



Mr. Andrew Beattie
Team Leader
School Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Scott Hay

**Catherine McAuley Catholic College, 507 Medowie Road, Medowie (SSD 8989)
Notice of Exhibition**

Dear Mr. Beattie,

Thank you for your email dated 2 July 2018 requesting Transport for NSW (TfNSW) to provide comment on the State Significant Development (SSD) application for the Catherine McAuley Catholic College, located on 507 Medowie Road, Medowie.

TfNSW has reviewed the exhibited Environmental Impact Statement and relevant documentation. Comments relating to the SSD application are provided in **TAB A** and recommended conditions of approval have been provided in **TAB B** for consideration by the Department of Planning and Environment (DP&E).

If you have any further questions, please do not hesitate to contact Ken Ho, Transport Planner, at ken.ho@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

16/8/2018

Mark Ozinga
**Principal Manager, Land Use Planning & Development
Freight, Strategy & Planning**

CD18/06267

TAB A – Detailed comments on SSD 8989

Proposed road works – signalisation and widening

Comment:

Insufficient information has been provided regarding the proposed intersection works. The current information provided has been limited to an architectural site plan, which does not detail key road features such as lane widths, accurate line markings, turning bay lengths, pedestrian crossings, signal locations or footpaths. As such, it is unclear as to whether the future intersection(s) could operate safely with the layout provided.

Any proposed traffic signals need explicit approval under the Roads Act from Roads & Maritime Services.

Recommendation:

The Applicant should demonstrate that there is a principal acceptance from Council and Roads & Maritime Services for the proposed signalisation of Medowie / South Street and the proposed site access. At a minimum, the applicant would need to provide a concept plan to Council and Roads & Maritime Services satisfaction of the proposed intersection works (prepared by a suitably qualified traffic engineer).

Pedestrian connectivity to public bus stops

Comment:

There are currently no footpaths connecting to the existing bus stops on South Street, which are serviced by the 136 bus routes that operate daily with frequent trips during weekdays. There is the potential that some students or staff would choose to use this service, particularly given the expected wide catchment of the school.

Recommendation:

The Applicant should consider including the provision of footpaths as part of the application, connecting to the existing bus stops on South Street to promote the utilisation of the public transport network. This would need to be undertaken as part of any agreed upgrade of the Medowie Road/South Street intersection (subject to Council and Roads & Maritime Services approval).

Dual use of bus pick-up/drop-off and proposed signage

Comment:

The "SITE PLAN CENTRAL" plan indicates that the bus pick-up/drop-off area is also intended to be used for Disability Parking. The proposed signage "No Parking 8:00am-9:30am; 2:30pm-4:00pm; Buses Permitted", is not in accordance with the RMS Technical Direction TDT 2013/07 Bus Layover. Furthermore, the use of the proposed signage would not effectively enforce the restriction of the bays for its intended use.

TfNSW does not support the bus pick-up/drop-off area being utilised by other vehicles as it will affect the on-time running of buses and potentially the safety of passengers.

Recommendation:

It is recommended that the Applicant revises the proposed parking arrangements within the bus

pick-up/drop off zone with the objective to separate general traffic movements from bus loading areas.

The bus pick-up/drop-off zone needs to be, at minimum, signposted as a timed Bus Zone.

Clarification of bus entry arrangements

Comment:

It is unclear from the road design plans whether buses heading south along Medowie Road would be able to utilise the bus entry access via a right-in movement.

It is preferred that a right-in movement is made available as an alternate route. Using a left-in only access would increase the time and cost to operate bus services to the school.

Recommendation:

The Applicant should confirm whether buses heading south along Medowie Road would be able to utilise the bus entry access via a right-in movement.

Bus entry pavement treatments and signage

Comments:

Adequate signage, linemarking and pavement treatments would need to be implemented to safely manage the operation of the proposed bus access.

Recommendations:

The following adjustments to signage, linemarking and pavement treatments are provided below (refer to details provided in "SITE PLAN CENTRAL"):

- The bus entry pavement should be treated with "Bus Lane" pavement treatments as per RMS Delineation Section 9 – Messages on Pavements (example provided in Section 9.3.3.1(c) of this document).
- The crossover point east of Car Park 1 will require "No Right Turn" signage prior to this crossover area for general traffic departing this car park.
- "Keep Clear" signage on the crossover would be recommended to prevent queuing of buses.
- Move the "Right Lane Must Turn Right" signage further east to prevent vehicles turning into the bus lane. The current location may incorrectly instruct drivers to turn into the bus only circulation road. Include right ONLY movement signs after the crossover.

