

To: Senior Strategic Planner
Acting Strategic Planning Coordinator

From: Transport Planner

Date: 25 October 2021

Subject: Edmondson Park Primary School

Reference:

Traffic and Transport Section has reviewed the traffic response prepared by PTC dated 12 October 2021 and provides the following comments:

1. AECOM AIMSUM Traffic Modelling and AECOM TMAP Addendum.

- Vehicular access off Faulkner Way, to the school was not included in the traffic model.
- The modelling boundary does not include Buchan Avenue, east to Faulkner Way, and Faulkner Way north.
- The Buchan Avenue/Faulkner Way intersection was not assessed and included as part of the AECOM TMAP Addendum.

Hence, traffic impact of the proposed 1,000 pupils' primary school at Buchan Avenue/Faulkner Way intersection has not been assessed and identified as part of the TMAP.

2. Traffic Generation Potential, Distribution and Expected Impact

- In accordance with the TfNSW Guide to Traffic Generating Developments, the proposed primary school is likely to generate approximately 776 - 1286 vph in one peak hour period (both arriving and departing trips).
- The forecast 13 vehicles and 69 vehicles on Faulkner Way at its intersection with Bunchan Avenue in AM and PM peak hours appears to be underestimated.
- Even with the low traffic volumes, the Buchan Avenue/Faulkner Way intersection is forecast to experience increase traffic conflicts and operate at LoS E, which is an unacceptable level of service.
- To reduce traffic conflict and improve road safety at the intersection, the intersection is to include interim and long-term treatments:
 - The interim treatment is dedicated right turn lane and shared left/through lane on Faulkner Way southern approach and split islands in Buchan Avenue.
 - Long term treatment – Traffic monitoring including intersection performance analysis of possible intersection treatment including a roundabout, by an independent traffic

engineer, prior to the occupation of the last stage of the school to bring the school population to the forecast 1000 pupils. The report is to be submitted to the Liverpool, Traffic Committee for assessment and for the school to carry out the endorsed intersection treatment.

3. Other Traffic Management Arrangement

- Local residential streets adjacent to the development site, will attract increased traffic movements and need to be treatment to minimise traffic impacts.
- This includes the need for a U-turn bay at the end of Faulkner Way to facilitate the exit U-turn movements.
- Marked pedestrian crossings across sections of Buchan Avenue and Faulkner Way are supported. The locations and designs are to be submitted to the Liverpool Traffic Committee for assessment, prior to installations.
- The forecast traffic assignments (20% heading north and 80% heading south) as shown in Figure 7 will require construction of the proposed new north-south road connecting to Bunchan Avenue.
- The link road is to be constructed prior to the issue of Occupation Certificate.
- The school to be made advised that that an official Crossing Supervisor needs to be applied for directly to TfNSW. An application for a new school crossing supervisor should be lodged with TfNSW prior to the opening of the new school.
- Traffic impact of the proposed development will be minimised and acceptable subject to the following conditions:

Prior to Commencement of Construction

1. Details of the proposed traffic and parking management schemes showing the following are be submitted to Council's Pedestrian, Active Transport and Traffic Committee for endorsement, and then for Council's approval prior to construction:
 - a) Interim Buchan Avenue/Faulkner Way intersection treatment consisting of dedicated right turn lane and shared left/through lane on the Faulkner Way southern approach and split islands in Buchan Avenue;
 - b) U-turn facility at the end of Faulkner Way;
 - c) South road and the new road connecting to Buchan Avenue;
 - d) Bus zones along Buchan Avenue;
 - e) Raised marked pedestrian crossings (wombat crossing) across Buchan Avenue and Faulkner Way;

- f) Proposed pick up and drop off parking area along Buchan Avenue and Faulkner Way; and
 - g) Right turn restriction from Lacey Street into Buchan Avenue, with a completed TfNSW Traffic Management Plan.
2. Design of the proposed new school zones and associated signage and linemarking must be submitted to TfNSW for approval. The approved signage and linemarking plans are to be submitted to Council for information.
3. Prior to the commencement of construction, compliance with the following requirements must be submitted to the Certifier:
- a) all vehicles must enter and leave the Site in a forward direction;
 - b) a minimum of 72 on-site car parking spaces for staff and child care centre uses during operation of the development and designed in accordance with the latest versions of AS 2890.1 and AS 2890.6;
 - c) the swept path of the longest vehicle entering and exiting the Site in association with the new work, as well as manoeuvrability through the Site, must be in accordance with the latest version of AS 2890.2; and
 - d) safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, is to be addressed.
4. The applicant shall submit a Section 138 Roads Act application to Council for any proposed new roads and road work in, on or over a public road including the payment of application and inspection fees, to Council's Land Development and Traffic & Transport Sections for approval.
- The subsequent DAs are to be accompanied by detailed design plans and report of the proposed road works, including swept path analysis, signs and linemarking scheme prepared in accordance with Austroads Road Design Guide, Liverpool City Council's Design Guidelines and Construction Specification for Civil Works, and best engineering practice.
- Prior to the issue of the construction certificate for any roadwork, the Applicant must submit the design plans to the satisfaction of Council and provide a copy of the approved documents to the Certifier for information.
5. A Construction Traffic Management Plan (CTMP) detailing updated construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be prepared for future developments and submitted to Council's Traffic and Transport Section for approval prior to the issue of a Construction Certificate.

