



traffix

traffic & transport planners

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NSW Department of Planning
23-33 Bridge Street
Sydney NSW 2000

Attention: Michael Woodland; Director; Urban Assessments

Re: Major project (09_0039) - Mixed use development containing retail, commercial, residential uses and the Redfern RSL club.

Dear Michael,

I refer to the correspondence received from Wilfred Nino which included responses by the RTA and the Ministry of Transport regarding the subject development. In this regard, we have reviewed the submissions by these agencies and provide the following comments:

➤ Promotion of Public Transport, Walking and Cycling

The site is located with excellent access to public transport and a relatively good utilisation of these services is expected by both staff and residents of the proposed development. A Travel Access Guide is included in **attachment 1** in order to encourage increased mode share for public transport by users of the development.

➤ Bicycle Storage

The proposed provision of bicycle storage satisfies the requirements of Council's DCP 11 and is therefore considered acceptable. Moreover, these facilities are predicted to be used predominantly by commercial and retail staff in addition to residential visitors which nominally require a combined provision in the order of 13 spaces as outlined in our report. Residents are expected to use their private storage lockers in the event that they require bicycle storage.

Therefore, the proposed bicycle parking provision is considered appropriate for the future needs of the development.

➤ Parking

The RTA raised no issues with regard to the number of parking spaces provided on-site. The Ministry of Transport (MoT) does not support the level of parking provided in its letter dated 26th August 2009. This is considered unjustified as the proposed parking is already significantly less than that specified in both the RTA's "Guide to Traffic Generating Developments" and the relevant Council DCP (the former South Sydney DCP 11). In particular, the latter incorporates moderate rates that already suppress parking to a significant extent, with the objective of promoting non-car travel modes. In this regard the proposed parking is considered appropriate with no further reduction necessary. In assessing the development, consideration should also be given to the following:



- Parking spaces are required for marketability reasons to encourage tenants into the development. This has a further impact on the viability of the development and consideration should be given to the benefits to be derived from urban revitalisation and the subject development will be a catalyst to encourage future development;
- Due to the reality that many places of work, particularly in the Sydney CBD, do not provide sufficient car parking facilities for employees, it is expected that a significant number of residents will use other means of transport for journey-to-work trips. This will result in significantly fewer weekday peak hour trips by private vehicle without the need to limit carparking available to future tenants, particularly residents. That is, public transport will be used during the more critical commuter peak periods, while residents will have a car available for other trips including educational, recreational and shopping trips which often occur outside the commuter peaks when public transport services are moderate and in some cases not available to some destinations;
- The site's convenient location with respect to public transport, combined with the implementation of the Transportation Access Guide, is expected to result in significant levels of public transport utilisation by both residents and staff for all trip types, but particularly commuter travel;

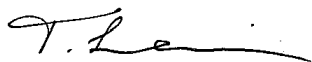
With regard for the above, it is not considered necessary to further restrict parking permitted on the site below that currently proposed. Furthermore, in practice many of the future residents in the proposed development are likely to already own cars. Therefore reducing the number of on-site parking spaces will not necessarily reduce the parking demand associated with the development, but rather place undue strain on the on street parking in the vicinity of the site which is already limited in availability.

Construction Impacts and Management Measures

Identification and measures to manage any potential impacts relating to the construction stage of development will be included within a subsequent Construction Management Plan. This will include a Construction Traffic Management Plan related to any traffic, cyclist and pedestrians impacts and mitigating measures required. The preparation of such a plan is expected to be covered by a suitable condition of consent.

Yours faithfully,

TRAFFIX



Tim Lewis
Associate

Encl: attachment 1 – travel access guide



attachment 1



TRANSPORT ACCESS GUIDE

157 Redfern Street, Redfern

➤ Pedestrian Access

The site is located to the east of Redfern train station, on the eastern side of Gibbons Street, in Redfern. The site lies inside the area covered by the Council's Pedestrian and Mobility Plan, included in **attachment 1a**, surrounding places of interest such as the Cleveland Street and Redfern Street local shopping precincts being easily accessible on foot.

