ARUP

Subject Yagoona Public School - response to traffic submissions

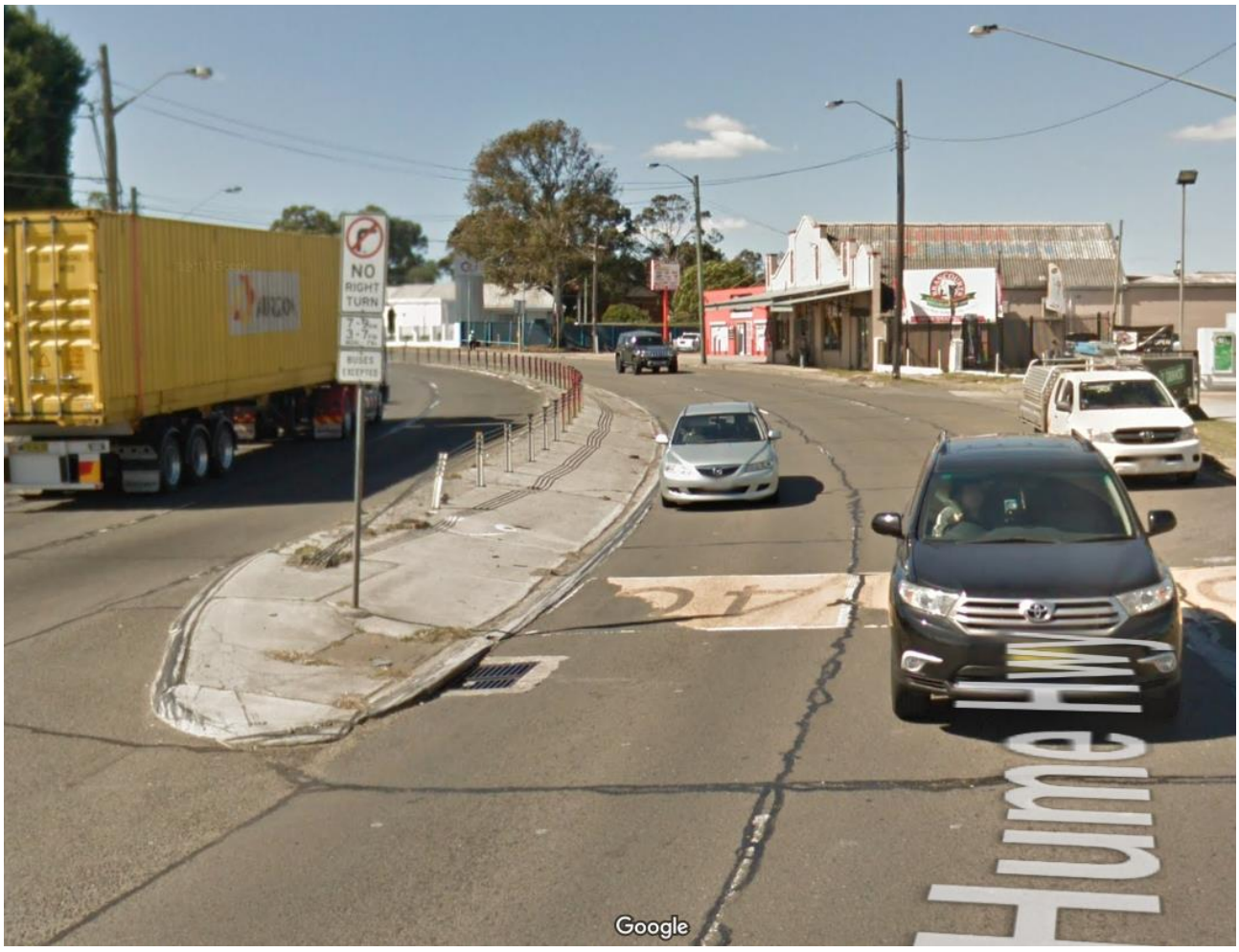
Date 29 March 2018 **Job No/Ref** 256940

NSW Roads and Maritime

1. Additional information on the existing traffic volumes and existing queuing in the right turn land at the interaction of Hume Highway / Brancourt Avenue during the school pick-up period. An assessment should be provided that can demonstrate the additional vehicles turning right from the Hume Highway into Brancourt Avenue can queue within the existing right turning bay.

Arup Response:

The Hume Highway / Brancourt Avenue intersection has a no right turn ban between the hours of 7-9am and 3-7pm Monday to Friday as shown below. This coincides with both the school drop-off and pick-up times and hence there is minimal use of this right turn bay by school traffic.



The vehicular access to the school is shown in Figure 1 using Melanie Street west and Brancourt Avenue south for access. This has been adjusted since the traffic report recognising the right turn ban. Assuming an equal split of the 46 vehicle generated by the completion of the school, the impact will be minor to the major wider road network. Existing drop-off impacts will however be exacerbated on Bancroft Avenue.

