

27 January 2022

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

Attention: Jasmine Tranquille

SSD: 16858710 – EDUCATIONAL ESTABLISHMENT – PACIFIC BROOK CHRISTIAN SCHOOL, 72-74 MAITLAND STREET, MUSWELLBROOK

I refer to the request by the Department of Planning, Industry and Environment (DPIE) dated 17 November 2021 seeking input from Transport for NSW (TfNSW) to the Environmental Impact Statement (EIS) for the abovementioned development proposal.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy 2056*.

TfNSW has reviewed the referred information and requests the following matters be addressed and supporting documents be re-submitted for further consideration.

The following comments are provided to assist the consent authority in obtaining this information:

Transport Planning and the Muswellbrook Bypass

- TfNSW note the Muswellbrook Bypass project will remove portions of through traffic on this part of the New England Highway. This project is unlikely to coincide with the construction phase and opening of the school. The applicant is to give consideration to and propose suitable mitigation measures in this interim period.
- Traffic Control Signals (TCS) are proposed under an existing Works Authorisation Deed (WAD) at the intersection of Thompson Road and the New England Highway. TfNSW recommends that the proposed development provide all paths to connect to the pedestrian treatments at this TCS treatment. This should include shared paths to support cyclists with upgrade of the TCS to include cyclist lanterns.
- TfNSW note the provision of a bus bay and deceleration lane to enter the school. TfNSW would recommend an Auxillary Left (AUL) treatment to separate traffic entering the school from through traffic travelling along the New England Highway. The shoulder within the road reserve is narrow in this location. This may require dedication of land across the

frontage to cater for the necessary treatment. This dedication is to be at no cost to TfNSW or Council.

- TfNSW is concerned about the potential for queuing of internal traffic back onto the New England Highway. The following points are raised in relation to this matter:
 - The internal loop lane is not wide enough to allow vehicles to pass parking vehicles.
 - The main pedestrian entry point traverses a direct line through the car park to the main entry of the school. This is highly likely to provide an additional risk to queuing within the car park and as a result onto the New England Highway, as internal traffic give way to entering pedestrians. This will create a lessened efficiency in the operation of the carpark and the flow of internal drop offs. A potential solution would be to relocate the Bus Bay and main pedestrian entry to the west, and re-arrange internal pedestrian linkages to reflect this change.
- TfNSW has reviewed the TIA and has formed the position that the cycle times used for the modelling are too short, and will leave potential for traffic congestion at the Rutherford Road intersection. The following points are raised in relation to this matter:

SIDRA Model:

- The future models only have the PM Peak and development scenario. There is no AM peak and development scenario. While other sets of models include AM and PM peaks without the development scenario. This is also the same for the network model.
 - In addition, the network model does not currently include New England Highway / Bell Street intersection. TfNSW advise that when Thompson St is signalised there will be a need to co-ordinate this intersection with Bell St. Therefore, TfNSW requires that this intersection be included in the modelling.
 - TfNSW advise that the cycle times are too low for both single site scenarios and the network model. A minimum cycle time of 70 seconds is to be used in the re-submitted modelling.
 - Network models need to be completed for both the future AM/PM peaks and the development scenarios.
 - TfNSW also note that, as a result of the proposed development, Rutherford Road will experience a large increase in right turn movements into it in the PM peak. TfNSW cannot be certain whether the potential for crashes would result from the reliance on a filter option (vehicles undertaking a right turn through gaps in opposing traffic). Other solutions may need to be investigated to prevent crash potential and to prevent excessive queuing as a result of additional traffic and less opportunity for traffic to make the right turn movement.
- TfNSW would recommend a 40kph school zone be implemented along this section of the highway. The TIA should consider the impacts of this adjusted speed environment.

Pedestrian fencing

There is potential for parents to park on the opposite side of the highway to avoid lengthy detours. This may lead to children crossing the highway for pick-ups / drop-offs. This has not been considered in the TIA.

TfNSW would recommend that pedestrian fencing be included in the design on the centre median to restrict and deter pedestrians from crossing at this location. This is applicable for Stage 1 of the Masterplan.

As a result of this fencing and with appropriate treatments, pedestrians are to be re-directed to the TCS intersection.

TfNSW note a McDonalds is located on the opposite side of the highway also, which may require fencing on the other side of side road at McDonalds to also restrict this pedestrian movement.

Signage

No information has been supplied in relation to the types of signage to be installed to direct the access and also the parking for cars, buses and bicycles off the Highway.

TfNSW would request this information be supplied.