➤ Bus Routes and Timetables

Bus services are shown in figure 4 which is reproduced in **attachment 1b**. Also included in attachment 1b is a brochure for the free 'Village to Village' shuttle service to key attractions including the major shopping centre at Broadway. Information concerning service frequencies may be obtained by visiting the Sydney Buses web site at

<http://www.sydneybuses.info/timetable/>

In addition, an information line is available by calling 131 500 for free travel advice. Bus stops are available adjacent to Redfern Railway station, approximately 30 meters to the west of site and along the eastern side of Regent Street which is also within 50 metres of the site.

➤ Bike Paths

The bicycle path network in the locality is shown in **attachment 1c**. It is noted that the cycle network is evolving and incomplete. However, there are numerous low speed local roads that can be shared as on-road bicycle routes. Further information is available from Sydney City Council by visiting the following web site:

<http://www.cityofsydney.nsw.gov.au/AboutSydney/documents/Plans/BikePlanAndMaps>

Secure bicycle storage facilities are available on-site.

➤ Rail Services

Rail services are available from Redfern Station, located approximately 30 meters to the west of site.

<http://www.cityrail.info/timetable/index>

Alternatively, call the travel information line on 131 500 for travel advice.



➤ Taxi Services

Taxi services are available by contacting Taxis Combined at the following web site or by calling 133 300.

<http://www.taxiscombined.com.au/index.htm>

Silver Taxi Services can be found at the following we site or by calling 133 100.

<http://www.silverservice.com.au/index.htm>

➤ Disabled Parking

Disabled parking is available within the basement car park, accessed via Williams Lane.