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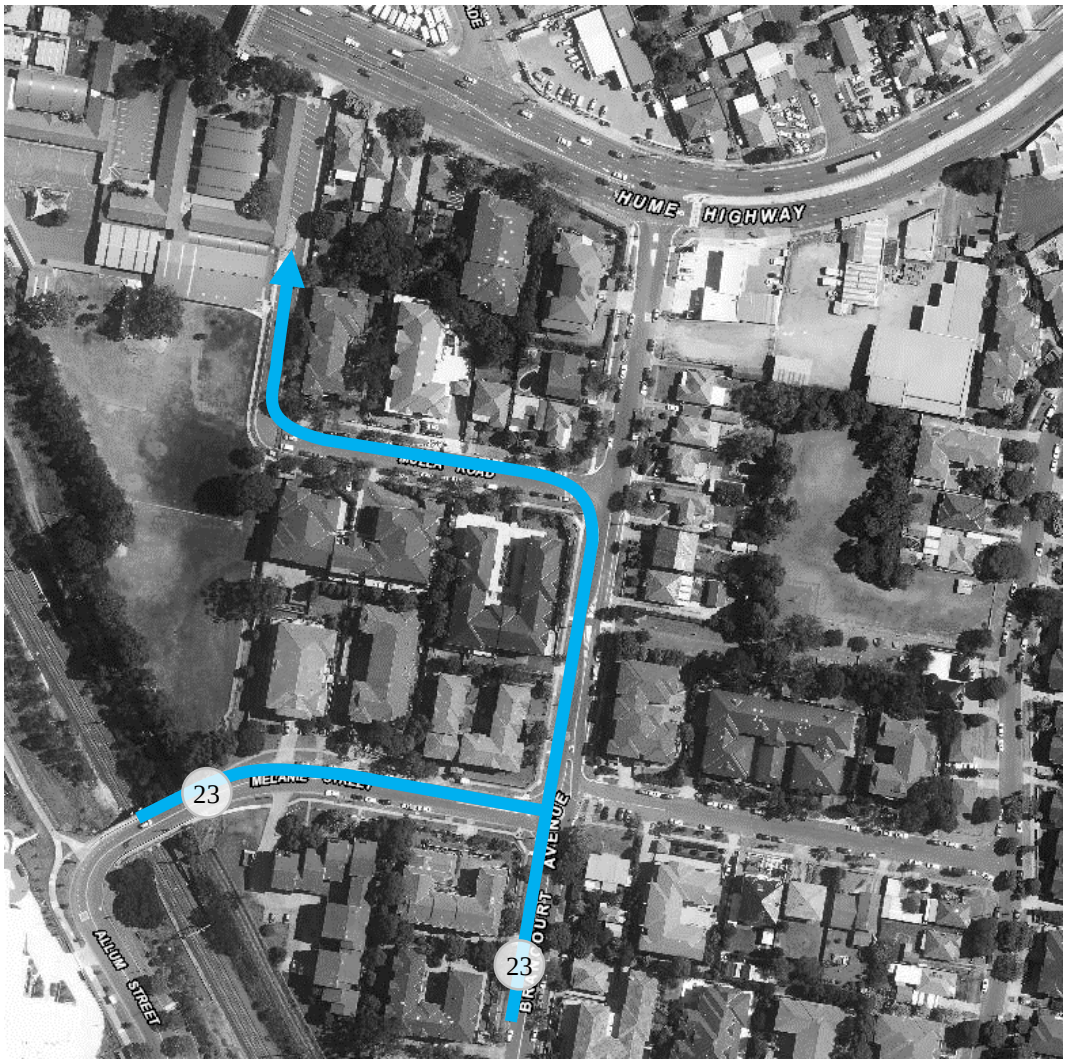


Figure 1: Distribution of additional trips

To alleviate the drop-off impacts several proposed measures were outlined in the traffic report

- Increasing pick-up capacity
- Implementing a child name display system on windscreens of cars
- Staggering finish times
- Allocating a different pick-up area for year 5 and 6 students

