

Horton Submission

Jay & Dolores Horton, 222-1 Tubbs View, Lindfield.

7th August 2017

Introduction

This submission¹ is to promote the safe and efficient operation of the Lindfield Learning Village. The purpose of this document is to:

- Reinforce a key finding of the Development Application’s Traffic and Transport Assessment²;
- Explain that at least four major local traffic and pedestrian safety problems are yet to be solved;
- Make recommendations on a more effective development plan for the Lindfield Learning Village that will meet the safety needs of both school and community.

The Figure 1 below presents a map of the area.

¹ The author of this submission may be contacted on ph: 0412 051 379, or at horton@bigpond.net.au

² [Arup, 2017]. In particular the report noted that the “level of traffic is significantly above the environmental capacity of a local street and very busy even for a collector road function”.

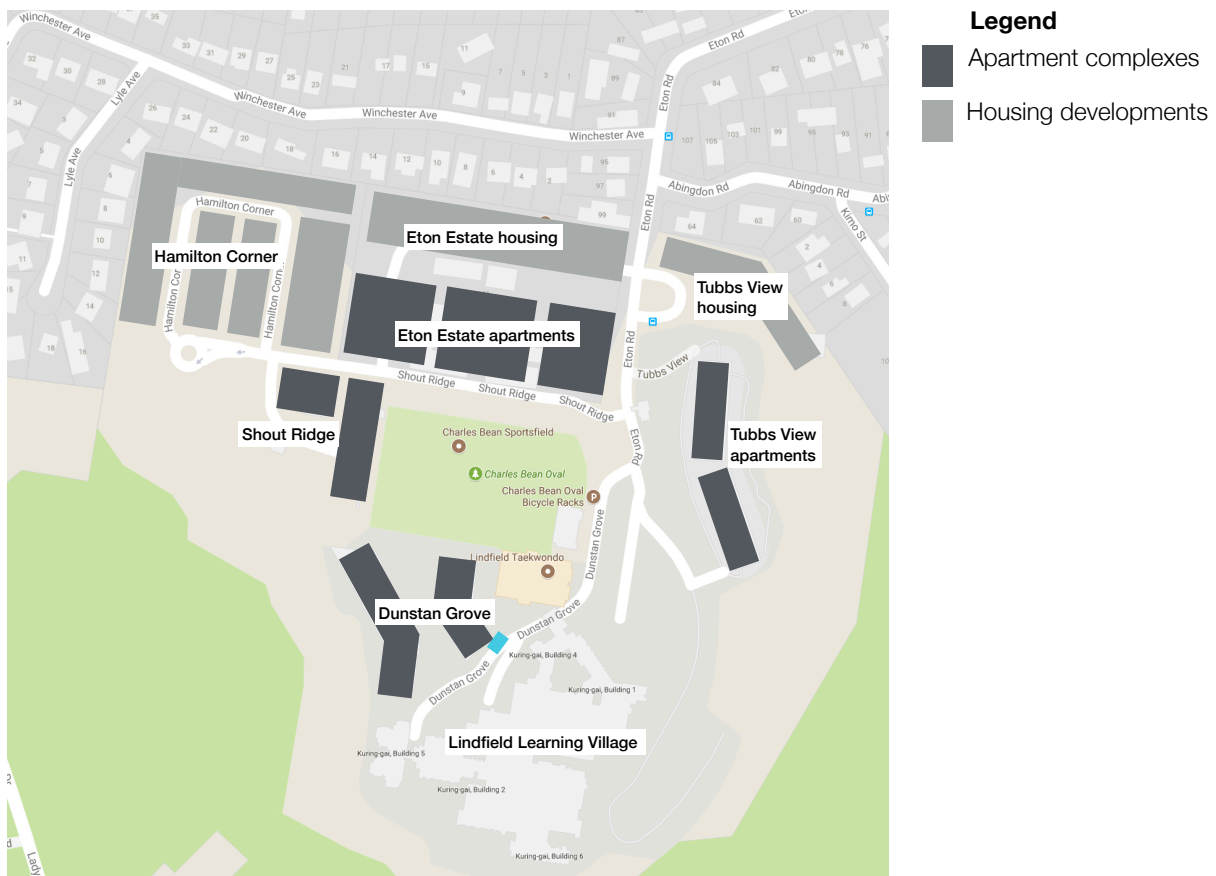


Figure 1: Map of Crimson Hill and Lindfield Learning Village

The Crimson Hill community is growing

Once completed in the next year or so, the Crimson Hill residential precinct will comprise over 400 residential dwellings across multiple

developments, which adjoin the Lindfield Learning Village:

- **Dunstan Grove** apartment complex, with some 140-160 units (development completed);
- **Eton Estate** apartment and detached housing complex, comprising some 60 units and 15 detached dwellings (under construction);
- **Hamilton Corner** townhouse and detached housing complex, comprising some 30 units and townhouses, and 10 detached dwellings (not yet completed);
- **Shout Ridge** apartment complex, with some 100 units (development completed);
- **Tubbs View** apartment complex, comprising 71 units (development completed);
- **Tubbs View** detached housing, comprising 13 detached dwellings (under construction).

