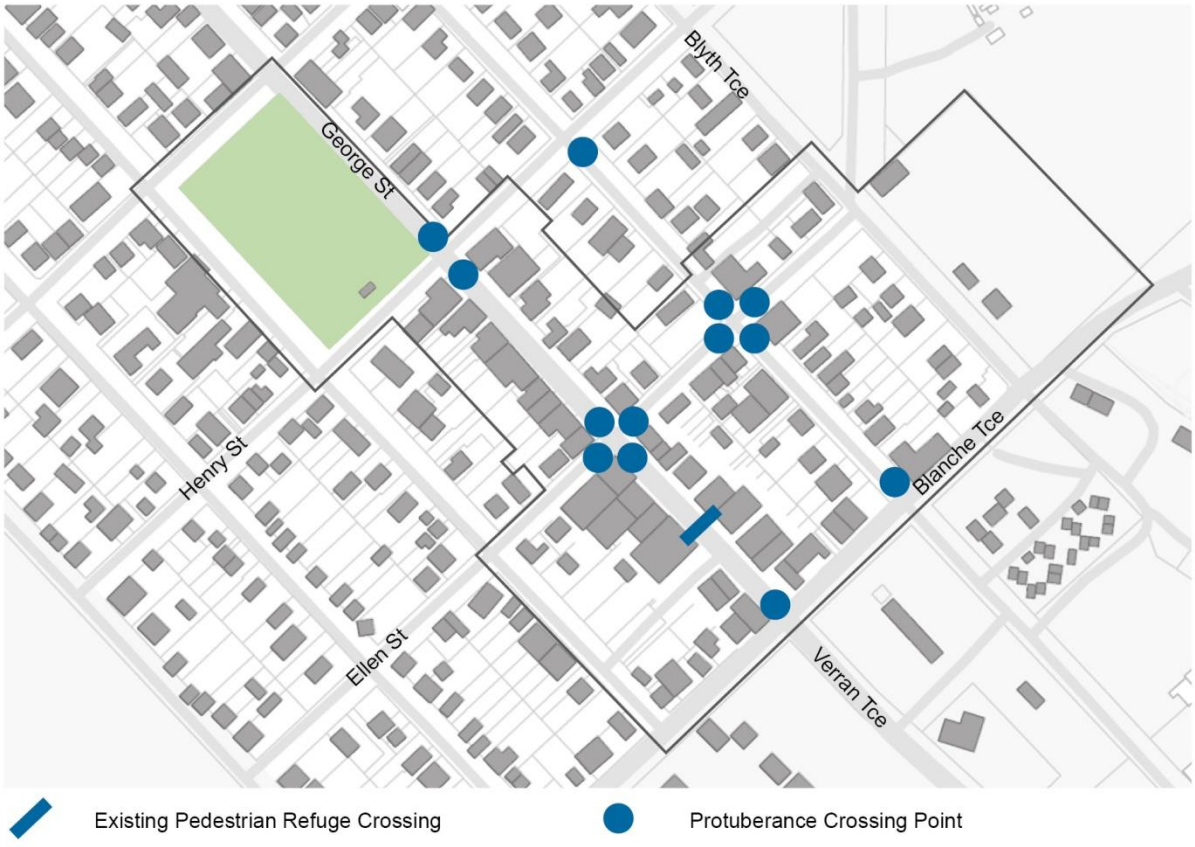


Figure 09: Pedestrian Movements

Navigating the Town Centre

While the majority of people (84% of all respondents) did not have an issue navigating the Town Centre it was acknowledged that the footpaths were sometimes in disrepair and that along the main street, they were slightly sloped which makes it difficult for less mobile pedestrians and pedestrians with push chairs or trolleys.

Interestingly a number of respondents (17) recognised that although they did not have difficulty navigating the town, it may be an issue for the more mobility impaired. This was based on knowing someone who is mobility impaired, anticipating when they themselves will be mobility impaired or based on their observations.

Pedestrian priority crossing points and slower speed limits in the Town Centre were considered the most important to improve pedestrian connection

84% of all respondents did not have trouble navigating around the Town Centre asa pedestrian. However many acknowledged that it could be difficult for the less mobile

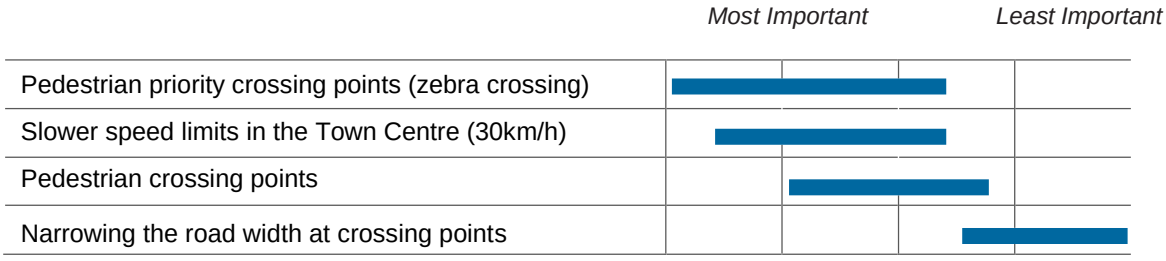


Table: Indication of ranking

Question 15: Which of the following would improve the pedestrian connection in the Town Centre?

Other Comments

One response in particular indicated that the current pedestrian crossing on George Street (giving vehicles right of way) is exactly the same as the Queensland pedestrian priority crossing point. This suggests that there could be confusion particularly for some interstate and international visitors to the area.

Key Considerations

- Even though the majority of respondents did not report having difficulties crossing the road, consideration should be given to improving pedestrian crossing points. Promoting an all inclusive environment which supports the less mobile members of society can significantly improve the urban environment for the elderly and young children and will not restrict the movements of the rest of the population.
- Consider improving crossing points within the Town Centre through a combination of lower traffic speeds to support a shared space environment and pedestrian priority crossing points in key locations.
- Consider visitor legibility and provide pedestrian priority crossing points which follow best practice guidelines.

CYCLING

Site Analysis

Moonta is relatively easy to navigate and the low 'flat' lying topography and close proximity to Moonta Bay lends itself to cycling for visitors or local residents. While cyclists do travel through and to the Town Centre there are no dedicated cycle lanes or shared cycle/parking lanes which does not encourage or invite people to cycle.

There are a number of 'No Bicycle' signs along footpaths on George Street aimed to reduce conflicts between pedestrians and cyclists. However, this could lead to confusion (particularly for interstate or international visitors) as these signs do not provide additional information such as 'walk your bike along footpaths'.

Currently there is one bike rack within the Town Centre at the corner of George Street and Ellen Street. This could lead to informal 'parking' of bicycles in other parts of the Town Centre which may cause conflicts with pedestrians on the footpaths.

Cycling is an important local transport, particularly for younger children and teenagers within a smaller rural township; this can provide the sense of independence and mobility and combat social issues such as social isolation.

Cycling can support tourism either through longer cycling holidays or providing a local form of transport and reducing the amount of cars on the road for smaller local trips.