attachment 1a

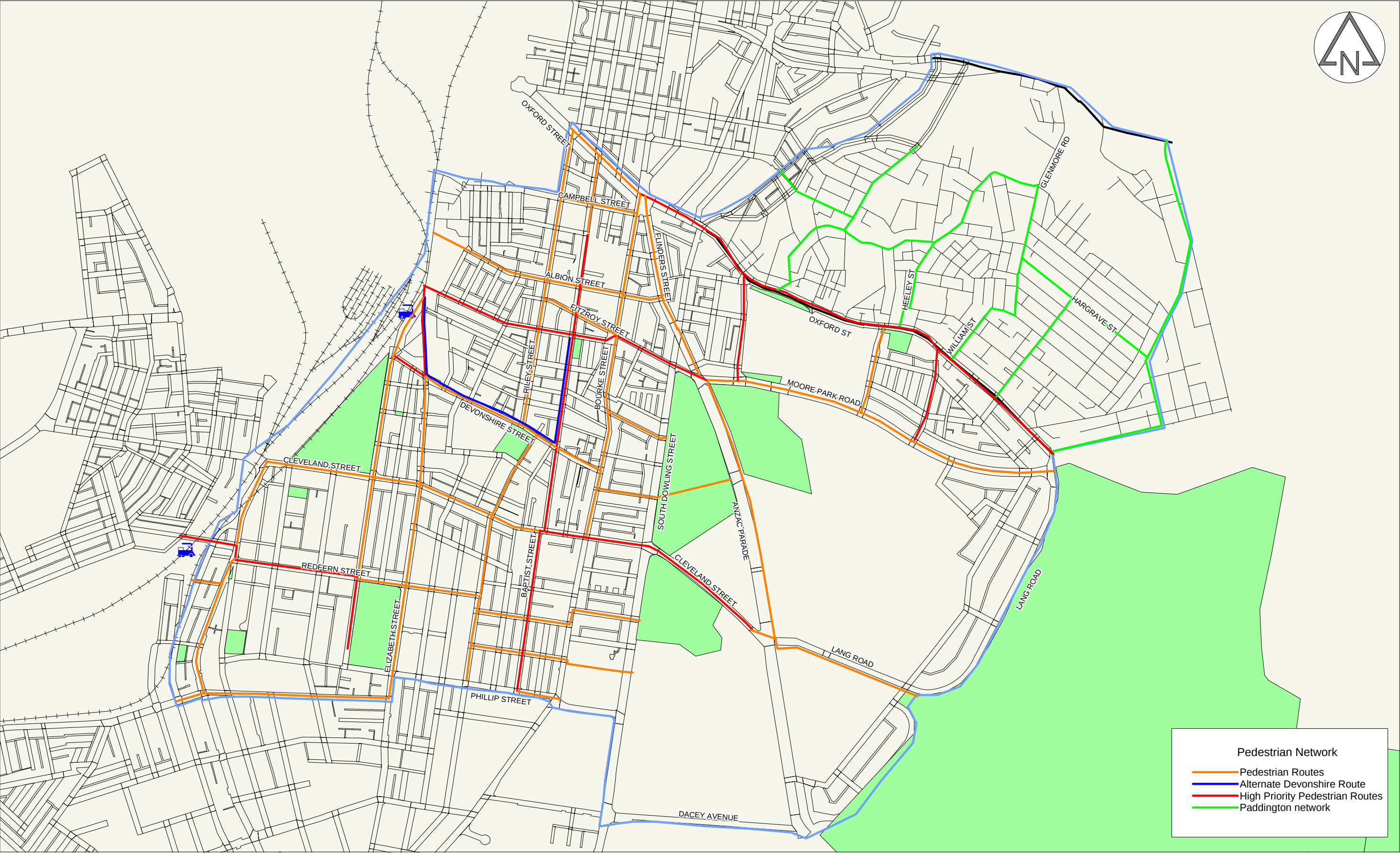
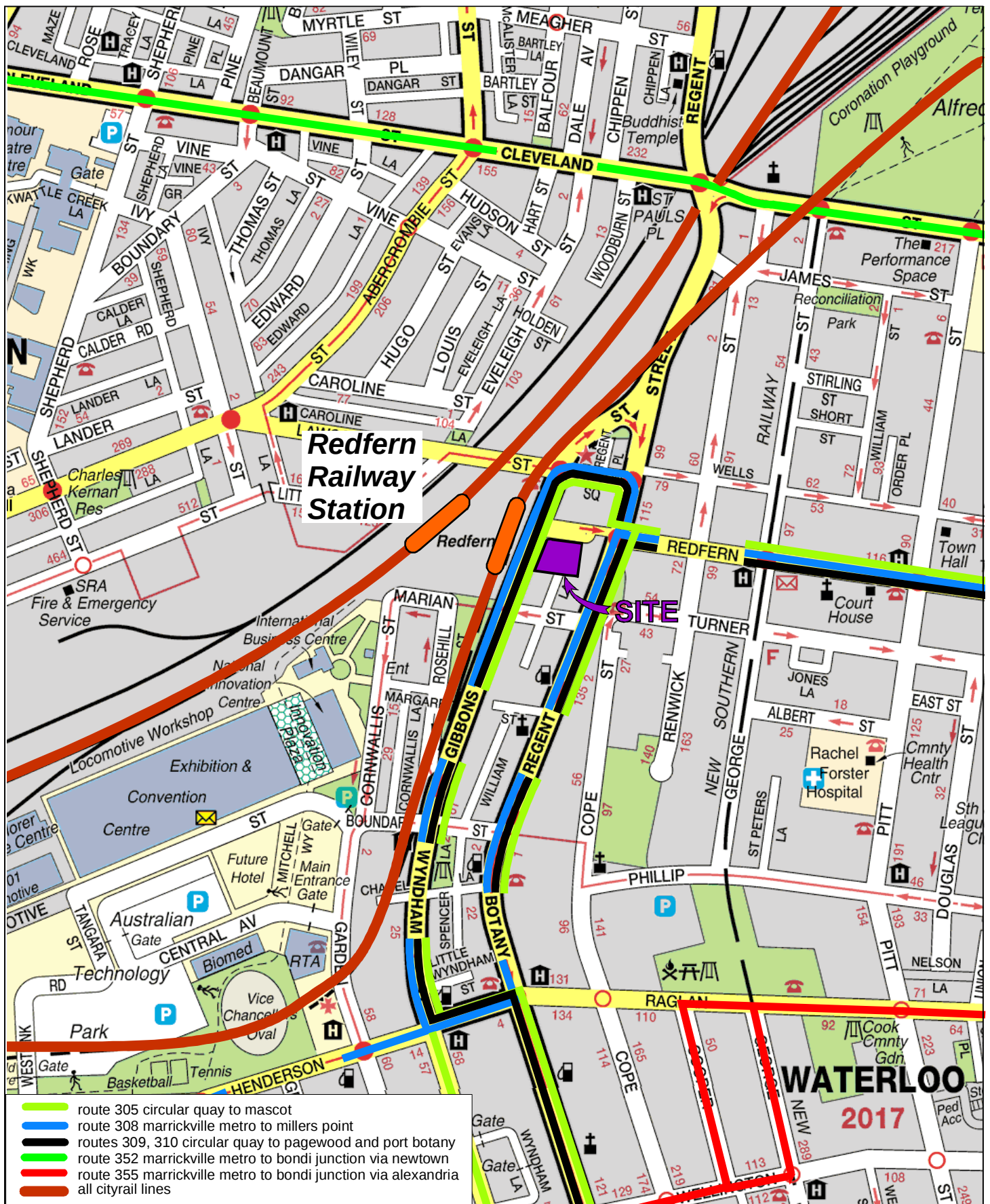


