

Dear Sir/Madam

Let me start by saying that I strongly oppose the current LLV plan based but not limited too the items I have discussed below. It is very obvious that there are no employees of the NSW Government Planning Department or there associated companies living in the immediate area or many things would have been done very differently.

I am not against the idea of the school, but there are some major issues that I have highlighted, if these are not taken care of before the school opens, they will be highlighted when the school is up and running, local residents will make sure of this. Lets begin, enjoy the read.

General

The first page of ARUPs Traffic and Transport Assessment Response to Submissions report states the following:

‘This report takes into account the particular instructions and requirements of our client.’

This statement makes you think, hmmm this report is not independent and will not reflect the reality of what will happen, the ARUP report has the not highlighted one issue with anything. Has an independent report been done in which the person writing the report has not been told to ‘make it look great’ and has been told ‘make it what will actually happen’

Page 4, 2.1 Roads and Maritime Services Comments

R8

‘[4] Roads and Maritime require further information regarding mode share. The current submission assumes that 50% of kindergarten to Grade 6 students will use school buses to travel to school. Section 6 case studies provide no evidence that kinder to grade 6 children will use school buses when travelling to and from school, rather, the evidence indicates that parents either drive to school or park nearby and walk children to school’

ARUP Response

Lindfield Public School has been surveyed and discussed in section 6.1 of the TTA. A travel survey for the Phase 1 school with 350 students has identified the existing and potential bus users as: K-2 Existing 15%, potential 31%; 3-6 Existing 40%, potential 60%; 7-10 Existing 85%, potential 100% (Section 3.4.1)

This is a terrifyingly response from ARUP. If you think that 30% of parents of kids aged 5-6 (years K-2) are going to put them on a school bus alone, you are living under a rock. How about you do a quick run around the office and find out how many of your staff drop their 5-6 year old kids at school vs send them to school on a bus solo. Surely there is information from other schools that provide these numbers rather than just making them up. Also, doesn't every school have the ‘potential’ to have 100% of all students using the bus to get to school??? I know my school did, but the reality was quite different.

Buses:

12.5m single door school bus has a MAXIMUM capacity of 70 students. All of the reports are saying that these buses will be at maximum capacity. In the real world, it is impossible that 15 school buses will be at maximum capacity (as the buses do not have a counter to let the driver know how many people there is onboard, let alone the statistical probability of that actually happening) and there is also ZERO allowance for any student in a wheelchair, or carrying a large item like a musical instrument, so the numbers that are presented in this report are coming from fantasy land. Also it may be worth noting any student in the aisle has no crash protection whatsoever and is at far higher risk of harm in any sort of accident, or abrupt stop, something to think about if safety is a concern.

2.1 Roads & Maritime Services Comments

R5 [2.3] Buses exiting the bus bay are required to mount the western kerb of Eton Road when turning right. This will damage the kerb as it is repeatedly run over by buses as well as increase the wear and tear of buses.

I am unsure of how many times your people have caught the bus, but as a regular bus user from the Eton Road Bus bay, I have NEVER been on a bus that has run over the kerb when exiting the bus bay onto Eton road as mentioned in the above.

Dunstan Grove

There is ZERO mention (feel free to use CTRL+F) in the reports of what you are proposing to do with the current traffic from Dunstan Grove residents, and users of the Charles Bean oval and parents of students who are sick of sitting in a queue to get into the school and use the roundabout at the bottom of Dunstan Grove as a dropoff area. I am assuming that you will also make these cars queue and drive through the school grounds when the loop road is open, or are they going to be driving up Dunstan Grove against the traffic??? there is nothing in the report about this.

How about when these cars are trying to go home, and having to sit in a queue of cars for 15mins just to get onto Dunstan Grove, and you want to send these people through the school twice a day???

Also another interesting point to the amazing traffic loop is that you have not provided ANY alternatives, or even mentioned that anything else was looked at during the study, maybe it is worth looking at option B,C,D?

It is also worth noting that the 2 five storey buildings that are Dunstan Grove (129 apartments) and Tubbs view (60 apartments) are missing from any drawings (survey) and all reports, have these been just 'missed' or actually missed when site visits have taken place?

There is also ZERO mention of the total numbers of vehicle traffic expected to be going around this loop road, either based on the actual numbers, or your fantasy land numbers.

Pick up and drop off

Traffic and Transport Assessment Response to Submissions , Page 51, 6.2, Private Car Facility

‘The design peak occurs at Stage 3 when it is anticipated that there will be 134 cars picking up primary school students at 2.50pm. Based on 6 cars picking up students at one time in a 1 minute period, 20 minutes will be required’

Based on the above number, there will be a queue of lets say 100 cars, with an average length of 5 metres (based on an midsized SUV, thanks google), so lets say 100 cars x 5m, so we will have a queue of 500 metres (forgetting to allow any space between cars as we are looking for a best case scenario to match the rest of your figures) how far from the pick up and drop off point is 500 metres? According to Google Maps, using the current end of Dunstan Grove as a start point, this queue, without gaps between cars remember, will be back past Winchester Ave, just for primary students, not including any secondary parents, teachers, any of the 400 plus local residents, Charles Bean Oval users, or any of the 15 buses at 12.5m each..... all on the one way system, and don't forget there will have to be gaps for those vehicles coming out of Tubbs view, and out of the magical school loop road. I feel the design is going to let the school, and the community down.

Staff parking.

