

Subject Lindfield Learning Village - Traffic Response to Submissions

Date 10 August 2018

Job No/Ref 251272

1 Introduction

This memo contains additional information to respond to submissions on traffic issues.

2 Cycling access and bicycle parking provision

The existing bicycle racks at the front door to the school will be retained and are in good condition. These will be augmented as required.

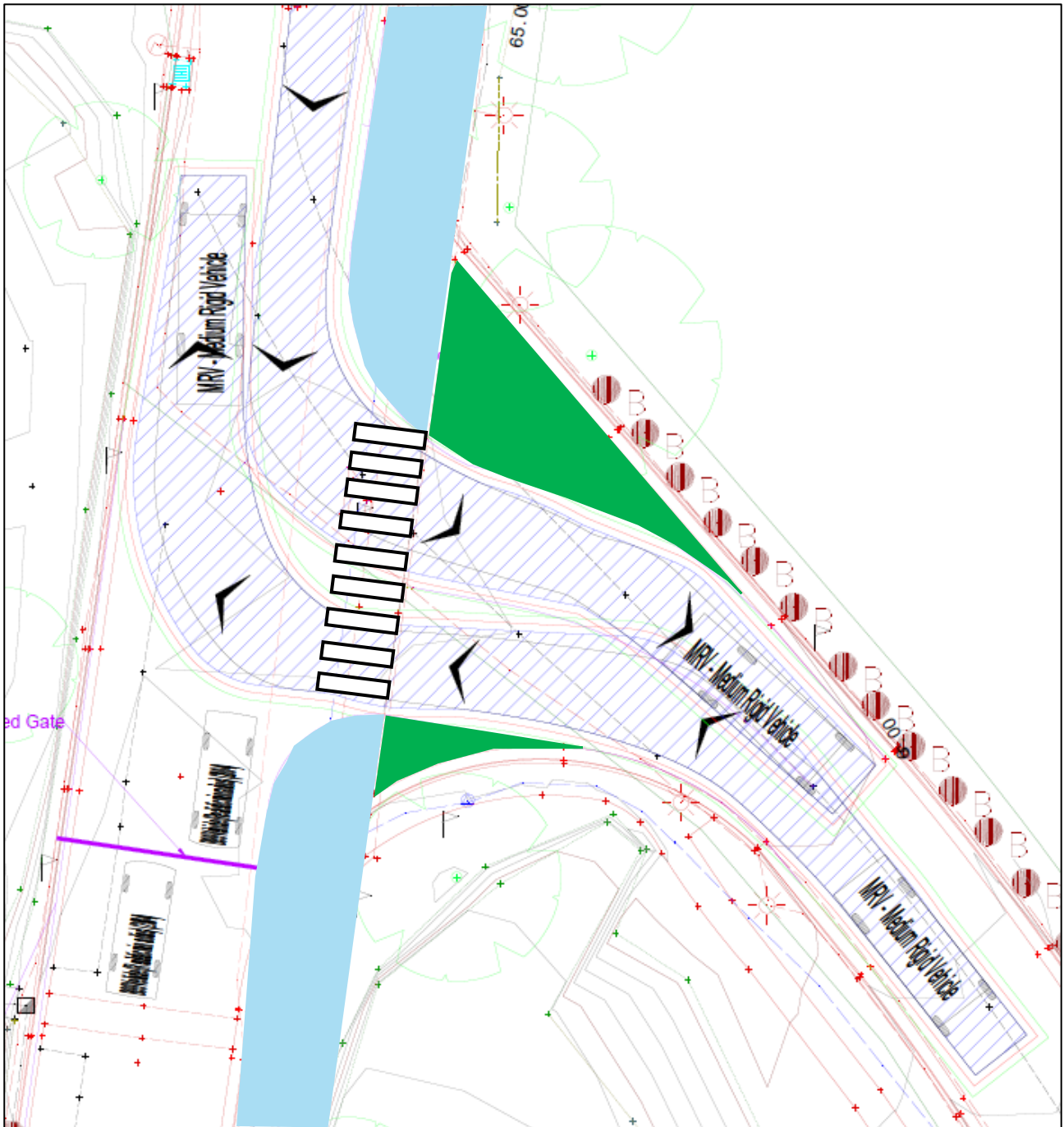
A room can be made available for secure storage of bicycles for staff use. Staff will use the gym showers and lockers.

Providing an upgraded footpath route suitable for children cycling is one approach, now legal up to 16 years old (Year 10-11). The full width of the verge will be paved and include a pedestrian fence in the vicinity of the school.