Figure 9
Pedestrian Network



attachment 1b



impact assessment: redevelopment of
redfern RSL club
gibbon and redfern streets, redfern

figure 4
transport routes

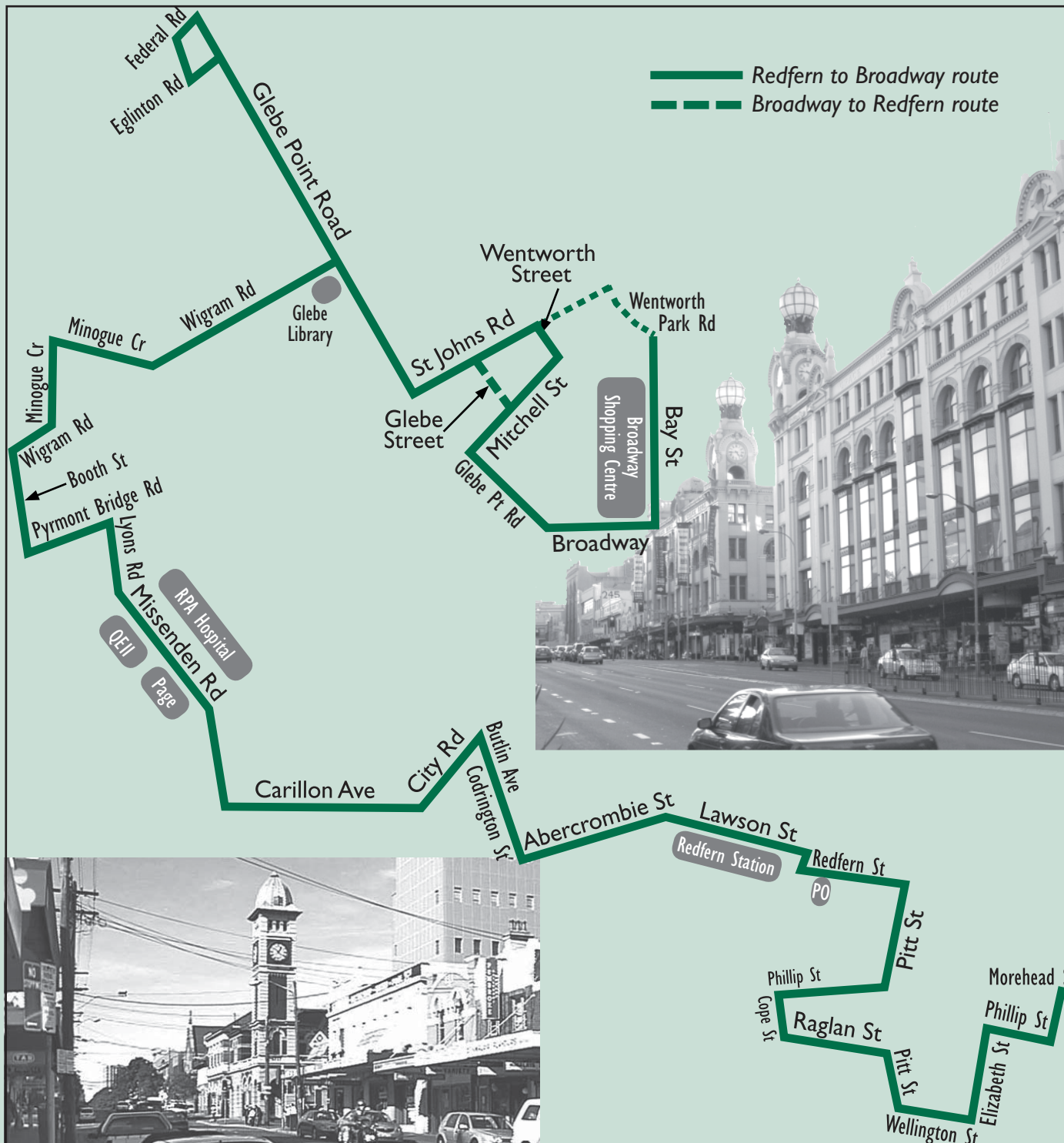
prepared on behalf of deicorp constructions
by traffic & transport planners