Bicycle parking and end-of-trip facilities

Comment:

The Traffic Impact Assessment states that "bicycle storage facilities will be provided within the school grounds to cater for both staff and student cycling demands". However, no indication has been provided as to the quantity of storage spaces that would be provided as part of the proposal. The report identifies that the DCP requires that the proposal should provide a total of 198 spaces, however, recommends a provision of 148 spaces would be appropriate.

Recommendation:

- 1) The Applicant should state the quantity of bicycle parking spaces proposed to be

included as part of the application.

Any bicycle parking should be supported with end-of-trip facilities that are located in secure, convenient and accessible areas in accordance with relevant development control plans and guidelines.

- 2) DP&E should include a condition of consent requiring a provision of 148 bicycle storage spaces, which would be located and designed in accordance with AS2890.3, and supporting end-of-trip facilities.

Allowances for planned shared-use paths

Comment:

The Medowie Planning Strategy (Port Stephens Council, Dec 2016) includes a future shared-use path along the eastern side of Medowie Road; see Figure 9.

The footprint of the proposed intersection/widening at Medowie Road and South Street, as shown in the "Site Plan – Overall" drawings, appears to approach the property boundary of the dwelling/business on the corner of the intersection. It is unclear whether the remaining width between the road carriageway and road reserve boundary could accommodate any future shared-use path.

Recommendation

The proposed intersection works should be designed to make allowances for a shared-use path, along the eastern side of Medowie Road as indicated within the Medowie Planning Strategy, to be constructed within the existing road reserve.

Vehicle conflicts within the internal road network

Comment:

The design of the internal road network should minimise vehicle conflicts on key circulation roads. There are currently two key conflict points, which could have an increased risk of vehicle collisions:

- The southern access, which is a two-lane entry and will be used by vehicles turning left-in and right-in from Medowie Road. The two-lane arrangement could potentially result in simultaneous left-in and right-in movements. The geometry of the internal road (resulting in approx. 150-160 degree turn) for right-in movements could result in drivers misjudging the turn resulting in conflict with oncoming vehicles (right/left crash – RUM code 23).
- The proposed circulation road from Car Park 1 to the intersection on Medowie Road crosses a bus circulation road leading to the bus drop-off point. It appears that "give-way" linemarking has been proposed to permit bus priority. However, given the proximity of the new signals and the relatively short queue lengths, there is the potential that drivers may disregard the priority controls or accept unsafe gaps in the case where the signal lanterns are green for outbound movements onto Medowie Road.

Recommendation:

The Applicant should revise the internal road network with the aim to minimise vehicle conflicts on key circulation roads.

An option that could be investigated would be to initially physically separate (median separation) the entry lanes at the southern access and reduce the turning angle (closer to 90 degree turn) to

reduce the chance of driver understeer.

Furthermore, the Applicant should consider removing the option to cross the bus entry circulation road and pursuing alternative vehicle circulation routes to eliminate the potential for cross traffic collisions (RUM code 10).

Finally, all key circulation movements should be supported with swept path analysis/modelling.

TAB B – Recommended Conditions of Approval

TfNSW requests that DP&E should include the following conditions if the proposed development is to be approved. Further conditions would be recommended based on the additional information provided as part of the Applicant's Response to Submissions.

Green Travel Plan

Recommended Condition:

As part of the ongoing operation of the school, a detailed Green Travel Plan (GTP), which includes target mode shares for both staff and students with the objective to reduce the reliance on private vehicles and encourage active transport modes, shall be prepared. The GTP must be implemented accordingly and updated annually.

Reason:

To ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the:

- Future Transport 2056;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.

Traffic and parking management plan

Recommended Condition:

The Applicant shall prepare a Traffic and Parking Management Plan, which details the measures to safely manage the daily transport task to/from the school. Traffic and parking management measures that need to be addressed include:

- pick-up/drop-off management and orderly vehicle queuing;
- maintaining bus accessibility and student waiting areas;
- safe parent and student behaviour during pick-up/drop-off; and
- safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflicts.

The plan shall also detail the responsibilities of various personnel executing the plan and include measures to monitor, review the performance and make improvements to the plan. This plan should be implemented as part of the ongoing operation of the school.

Reason:

To safely manage the high volume of traffic (vehicular and pedestrian) movements, which generally occur within a short timeframe before and after school hours.