1 December 2021

Ms Kirsten Fishburn
Secretary
Department of Planning, Industry and Environment
Locked Bag 5022,
Parramatta NSW 2124

Attention: Nahid Mahmud

Dear Ms Fishburn,

EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT
PYMBLE LADIES COLLEGE – GREY HOUSE PRECINCT
20 AVON ROAD, PYMBLE

Thank you for referring the Environmental Impact Statement (EIS) for SSD-17424905 'Pymble Ladies College – Grey House Precinct' to Transport for NSW (TfNSW) for review and comment.

TfNSW has reviewed the EIS and provides the following advisory comments for the Department's consideration in **TAB A**.

If you have any further inquiries in relation to this development application please contact Narelle Gonzales, Development Assessment Officer, on 0409 541 879 or by email at: development.sydney@transport.nsw.gov.au.

Yours sincerely,

Brendan Pegg
Senior Land Use Planner
Planning and Programs, Greater Sydney Division

TAB A

The below advisory comments are in relation to the Green Travel Plan (GTP), provided in the Transport Impact Assessment (TIA) for consideration:

- **Green Travel Plan Objectives**

    Comment:

    TfNSW notes the objectives of a GTP provided in the TIA, however, advises when preparing a GTP, measures must ensure that non-private vehicular modes of transport are the preferred mode of travel to / from the development.

    Recommendation:

    The GTP should include objectives to reduce the proportion of single-occupant car travel by staff and visitors to and from the site and increase the mode share of public transport and active transport for the life of the development. These objectives need to be met within the school's Implementation Strategy and Implementation Plan initiatives, taking into consideration the TfNSW proposed mode share table below.

- **Mode Share Targets**

    Comment:

    TfNSW appreciates that the TIA provides mode share tables to identify and provide existing and future mode share targets for staff and students to take active and public transport travel to and from the site.

    Recommendation:

    Given the very close proximity of the site to trains, buses and pedestrian routes, TfNSW has proposed the below mode share table for the site, aiming to reduce single occupancy car use and promote active and public transport, supported by more ambitious strategies and initiatives to achieve these goals. Please also consult our website Travel Plan Toolkit and Travel Plan template for further information.

Travel Mode (staff and students)	Stantec proposed mode share	TfNSW proposed mode share
Vehicle (as driver)	61%	50%
Vehicle (as passenger)	3%	10%
Train	29%	35%
Bus	2%	5%
Walking and Cycling	5%	10%
Other	1%	0%

- **Travel Access Guide**

    Recommendation:

    TfNSW requests that a separate Travel Access Guide (TAG) be placed as an appendix in the GTP. The TAG should include separate route maps of all modes of transport; buses (private and public), trains, walking, as well as times for these public transport options. The TAG should also:

    - Include a map and key messages/rules around the Kiss and Drop zone rules for parents and students.
    - Provide information advising students and staff that additional information about service routes and timetables for buses and trains is available on the Trip Planner at transportnsw.info/
    - Provide information advising students that additional information about walking routes is available on the Trip Planner at transportnsw.info/
    - Update number and location of End of Trip facilities (showers, lockers, change rooms) and locate on map.
    - For further helpful information – please check this link How to Create a Travel Access Guide doc here.

- **Monitoring and Measuring the Green Travel Plan**

  Comment:

  TfNSW appreciates the surveys provided in the GTP and would request annual travel questionnaire surveys should be undertaken with a focus to establish travel patterns including mode share of trips to and from the site. These surveys should be undertaken every year and when future transport upgrades take place.

  Recommendation:

  To further help monitor and measure the increase in public transport use, TfNSW suggests:

  - An additional weekly report of patronage using Opal data to and from the school (as well as data from private bus companies running additional buses).
  - Traffic volumes can also be assessed on the road network within the school area, before and after school. These could be monitored to assess whether:
    - o Students and staff are re-moding private vehicles to buses.
    - o Traffic volumes during peak hours had reduced.

- **End of Trip (EOT) facilities**

  Comment:

  TfNSW notes that the GTP does not include any details of end of trip facilities.

  It is recommended that the locations of the end-of-trip facilities such as bike racks, showers, lockers and change rooms should be promoted in the Travel Access Guide (TAG). This will enable staff and students to store their teaching material/resources and exercise gear in a safe and secure location. Given the hotter temperatures in summer, TfNSW recommend the proposed numbers of showers to be 4 showers and 2 change rooms (total). This would mean 2 x showers plus 1 x change room for staff and the same amount for students.

- **Pedestrian Walking**

  Comment:

  Whilst TfNSW understands there is good walkability for students and staff walking to school, and this has been placed into the TfNSW proposed mode share, this will be reliant on the safe management of all the pedestrian pathways to and from the school.

  Further detail in the Implementation Plan is required on how and when these actions will be taken and by whom.

- **Implementation Strategy**

  Recommendation:

  TfNSW appreciates the substantial work done on the GTP in the College-led initiatives. TfNSW recommends that this document is re-named to be called Implementation Strategy, which has a separate implementation plan of tasks and actions (rather than actions), including all the College-led initiatives and incentives (listed below), timing and completion dates. The implementation plan should include your communications tasks, and who will do the tasks.

  TfNSW recommends that key opportunities as initiatives or incentives (as actions) are listing within your Implementation Plan. The idea of Travel Plan Committee is encouraged here to make sure these actions are completed. Tightening up the Implementation Plan with these steps will ensure the overall effectiveness of the GTP. This implementation plan should be updated both on an annual basis, and when future transport services and pathways eventuate.

  The GTP section on Partnerships can also be put into the Implementation Plan with as part of your stakeholder engagement strategy would be included in this.

- **Submission of the Green Travel Plan**

  Recommendation:

  TfNSW requests the finalised GTP is submitted to TfNSW for review prior to the issue of a completion certificate.