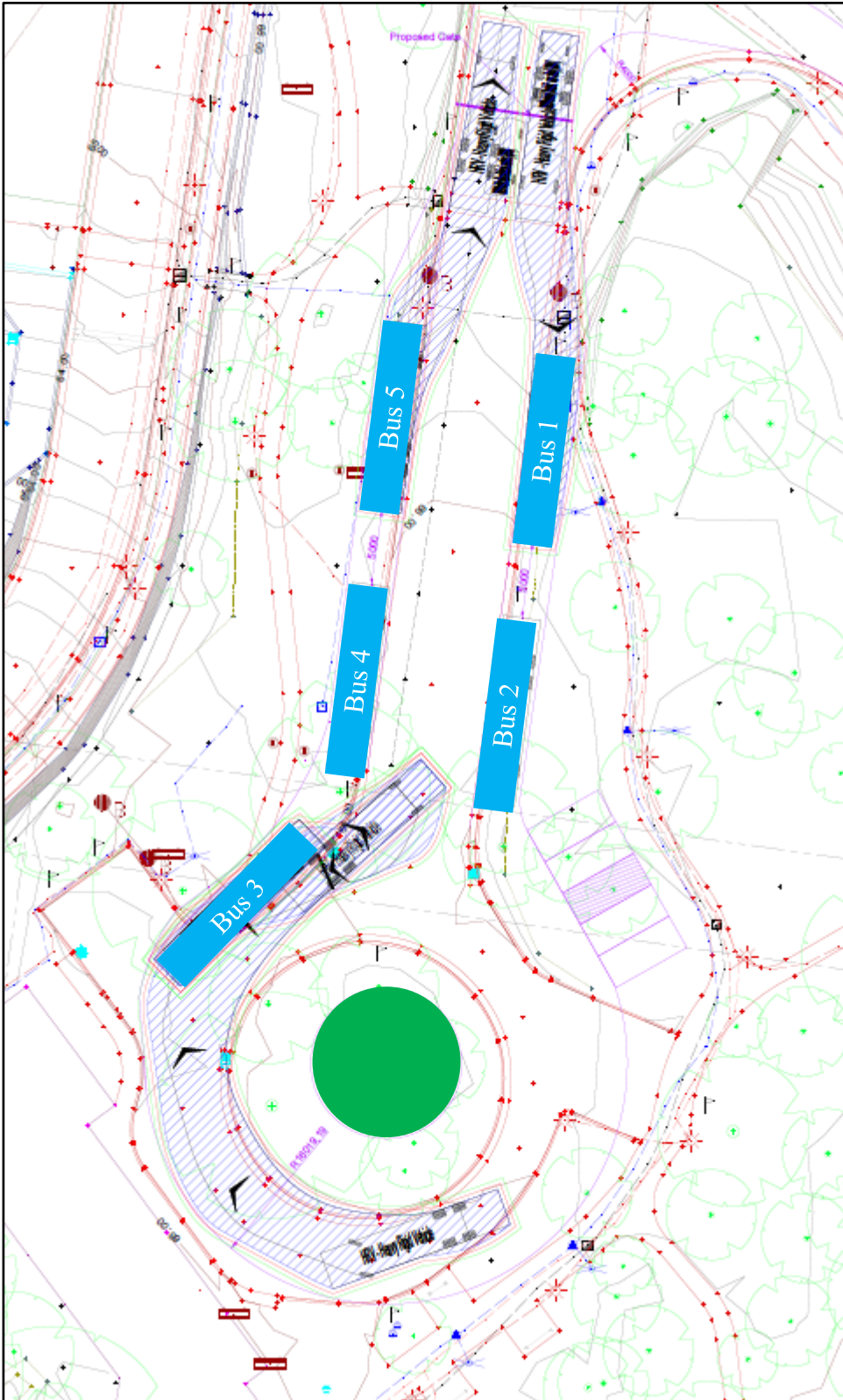
3 Pedestrian crossing width at site entrance

The width of the roadway on entry to the school will be reduced by extending the kerb on both sides. This will reduce the crossing distance to approximately 10m. The intersection will also be squared up which will reduce travel speeds and improve sightlines to pedestrians. The intersection will be design for fire truck access.



4 Bus Facilities

Early planning is underway for a bus loop on the school grounds. Further development will occur as the bus needs are determined.



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5 Partial school traffic distribution

Arup adopted car rates that were conservative for phase 1 as follows:

Year K – 3 90% car

Year 4 – 6 70% car

Year 7 – 12 40% car

The estimated traffic generated by 350 students and 30-50 staff is estimated to be 189 cars per hour, with the results shown in Table 1.

Table 1: Estimated traffic generated

Table colour	Students using private vehicles	Vehicle trips generated from Phase 1
Kinder to Year 3	92	58 cars per hour
Year 4 to Year 6	88	55 cars per hour
Secondary school	50	36 cars per hour
Staff	40	40 cars per hour
Total		189 cars per hour

The routes used for school access are difficult to determine at this stage. Some local streets will see increases. Bent Street north of Grosvenor Road will collect traffic from the north. Based on 33% arriving from this direction, an additional 49 cars could be expected within a one hour period.

