

# Transport Study Meeting – Westmead Redevelopment CASB

Meeting: 11 May 2016

Present	Apologies	Name	Company	Intl
•		Andrew Popoff	Roads and Maritime Services	AP
•		Brett Maynard	GTA	BM
•		Brigette Humphrey-Robinson	GTA	BHR
•		Edmond Platon	Transport NSW	EP
	•	Jane Fielding	Architectus	JF
•		Jason Brown	JSP	JBr
•		Jonathan Busch	Transport NSW	JBu
•		Madison Molloy	JSP	MM
•		Neil Miller	Transport NSW	NM
	•	Peter Lawless	Health Infrastructure	PL
	•	Stephen Spedding	JSP	SS

Distribution:

David Ballantyne

## Minutes and Actions

Item	Description	Action By	Due Date
1.0	<b>Welcome and introductions</b>		
2.0	<b>Westmead Redevelopment Presentation &amp; Transport Study Scope of Works</b>		
2.1	<ul style="list-style-type: none"> <li>BM presented an overview of the Central Acute Services Building (CASB) within the Westmead Redevelopment including the stakeholder consultation approach.</li> <li>BM presented the draft transport assessment scope for review, feedback (in and out of session) and agreement which included: <ul style="list-style-type: none"> <li>Existing transport conditions</li> <li>Revised Strategic context review</li> <li>Development proposal</li> <li>Transport and accessibility assessment</li> <li>Site layout and design</li> <li>Overview construction management strategy</li> <li>Reporting</li> </ul> </li> </ul> <p><i>The presentation and transport study scope of works documentation are attached.</i></p> <p>Transport agreed that ongoing consultation that steps them through the EIS Transport Assessment prior to submitting the application was a good idea. This would enable them to gain an understanding of the projects intentions and provide guidance and feedback on its content.</p>	Note	
3.0	<b>General Discussion and Feedback</b>		
3.1	<p>BM led the discussion on the strategy for incorporating Parramatta Light Rail into the Transport Assessment based on the current status of the light rail planning:</p> <p><u>Feedback and agreement was reached as indicated below:</u></p>		

	<ul style="list-style-type: none"> <li>It was agreed that no meaningful analysis can be done for the future growth of the Campus beyond the proposed ASB, given the road network changes required for construction of the light rail.</li> <li>It was agreed that the transport assessment should not include the light rail [due to still being in development] but make allowances for it i.e. demonstrate that the proposal works without the light rail. If / when the light rail is completed, this would reduce the number of vehicle trips associated with future growth of the Campus.</li> <li>The EIS application plans should allow for the proposed light rail integration (i.e. dashing in an indicative alignment) to assist with staging considerations but would not show or assess future intersection layouts (with light rail).</li> </ul>	Note	
		GTA	EIS Application
		Note	
3.2	<p>BM led the discussion on the traffic impact assessment approach.</p> <p><u>Feedback and agreement was reached as indicated below:</u></p> <ul style="list-style-type: none"> <li>GTA to outline the person trip generation estimates at the next meeting. TfNSW can review this information in conjunction with their current distribution/ assignment assumptions (based on postcode data) to better understand the broader road network impact assist in identifying potential transport solutions.</li> <li>RMS to review SCATS data at surrounding intersections to understand the AM and PM peak hours and total volumes.</li> <li>It was agreed that evidence based assessment is required to determine which AM peak hour to analyse, noting that intersection analysis should be completed for the hour when the development is expected to have its greatest impact. Two AM peaks may need to be assessed for further afield isolated intersections.</li> <li>It was agreed that the extent of intersection modelling required needs to be reviewed once the developments person trip generation is established.</li> </ul>	GTA	25/05/16
		RMS	
		GTA	EIS Application
		Note	
3.3	<p>BM led the discussion on the transport assessment and mode share target options which may support the networks future demand.</p> <p><u>Feedback and agreement was reached as indicated below:</u></p> <ul style="list-style-type: none"> <li>Further consideration is required for suitable mode share targets once the person trip generation is established such that it can respond to actual trips and not just mode percentage of trips.</li> <li>It was agreed that GTA will make recommendations for potential transport network and servicing improvements [bus utilisation - service levels, additional services etc.] required to support the person trip generation based on evidence based analysis.</li> <li>It was agreed that a meeting should be set up between infrastructure and services groups [appropriate stakeholders - bus, walking and cycling groups] to discuss and for feedback on GTA's recommendations for transport network and servicing improvements [work-in progress]. [JSP will issue a calendar event for RMS and Transport to issue to relevant individuals].</li> </ul>	Note	
		GTA	01/06/16 – work-in progress
		JSP	13/05/16
3.4	JSP to provide postcode data for all staff and FTE to help map trip assignment.	JSP	13/05/16
4.0	<b>A.O.B</b>		
4.1	It was agreed that GTA will provide a list of RFI to Transport/ RMS for any data or information required.	GTA	13/05/16
4.2	Transport and RMS representatives are the gateway for Transport, RMS future engagement	Note	

<b>5.0</b>	<b>Next Meeting(s)</b>		
5.1	<ul style="list-style-type: none"> <li>• Transport Study Review Meeting – 25 May 2016 [2pm – 3pm]</li> <li>• Infrastructure and Services Group Meeting – 1 June 2016 [2pm – 3pm] JSP Offices</li> <li>• Transport Study Review Meeting – 8 June 2016 [2pm – 3pm]</li> </ul>	Note	
<b>6.0</b>	<b>Close</b>		
6.1	<ul style="list-style-type: none"> <li>• Meeting closed at 3.20pm</li> </ul>		
<b>7.0</b>	<b>Supporting Documentation [Attached]</b>		
	<ul style="list-style-type: none"> <li>• Westmead Redevelopment Presentation</li> <li>• Transport Study Scope of Works</li> </ul>	Note	