

Re: Trinity Grammar School SSD 20371- Additional Material

Appendix 8 – Traffic Presentation

We continue to object to this development proposal and the increase in student and staff numbers because of the inevitable increase in traffic in residential streets that are already congested. We live in Service Avenue so the streets to the west of the school are our particular concern.

The following is our response to new material sent to us on 2nd September, 2021.

Re: Supplementary Traffic Assessment – Updated Intersection and Assessment and Green Travel Plan

All traffic exiting the drop-off carpark goes into Victoria Street (which is a No Through Road) so cars must either turn Right back into Victoria Street or go down Harland Street.

Parents dropping off and picking up students already cause substantial traffic congestion at the intersections of Harland Street/Service Avenue and Harland Street/Queen Street.

Cars already queue along Harland Street at drop-off and pick-up times. From Harland Street, cars can only go down Service Avenue (which is No Through Road to the north) or onto Queen Street. They have difficulty getting onto Queen Street because it is a busy street, especially in the peak times so the traffic banks up.

Harland Street is very narrow and often has cars parked on it as well. This reduces the space to only one car-width, so cars can only move in one direction at times. Oncoming traffic has to stop and wait behind parked cars, causing even more banking up of traffic.

Re: Updated Results (RFI), the table showing modelling for future impact of traffic congestion

The Initial Results (EIS) table (page 6) did not mention the intersections we are concerned about. **The Updated Results (RFI) table (page 8)** do include the Harland Street/Service Avenue and Harland Street/Queen Street intersections. However, our on-the-ground, lived experience is that these figures are inaccurate and underestimated. The table does admit that there will be an increase in congestion at the Harland Street/Queen Street intersection (in the afternoons, increasing from level A to level C congestion). We are pointing out that there is already considerable congestion in the mornings as well as the afternoons and that an increase in student numbers will only worsen this situation.

The “Green Travel Plan” is very vague and unlikely to make an impact on the number of cars driving to and from the school.

In summary, the school already has 1,655 students and 277 staff (exceeding the 1,500 student cap). It is a big school already and causes a lot of traffic congestion for residents. Our residential streets are not going to get any bigger and it is extremely unlikely that many more students or staff will take up the inadequate “Green Travel Plan”. More students will mean more traffic congestion. The school had a major re-development in 2015 and it is unfair to make rate-paying residents suffer the consequences of the school’s desire to expand further to 2,100 students and 327 staff.

Yours Sincerely,

Lee Greenaway and family 10/9/2021