Bus lane/parking

TfNSW would request that additional consideration be given to additional bus parking space at the school frontage (applicable for Stage 1 and the Masterplan).

The designated bus zone on the current plans would only accommodate a single bus or two buses. Given the school's plan to promote public transport it is envisaged that it may require additional bus parking.

TfNSW will work with Osborn's bus service to determine necessary additional routes and stops, following the determination of the development application.

Location of Bus Bay

As identified above, additional bus storage may be required. In addition, as there is no meaningful shoulder on the approach to the access point, queuing would otherwise be stored in the slow lane.

TfNSW would recommend the relocation of bus bay to allow pedestrians to access school without going through carpark, and thus remove the interference with the ingress and egress of vehicles.

This will avoid flow-on issues in relation to the queuing on approach as a result of in-gressing vehicles trying to drop off students combined with the conflict created with buses trying to leave the bus bay.

School Transport Plan

TfNSW acknowledges the work undertaken on the School Travel Plan (STP). Further information is required on the STP, please refer to Attachment A for a discussion of these information requirements.

For further information in relation to the matters raised in Attachment A, please contact sophia.grieve@transport.nsw.gov.au and refer to the link <https://www.mysydney.nsw.gov.au/travelchoices/tdm>

Storm water Management

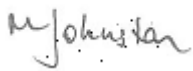
TfNSW note that Appendices 14 and 16 within the EIS demonstrate that the only impact the TfNSW assets currently would be a storm water connection to an existing New England Highway

(HW09) storm water pit. The proposed discharge as per the Storm water Design Report appears satisfactory.

All storm water connection works to the TfNSW storm water pit will need to be undertaken in accordance with TfNSW specifications being, M209 Road Openings and Restoration and R11 Storm water Drainage. Should no new adjustments be required in relation to earlier matters raised in this letter, this connection will necessitate the applicant to enter into a Works Authorisation Deed (WAD) with TfNSW.

On DPIE's determination of this matter, please forward a copy of the Notice of Determination to TfNSW for record and / or action purposes. Should you require further information please contact Phillip Pitt, Development Services Case Officer, on 02 4908 7688 by emailing development.north@transport.nsw.gov.au.

Yours sincerely



Marg Johnston

Team Leader Development Services
North Region | Community & Place
Regional & Outer Metropolitan

Attachment A – Additional Discussion and Information Request for School Travel Plan (STP)

TfNSW appreciates the work that has been done on the STP. TfNSW requires the following advice to be considered:

- **Pedestrian infrastructure upgrades:** TfNSW seeks confirmation of what supporting pedestrian and cycling 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.
- **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 staff private vehicle mode share 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. School special buses should also be considered in the short term to transport students to the school.
- **Parking management strategy –**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.
- **Travel Access Guide –** TfNSW requests that a separate appendices be done with a proposed TAG that will be distributed to staff and students 3 months post occupancy. The TAG should include short term goals for staff and students; this could be car-pooling and shuttle buses (that could operate to and from town or from the bus stops. The TAG should evolve as transport upgrades are implemented. The TAG short term should also provide information on Kiss and Drop facilities for students and parents. Make sure language of Kiss and Drop is consistent throughout the TAG and that road safety messages and education resources are promoted on the TAG.
- **Data –** TfNSW appreciates the data provided in the STP. To further help monitor and measure the increase in public transport use, traffic volumes can also be assessed on the road network within the Pacific Brook Christian 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 (longer term).
 - Traffic volumes during peak hours had reduced.
- **End of trip facilities –** TfNSW appreciates that public and active transport facilities are more longer term (once infrastructure is updated). However the applicant can still consider EOT facilities such as increased bike racks, change rooms and showers to be built during the construction phase. Promotion of these EOT facilities can be a communication task within your **Implementation Strategy (listed below)**.
- **Implementation Strategy:** TfNSW appreciates the substantial work done on the School Travel Plan (STP) **Transport Encouragement tables**. We recommend that you re-name this to be 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).

- **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:
 - 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.
- Consider 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. Steptember, 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 appreciates the Travel Survey that has been done, and would propose that you provide the questions you would ask to staff and students 3 months post occupancy as well as every year and when future transport upgrades take place. 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. Sustainable transport modes can be promoted in the Travel Survey questions.
- **Submission:** Please submit your finalised STP to TfNSW for review.

For more information on School Travel Plans, please contact

sophia.grieve@transport.nsw.gov.au and refer to the link

<https://www.mysydney.nsw.gov.au/travelchoices/tdm>