

15 November 2021

TfNSW Reference: SYD21/00799/02

Client Reference: SSD-23330227

Director
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Dimitri Gotsis

EXHIBITION OF EIS - UPGRADES TO JOHN PALMER PUBLIC SCHOOL AND INCREASE IN STUDENTS FROM 943 TO 1012 - 85 THE PONDS BOULEVARD, THE PONDS

Dear Sir/Madam,

Reference is made to Department of Planning, Industry and Environmental (the Department) correspondence dated 15 October 2021, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted information and raises the following matters for consideration prior to the determination of this application:

1. It is understood that the location of the proposed raised zebra crossing on Jetty Road is not yet confirmed. TfNSW provides the following comments for the further design and location of the raised zebra crossing design:
 - TfNSW is concerned with regards to the sight distance at the approaches to the new raised zebra crossing due to in-lane plant box on Jetty Road.
 - Safety concerns raised with regards to the location of the new pedestrian entry to the school location opposite to Sail street. This location may encourage pedestrian to cross at the intersection. Pedestrian fencing should be provided to ensure pedestrian crossing at the designated crossing facilities.
 - The indicative location of the new raised zebra crossing on Jetty Street will conflict with the start of the existing 40km/h school zone.
 - Once the confirmation of the exact location of the new access to the school is received TfNSW will conduct on site review in line with the School Zone Guidelines. Once the construction new entry is completed on site, the developer should allow 15 weeks between the construction completion date and the opening date for the school to allow TfNSW to review/approve/implement the extension of the 40km/h school zone signs.
 - The new raised zebra crossing and associated signage will need to be submitted to and approved by the Local Traffic Committee prior to the construction.

2. TfNSW has reviewed the STP and advises that further improvements can be considered and would provide the following comments:

- **Mode share** – Further steps should be undertaken to increase the mode share for students, as they could walk, cycle or scooter or take the bus/train to the school and back. TfNSW proposes a small percentage decrease for staff car use to 80%, split into 40% for car-pooling and 40% for single occupant cars. Detailed improvement suggestion is illustrated in the table below:

Mode type – Forecast Students	John Palmer PS	TfNSW proposed mode share
Car park and walk	5%	5%
Bike	11%	15%
Scooter	8%	10%
Bus	2%	5%
Walking	25%	25%
Drop Off Pick Up	50%	40%

Mode type – forecast (Staff)	John Palmer PS	TfNSW proposed mode share
Car	85%	80% (40% car pooling, 40% single car use)

- The STP should be updated to include, but not be limited to:
 - analysis of current travel survey data and school postcode data and discussion of how this data has informed the mode share targets and actions of the STP;
 - identifying the number of staff and students within reasonable walking / cycling distance;
 - staged mode share targets for staff, students and visitors which reflect a commitment to increase non-car mode share for travel to and from the site;
 - implementation strategy that commits to specific actions (including operational procedures to be implemented along with timeframes) to encourage the use of public and active transport and discourage the use of single occupant car travel to access the site for both students and staff;
 - details of bicycle parking and dedicated end of trip facilities including but not limited to lockers, showers and change rooms and e-bike charging station(s) for staff and students to support an increase in the non-car mode share for travel to and from the site;
 - a Transport Access Guide for staff, students and visitors providing information about the range of travel modes, access arrangements and supporting facilities that service the site;

- a communication strategy for engaging with students, staff and visitors regarding public and active transport use to the site and the promotion of the health and wellbeing benefits of active and non-car travel to the site;
- include a mechanism to monitor the effectiveness of the measures of the plan; and
- the appointment of a Travel Plan Coordinator responsible for implementing the plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets.

The School Travel Plan shall be reviewed annually for at least the first five years and involve surveys, evaluation, and review.

