North East Link Project
for Marcellin

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Trafficix Group
Key Issues

• Accuracy of modelling of access requirements for Bulleen Precinct
• Uncertainty & suitability of Manningham Club access over Marcellin Land
• New issue with proposal for park & ride access also through Marcellin site
• Construction impacts have not been minimised
Modelling errors

• The new ‘primary’ central access to Marcellin College from Bulleen Road was identified as ‘Manningham Club’ rather than ‘Marcellin College’. Agreed an error.

• Unclear whether the leg volumes are based on existing recorded volumes for Manningham Club or Marcellin College. Still unclear, but conclave agreed new data collection & modelling required.

• The level of exit traffic demand for the Marcellin College Leg would appear to be significantly underestimated based on an empirical analysis, and on this basis, the level of entry movements into Marcellin College are also likely to have been underestimated. Agreed inaccurate and new data collection & modelling required.
Modelling errors

• Unclear whether the analysis of the Marcellin College Leg takes into consideration ‘peak flow factors’ that are relevant and appropriate for determining school-based traffic, including entering and exiting movements. Agreed new modelling required to take this into consideration with new data.

• Unclear if the analysis takes into consideration any potential future growth in school populations and associated on-site car parking areas. Agreed new modelling would take this into consideration if relevant.

• Unclear whether the analysis takes into consideration the removal of the Marcellin College southern access i.e. all exit movements to be consolidated to a single location. Agreed new modelling required to take this into consideration with new data.
Shared access with Manningham Club

• Shared access is inappropriate: the uses are fundamentally incompatible (i.e. place of education and licensed premises).

• Consolidation of access for two-way traffic and footpath would require significantly more land and impact on Lyons Oval as a reasonable offset is required to any road that the school cannot control/close when the oval is in use.

• Shared access would exacerbate traffic impacts, the times and manner in which the school uses its access as a one-way link road for school drop-off and pick-up and the adjacent area as a sporting field.

• More complex internal intersection arrangements would be necessary to accommodate a two-way access road for the Manningham Club.

• Any signage necessary to identify and direct access to the Manningham Club could not reasonably be placed either within Marcellin or along its frontage.
Shared access with Manningham Club

Recommendation:

• The most appropriate course is to acknowledge that the access to the Manningham Club from Bulleen Road would be closed (as per the exhibited Reference Design), unless a direct left-in/left-out arrangement can be accommodated in the design along the Manningham Club’s site frontage.
School Access during Construction

• Access to Marcellin College from Bulleen Road is critical to the efficient operation of the school and should be maintained with full directional access during the construction and post development stages.

• Access to Marcellin is more critical in terms of traffic impacts than those of nearby sporting fields used by schools as this Marcellin will have greater off-site impacts if children are bused off-site to access facilities, whereas a reduction in access for Carey and Trinity has a positive impact of diverting buses away from the area.

• A significant area within the Marcellin College frontage is identified as a temporary works site. The specific use of this land is not defined even after further investigation – it would seem that alternative areas could be sourced for parking, site storage, etc that do not impact on the school.

• As the school will continue to operate during the construction periods and undertake its own building program, consideration for the variation in traffic volumes and whether temporary traffic signals are required to ensure that queuing remains manageable is required.
School Access during Construction

• The school requires unfettered access to the school by all school buses as well as for drop-off and pick-up activities by parents.
• Fully direction access for buses is required from Bulleen Road.
• Sandra Street and the internal accessways within the school do not have the capacity and are not arranged in a manner that would enable these to be relied upon to meet the demands of the school, particularly for the number and size of school buses.
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7 Aug 19

• Drivers of alternative design – stated as reduce construction impacts and need for tunnel to pass under Bulleen Road twice.

• Objective of Park & Ride Access - to exit to south along Bulleen Road

• No modelling completed to date

• Intersection arrangements for access (lanes, storage capacity, footprint, etc) are likely to change

• Option does not require temporary diversion road
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• Loss of Bulleen Road address for the school and no information available on interface levels

• Construction impacts: option does not require temporary road, but no attempt made to minimise project boundary on Marcellin land (e.g. such as around Carey sporting fields, Manningham Club, Venuto Club or Golf Course)

• Why is park & ride link through Marcellin necessary? Alternatives via Thompsons Road have not been adequately explored.
Thompsons Road
**Thompsons Road**

Recommendation:
Extend project boundary to include BWS training centre & Sandra Street
Park & Ride Access

Recommendation:

• The most appropriate course is to acknowledge that the access to the Park & Ride is required to the south, but that the solution is either:
  • a direct left-in/left-out arrangement possibly shared with the Manningham Club, or
  • a solution that can be developed with Thompsons Road/Sandra Street, which requires the project boundary to be extended to include BWS training centre & Sandra Street.