Listed on page 35, 4.1 School Population you have a potential staff count of 312, assuming that 90% of those staff are onsite on a daily bases, you have 280 cars, and 166 car parks, so the local streets (Shout Ridge, Winchester, Abingdon, Eton) are going to have to account for the remaining 114, is that correct? It is also worth noting that these are 200-300 metres from the school, how are the teachers going to get their books/papers to and from the school for the day?

Traffic model Numbers

All traffic numbers used for all modelling and planning are all based on best (Lowest possible) case numbers, which on the computer it provides for a 14 minute wait time for pick up. How about running those numbers in the real world, using data from another school on how students actually get there and/or using the current numbers on how students get to school and see how they look.

All the numbers in the reports of traffic and parking have also not allowed for any of the year 11-12 students to drive to school. I know it might be ‘against the rules’ to do so, but reality will be that there will be students that drive to school, adding to the above traffic. I know my school had ‘rules’ about driving and as a teenager the first thing to do was break the ‘rules’, something to think about.

Also modelling is a great tool, but it is still a model, I invite you to drive down Eton road, and Dunstan Grove, and image the traffic volumes you are proposing using these roads. Remember, there is only one way in, and one way out, all it takes is for one small issue to arise and you have a major traffic problem.

Abingdon Road:

I am unsure of how many of your people have been on this road (I know you have looked on google maps but that doesn't cut it), but there are no footpaths, and the grass verge is often at a steep slope, on grass. This makes it unsafe for walking, walking with a pram, wheelchairs, school children riding bikes (which they are legally only allowed to do on a footpath until they are 12). It is worth noting that on Page 4 of the 'Green Travel Plan' under 2.1 Green Travel Plan Objective it states 'Walking routes to be monitored for safety and connectivity.' Well please note that Abingdon road as is currently is not a safe road to use.

I have added a nice photo of a pedestrian walking along Abingdon road with a bus heading towards the school (of which there will be many) please note the lack of room for any other cars, bikes or students and at this point the verge on the side of the road is at around 25° so there is no other option but to walk on the road.



As stated in the traffic reports this will be a major road for parents and buses going to and from the school, combine this with a potential 200 students (based on the walk and cycle numbers (4.4.2 Stage 3 school and travel)) and well done on putting the safety of people last. I also find it great that the 'Kuringai Council' is responsible for the footpath upgrades. Hang on, they haven't decided to put a 2000+ pupil school in, so don't just pass the blame to someone else, this should be part of getting the students and staff to school safely.

Community engagement or lack thereof.

There are multiple community engagement comments in the reports about how it has been on going through the development of the plan for stage 2 and 3 (pat yourself on the back well done) but the residents of Dunstan Grove (some of which live within 20metres of the property, some would consider them neighbours) have not been consulted on changing their local road/streets.

Planning for the school began in February 2019, The first meeting of any sort for 'Community consultation' was on the 25th of September, and another brief meeting on the

23rd of October 2019, where those meetings were to tell the residents that this is what we are doing, and this is how we are doing it, so lets not call that consulting, no options were presented, and in the first meeting NO documents were allowed to be removed from the premises by the attending residents, that is not a consultation.

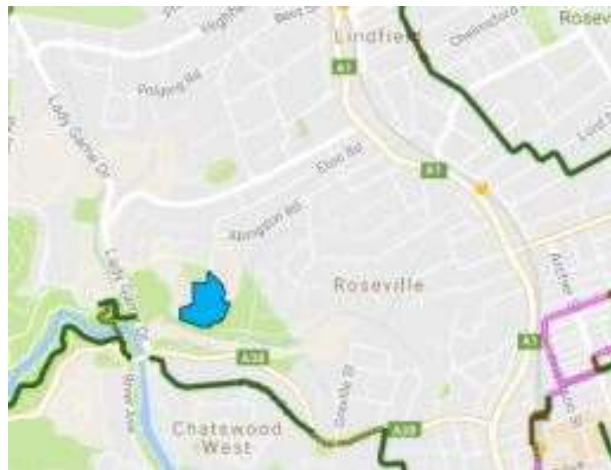
Then there was the meeting after the application was released to the public, and I hope you felt the mood in the air.

Cycling to School

Shown here is the cycle route indicator from the 'Green Travel Plan'

There are conflicting reports in the application about the cycle access to the school

The 'Green Travel Plan', Page 6, 'As described in Section 3.4, the school has reasonable access to the cycling network'



The 'Traffic and Transport Assessment Response to Submissions' Page 10, 4.1.5 'It is agreed that existing cycle routes are limited. Council should investigate the possibility of upgrading key routes leading to the school.' Once again passing the responsibility onto the Council. Reviewing the above picture would reveal NO safe cycle paths/routes are present.

As a regular commuter to the city, I can say there are NO safe cycle paths or facilities either using the South route through Lane Cove National Park, or the North Route through Chatswood for students to be using. Grosvenor Road and Lady Game drive are no place for a kid to ride to school on, and the alternative route up the hill to the Pacific highway is not going to happen, the area is just too hilly for riding a bike unless you are quite fit. If you want to have a go at it, I have 4 spare bikes and plenty of time to be made available.

All in all, I feel the opening of the school is a great thing for the area, but I feel that the 2000 student number should be reviewed and brought back to a realistic number for the roads. The Loop road idea is a disaster waiting to happen, and the plan B involving keeping everything onsite that has already been suggested to the relevant stake holders should be investigated, as this solution allows for safe bus turn arounds, safe student pick up and drop off areas, and minimal traffic disruption to the local area. You have a chance not to get it wrong, good luck.

I am happy to meet with anyone willing, to discuss any of the above issues.

