

SCEGGS – Traffic Management Plan

It is very disappointing to see this report only address the issue of bus movements in Forbes St.

3 major issues need to be addressed in order to manage safety concerns for students and local residents.

1. Poor behaviour by private vehicle drivers
2. Buses double parked
3. Larger buses trying to turn into St Peters St.

Below are 3 photos taken on 2 separate days earlier this year. These photos are representative of the usual daily activity of vehicles in Forbes St at school pick up times.

8 February 2021 3:19pm (Monday)



5 buses in the Forbes St bus space with 2 of them doubled parked, 2 black cars parked illegally – one in the Horizon entry driveway, the other on the street parked beside the white car, also illegally parked in a no standing zone.

28 April 2021 3:11:26 pm (Wed)



Buses and cars double parked in Forbes St, another vehicle trying to get past by driving down the wrong side of the road.

28 April 2021 3:11:47 pm



Cars doubled parked outside SCEGGS in Forbes St, buses double parked and cars doubled parked further down the road at the northern end of Forbes St facing up the street.

Below is a table summarising a number of statements within the report and my comments.

Traffic Report Statement	Comment
<p>Page 17 - During morning drop-off period on Forbes Street, the school employs the following:</p> <ul style="list-style-type: none"> • Dedicated crossing supervisor. 	<p>This is the only traffic management provided by the school in Forbes St, and yet there are traffic wardens, staff and crossing supervisors in Bourke St morning and afternoon.</p> <p>Perhaps adding traffic wardens to the afternoon pick-ups in Forbes St may help.</p>
<p>Page 17 - 3.5.2 Operational Management Arrangements</p> <p>This section cites a number of activities undertaken by the school to address traffic problems then says:</p> <p>“In light of the above, these operational arrangements are considered appropriate and minimise the potential queuing impacts along the surrounding roads.”</p>	<p>Clearly the current activities undertaken by the school are not effective as shown by the photos included in this response. It is also not just ‘queuing’ but illegal and double parking that are creating chaos.</p>
<p>Page 19 - The most commonly used bus is 12.5m long that can accommodate approximately 50 students.</p>	<p>Unfortunately, this size bus has extreme trouble entering St Peters St from Forbes St. The bus needs to cross to the wrong side of the road to execute the turn, and often needs to do a 3 point shuffle to get around the corner. The poles of the current gate at the entry to St Peters St exacerbate this bus turning issue.</p> <p>Widening the gate and making the posts further apart would assist buses in turning the corner.</p>
<p>Page 19 - It is understood that on Mondays, Wednesdays, Thursdays, and Fridays there is an average of five (5) buses during the morning and afternoon peak periods</p>	<p>Is there a reason why St Peters St is not used as a bus parking zone? This would relieve some of the issues of the buses double parking in Forbes St and provide additional bus parking without taking converting existing short term parking into a dedicated bus zone.</p>
<p>Page 21 - Retention of the existing ‘2P 9am-2:30pm Mon-Fri’ parking restriction. It is noted that the school welcomes an investigation to alternative timeframes such as a 1P parking limit, noting the Horizon building provides 50 dedicated on-site visitor parking spaces.</p>	<p>Reducing parking during the mentioned time from 2P to 1P will have zero improvement on the current traffic issues.</p> <p>On-site visitor parking at the Horizon has no relevance to street parking. The street parking is for <u>all</u> local residents. My friends live in Clapton St and their visitors park in Forbes St as there is very limited parking in the area.</p>
<p>Page 21 - The above remedial measures would involve a reduction to the on-street drop-off and pick-up provision, however,</p>	<p>These comments demonstrate no understanding of the current issues that parent and carer private vehicles create with their illegal parking activities.</p>

<p>considered acceptable given the following:</p> <p>Remedial measures prioritise bus parking and movements, as well as the safety of students;</p> <p>Parents and carers are able to utilise other available on-street parking spaces for pick-up and drop-off activities.</p>	<p>Repurposing some of the existing ‘no parking’ spaces to bus spaces will only exacerbate the issue.</p> <p>Even with the current available on-street parking spaces parents and carers are double parking and parking illegally so reducing the number of spaces will not resolve traffic issues created by parents/carers.</p>
<p>Page 24 - The main change relates to the provision of a 54m long Bus Zone, which will provide buses with unhindered kerbside parking during school drop-off/pick-up times whilst providing additional capacity for a total of 3-4 buses. Should buses arrive whilst the kerbside Bus Zone is full, drivers are instructed to re-circulate around the block until a space is free. Whilst the proposal will reduce the short-term parking for parents/caregivers, it will prioritise public transport and encourage the use of an alternative mode of travel to/from the school.</p>	<p>There are often more than 3 buses as shown in the photos. Buses do not ‘re-circulate’ but simply double park.</p> <p>Again this does not address the fact that parent and carer private vehicles do not ‘re-circulate’, they simply double park wherever they feel like.</p> <p>Is there any evidence to support the statement that reducing short-term parking spaces will encourage the use of alternate modes of travel?</p>
<p>Page 24 - Should buses arrive whilst the kerbside Bus Zone is full, drivers are instructed to re-circulate around the block until a space is free.</p>	<p>Why not implement this action now? This would stop the buses double parking as they currently do.</p>
<p>Page 24 - Parents/caregivers will be required to re-circulate around the block much like the existing arrangement.</p>	<p>The authors of this report must not have attended the site during pick up times. It may be an existing arrangement, but it does not happen.</p>