The CTMP is to outline the need for a Road Occupancy Permit issued by Council or Road Occupancy Permit issued by the Transport Management Centre.

Works within the road reserve shall not commence until the construction traffic management plan has been endorsed.

During construction

6. All works within the road reserve are to be at the applicant's cost and all signage is to be in accordance with the TfNSW Traffic Control at Worksites Manual and the RMS Delineation Guideline.
7. If a works zone is required, an application must be made to Council's Traffic and Transport Section. The application is to indicate the exact location required and the applicable fee is to be included. If parking restrictions are in place, an application to have the restrictions moved, will need to be made.
8. Notice must be given to Council's Traffic and Transport Section of any interruption to pedestrian or vehicular traffic within the road reserve, caused by the construction of this development. A Traffic Control Plan, prepared by an accredited practitioner must be submitted for approval, at least 7 days prior to implementation. This includes temporary closures for delivery of materials, concrete pours etc.
9. Applications must be made to Council's Traffic and Transport Section for any road closures. The applicant is to include a Traffic Control Plan, prepared by a suitably qualified person, which is to include the date and times of closures and any other relevant information.
10. All the construction vehicles shall enter and exit the site in a forward direction.
11. Construction vehicles should avoid to access the subject site during the local school zone pick-up and drop-off hours.
12. Parking for all construction workers should be accommodated within the development site.

Prior to Occupation

13. Prior to the issue of an Occupation Certificate, the Principal Certifying Authority shall ensure that all works associated with a S138 Roads Act approval or S68 Local Government Act approval have been inspected and signed off by Liverpool City Council.
14. All the approved roadworks, traffic control devices, pedestrian crossings, signposting, line marking, and street lighting are to be completed to Liverpool Council requirements, at no expense to Liverpool Council or Transport for NSW.

15. Council's on-street assets such as footpath should be protected at all times. Any damages should be rectified to Council satisfaction.
16. Prior to the commencement of operation, the School Transport Plan must be submitted to the satisfaction of Council to promote use of active and sustainable transport mode.
17. An Operational Transport Accessibility Management Plan (OTAMP) must be submitted to Council for approval, which include (but not be limited to):
 - a) the location of all car parking spaces on the school campuses and their allocation (i.e., staff, visitor, accessible, emergency, etc.);
 - b) the location and operational management procedures of the pick-up and drop-off parking located within the site, including staff management/traffic controller arrangements;
 - c) the location and operational management procedures for the pick-up and drop-off of students by buses and coaches for school drop-off / pick-up, excursions and sporting activities, including staff management/traffic controller arrangements;
 - d) staggering of drop-off / pick-up times, with afternoon pick-up times staggered over a one-hour period;
 - e) delivery and services vehicle and bus access and management arrangements;
 - f) management of approved access arrangements;
 - g) car parking arrangements and management associated with the proposed use of school facilities by community members;
 - h) maintaining bus accessibility and student waiting areas;
 - i) safe parent and student behaviour during drop-off and pick-up; and
 - j) safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflicts;
 - k) responsibilities of various personnel executing the plan; and
 - l) Evaluation and monitoring of the implementation of the OTAMP.
18. The school is to apply and secure an official Crossing Supervisor. An application for a new school crossing supervisor should be lodged with TfNSW prior to the opening of the new school.
19. Prior to the occupation of the last stage of the school to bring the school population to the forecast 1000 pupils, - traffic monitoring including intersection performance analysis of possible intersection treatment including a roundabout, by an independent traffic engineer. The report is to be submitted to the Liverpool, Traffic Committee for assessment and for the school to carry out the endorsed intersection treatment.

Post Occupation

20. The approved School Travel Plan and Operational Transport Accessibility Management Plan must be updated annually and implemented.
21. Council reserves its right to request the school to provide mitigation measures to resolve any traffic and road safety issues at the Buchan Avenue and Faulkner Way intersection.
22. All loading and unloading must take place from the designated loading dock. Goods and/or waste or extraneous material must not be stored in the vehicular manoeuvrings and parking areas. Those areas must be kept clear at all times for the free movement of vehicles.
23. The operator of the development must not permit the reversing of vehicles onto or away from the road reserve. All vehicles must be driven forward onto and away from the development and adequate space must be provided and maintained on the land to permit all vehicles to turn in accordance with AS 2890.

Other conditions E1 – E17 as specified in GYDE consulting letter dated 12 October 2021.