

Subject: SSDA – 10352 LETTER OF OBJECTION

Dear Director,

This letter is to object to SSDA 10352 for the reasons outlined below. Essentially, that the Environmental Impact Study, and Transport Accessibility and Impact Assessment have failed to consider the impact of increased traffic and changed traffic-flows on local residents.

I also submit an attachment to this letter, a redacted version of the petition submitted to the Waverly Council requesting support to address the dangerous Traffic Conditions in Ashton Street, where our residents overwhelmingly support the need for action to address significant road safety issues associated with through traffic on local streets adjoining the proposed expansion of the Moriah College (the College). The petition can be requested and provided in confidence.

TRAFFIC – Current Situation

Under present conditions, a large amount of traffic enters the College travelling south from Birrell St, entering the College via one of the three gates (1, 2, 4), either via Queens Park Rd or York Rd. None of these entrances are accessible, including 4A, from a northbound direction on Darley/York Rd.

Streets running North to South between Birrell St and Queens Park Rd/York Rd are heavily affected by the Colleges traffic travelling from areas north and north-east of the College. Ashton St, in particular, as the only non-40 km/h street is worst affected. Every morning, from about 07:30-08:30, cars speed through Ashton St, in an effort to save 100 meters of road, and sometimes around 30 seconds of waiting, at the intersection of Birrell St and York Rd. A **significant** number of these cars travel over the speed limit and some **at reckless speeds**. There have been a number of “**near misses**” involving local residents. Resident observation and recording over a period shows there are between 90-105 vehicles from 07:45-08:30AM Monday to Friday alone.

At the same time of morning, many of the residents are using the street – including Ashton St’s 30 or so pre-school aged being put in cars, and school-aged population travelling to school by foot, by bike, or by car; and about 40 local residents heading to work. Residents fear a tragic incident (see comments in attached petition) like those in Hurstville and Epping this year where children were struck and killed involving school traffic in local areas.

Around 80 of these 90-odd vehicles have a Moriah College car queuing number displayed, or a Moriah uniformed student in the car.

Ashton St has two ineffective speed bumps at the entrance and exit of the street, and one chicane (now covered in black rubber where speeding vehicles have struck the chicane – see attached photos) located in the middle of the street. The current Traffic Calming Devices are totally inadequate as a deterrent to speeding. Additional measures, such as chicanes located in the first half of the road, are urgently required, as well as a reduction to 40 km/h to be in line with all other streets south of Birrell's St.

Though other streets between Birrell and Queens Park Rd are also heavily affected with this morning "rat-run", Ashton St remains the most dangerous situation due to the convenience Ashton St offers College-bound traffic, running directly into York Rd, the speed that vehicles travel, and the level of pedestrian activity in the street.

TRAFFIC – College's Transport and Accessibility Impact Assessment

The Transport and Accessibility Impact Assessment (TAIA) could only be considered woefully inadequate in scope, consultation, and consideration. Its scope considers only the immediate streets adjacent to the College (Baronga Avenue, part of Queens Park Rd, and a small part of York Rd) and does not consider any impact, or flow on affect, on the important part of York Rd up to Oxford St, or any of the 6 streets between Birrell Street and Queens Park/York Rd (Ashton St, Rawson Ave, Dennison St, Alt St, Newland St, Bourke St).

Consultation has been poor. Residents in Ashton St, for example, received no opportunity to comment on the proposed Traffic Management Plan except for this opportunity provided by the State Government.

Consideration has been narrow at best. For example, regarding the impact on roads adjacent to the College, the TAIA notes likely "considerable increases" in waiting time at the corner of Queens Park Rd and York Rd for left hand turns under the proposed Traffic Management Plan. The TAIA does not consider the flow-on effect of this increased wait time on other streets as drivers choose other routes.

TRAFFIC – Proposed Traffic Management Plan

The proposed Traffic Management Plan (TMP) says Moriah will "re-orient the main vehicular entry point to the southern end of the school site – Gate 4A (York Rd) and the pedestrian entry to the Gate 3A (Baronga Avenue)". Under current conditions, Gates 1, 2, and 4 provide vehicular access. These proposed changes will lead to a need for all Moriah bound traffic to be southbound on York Rd in order to turn into Gate 4's queuing lane in an orderly manner. This means that all traffic that is currently northbound from Darley Rd into York Rd will need to do a loop around Baronga Avenue, Queens Park Rd, York Rd, or circle around the College and come from Birrell St increasing the number of vehicles using these Streets (Birrell-Queens Park). The TAIA states that the York and Queens Rd intersection "is already LoS F", and would be worse in the case of expansion if "no measures were taken". This would make it less attractive for north side or eastern resident vehicles to elect to use the "earlier" routes of Bourke St, Newland St, Alt St, or Denison St

toward the College thus pushing them to “later” options like Ashton St (mainly) and York Rd/Birrell St intersection, increasingly congestion at that intersection. **This would lead to a dramatic increase in throughput traffic in Ashton St.**

Conclusion

I object to SSDA 10352 on the basis outlined above.

If consideration is to be given to approving the proposed development, then would propose the following:

- (a) traffic conditions in local areas would need to change as a matter of urgency, including for Ashton St change to 40 km/h, additional chicanes, and other Traffic Calming Devices; and
- (b) proposed vehicular access to the College must be changed. Vehicular access, for parents and teachers must be provided (entry and exit) on York Road east, York Road South, Baronga Avenue, and Queens Park Road. Increasing the number of access points to four would, to some extent, help spread out the flow of traffic and “even out” the impacts of the increase in traffic on adjoining roads.

Yours sincerely

Paul Glasson
Ashton St, Queens Park