Sydney Buses
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PLEASE DISCUSS
17/8

11th August 2009

URBAN ASSESSMENTS
RECEIVED
17 AUG 2009
NSW Department
of Planning

Michael Woodlands
Director, Urban Assessments
Department of Planning
23-33 Bridge Street
Sydney NSW 2000
GPO Box 39, Sydney NSW 2001

Dear Michael Woodlands

Environmental Assessment Exhibition (Epping Park) - MP 08_0257 and MP 08_0258

Thank you for the opportunity to provide input on the Environmental Assessment for the Major Project Applications (MP 08_0257 stage 1, residential development and MP 08_0258 Early Works Package) as submitted by the Sydney Broadcast Property Pty Ltd at 61 Mobs Lane, Epping.

State Transit has reviewed the documents received and offers the following comments to the Department of Planning regarding the application:

Access to Public Transport

The Environmental Assessment Report (appendix H and I) outlined previous consultation with STA this discussion was focused on the cancellation of the 541 services and the investigation into increased services along Mobbs Lane.

An integrated Network Plan (INP) has recently been undertaken across STA's Western Region (Region 7), that is due to be released in October 2009. As part of this INP STA has retained route 541 and it will continue to run along the Eastern end of Mobbs Lane. No changes have been proposed for route 521 (Parramatta to Eastwood Station), which currently runs along Mobbs Lane and Marsden Road, Mondays to Saturdays.

We can't elaborate on future changes to bus services on Mobbs Lane at this time, once development has been completed and residents move in, State Transit can further review services in the area and determine if increased frequency or new services are required.

To ensure the best outcome for residents wishing to use public transport, it would be beneficial if State Transit was continually informed of development progress and when occupation is approved, this will allow for more accurate service planning.

It is acknowledged that the existing level of bus services to this development may need to be adjusted to cater for the future demand if and when the site is fully occupied. The development is not well situated in relation to public transport access and changes to public transport should not be used as a bargaining tool for higher density developments.

Traffic Impact Report - Residential Development Stage 1 and Early Works Package

The traffic impact report for both the residential development stage 1 and early works were assessed and comments as followed

- State Transit disagrees with the consultants report, and believe that all external road works including the installation of traffic signals should occur in the early stage of the development. Instillation of signals in the later period will further disrupt all road users including new residents at Epping Park. Best practice would see all road works undertaken within stage one of the construction phases, when traffic is not being generated by the development.

- State Transit would also like to review and comment on the traffic signals that are to be installed at the intersection of Mobbs Lane/ Marsden Road and Eastern Access Intersection. Some concerns are expressed with the proposed timing and phasing arrangements to ensure buses will not be adversely affected.

- State Transit is concerned with the traffic conflicts that will be using the Mobbs Lane frontage, and it is unclear as to whether or not Mobbs Lane can adequately cater for the additional traffic demand generated by the development. We understand that stage one has minimal difference to existing channel 7 usage, but the whole picture should be accessed.

External Road Works

The External works plans for Mobbs Lane (Drawing 7587-PA-21 to 7587 – PA-25) has been assessed based on current and potential operations of State Transit, design detail and general comments have been provided:

- Concern must be expressed with the entry and exit point of the childcare centre onto Mobbs Lane. This arrangement will see vehicles entering a one-lane road that will be busy due to 750 new dwellings this could create conflict, safety hazards, delays and further congestion. The additional vehicles generated by the childcare centre appear, together with the development to overload Mobbs Lane.

- Drawing Number (7587-PA-21). Proposed right turn bay from Marsden Road to Mobbs Lane, is shown as 17.8 metres. This length does not provided sufficient storage space for both medium vehicles and cars. This will force queuing into the travel lane along Marsden Road. As a minimum the bay should be 40 metres. This has been calculated on the traffic signals not allowing filter right turns and assuming roughly that traffic signals will operate around a 2-minute cycle. As such, this equates to 6 vehicles per cycle, which will require 40 metres of storage.

- Drawing Number (7587-PA-21). The same right turn bay from Marsden Road into Mobbs Lane has a lane width of 2.8 metres. A standard bus has a 2.55 m wide body with 600 mm mirror extrusion; this amounts to a vehicle width of 3.1 metres in a lane of 2.8. The accident potential is further increased with a passing lane of 2.9 m, this section of roads is to narrow and alterations need to be made to the carriageway widths to ensure the safety of all road users. Ideally, the right turn bay should be an absolute minimum of 3.2 metres, which should not compromise other travel lanes.

- Drawing Number (7587-PA-21). Assessment using AustRoad turning templates has determined that buses will have to lane share in order to make the left turn from Mobbs Lane into Marsden Road. This is not an acceptable arrangement, given the amount of traffic generated through this intersection from the development site and if not done, buses will either block traffic turning right or be blocked by traffic turning right. Problems are also present with the right turn into Mobbs Lane.

  The intersection be redesigned to ensure buses can turn from within its own lane, using the 12.5 metre bus at 5 – 15 km/h with a turning radius of 15 m. Note the turning template for 5 km/h mandatory stop is not adequate. If these changes are not implemented, then bus services may not be able to use Mobbs Lane.

- Drawing Number (7587-PA-22). The bus bay to the east of the childcare centre is shown as been retained as existing. The current design allows for thirty metres, which is required but the barrier kerb where the bus needs to pull into to allow customers to board and alight needs to be long as the vehicle type using the area. In that regard State Transit smallest vehicle is now 12.5 metres in length.

- Drawing Number (7587-PA-22). The cycle path be clearly delineated for cyclists to go behind the passenger waiting area of the bus stop. This arrangement does not offer sufficient space to provide bus shelters or bus stop information, this could result in reduced demand.

  Drawing Number (7587-PA-24). The location of the proposed bus bay adjacent to the entry/exit for road two onto Mobbs Lane could create potential conflicts. To alleviate this difficulty, the bay would need to be relocated to the departure side of the entry/exit from road two; this would allow no stopping on the approach to the bay and would reduce conflicts associated with manoeuvring. This bay has also been noted as shelter provided, but this was not clear on the plans and no shelter location was found when viewing the plan.

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Construction Traffic Implications

Due to the extent of the internal and external works along the Mobbs Lane frontage, STA foresees considerable disruption to our services in the area. We would request that the State Transit be part of TCP / TMP approval process and contact with our traffic section should be mandatory. State Transit would also appreciate if the following information could be forwarded, as it becomes available:

- Information on Lane and footpath closures – well in advance as the public notice will need to be undertaken
- Any Traffic Control Plans for early works and stage 1 construction
- Construction Traffic Management Plans
- Detailed construction plans for intersection design and traffic signal design plans
- Construction phasing arrangements (work schedules)

Should you require further information regarding this matter, I can be contacted during business hours on 9245 5750 or alternatively Ian Brocklehurst on 9245 5665

Yours sincerely

Brian Mander
Manager, Traffic Planning

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