Village to Village

Shuttle will stop at all places listed below.
Please use times as a guide to the stops in between.

← To Broadway	Street	Bus Stop	Trip 1	Trip 2	Trip 3	Trip 4	Operates Thursday and Fridays (excluding public holidays)
	Morehead Street	Poets Corner	8:45am	10:30am	12:30pm	2:15pm	
	Phillip Street	Bus stop on corner of Beaumont St					
	Elizabeth Street	Doctors surgery					
	Wellington Street	Opposite FactTree Youth Centre					
	Pitt Street	James Cook					
	Raglan Street	355 Bus Stop					
	Phillip Street	Salvos driveway					
	Pitt Street	Rachel Foster Hospital					
	Redfern Street	Bus stop opposite Post Office					
	Lawson Street	Redfern Station, near coffee shop	9:00am	10:45am	12:45pm	2:30pm	
	Abercrombie St	Park on corner of Shepherd Street					
	Codrington Street	Opp. Sydney Uni Aquatic Centre					
	Carillon Avenue	RPA Medical Centre					
	Missenden Road	RPAH Page Building and QEII	9:05am	10:50am	12:50pm	2:35pm	
	Lyons Road	Joanna O'Dea					
	Minogue Crescent	431 bus stop					
	Wigram Road	All STA bus stops	9:15am	11:00am	1:00pm	2:45pm	
	Glebe Point Road	All bus stops					
	Federal Road	Bicentennial Park					
	Glebe Point Road	All bus stops					
	Glebe Point Road	Opposite Glebe Library					
	St Johns Road	Bus stop on cnr of Colbourne Ave					
	Wentworth Street	Between St Johns Road & Mitchell St					
	Glebe Point Road	Bus Stop on corner of Cowper Street					
	Bay Street	Broadway Shops	9:30am	11:15am	1:15pm	3:00pm	
← To Redfern	Bay Street	Broadway Shops	Trip 1 9:30am	Trip 2 11:15am	Trip 3 1:15pm	Trip 4 3:00pm	Trip 5 4:15pm
	Wentworth Park Rd	Between Cowper Street and Bay St					
	Wentworth Street	Between St Johns Road & Mitchell St					
	Glebe Street	Pre-school					
	St Johns Road	Glebe Post Office					
	Glebe Point Road	Glebe Library					
	Federal Road	Bicentennial Park bus stop					
	Glebe Point Road	All bus stops					
	Wigram Road	All bus stops	9:45am	11:30am	1:30pm	3:15pm	4:30pm
	Minogue Crescent	All bus stops					
	Lyons Road	Bus zone opposite Joanna O'Dea					
	Missenden Road	QEII and RPA Hospital	9:50am	11:35am	1:35pm	3:20pm	4:35pm
	Carillon Avenue	Opposite RPA Medical Centre					
	Codrington Street	Sydney Uni Aquatic Centre	10:00am	11:45am	1:45pm	3:30pm	4:45pm
	Abercrombie St	Corner of Shepherd Street					
	Lawson Street	Redfern Station, opposite coffee shop					
	Lawson Street	Bus stop opposite TNT					
	Redfern Street	Bus stop opposite pizza shop					
	Phillip Street	Opposite Salvos driveway					
	Raglan Street	355 Bus Stop					
	Pitt Street	Opposite James Cook					
	Wellington Street	FactTree Youth Centre					
	Elizabeth Street	Shops					
	Phillip Street	PCYC					
	Morehead Street	Poets Corner	10:15am	12:00pm	2:00pm	3:45pm	5:00pm



