



14 December 2021

TfNSW Reference: SYD21/00813/02

DPIE Reference: SSD-23512960

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

Attention: Patrick Andrade

EXHIBITION OF EIS - UPGRADE OF GLENWOOD HIGH SCHOOL TO ACCOMMODATE 1820 STUDENTS - 85 FORMAN AVENUE, GLENWOOD

Dear Sir/Madam,

Reference is made to your correspondence dated 17 November 2021, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted information and requests that the following requirements are included in any consent issued:

1. TfNSW are 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 any new 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.

TfNSW also provides the following comments in regarding the STP for the Department's consideration:

- **Pedestrian infrastructure upgrades:** TfNSW seeks confirmation of what supporting pedestrian infrastructure is proposed to be upgraded and any gaps identified near the school that should be improved to support active transport outcomes. TfNSW suggests that further pedestrian and cycling infrastructure improvements could lead to better active transport outcomes in the area. Map 2.61 (p26) in the STP indicates a number of pathways missing footpaths around the school.
- **Mode share –** TfNSW appreciates the work that has been done on this STP. TfNSW requests that you take further steps to try and reduce your private vehicle mode share in the short term, and parking requirements for staff particularly. TfNSW would suggest that long term mode shares be increased following future transport upgrades. TfNSW really encourages that EV charging stations be considered in the design of this site, to be included in the long-term mode share as well. TfNSW proposed mode split targets (short term) are listed below:

Travel Mode	TfNSW suggested Mode Split Target (short term)
Walk	40%
Bicycle/Scooter	<1%
Bus/Train	12%
Pick Up Drop Off (PUDO)	40%
Car (driver)	7%
Total	100%

- **Parking management strategy** – TfNSW appreciates the consideration given to reducing staff car parking. TfNSW requests that the STP considers implementation of a parking management strategy that prioritises use by staff on a needs basis, particularly when more sustainable transport options are available, to further reduce car use. Options could include limiting the number of parking spots available, and/or charging a fee for them and then pledging that money toward sustainable transport initiatives.
- **On and Off-street parking** TfNSW would ask the GTP promotes more sustainable transport options like bus/train, car-pooling, car share options to be promoted instead of on and off-street parking.
- **Travel Access Guide** – TfNSW appreciates the Travel Access Guide (TAG) that has been provided in the STP. The TAG should include maps and times of all modes of transport, bus, train, walking and car-pooling options. The TAG should evolve as transport upgrades are implemented. The TAG should:
 - Provide information on the TAG advising students and staff that additional information about service routes and timetables is available on the Trip Planner at transportnsw.info/
 - Provide information on PUDO facilities for students and parents. Make sure language of Kiss and Drop is consistent throughout the TAG.
 - For further helpful information – please check this link How to Create a Travel Access Guide doc [here](#).
 - TfNSW would also like to see times and bus services running to transport all students from all areas to and from the school in the TAG.
 - **Data** – TfNSW appreciates the data provided in the STP. To further help monitor and measure the increase in public transport use, we would recommend an additional weekly report of patronage on buses (using Opal data) to and from the school. Traffic volumes can also be assessed on the road network within the Glenwood High School area, before and after school. These could be monitored to assess whether:
 - Students and staff are re-moding private vehicles to public or school buses.
 - Traffic volumes during peak hours had reduced.
- **End of trip facilities** – TfNSW appreciates the number of EOT facilities provided at the school. Given cycleway improvements will be needed we suggest promoting these EOT facilities longer term. Promotion of these EOT facilities can be a communication task

within your “**Implementation Strategy**” listed below. Please also find a resource from our website on [end of trip facilities](#).

- **Implementation Strategy:** TfNSW appreciates the substantial work done on the School Travel Plan (STP). We recommend that you have a separate section within this STP called an **Implementation Strategy**, which has an **Implementation Plan** tasks and actions, including all of your initiatives and incentives, timing and completion dates, your communications tasks, and who will do the tasks; this will ensure the overall effectiveness of the STP. This implementation strategy should be updated both on an annual basis, and when future pedestrian and cycling infrastructure and transport services eventuate. Your stakeholder engagement strategy will also be included in this (including all of your stakeholders, key messages and the channels you will use to engage your stakeholders) – please find our link for [Potential engagement techniques](#) that may be useful to you.

Incentives –TfNSW requests that you consider in your **Implementation Strategy** and **Implementation Plan** further possible incentives both long and short term for staff to use active and public transport such as:

- Pre-loaded opal cards during orientation.
 - School subsidised panniers or backpacks for staff committed to active travel.
 - Salary sacrifice options for purchases of bikes or other micro-mobility options.
 - Time in staff meetings to share tips and support for staff wanting to start cycling.
 - Wayfinding at the school for End of Trip facilities.
 - Incorporating a role for a school sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport.
- Considers additional initiatives (long and short term) 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 students 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.
 - **Travel Survey** – TfNSW requests that the STP includes a copy of a travel survey for the school as a separate appendices in this STP. This would be a site specific Travel Survey that will be distributed to staff and students 3 months post occupancy. Staff and student travel surveys are conducted to obtain workforce data analysis (including staff residential postcodes) to identify the actual staff/student travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and students to get to and from the site; for guidance in developing your Travel Survey please note our [online travel survey here](#). Sustainable transport modes can be promoted in the Travel Survey questions.

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,

A handwritten signature in black ink, appearing to read 'Malgy'.

Malgy Coman
Senior Land Use Planner