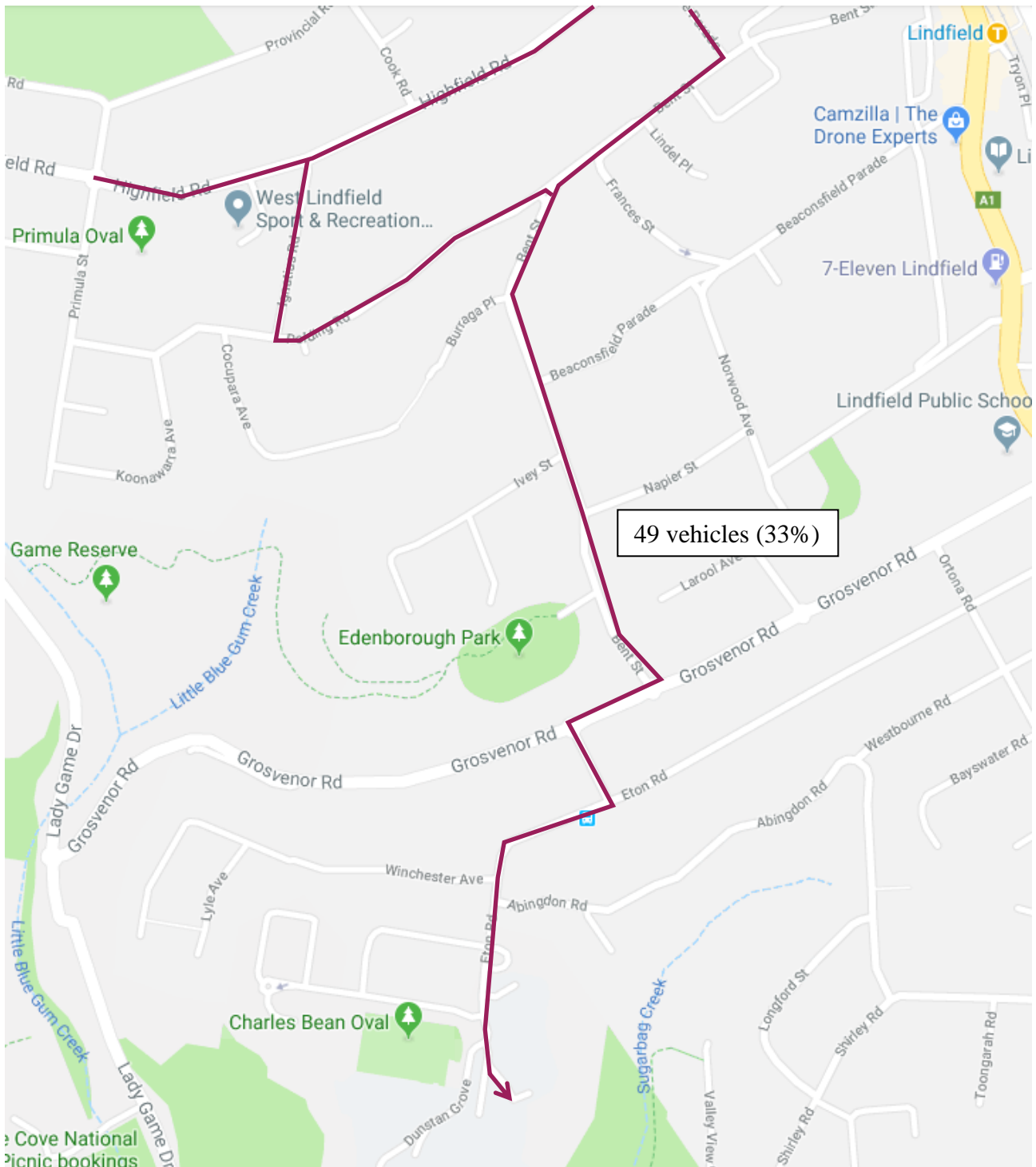
Council's 2010 traffic count indicates 237 veh/hour (two-way) on this section of road. An additional 49 vehicles will take this to 286 veh/hour, a 20% increase. This is still within the 300 veh/hour guideline for local street environmental capacity. It should be noted that many cars on this route taking students to the school are residents who are already driving this route on their way to another school and onto work. We need to be careful not to overestimate the number of trips.

For future growth of the school, the patterns of arrival and the development of the school catchment can be monitored to plan for future local road routes.

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Local road routes from nearby student residence converging from the north onto Bent Street.