Encouraging cycling has additional health and wellbeing outcomes and can support active aging.

Recently the Road Rules have changed to improve cyclist safety. All cyclists are allowed to ride on a footpath if they feel unsafe in the road environment unless a No Bicycles sign is displayed. If riding on the footpath they must keep left and give way to pedestrians. If cycling on the road drivers must allow a minimum of 1 metre clearance when overtaking or 1.5 metres if travelling over 60 km/h.

Figure 10: Cycling

Cycling in the Town Centre

Overall 64% of respondents had concerns about cycling in the Town Centre considering the existing cycling infrastructure (6% had concerns as a cyclist, 27% had concerns as a pedestrian and 31% had concerns as a driver). Only 14% of all respondents actually rode their bikes in the Town Centre, this is an important consideration in regards to the information collected under this section as it may not accurately represent the cyclist perspective of riding in the Town Centre.

Survey respondents were asked to rank what could improve the Town Centre for cycling or what would encourage them to start cycling in the Town Centre. Slower speed limits in the Town Centre (30Kph) were considered the most important thing to improve cycling in the Town Centre, followed closely by dedicated cycle lanes along George Street and Ellen Street. Increased provision of cycling infrastructure like bike racks and drinking fountains was still considered important.

There were 64% of respondents who had concerns about cycling within the Town Centre

However only 14% of all respondents rode their bikes in the Town Centre

Other Comments

There was some concern expressed about cyclists, particularly school aged children, riding on the footpaths within the Town Centre which caused conflicts and safety concerns between pedestrians and cyclists (42 comments from 122 respondents to this question).

It should be noted that while this is an expressed concern, and is a legitimate issue, this reflects the views and opinions of the survey respondents. The opinions of younger children and teenagers are not accurately represented within this mix.

However, as there are continued concerns even with the 'No Bicycles' signs means that there is an underlying issue which has not been identified and resolved.

This could be a result of a number of issues such as:

- Children and Teenagers not understanding or ignoring the signs
- Children and Teenagers or their parents being concerned about cycling on the road due to traffic volume, lack of cycle lanes or traffic speeds

Interestingly there were comments made about the conflicts which happen between pedestrians and gophers which raised similar concerns as those for bicycles.

There was some concern expressed (17 comments) about the cost of installing dedicated cycle lanes and if these would be able to be accommodated within the road width of George Street and Ellen Street, particularly with the narrowed road width at road crossings. It will be important to assess the feasibility of implementing dedicated bicycle lanes within the Town Centre

Either slower speed limits in the Town Centre or providing dedicated cycle lanes were considered most important to improve cycling in the Town Centre

Table: Indication of ranking

Question 21: Which of the following would improve the Town Centre for cycling or encourage you to start cycling?

Key Considerations

- Provide additional bike parking in key locations within the Town Centre (outside the post office and chemist were suggested, or at either end of the Town Centre)
- Concerns with cyclists in the Town Centre when considering the current infrastructure provision.
- Opportunity for slower speed limits in the Town Centre or providing dedicated cycle lanes to improve cycling in the Town Centre.
- However, when considering other issues such as actual traffic speeds, improved pedestrian crossing, and reducing vehicle conflicts that have been explored throughout the survey and site analysis it would suggest that it would be more appropriate to slow speed limits in the Town Centre.
- Encourage cyclists to use alternative road connections parallel to the main streets may be appropriate.
- Consult with school children, as these members of the community are likely to be the largest proportion of cyclists. Further consultation should focus on where they ride, why they ride there and how they could be supported to ride somewhere else.
- Potential to run workshops and training sessions with all community members but particularly with school children to resolve conflicts between users in the Town Centre with the intention that everyone has the right to feel safe within the public realm.

HUMAN EXPERIENCE

Site Analysis

Our experience in an urban environment can be influenced by a number of elements such as shade and shelter, seating and public amenities.

There are public toilets in Moonta Town Centre located within Queen Square, while this is a central location in regards to the Town Centre as a whole it is located at the edge of the main retail strip. It is approximately 400m or 5 minutes walk from the corner of George Street and Blanche Terrace. This distance can be too far particularly for the elderly or young children.

Seating is provided in the Town Centre although these are not evenly distributed and vary in condition.

Although the Town Centre has street lighting they do not provide adequate lighting levels. The location of the light poles and the lights above the awnings means that it can be darker and less inviting under the shop awnings.

There are four outdoor dining areas including a parklet. While these can provide increased activation and vibrancy to the Town Centre, in some locations this does impact on the width of footpath and causes congestion.

Figure 11: Human Experience

Improving the Town Centre Experience

A number of streetscape elements were identified which could improve the human experience of the Town Centre. Survey respondents were asked to rank these in importance the result of which were as follows (from most important to least important):

- Additional public toilet facilities
- Slower speed limits in the Town Centre (30km/h)
- More seating
- Street Lighting
- More street trees
- Shelter
- Drinking fountains
- Public art

Providing an additional public toilet facility was considered the most important to improve human experience in the Town Centre

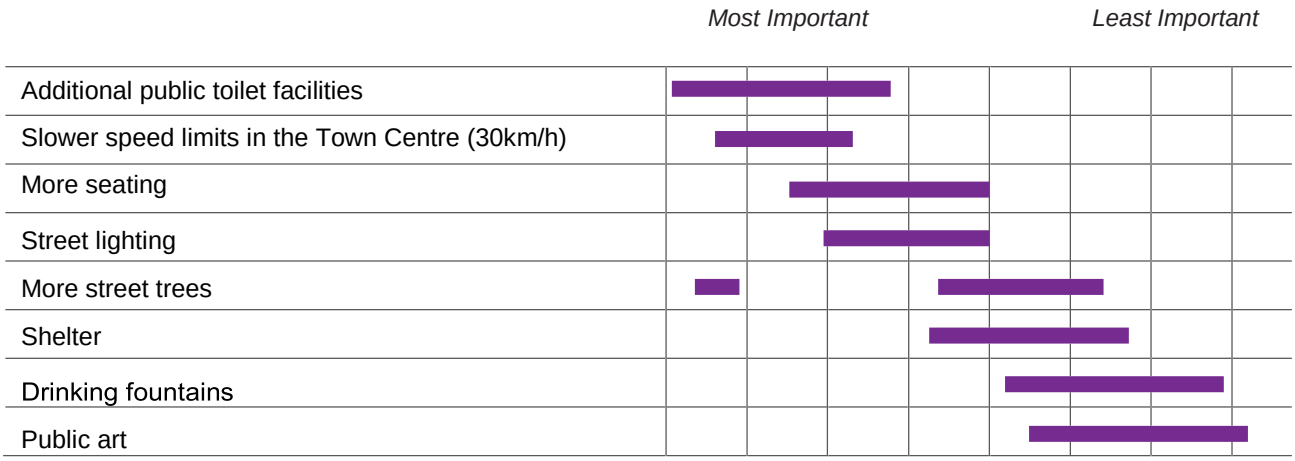


Table: Indication of ranking

Question 25: Which of the following would improve your experience through the Town Centre?