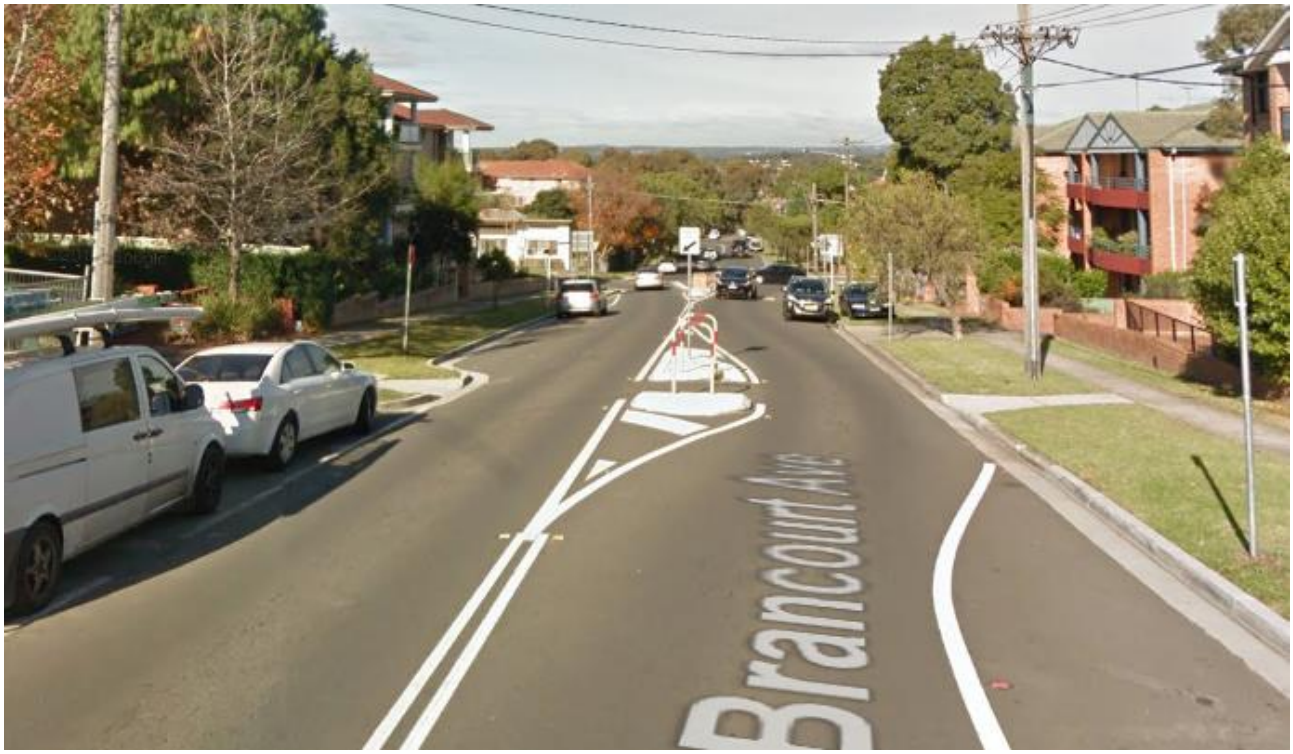
By implementing these measures, the queue length could be effectively reduced to less than 130 metres and be contained within Mulla Road. Should queuing continue to occur in Brancourt Avenue, kerbside parking along the western kerb could be banned during the pick-up period to allow through traffic to pass. This situation would need to be monitored.

2. Additional information for how vehicles would be able to turn right into Mulla Road when vehicles are queued out of Mulla Road and back past the intersection of Brancourt Avenue / Melanie Street and that any queuing at this intersection would not impact on the intersection of Hume Highway / Brancourt Avenue.

There will be minimal traffic approaching along Brancourt Avenue due to the right turn ban in school drop-off and pick-up times.

3. A proposal to ensure that children can cross Brancourt Avenue safely to walk to the proposed pick-up area in Reynolds Avenue such as a crossing supervisor and the times this would occur.

The existing pedestrian refuge will be used by students crossing Brancourt Avenue. It is well designed with a wide central island, safety hoops, line marking and narrowed carriageway. Good sight lines are available along Brancourt Avenue This will be used by Year 5 to 6 students only. The warrant for a crossing supervisor will be investigated by the school.



4. A proposal to reduce the likelihood of vehicles crossing to the wrong side of the road to avoid queues such as the banning of parking of key location at peak times along with the current length of the queue to ensure that queued vehicles can store out of the trafficable lane.

Should queuing continue to occur in Brancourt Avenue, kerbside parking along the western kerb could be banned during the pick-up period to allow through traffic to pass. This situation would need to be monitored.

Canterbury Bankstown Council's Traffic Engineer

5. This is an existing school and the Traffic Report has not attempted to survey the existing students population to determine the current mode of travel of students, and to use this data to project the impact with an increased student population. There have been no surveys showing that the green travel plans and active transport will be effects or how these will be implemented.

Drop-of and pick-up surveys were conducted as outlined in the traffic report to provide good evidence of the amount of car traffic generated and determine the car mode of travel.

The school has 598 students currently enrolled and the proposed upgrades provide new learning areas to cater for an additional 184 students (30% increase). There is no reason why the mode of travel would change from that currently observed and hence factoring up the current level of car activity is considered to be the most appropriate method.

Many schools are adopting travel behaviour strategies to reduce the impacts of car use around schools. As outlined in the traffic report, encouraging walking and carpooling are effective methods that can be very easily implemented. Encouraging take up of these alternative approaches will assist with reducing car dependence.