Village to Village



A free bus service for City of Sydney residents
 – operating on Thursdays and Fridays
 from Redfern to Broadway.



For more
 information
 call
9319 4439





attachment 1c

Visibility Tips

- The law requires all cyclists to have a white light on the front and a red light and red reflector on the rear of their bike at night
- When riding at night wear reflective clothes or use reflective tape on clothing, bags and equipment
- Be seen
- Be predictable
- Watch for opening car doors.



Cycling Courses

The City is running free cycling confidence courses. These courses teach low risk and responsible riding. They are suitable for people who can already ride but need confidence and traffic skills to commute in the City. For information about how to book, visit cityofsydney.nsw.gov.au/cycling

There are also courses available via the Sydney Community College. Visit www.sydneycommunitycollege.com.au or call 8752 7555 for further details.



Did you know?
You can travel in bus lanes and transit lanes, but not bus-only lanes.

General Cycling Tips



- Always wear a helmet
- Know the road rules that apply to all road users as well as those specifically for cyclists by going to the RTA's website www.rta.nsw.gov.au
- Obey traffic signals and signs
- Give hand signals when turning
- Ride in a prominent position
- Ride in a straight line; do not weave in and out of cars or pass cars on the left
- Give way to pedestrians and other vehicles when entering and crossing a road
- Consider carrying a pump and flat tyre repair kit as well as a good quality lock
- Make sure your bike is fitted with a bell.

Did you know?
Your bike is a vehicle. Failing to obey road and bike rules may result in a fine.

Riding to Work

Riding to work and other destinations combines your transport and exercise time.

It is physical activity that can be incorporated into your everyday routine, and helps reduce the potential for illnesses associated with a sedentary lifestyle, including cardiovascular disease and diabetes. You'll save money on petrol, insurance, parking, and other car maintenance costs. Cycling is also a proven stress release. You'll find more information at www.bicyclensw.org.au and www.cyclingpromotion.com.au



Types of Infrastructure



These photomontages show some of the cycleway treatments which will be used (where appropriate) in the City of Sydney's 200 kilometre cycleway network.

Shared Paths

A shared path is used by people walking and cycling, and is identified by the image of a pedestrian and a bike on the pavement.

On shared paths cyclists need to give way to pedestrians and cycle slowly. Please note that riding on the footpath is not permitted unless it is a shared path or you are accompanying someone who is under 12 or the rider is under 12.

- Tips for when you're on a shared path:**
- Keep left
 - Signal your approach
 - Control your pets
 - Be polite and aware of others.



Did you know?
A bike can take a lane of traffic (like any other vehicle).

Remember:
Wear an approved bike helmet.

Cycling Events Diary

World Environment Day breakfasts

The City of Sydney's World Environment Day cycling breakfasts have been running since 2007. These breakfasts thank cyclists for helping the environment by commuting by bike.

NSW Bike Week 26 September – 4 October 2009

NSW Bike Week is a state-wide NSW Government initiative that raises the profile of cycling as a healthy, easy, low cost and environmentally friendly alternative to driving for short trips in your local community.

City of Sydney Spring Cycle 27 September 2009

The City of Sydney Spring Cycle is Australia's premier annual recreational ride. A great day out for all ages and abilities you can choose from four ride options ranging between five and fifty kilometres. The event finishes at Sydney Olympic Park with a cycling festival that includes live entertainment, activities, food and drinks.