Public Toilet Facilities

Provision and easy access to public toilet facilities is an important consideration for the Town Centre. Ensuring adequate access to facilities supports longer stays within the Town Centre and supports residents and visitors who have to travel longer distances to Moonta.

Survey respondents were asked where in the Town Centre would be the most appropriate location for additional public toilet facilities; there were 231 respondents to this question.

Suggested locations included:

- Near or part of Foodland (85)
- Chemist/Cafe Moonta (53)
- Blanche Terrace/Verran Terrace end of George Street (39, including bowling club (7), near school (3), in BP (1))
- Ellen Street or central location (44)
- Ellen Street Car Park (33)
- Railway Station Visitors Centre (2)

These have been displayed spatially on Figure 12

Other comments included:

- That the current provision toilets is adequate (2)
- Not essential (2)
- The town is too small to support another toilet
- Existing toilets should be maintained to a higher standard
- Concern around location of any new public toilet facility and the need to ensure that it does not encourage antisocial behaviours

Figure 12: Suggested location for additional public toilet facilities

Key Considerations

- In line with other survey results consider slower speed limits through the main streets or Town Centre to improve the experience of the Town Centre.
- Review provision of public infrastructure such as seating and drinking fountains to ensure they are functional, located appropriately and encourage use.
- Review current street lighting (asset renewal) or explore additional lighting underneath awnings to support safety and atmosphere or night time use of Town Centre.
- Establish another public toilet facility either central to the Town Centre such as Ellen Street or close to Foodland or the Chemist.
- Ensure that any public toilet has adequate passive surveillance which may be achieved through co-location with an established business (such as Foodland) and with a main street frontage.
- Ensure that existing and new public toilet facilities are maintained to a high standard.

Foodland, behind the chemist, or in Ellen Street were considered the most appropriate locations for additional toilets

LANDSCAPE AMENITY

Site Analysis

Street trees and garden beds can enhance the experience of the street providing shade and amenity. While there are some street trees in the Town Centre these are infrequent and do not provide significant areas of shade.

Shade trees within the Town Centre and Queen Square are rarely collocated with other infrastructure elements such as seating and picnic facilities resulting in limited seating with natural shade.

Queen Square is a significant open space asset to have within the Town Centre. It has a number of large established shade trees, particularly in the centre of the reserve and a small provision of facilities such as the band stand, picnic tables, pathways, drinking fountain and the public toilet.

The central location of Queen Square and its adjacency to both the Moonta Town Hall and Moonta Uniting Church makes it an ideal location for a number of community events but also as a rest stop for the Town Centre.

Street Trees and Landscape

The increased provision of street trees and landscaping within the Town Centre was a divisive topic with respondents both for and against (54% yes and 46% no for all respondents). A higher proportion of visitors indicated that they thought there should be more street trees and landscaping (65%).

Comments made on previous questions raised concerns about street tree planting at road crossings and the impact that this can have on sight lines and visibility for vehicles turning and crossing across the intersections. This reflects the ongoing concerns regarding vehicle speeds and pedestrian safety.

It is recommended that further consultation is undertaken to understand the underlying reason why increased street trees and landscaping is undesirable.

54% of respondents thought there should be more street trees and landscape in the Town Centre

Figure 13: Landscape amenity

Queen Square

Queen Square was identified as an important open space asset within the Town Centre with 81% of all respondents using the square. Queen Square was used for a range of different uses including the following:

- Community events including markets, Christmas events and Kernewek Lowender (116 comments)
- Family events and picnics (71)
- Relaxing including reading, sitting, walking (48)
- Kids playing (38)
- Dog training or walking (37)
- Using public toilet (13)

Queen Square was used by 81% of all respondents. It is used for a range of activities with community events being the most common followed by family events and picnics.

When asked what could improve Queen Square and encourage increased use of this space, respondents identified the provision of more seating and inclusion of a play space or nature play as the most important considerations. These were followed by improved pathways through the reserve, shelter and more lighting. The most frequently suggested other element to provide was BBQs (10 comments). Other comments included facilities to support events and markets, bigger toilets, a Town Christmas tree, planted colour and fencing.

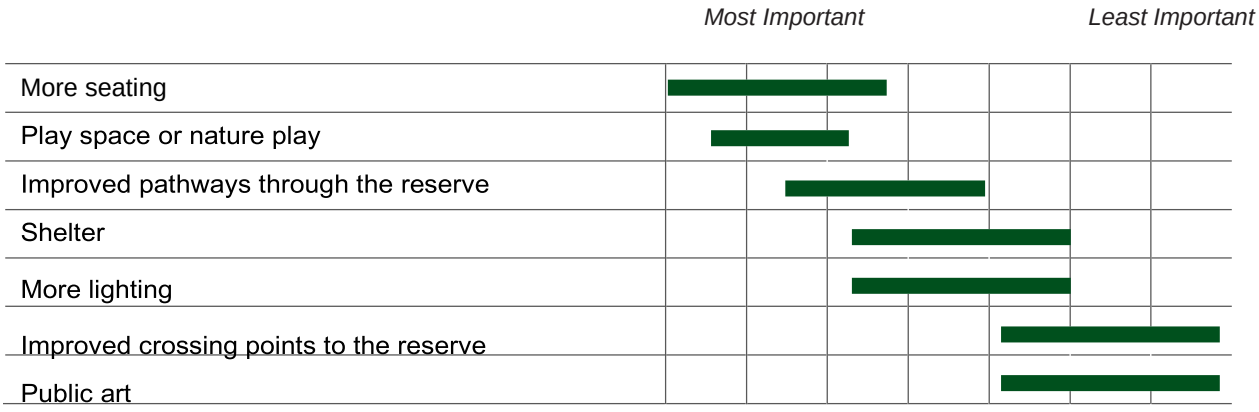


Table: Indication of ranking

Question 31: Which of the following would improve Queen Square and encourage you to visit this space more?

Other Comments

Maintenance was highlighted as a concern, both the maintenance of current landscape areas and the increased maintenance requirements for additional trees, and landscape beds. Maintenance was also highlighted as a concern in relation to the public toilet.

Key Considerations

- Explore potential to increase street trees and landscape within the Town Centre ensuring that vehicle and pedestrian sight lines remain clear and that it is appropriately located in respect to heritage buildings and verandahs.
- Ensure that species selection considers local climate, water and maintenance requirement.
- Explore potential to increase amenity and use of Queen Square particularly improving the function of this as a community events space, play space and relaxation stop off point in the Town Centre.
- Upgrade of Queen Square should consider seating, play space or nature play, improved pathways within the reserve, shelter and lighting.

STORMWATER

Site Analysis

South-east of Henry Street in the Town Centre, stormwater is collected via a kerb to watertable system. Where there are protuberances, these have kerbed flow paths. The existing stormwater infrastructure struggles to accommodate some rain events causing flooding to urban areas of the Town Centre. North-west of Henry Street in the Town Centre has stormwater pits and underground pipes.

Stormwater and flooding issues are a significant concern for some properties in the Town Centre and can impact on activity and accessibility in the Town Centre.

