



9 March 2022

TfNSW Reference: SYD21/00813/03
Client Reference: SSD-23512960

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

Attention: Patrick Andrade

RESPONSE TO SUBMISSIONS FOR GLENWOOD HIGH SCHOOL - 85 FORMAN AVENUE, GLENWOOD

Dear Sir/Madam,

Reference is made to Department of Planning, Industry and Environment (the Department)'s correspondence dated 22 February 2022, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for review.

TfNSW has reviewed the submitted information and raises no objection to the development with the requirements in TfNSW's response, dated 14 December 2021 remained applicable.

TfNSW would provide further comments, in the attachment, regarding the School Travel Plan (STP) for the Department's consideration.

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 blue ink, appearing to read 'L. Van putten'.

Laura Van putten
A/Senior Land Use Assessment Coordinator

Attachment

Mode Share:

TfNSW appreciates the work that has gone into the improving the mode share reducing single car occupancy use and increasing sustainable transport modes for both students and staff. The TAIA advises that the mode share of Pick Up and Drop off can be decreased from 38% in the long term for students (the TAIA mentions this could potentially be dropped to 31%), and TfNSW would like to see this recognised in the current mode share table. TfNSW would also like to see an increase in students cycling, given 71% of students could cycle to school within 10 minutes.

Travel Mode	STUDENTS	
	Short Term Target	Long Term Target
Walk	40%	44%
Bicycle / Scooter	5%	10%
Bus / Train	12%	12%
Drop-off & pick-up	35%	31%
Park & walk (passenger)	1%	<1%
Car (driver)	7%	6%
Total	100%	100%

Pedestrian infrastructure:

In order for the School Travel Plan to be successful implementing proposed increases to active transport mode shares, pedestrian infrastructure upgrades will need to be implemented; TfNSW notes the high priority put on these upgrades for this development; that current movements result in some level of conflict and crossover between pedestrians and vehicles, therefore requiring safe management. TfNSW would like to confirm that the timing of these upgrades will be **completed prior to occupancy**.

Monitoring and review:

TfNSW recommend that the STP is monitored and reviewed by the school **every 12 months** for the lifecycle of the development, to test the performance and efficacy of the STP.

End of Trip Facilities (EOTF):

TfNSW recommends the applicant provides sheltered, and secure bike racks to encourage more staff and students to use bikes. Bicycle parking use should be reviewed on a regular basis, to ensure that there is good provision to encourage more cycling, and these facilities should also be promoted in the Implementation Strategy. It is noted that EoTF have been provided for staff, but consideration be given to an increase in the provision of lockers, which is currently proposed to be 18 lockers.

Travel Access Guide:

TfNSW appreciate that there is an initiative to do a Travel Access Guide, however separate appendices with the proposed Travel Access Guide customised for the school (rather than

a generic template) should be provided. This will include a high quality Travel Access Guide (TAG) which provides information to staff, students and visitors and patrons about how to travel to the site by sustainable transport modes. The TAG should:

- Provide information advising staff and students (at the beginning of each term) that additional information about service routes and timetables for buses and trains is available on the Trip Planner at transportnsw.info/
- Provide information advising patrons and staff and students that additional information about cycling routes is available on the Trip Planner at transportnsw.info/
- Provide promotion of end of trip facilities, including the new cycling infrastructure available, and update number and location of bike parking facilities and End of Trip facilities, and locate on TAG.
- For further helpful information – please access the document *How to Create a Travel Access Guide* via the link <https://www.mysydney.nsw.gov.au/travelchoices/resources>.

Implementation Plan:

Whilst TfNSW appreciate the Implementation Plan has been put in place, this plan should hold all of the information about the initiatives within the Implementation Plan section, so that the Travel Plan Coordinator does not need to always refer back to previous sections to know what to implement. The STP will require more than one person to carry it out, to ensure efficacy, and delegated specific dates and times for each task should also be set out to make implementation easier.

Travel Survey:

TfNSW would recommend that a proposed Travel Survey be included as a separate appendix within this STP, as this will need to be distributed 3 months post-occupancy. The Survey does not need to be carried out before that time, only the proposed survey needs to be included. 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.