Possibly over one thousand people will be living in these 400+ residences. These people could be expected to generate daily commuter traffic in excess of 200 vehicles in the peak morning period around 8am, as well as substantial pedestrian traffic to the bus-stop.

The problems of congested local traffic yet to be solved

The report noted that the “level of traffic is significantly above the environmental capacity of a local street and very busy even for a collector road function”. However, the pace and scope of residential development around Crimson Hill was not fully appreciated at the time the Arup Report was prepared; hence the traffic issues are going to be more severe.

At least four major local traffic problems are yet to be solved:

1. The traffic snarl which will develop south of the Eton Road bus-stop;
2. The risk-laden interaction of pedestrian and vehicular flows along Eton Road;
3. The effective use of incentives for managing traffic demand; and
4. The lack of evacuation alternatives in the event of a major bush-fire around the vicinity of the Lindfield Learning Village.

1. The local traffic snarl at Eton Road

Substantial flows of traffic will occur in both directions on Eton Road at morning peak times. Some 420 to 500 in-bound vehicles will be bringing students, teachers and service workers to the Lindfield Learning Village via Eton Road³.

At the same time, more than 200 commuter vehicles will be departing Crimson Hill via Eton Road on the morning journey to work and other activities, while users of the Charles Bean Sports Oval for sports practice will be arriving and departing on all week-days via Eton Road.

³ See Section 10.2 of Arup [2017]. The range depends on the extent of use of the bus transport mode (public or school bus) versus the use of car travel to school

The pinch-point will occur on Eton Road from the bus-stop and south through to the entrance to the Lindfield Learning Village. The roads from Dunstan Grove, Shout Ridge, Tubbs View and Eton Estate all feed Eton Road at different, but close-together points. At morning peak-hour traffic volumes traffic snarls will ensue; so much so that the school drop-off point further south at the school may also become congested.

The following junctions involve right-hand turns in the main congested traffic zone:

- Vehicles from Tubbs View turning into Eton Road;
- Buses departing the Eton Road bus-stop on to Eton Road;
- Vehicles from Eton Road turning into Abingdon Road; and
- Vehicles turning into Shout Ridge, related to the use of the Charles Bean Oval.

2. *The risk-laden interaction of pedestrian and vehicular flows*

The interaction of pedestrian traffic both to and from the Eton Road bus-stop will create a safety risk, as school children will need to cross both Tubbs View intersection, as well as Eton Road at the school entrance. In addition, bus users walking from Dunstan Grove and Shout Ridge / Hamilton Corner must cross Eton Road at a key congestion point.

3. *Traffic demand management incentives largely ignored*

The use of metered car parking or entrance fees at the Lindfield Learning Village have not been studied. The use of car park meters and school entrance charges for cars dropping off students can play an effective role in managing peak demands on the local road system, and encourage greater use of buses and bicycles.

The Arup Report states that “no parking is proposed to be provided for year 12 students.” What this means is that the surrounding streets such as Abingdon Road and Winchester Avenue will fill up with parked cars, effectively making them single-lane access roads.

4. *The lack of evacuation alternatives in the event of bush-fire*

Mr V. Mohan’s submission⁴ highlighted the fire safety risk implied in the proposed plan: “In the event of a bush fire or other emergencies we may require sudden evacuation of thousands of students and residents. It would not be possible to do that in an acceptable time frame if Eton Road is the only access road through which people can get out.”



Figure 2: Flows on Eton Road

⁴ Mohan [2017]

Recommendations that need to be implemented

1. Plan for a second major access point to Crimson Hill and the Lindfield Learning Village. The role of this access point is to reduce the load on Eton Road, and to build greater resilience in case of school evacuations, for example in times of bush-fire. This second major access point would take the form of:
 - a bus-stop and drop-off point at the end of Lyle Avenue, and a pedestrian walkway or roadway from Lyle Avenue to the end of Shout Ridge. See Figure 3.
 - a new access road direct to the Lindfield Learning Village from either Lady Game Drive or Fullers Road.



Figure 3: Map showing bus-stop location on Lyle Avenue

2. Traffic demand management incentives need to be embedded in the operation of the Lindfield Learning Village. The use of metered car parks and entrance fees should be introduced, and car parking made available to both staff, service workers and students.

In conclusion, harmonious relations between the Lindfield Learning Village and the Crimson Hill community will develop if the facilities of the Village are accessible to the local community; for example access to a convenience store, cafés, the library and so on.

References

- Arup. *Lindfield Learning Village Traffic and Transport Assessment, Rev C - Report prepared for NSW Department of Education and Communities*, 2017.
- V. Mohan. *Submission to Lindfield Learning Village State Significant Development Application*, 2017.