Stormwater Concerns

Stormwater within the Town Centre was a concern for 56% of all respondents with flooding over the road and into shops as well as difficulty crossing the road during rain events identified as the key concerns. Inadequate gutters and stormwater drainage were identified as the main contributing factor with many expressing concern that ongoing road upgrades have not taken stormwater issues into consideration and in some locations have exacerbated the problem.

Stormwater has been identified as a particular concern for some business owners in the Town Centre whose properties flood in high rain events.

Stormwater in the Town Centre was a concern for 56% of all respondents

Figure 14: Stormwater

Other Comments

Survey respondents were asked if there were any other concerns raised about stormwater in the Town Centre. There were 87 responses to this question which included the following:

- That fixing the stormwater in the Town Centre should be a priority to fix, before any other works were undertaken (24)
- That stormwater should be captured and reused to irrigate public open space in the Council area, and that this could be collected and cleaned in the reservoir in McCauley Park (8)
- Concern raised over the current protuberances, tree pits and boxed in gutters contributing to the issues as well as the shallow gutters.

Key Considerations

- Priority given to the resolution of stormwater flooding and flow issues within the Town Centre with feasibility of either underground stormwater drains or stormwater detention and retention through landscape explored. This solution needs to be well thought out and consider all future works within the Town Centre but should remain a priority.
- Consideration should be given to the protection of businesses which are at a high risk from flooding in the short term.
- Consider feasibility of the harvest and reuse of stormwater for the irrigation of public open spaces (long term consideration)

THE BIG PICTURE

What are three things you like about Moonta Town Centre

This question captures the community's view and impression of Moonta Town Centre, it highlights the most important things about Moonta that the community value and provides an important context to the Town. This was fairly consistent across all responses with nearly every respondent identifying with one or multiple themes.

These have been identified below with a flavour of the comments which identified this as important.

Heritage buildings and small town look and feel

"Village atmosphere and historic buildings"

"Old world charm created by buildings, verandahs etc."

Compact Town centre, grid layout, easy to navigate and walk

"Easy walking to shops and facilities"

"Very compact and easy parking...everything's in walking distance..."

Friendly atmosphere

"I love all the vibrant cafes and all our friendly shop people"

"Maintains a real community feel and spirit"

Shopping times, convenience

"Open all the time!! Weekends are great for shopping..."

"Most things are located on one street"

Range of local businesses

"Plenty of dining venues, including hotels and coffee shops"

"Shops are good and you can always get anything you need (in Town)"

What are three things you would change about Moonta Town Centre

This question captures the things within the Town Centre that the community views as the most important thing/s to change about Moonta. There were some key things identified more than once, these have been identified below. There were also a range of other comments identifying a number of topics.

Key Comments

- More/better public toilets
- Foodland Entry/Exit along George Street
- Improve footpaths and roads

Other Comments

- Stormwater and gutters
- Lower speed limits
- Increased street trees and landscape without impacting on visibility
- More car parking
- Maintenance of existing infrastructure
- Play space
- Upgrade Queen Square
- More seating
- Improved pedestrian crossings
- Improved signage
- Better lighting
- Bike racks
- Diverting larger vehicles
- Improve historic buildings, maintenance, put them on display

Examples of other places which could inform the development of Moonta Town Centre

This question aimed to capture examples of other places which created a look and feel that could serve as inspiration for the Moonta Town Centre.

The following places and ideas were identified:

- Leave it as is
- Moonta should be uniquely itself
- Not Kadina
- Victor Harbor main street
- Mount Barker main street
- Hahndorf, Adelaide Hills
- Loxton, Murray River
- Sheffield, Tasmania
- Dubbo
- Bathurst
- Florence Street, Port Pirie
- Clare
- Angaston main street
- Port Augusta main street
- Lameroo
- Berri
- Leigh Street, Adelaide
- Bondi Pavilion, Sydney
- Semaphore
- Chicago streets
- Leura, Blue Mountains
- Henley Square
- Port Adelaide
- Colin Thiele Gardens, Eudunda
- Mount Gambier
- Burra
- Prospect Road
- Fort Collins, Colorado
- Whyalla

What is your big idea or vision for the future of Moonta Town Centre

The majority of comments made in this section recognised the value the community places on Moonta Town Centre. That being said, there were a number of things that were highlighted as important to enhance within the Town Centre. This included the quality of heritage buildings, maintenance of buildings and public infrastructure, supporting community events, improving facilities such as seating, trees, toilets, drinking fountains, pedestrian crossings, heavy vehicle bypass, and the retention of heritage character.

Generally there was a feeling that any work done in the future should focus on improvements to the Town Centre which ensure it functions well rather than large “drastic” changes.

Below are a number of comments that provide a flavour of the overall response

The last question of the survey captured any other comments or feedback; there were no additional comments which were not covered in other sections.

“Keep the community spirit by having more outdoor dining options... have ample lighting for people to be able to enjoy an evening movie and want to stay out to socialise after”

“Endeavour to retain as much ‘character’ of the town as possible. Moonta is a tourist destinations not a commercial/business hub”

“A nice public seating space with new toilets centrally located... somewhere kids could run around with some plants/greenery”

“To build on the tourist attractiveness of the Town Centre. Make it more pedestrian friendly, encourage arty shops, cafes, museums...”

“Look after what you have - keep it clean well maintained and tidy keep public facilities operating well”

“Maintain Moonta’s old world charm, good footpaths, good roads. Do not change Moonta the locals and visitors like it as it is”

“Big Adventure Playground for kids in the park” “A public library with plenty of community space”

“Definitely a swimming centre in McCauley Park”

“A new skate park for the towns children”


FOODLAND

CONCLUSION

Introduction

There was a strong community spirit and involvement in the survey responses for Moonta Town Centre. The information gathered was comprehensive and provided a detailed understanding of the issues and opportunities facing Moonta Town Centre. The survey responses were consistent with the site analysis undertaken.

There were a number of key issues which consistently arose from the survey which should be considered in any future planning and design. Overall, the community indicated that the Town Centre should be improved to fix or resolve issues, but that this needs to be carefully considered against the heritage character and small town feel of the Town Centre.

Key considerations for each topic areas have been replicated here to provide a consolidated list.

Traffic and Car Parking

- The average speed of vehicles traveling through the Town Centre was between 25 and 35 kilometres per hour. This supports responses later in the survey which indicated that reducing the speed limit would be considered/supported.
- Generally it was considered that there was adequate on-street car parking provision within the Town Centre.
- It was considered important to provide the amount of disabled car parking distributed across the Town Centre to support less mobile residents.
- There are concerns about larger vehicles such as RVs and Boat Trailers parking within the Town Centre including the space they take up, visibility, and safety.
- There was support for parking provision specifically to cater for larger vehicles on the edge of town either around Queen Square or along other town streets (not the main street).
- There was less concern about larger vehicles driving through the Town Centre with many respondents acknowledging the importance to support tourism and encouraging tourists to shop locally.
- There was concern about congestion and vehicle conflicts surrounding the Foodland exit along George Street. It is suggested that a detailed traffic review is undertaken to support the future development of Foodland and resolution of this issue.
- Visitors spent between one and three hours in the Town Centre this indicates that there is a high turnover of vehicles and people visiting the Town Centre and that easy movement, quick access to parking and lower parking times should be considered.
- Opportunities exist to increase the visitation times to the Town Centre through increased amenity, activation and provision of rest and socialisation spaces.

