

McDonalds Transport Impact Assessment – A Short Summary

- The plan shows a car park with 28 car parking spaces including one disabled space.
- McDonalds have calculated a peak parking demand for the restaurant of 20 spaces during the evening peak hour (6:00-7:00pm).
- A drive-thru lane with a queuing road for 12 cars is provided.
- There are two driveways to enter and exit the development – one on Burwood Highway (the existing driveway next to Hippie Haven) and the second on Sandells Road (the existing driveway into and out of the DVD Destination car park) – both driveways have full turning movement access – left in, right in, left out and right out.
- Existing traffic volumes are (rounded):
Burwood Highway 21,000 vehicles per day
Sandells Road 2,700 vehicles per day
McNicol Road 3,500 vehicles per day
- The restaurant will generate 172 cars in the PM peak hour – based on existing traffic this is an increase of around 10%
- Loading arrangement designed for a 12.5m semi-trailer

Traffic and Parking Issues

From a review of the McDonalds report, a number of issues have been identified. You may wish to mention some of these areas of concern in your letter of objection.

The driveway entry and exit in Burwood Highway

- Australian Standards recommend that you need a minimum of 120 metres in both directions for a 60/km hr speed zone to provide 'Safe Intersection Sight Distance'. The key issue is vehicles wanting to turn both right OUT into Burwood Highway and also wanting to turn right INTO the site.
- **RIGHT TURN OUT** – 120m means that when you're sitting in your car at the Hippie Haven car park you can clearly see traffic on Burwood Highway driving east towards Upwey for a distance all the way to the Tecoma Primary School driveway. With the existing slope – the road rises towards Belgrave, and traffic queuing at the traffic lights – it is extremely difficult to see cars on the far lane. If you've ever tried to do this right turn, you'll know the difficulties to be able to safely see a gap in the Burwood Highway traffic travelling east.
- **RIGHT TURN IN** – McDonalds propose a new right turn lane into the site, but with the existing right turn lane into McNicol Road there is insufficient distance for these cars to queue – potentially blocking Burwood Hwy.
- **ISSUE** – This driveway should be for left in, left out traffic ONLY. All right turn lanes should be BANNED.

Car Parking

- McDonalds have proposed a car park with 28 spaces.
- The plan for the restaurant shows a total of 90 seats – 56 internal seats, 28 outdoors seats & 9 seats in the 'Playland' area.
- McDonalds have suggested that 20 spaces are needed for the 56 indoor seats but have not assessed the number of spaces needed for the 37 other seats.
- **ISSUE** – The application is incomplete and the car park proposed may be too small for a 90 seat restaurant.

Car Park Design

- McDonalds have proposed to retain the existing car park, which has a very steep slope.
- Australian Standards for car park design recommend a maximum gradient of 1 in 16 or 6.25% - the McDonalds car park does not meet this standard.
- It is estimated that the existing car park gradient is in the range of 8-10%
- **ISSUE** – Car park design DOES NOT meet Australian Standards

Drive-thru Design

- The design of the drive-thru is for cars to drive to the bottom of the hill, do a u-turn and then drive up the hill to get to the drive-thru window.
- This means cars will be required to do stop-start hand-break starts on a 8-10% slope dor the entire length of the drive-thru queue.
- **ISSUE** – Potential for accidents with stop-start hand-break starts and very poor design

Direction of McDonalds Traffic

- McDonalds have made the assumption that for all new 'McDonalds traffic, 40% will come from Burwood Hwy (west), 40% from Burwood Highway (east) and 20% from Sandells Rd.
- McNicol Road has not been included in the analysis.
- The peak directional flow has not been considered – for example more traffic is on Burwood Highway eastbund going towards Belgrave during the evening that the number of cars coming down the hill towards Upwey – about 54% to Belgrave, 32% to Upwey.
- **ISSUE** – Traffic analysis does not represent the road network around the McDonalds and does not actually represent the existing traffic conditions.

Additional traffic and parking issues raised by the audience at the September 11th Public Meeting

1. No traffic assessment completed for school peak @ Tecoma Primary School (3:00-4:00pm)
2. No pedestrian modelling has been undertaken, in particular in the context of the high pedestrian volumes in the immediate vicinity of the site, generated by Tecoma Primary School and Tecoma Pre-School
3. Local anecdotes suggest any right turns from Burwood Highway (heading west) are very difficult and drivers feel unsafe with fast traffic on the other lane – turning into Sophia Grove or Rutherford Rd.
4. A very high number of opposing turning movements on both sides of Burwood Highway within a short distance (around 200m). The majority of these access points are uncontrolled intersections. Three significant high volume roads to the south -Tecoma PS, McNicol Road and BP Tecoma and two to the north, Sandells Road and Sophia Grove.
5. No passive surveillance in the rear car park, further exacerbating existing security concerns and anti-social behaviour – further degrading neighbouring residential amenity.
6. Poor car park design with a ‘high conflict crossing area’ in the middle of the car park – the central east-west driveway and parking aisle in the middle of the car park is bisected by the north-south drive thru lane, resulting in an uncontrolled conflict point in the car park between opposing traffic flows.