Transport for NSW has developed a Travel Plan Toolkit designed for the person or group responsible for developing and implementing a Travel Plan. This toolkit provides the steps, templates, and resources for developing a comprehensive Travel Plan and may be accessed at: <https://www.mysydney.nsw.gov.au/travelchoices/tdm>

- **Data** –To further help monitor and measure the increase in public transport use, it is recommended that an additional weekly report of patronage using Opal data to and from the school should be prepared. Traffic volumes can also be assessed on the road network within John Palmer Public School area, before and after school. These could be monitored to assess whether:
 - Students and staff are re-moding private vehicles to buses.
 - Traffic volumes during peak hours had reduced.
- **End of trip (EOT) facilities** – Given the increase in student and staff numbers, and hotter temperatures in summer, it is recommended that the numbers of showers should be increased to **4** showers and **2** change rooms in total. This would mean 2 x showers plus 1 x change room for staff and the same amount for students. It is also recommended that the number of bike railings for staff should be increase. These facilities should be promoted within your “**Implementation Strategy**”. End of Trip Facilities Guidance can be accessed from the website on <http://data.mysydney.nsw.gov.au/Travel+Choices/EOT+Guidance.pdf>.
- **Promotion** - It is recommended that School to consider additional initiatives to promote additional use of active travel, such as:
 - Holding competitions and offering prizes for staff and students that walk or ride to the school e.g. September, Biketober.
 - Promoting active travel as a means to support staff and student’s health and wellbeing.
 - Promoting the use of end bike facilities to promote active transport use.
 - Promoting to parents the potential of active travel to school as an opportunity to stay active themselves.

Should this application be determined without the abovementioned matters being addressed, TfNSW requests that the following conditions are included in any consent:

1. School Zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not be provided along roads adjacent to the school without a direct access point. Road Safety precautions and parking zones should be incorporated into the neighboring local road network:
 - 40km/hr School Zones are to be installed in accordance with the following conditions.
 - Council should ensure that parking, drop-off and pick-up zones and bus zones incorporated are in accordance with TfNSW standards.

Transport for NSW (TfNSW) is responsible for speed management along all public roads within the state of New South Wales. That is, TfNSW is the only authorised organisation that can approve speed zoning changes and authorise installation of speed zoning traffic control devices on the road network within New South Wales.

Therefore, the Developer must obtain written authorisation from TfNSW to install the School Zone signs and associated pavement markings and/or remove/relocate any existing Speed Limit signs.

To obtain authorisation, the Developer must submit the following for review and approval by TfNSW, at least eight (8) weeks prior to student occupation of the site:

- a. A copy of Council's development Conditions of Consent
- b. The proposed school commencement/opening date
- c. Two (2) sets of detailed design plans showing the following:
 - i. School property boundaries
 - ii. All adjacent road carriageways to the school property
 - iii. All proposed school access points to the public road network and any conditions imposed/proposed on their use
 - iv. All existing and proposed pedestrian crossing facilities on the adjacent road network
 - v. All existing and proposed traffic control devices and pavement markings on the adjacent road network (including School Zone signs and pavement markings).
 - vi. All existing and proposed street furniture and street trees.

School Zone signs and pavement marking patches must be installed in accordance with TfNSW approval/authorisation, guidelines and specifications.

All School Zone signs and pavement markings must be installed prior to student occupation of the site.

The Developer must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed.

Following installation of all School Zone signs and pavement markings the Developer must arrange an inspection with TfNSW for formal handover of the assets to TfNSW. The installation date information must also be provided to TfNSW at the same time.

Note: Until the assets are formally handed-over and accepted by TfNSW, TfNSW takes no responsibility for the School Zones/assets.

2. The Construction Traffic Management Plan (CTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be updated and submitted to the Department for approval prior to the issue of a Construction Certificate. The CTMP must be in consultation with Council and be endorsed by Council and TfNSW. The document can be submitted to TfNSW via the email: development.ctmp.cjp@transport.nsw.gov.au .
3. Prior to the issue of the first Occupation Certificate, the applicant should prepare an updated School Travel Plan in consultation with and endorsed by TfNSW. The School Travel Plan (STP) should be submitted to development.sco@transport.nsw.gov.au.

If you have any further questions, Mr. Felix Liu would be pleased to take your call on 8849 2113 or email development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



Malgy Coman
Senior Land Use Planner