Pedestrian Movements

- Even though the majority of respondents did not report having difficulties crossing the road, consideration should be given to improving pedestrian crossings. Promoting an all inclusive environment which supports the less mobile members of society can significantly improve the urban environment for the elderly and young children and will not restrict the movements of the rest of the population.
- Consider improving crossings within the Town Centre through a combination of lower traffic speeds to support a shared use environment, pedestrian priority crossing points in key locations.
- Consider visitors to the region to provide pedestrian priority crossing points that are not ambiguous.

Cycling

- There are concerns with cyclists in the Town Centre when considering the current infrastructure provision.
- Consider either slower speed limits in the Town Centre or providing dedicated cycle lanes to improve cycling in the Town Centre.
- However, when considering other issues such as actual traffic speeds, improved pedestrian crossings, and reducing vehicle conflicts that have been explored throughout the survey and site analysis, it would suggest that it would be more appropriate to slow speed limits in the Town Centre.
- Encouraging cyclists to use roads parallel to the main streets may be appropriate.
- Consideration should be given to consulting with school children, as these members of the community are likely to be the largest proportion of cyclists. Further consultation should focus on where they ride, why they ride there and how they could be supported to ride somewhere else.
- Potential to run workshops and training sessions with all community members but particularly with school children to resolve conflicts between users in the Town Centre with the intention that everyone has the right to feel safe within the public realm.
- Provide additional bike parking in key locations within the Town Centre (outside the post office and chemist were suggested, or at either end of the Town Centre).

Human Experience

- In line with other survey results consider slower speed limits through the main streets or Town Centre to improve the experience of the Town Centre.
- Review provision of public infrastructure such as seating and drinking fountains to ensure they are functional, located appropriately and encourage use.
- Review current street lighting (asset renewal) or explore additional lighting underneath awnings to support safety and atmosphere or night time use of Town Centre.
- Establish another public toilet facility either central to the Town Centre, such as Ellen Street or close to Foodland or the Chemist.
- Ensure that any public toilet has adequate passive surveillance which may be achieved through collocation with an established business (such as Foodland) and with a main street frontage.
- Ensure that existing and new public toilet facilities are maintained to a high standard.

Landscape Amenity

- Explore potential to increase street trees and landscape within the Town Centre ensuring that vehicle and pedestrian sight lines remain clear and that it is appropriately located in respect to heritage buildings and verandahs.
- Ensure that species selection considers local climate, water and maintenance requirement.
- Explore potential to increase amenity and use of Queen Square, particularly improving the function of this as a community events space, play space and relaxation stop off point in the Town Centre.
- Upgrade of Queen Square should consider seating, play space or nature play, improved pathways within the reserve, shelter and lighting.

Stormwater

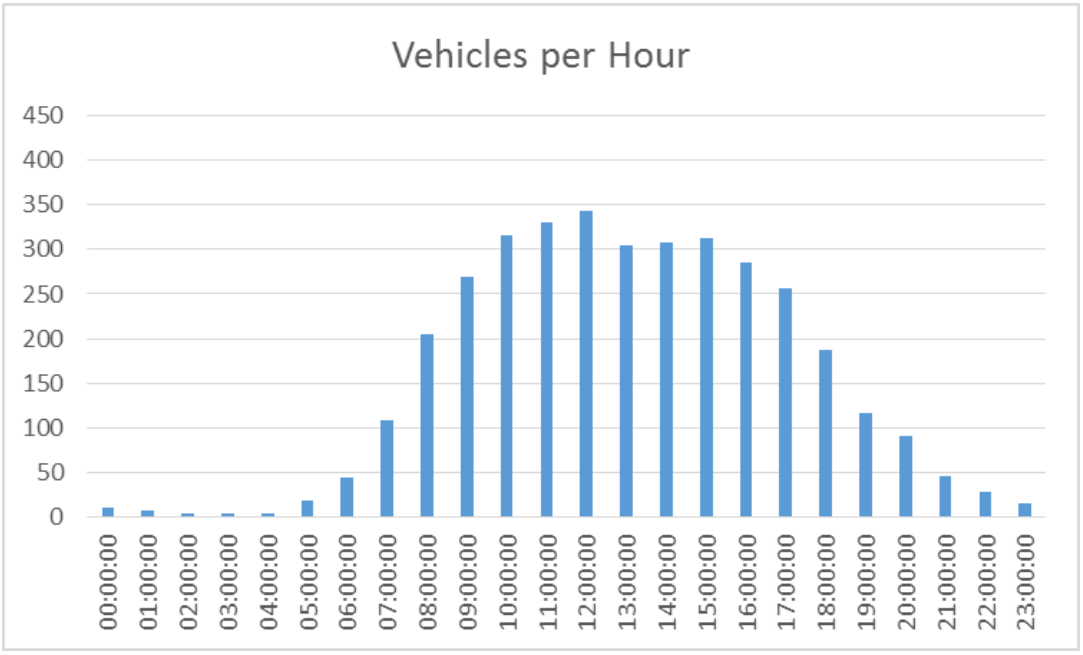
- Priority given to the resolution of stormwater flooding and flow issues within the Town Centre with feasibility of either underground stormwater drains or stormwater detention and retention through landscape explored. This solution needs to be well thought out and consider all future works within the Town Centre but should remain a priority.
- Consideration should be given to the protection of businesses which are at a high risk from flooding in the short term.
- Consider feasibility of the harvest and reuse of stormwater for the irrigation of public open spaces (long term consideration)

APPENDIX A – TRAFFIC COUNT DATA

Traffic Counter Locations

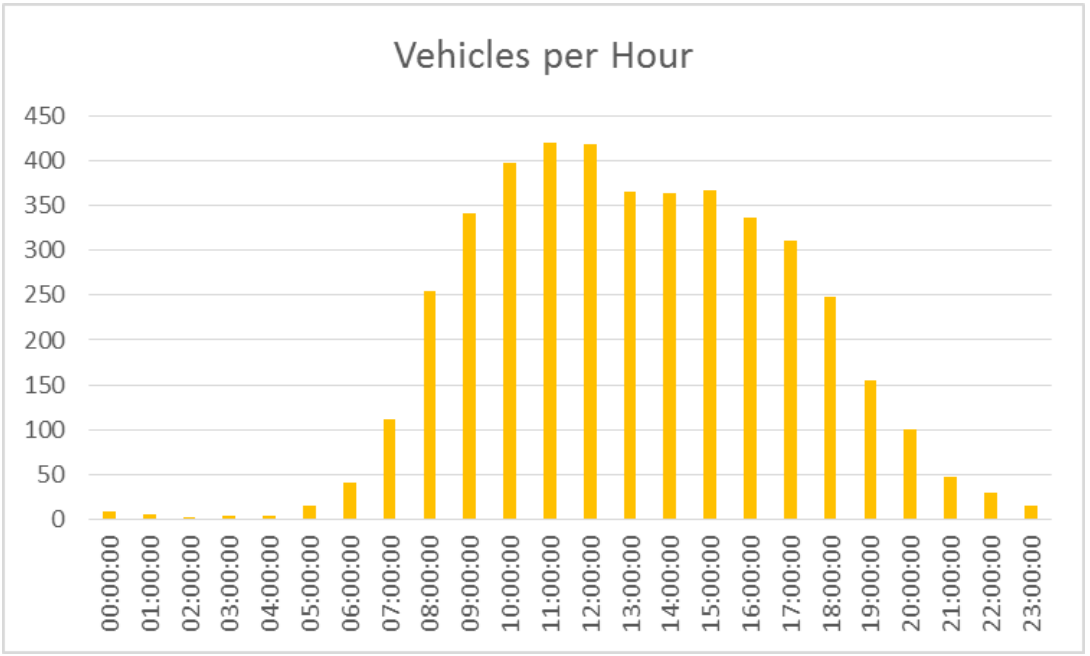
Location of Traffic Counter 1 – George Street Moonta