National Ride to Work Day 14 October 2009

National Ride to Work Day is a behaviour change program encouraging people to commute to work by bike and gain the health, financial and environmental benefits of riding.

For information about these and other cycling events and social rides visit:
www.cityofsydney.nsw.gov.au/cycling
www.pushon.com.au
www.bicyclensw.org.au

Bicycle User Groups

Bike groups support a cycling-friendly culture and have a wealth of inside knowledge to share.

Contact the following organisations to find out more about bike lessons, local bike buddy programs, cycling events and membership.

Bicycle NSW

Ph: 9218 5400
www.bicyclensw.org.au

BikeSydney

Ph: 0403 999 899
www.bikesydney.org

BIKEast

Ph: 9363 9131
www.bikeast.org.au

Leichhardt Bicycle User Group

Ph: 9810 3706
users.bigpond.net.au/lbug

Marrickville-South Sydney Bicycle User Group

Ph: 9294 5900
www.massbug.org.au

Bike North

Ph: 9872 2583
www.bikenorth.org.au

Strathfield/Burwood

Ph: 9745 1942
www.burstbug.org.au

Canada Bay

Ph: 8765 9719
www.baybug.org.au

Ashfield

Ph: 8293 4504
www.ashbug.org.au

Bike Bus

info@bikebus.org.au
www.bikebus.org.au

Education

The City is running education campaigns to target key behavioural issues. The City's behavioural campaign has a message for each road user.

The **cyclist message** encourages cyclists to stop at red lights. The City wants to promote responsible riding for the safety of cyclists and other road users and to help legitimise cycling as a form of transport.

The **driver message** encourages drivers to look before opening their car door. Two in five cycling injuries in the CBD involve car doors so this message aims to minimise car door incidents and increase awareness and consideration between road users.

The **pedestrian message** encourages pedestrians to look both ways before crossing a cycleway. This is an important message to communicate as new bi-directional cycleways such as King Street become operational in the City.

To find out more about these and other campaigns visit cityofsydney.nsw.gov.au/cycling



Sustainable Sydney 2030

The City of Sydney's Sustainable Sydney 2030 Vision and the Cycling Strategy and Action Plan 2007

– 2017 aim to make cycling as attractive a choice of transport as walking or using public transport and identify the infrastructure needed to ensure a safer and more comfortable cycling environment. Significant input was sought and gathered from the community during their preparation.



The City has allocated \$70 million over the next four years to build an effective cycle network across the City. The implementation of the network reflects the commitment of the City to deliver greener, connected neighbourhoods and maximise the benefits of cycling, which include reduced traffic congestion, cleaner air and better community health.

Clover Moore

Clover Moore MP
Lord Mayor



Sustainable Sydney

CITY OF SYDNEY
city of villages

Where to park your bicycle

– RPA and The University of Sydney



For copies of this map, contact:

Sustainable Campus Program
University of Sydney
Ph: 9036 5441

Health Promotion Service
Ph: 9515 9055
hpreception@email.cs.nsw.gov.au

City of Sydney
Ph: 9265 9333

University of Sydney

Sustainable Campus Program
Ph: 9036 5441
www.usyd.edu.au/sustainable

Bike parking
See detailed university map

Student Union Lockers
Ph: 9563 6094

Showers
Available at Sydney University Sport for members (www.sustf.com.au) or check with your department

Stolen or damaged bikes on campus
Ph: 9351 3487

Bicycle maintenance
<http://bikeclub.wordpress.com>



The University of Sydney

SYDNEY SOUTH WEST
NSW HEALTH

CITY OF SYDNEY
city of villages

live green
Sydney cycling map





Sydney
Published by City of Sydney
Base map by Sydney Publishing Pty. Ltd.

Legend

- Cycle routes on road low to medium traffic
- Cycle routes on road heavy traffic
- Cycle routes on separate cycleway
- Motorists with Station
- Metro Light Rail with Station
- Railway Line, with Station and distance to city
- Shops
- Traffic Light or Pedestrian Crossing

0 500 metres

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