Location of Traffic Counter 2 – George Street Moonta



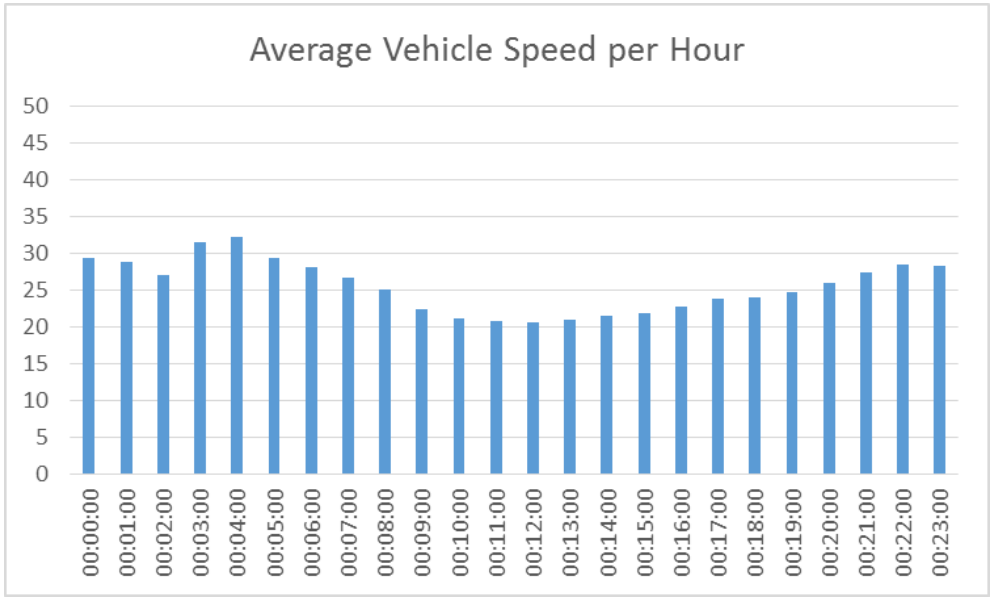
Total vehicles in both directions per Hour Traffic Counter 1

Hours are given in 24 hour time.



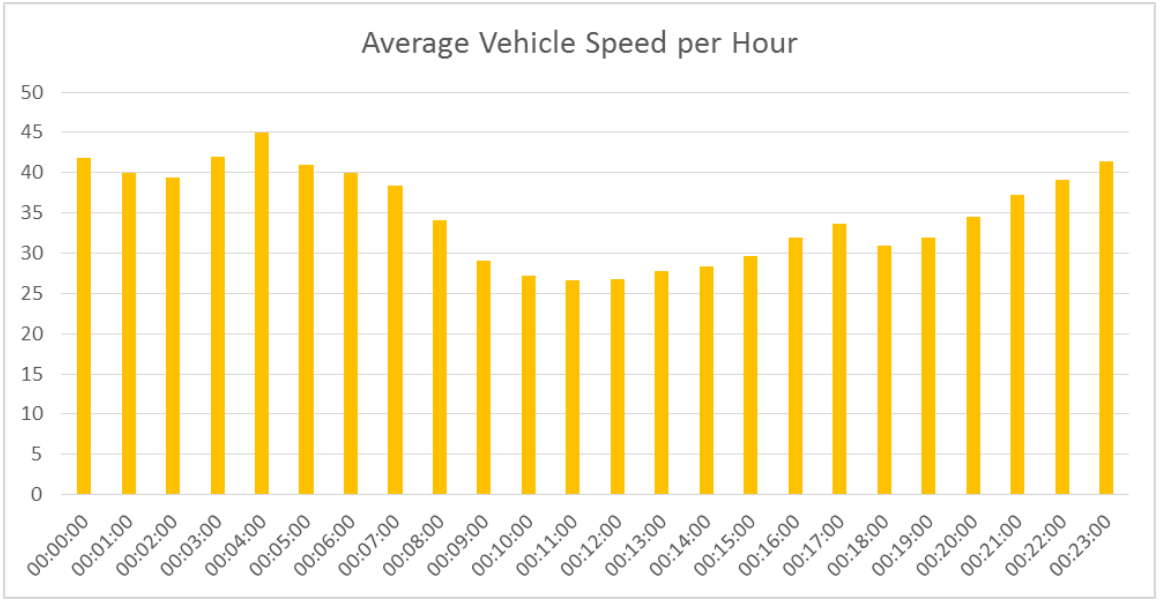
Total vehicles in both directions per Hour Traffic Counter 2

Hours are given in 24 hour time.



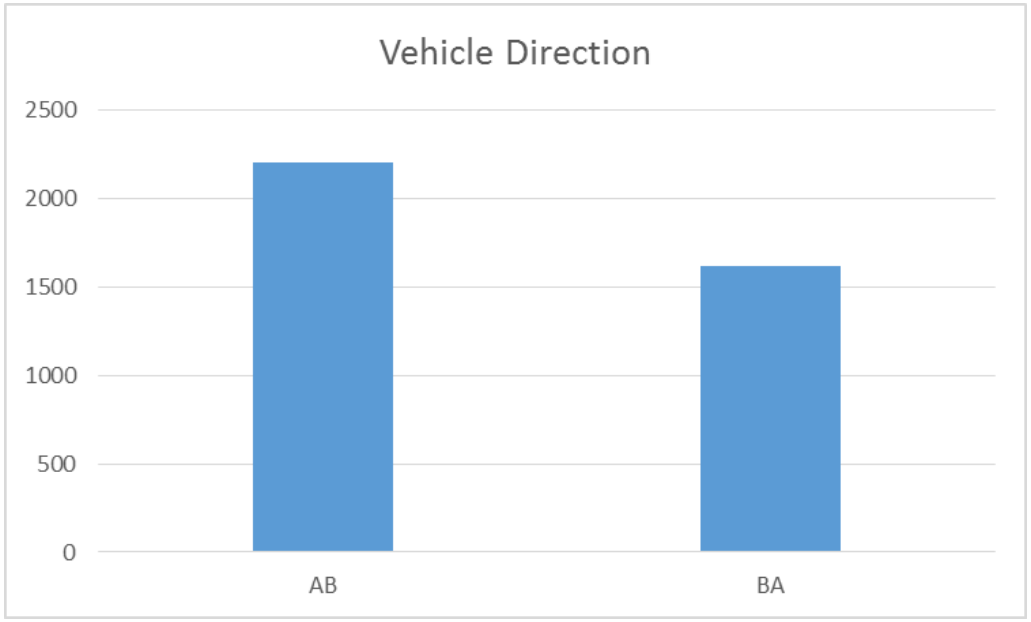
Average Vehicle Speed per Hour Traffic Counter 1

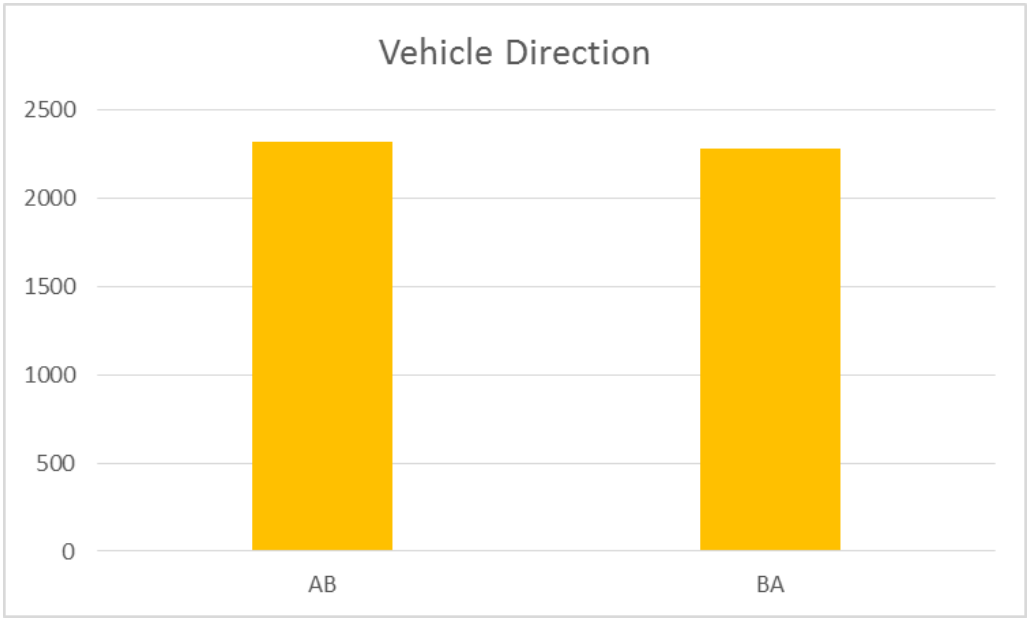
Hours are given in 24 hour time.



Average Vehicle Speed per Hour Traffic Counter 2

Hours are given in 24 hour time.





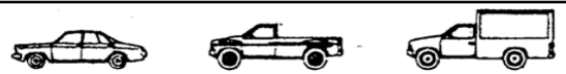
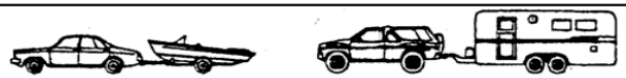
Vehicle Direction Traffic Counter 1

AB is heading towards Foodland
BA is heading towards Blanche Tce

Vehicle Direction Traffic Counter 2

AB is heading towards Bay Road
BA is heading towards Blanche Tce

AUSTROADS Vehicle Classification System

Level 1	Level 2		Level 3	AUSTROADS Classification		
Length (indicative)	**Axles and Axle Groups**		**Vehicle Type**			
Type	**Axles**	**Groups**	**Typical Description**	**Class**	**Parameters**	**Typical Configuration**
	LIGHT VEHICLES					
Short up to 5.5m		1 or 2	**Short** Sedan, Wagon, 4WD, Utility, Light Van, Bicycle, Motorcycle, etc	**1**	d(1) ≤ 3.2m and axles = 2	
Medium 5.5m to 14.5m	3, 4 or 5	3	**Short - Towing** Trailer, Caravan, Boat, etc	**2**	groups = 3 d(1) ≥ 2.1m, d(1) ≤ 3.2m, d(2) ≥ 2.1m and axles = 3, 4 or 5	
	HEAVY VEHICLES					
	2	2	**Two Axle Truck or Bus**	**3**	d(1) > 3.2m and axles = 2	
	3	2	**Three Axle Truck or Bus**	**4**	axles = 3 and groups = 2	
	> 3	2	**Four Axle Truck**	**5**	axles > 3 and groups = 2	
Long 11.5m to 19.0m	3	3	**Three Axle Articulated** Three axle articulated vehicle, or Rigid vehicle and trailer	**6**	d(1) > 3.2m, axles = 3 and groups = 3	
	4	> 2	**Four Axle Articulated** Four axle articulated vehicle, or Rigid vehicle and trailer	**7**	d(2) < 2.1m or d(1) < 2.1m or d(1) > 3.2m axles = 4 and groups > 2	
	5	> 2	**Five Axle Articulated** Five axle articulated vehicle, or Rigid vehicle and trailer	**8**	d(2) < 2.1m or d(1) < 2.1m or d(1) > 3.2m axles = 5 and groups > 2	
	≥ 6	> 2	**Six Axle Articulated** Six axle articulated vehicle, or Rigid vehicle and trailer	**9**	axles = 6 and groups > 2 or axles > 6 and groups = 3	
Medium Combination 17.5m to 36.5m	> 6	4	**B Double** B Double, or Heavy truck and trailer	**10**	groups = 4 and axles > 6	
	> 6	5 or 6	**Double Road Train** Double road train, or Medium articulated vehicle and one dog trailer (M.A.D.)	**11**	groups = 5 or 6 and axles > 6	
Large Combination Over 33.0m	> 6	> 6	**Triple Road Train** Triple road train, or Heavy truck and three trailers	**12**	groups > 6 and axles > 6	

Definitions:

Group: Axle group, where adjacent axles are less than 2.1m apart

Groups: Number of axle groups

Axles: Number of axles (maximum axle spacing of 10.0m)

d(1): Distance between first and second axle

d(2): Distance between second and third axle

TRAFFIC COUNTER 1 - VEHICLE TYPE

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
Tuesday, 11 April 2017													
00-07	99	87	0	9	3	0	0	0	0	0	0	0	0
07-17	2347	2165	30	102	34	8	1	4	3	0	0	0	0
17-23	672	638	5	19	9	0	0	1	0	0	0	0	0
TOTAL	3130	2902	35	130	46	8	1	5	3	0	0	0	0
Wednesday, 12 April 2017													
00-07	99	87	2	5	4	1	0	0	0	0	0	0	0
07-17	2499	2319	44	95	30	8	0	1	0	2	0	0	0
17-23	722	677	20	17	6	2	0	0	0	0	0	0	0
TOTAL	3330	3092	67	117	40	11	0	1	0	2	0	0	0
Thursday, 13 April 2017													
00-07	118	103	3	6	6	0	0	0	0	0	0	0	0
07-17	2867	2663	54	94	43	6	4	2	1	0	0	0	0
17-23	1136	1067	32	14	21	0	0	0	1	0	1	0	0
TOTAL	4160	3871	90	114	70	6	4	2	2	0	1	0	0
Friday, 14 April 2017													
00-07	93	88	2	2	1	0	0	0	0	0	0	0	0
07-17	2832	2682	35	61	39	7	2	1	1	4	0	0	0
17-23	610	575	7	16	12	0	0	0	0	0	0	0	0
TOTAL	3545	3355	44	79	52	7	2	1	1	4	0	0	0
Saturday, 15 April 2017													
00-07	62	54	1	5	1	0	1	0	0	0	0	0	0
07-17	3561	3387	24	91	44	8	4	1	1	1	0	0	0
17-23	871	819	6	24	22	0	0	0	0	0	0	0	0
TOTAL	4518	4284	31	120	67	8	5	1	1	1	0	0	0
Sunday, 16 April 2017													
00-07	88	85	1	2	0	0	0	0	0	0	0	0	0
07-17	3310	3163	23	80	35	5	3	0	0	1	0	0	0
17-23	816	779	5	20	11	0	0	1	0	0	0	0	0
TOTAL	4232	4044	29	102	47	5	3	1	0	1	0	0	0

Monday, 17 April 2017													
00-07	**71**	**61**	**1**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07-17	**2750**	**2585**	**38**	**76**	**32**	**11**	**3**	**2**	**0**	**2**	**1**	**0**	**0**
17-23	**609**	**569**	**8**	**23**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**3433**	**3218**	**47**	**105**	**41**	**13**	**4**	**2**	**0**	**2**	**1**	**0**	**0**
Tuesday, 18 April 2017													
00-07	**89**	**76**	**1**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07-17	**2620**	**2446**	**58**	**72**	**33**	**3**	**6**	**1**	**0**	**0**	**1**	**0**	**0**
17-23	**676**	**639**	**5**	**22**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**3398**	**3173**	**65**	**105**	**42**	**5**	**6**	**1**	**0**	**0**	**1**	**0**	**0**
Wednesday, 19 April 2017													
00-07	**108**	**96**	**2**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07-17	**2730**	**2555**	**44**	**80**	**40**	**7**	**2**	**1**	**1**	**0**	**0**	**0**	**0**
17-23	**633**	**607**	**2**	**15**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**3482**	**3267**	**48**	**101**	**54**	**8**	**2**	**1**	**1**	**0**	**0**	**0**	**0**
Thursday, 20 April 2017													
00-07	**86**	**74**	**0**	**7**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07-17	**2609**	**2437**	**37**	**91**	**36**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
17-23	**663**	**624**	**8**	**17**	**10**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
TOTAL	**3370**	**3147**	**45**	**115**	**51**	**7**	**2**	**3**	**0**	**0**	**0**	**0**	**0**
Grand Total													
--	**36598**	**34353**	**501**	**1088**	**510**	**78**	**29**	**18**	**8**	**10**	**3**	**0**	**0**

TRAFFIC COUNTER 2 – VEHICLE TYPE

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
Tuesday, 11 April 2017													
00-07	89	81	2	5	1	0	0	0	0	0	0	0	0
07-17	2758	2595	71	73	9	2	2	5	0	1	0	0	0
17-23	753	725	7	12	7	1	1	0	0	0	0	0	0
TOTAL	3613	3413	81	90	17	3	3	5	0	1	0	0	0
Wednesday, 12 April 2017													
00-07	87	80	5	2	0	0	0	0	0	0	0	0	0
07-17	2783	2655	62	51	7	2	0	5	1	0	0	0	0
17-23	852	809	19	21	2	1	0	0	0	0	0	0	0
TOTAL	3734	3553	87	76	9	3	0	5	1	0	0	0	0
Thursday, 13 April 2017													
00-07	96	85	9	2	0	0	0	0	0	0	0	0	0
07-17	3326	3134	108	71	8	2	0	2	1	0	0	0	0
17-23	1294	1221	50	15	3	2	1	2	0	0	0	0	0
TOTAL	4751	4472	169	89	11	4	1	4	1	0	0	0	0
Friday, 14 April 2017													
00-07	77	71	5	0	0	0	1	0	0	0	0	0	0
07-17	3591	3459	65	46	11	7	2	0	1	0	0	0	0
17-23	801	778	11	12	0	0	0	0	0	0	0	0	0
TOTAL	4480	4319	81	58	11	7	3	0	1	0	0	0	0
Saturday, 15 April 2017													
00-07	60	54	4	2	0	0	0	0	0	0	0	0	0
07-17	4656	4540	46	48	8	10	1	1	0	1	0	1	0
17-23	1125	1099	13	7	6	0	0	0	0	0	0	0	0
TOTAL	5866	5718	63	57	14	10	1	1	0	1	0	1	0
Sunday, 16 April 2017													
00-07	81	80	1	0	0	0	0	0	0	0	0	0	0
07-17	4050	3966	40	29	4	8	2	1	0	0	0	0	0
17-23	1004	982	12	9	0	0	1	0	0	0	0	0	0
TOTAL	5152	5045	53	38	4	8	3	1	0	0	0	0	0

Monday, 17 April 2017													
00-07	**60**	**56**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07-17	**3434**	**3290**	**97**	**34**	**5**	**2**	**4**	**1**	**1**	**0**	**0**	**0**	**0**
17-23	**810**	**788**	**13**	**7**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
TOTAL	**4307**	**4137**	**112**	**43**	**5**	**3**	**4**	**1**	**1**	**1**	**0**	**0**	**0**
Tuesday, 18 April 2017													
00-07	**86**	**78**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
07-17	**3243**	**3061**	**99**	**56**	**16**	**6**	**2**	**1**	**0**	**2**	**0**	**0**	**0**
17-23	**818**	**792**	**7**	**15**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**4163**	**3946**	**110**	**75**	**18**	**6**	**4**	**1**	**0**	**3**	**0**	**0**	**0**
Wednesday, 19 April 2017													
00-07	**109**	**100**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07-17	**3277**	**3142**	**77**	**40**	**6**	**4**	**5**	**3**	**0**	**0**	**0**	**0**	**0**
17-23	**827**	**807**	**6**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**4226**	**4062**	**88**	**56**	**7**	**5**	**5**	**3**	**0**	**0**	**0**	**0**	**0**
Thursday, 20 April 2017													
00-07	**85**	**81**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07-17	**3050**	**2912**	**70**	**52**	**10**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
17-23	**820**	**790**	**13**	**14**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
TOTAL	**3966**	**3794**	**84**	**69**	**12**	**5**	**0**	**0**	**1**	**1**	**0**	**0**	**0**
Grand Total													
--	**44258**	**42459**	**928**	**651**	**108**	**54**	**24**	**21**	**5**	**7**	**0**	**1**	**0**