



**Transport  
for NSW**

Mr David Gibson  
Social Infrastructure  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention:** Brent Devine

Dear Mr Gibson

**Forensic Pathology and Coroner's Court, Lidcombe (SSD 7545)  
Notice of Exhibition**

Thank you for your letter dated 19 July 2016 requesting Transport for NSW (TfNSW) comment on the above proposal.

Roads and Maritime Services has provided a separate response.

TfNSW has assessed the proposal and further information and assessments are required on the potential impact of the proposed staff access on the operation of bus services along Weeroona Road. Details of key comments are provided at **TAB A**.

TfNSW would be happy to review additional information in relation to this proposal and if required, host a meeting to explain the issues raised.

Thank you again for the opportunity of providing advice on the subject proposal. If you require clarification of any issue raised, please contact Edmond Platon, Transport Planner on 8202 2557 or [edmond.platon@transport.nsw.gov.au](mailto:edmond.platon@transport.nsw.gov.au).

Yours sincerely

9/9/16

Mark Ozinga  
**Principal Manager, Land Use Planning and Development  
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## **TAB A – Request for Further Information/Clarification**

### **Impacts on Bus Services**

#### Issue

Bus route M92 operates via Weeroona Road along the site frontage with 'Bus Zone' approximately 30m west of the proposed access driveway for the staff carpark. As a Metro bus route, it operates at high frequency (every 10-15 minutes) between Parramatta Interchange to Sutherland Interchange via Lidcombe Railway Station. The impact of the proposed development on M92 has not been adequately addressed in the Traffic and Parking Assessment (TPA) report (Parking & Traffic Consultants, July 2016).

The access driveway for the staff carpark is proposed on Weeroona Road approximately 30m east of the existing 'Bus Zone'. The proposal also includes two boom gates (in series) are on the proposed driveway. Concerns are raised that vehicles turning in and out of the site might impact on the operation of M92 bus route. Queueing and intersection analysis of the access is required to determine any delay impacts on the M92 bus route and identify suitable mitigating measures if required.

#### Recommendation

Health Administration Corporation should be requested to provide queueing assessment and intersection analysis (including SIDRA modelling) for the proposed staff access driveway on Weeroona Road to assess the impact on through traffic including the M92 bus route. The queueing analysis should consider the proposed boom gates based on justified service and arrival rates. It should be demonstrated that during peak periods (i.e. 30 minutes before shift start in the morning), staff vehicles queueing to enter the site would not extend to Weeroona Road and impede on the M92 bus route. The analysis should also consider the comments provided below in relation to traffic generation and distribution assessment particularly in relation to development traffic from the Weeroona Road east turning right turn into the site.

Details of any recommended traffic management measures required to minimise delay on the M92 bus route should be provided. The measures should be designed to accommodate bus movements in accordance with Austroads and Australian Standards to the satisfaction of Council.

### **Traffic Generation and Distribution Assessment**

#### Issue

The traffic generation and distribution assessment provided in the TPA report indicates that the traffic generation uses a first principle assessment approach based on various assumptions including parking provision. The steps taken for first principles analysis is unclear and requires additional information and further clarification. The following is suggested to clarify the assessment:

Details of assumed staff and public arrival and departure patterns.

- Details showing the temporal car parking accumulation for each car park (staff and public) throughout the day.
- Clarification and justification of Table 7 – directional distribution (origin/destination) assumption. The origin/destination for the morning and afternoon peak does not seem to correlate (eg South Inbound AM is 57% however South Outbound PM is 12%). The directional distribution table may need to be separated for staff and public.
- Directional distribution table (Table 7) should correlate with Development Traffic Intersection Volumes figures (Attachment 3). As an example, Table 7 shows East Inbound PM development traffic is 37%, however the 2026 Traffic Intersection Volumes (Existing + Development) PM Peak figure shows no vehicles turning right from Weeroona Road east into the site.
- Details of traffic generation impacts during network peak and demonstrate impacts on the surrounding road network (particularly on M92 bus route) would be minimal.
- Alternately, an empirical based traffic generation assessment could be undertaken based on surveys of similar development.

### Recommendation

Further assessment and clarification should be undertaken on the traffic generation and distribution assessment with consideration of the above.

The intersection analyses should consider any updates resulting from the traffic generation and distribution review which should also be considered in the intersection analysis of the proposed access driveway on Weeroona Road detailed above.

## **Travel Demand**

### Issue

Section 8 of the TPA report provides a discussion on sustainable transport options which provides objectives and measures to encourage public and active transport for staff and the public. It is noted that TPA states that the only public transport to the site is route 908. However, it should be emphasised that the site is serviced by Metro Bus route M92, which operates high frequency services from Parramatta Interchange to Sutherland via Lidcombe Railway Station.

### Recommendation

Health Administration Corporation be conditioned to prepare a Travel Access Guide and Workplace Travel Plan that would:

- Identify travel demand measures that could be implemented to encourage active and public transport trips for staff and public including measures identified in Section 8.2 of the TPA report.
- Include provisions to monitor and report on the effectiveness of the proposed measures and mechanisms to implement further improvements.

In addition Health Administration Corporation should be conditioned to provide the following measures to encourage active transport trips:

- provide bicycle parking and end of trip facilities for pedestrians and cyclists in accordance with Councils development control plans, standards and guideline documents.
- locate bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.
- develop wayfinding strategies and travel access guides to assist with increasing the mode share of walking and cycling.

## **Construction Traffic Management Plan**

### Issue

The proposed development has the potential to impact on traffic and transport operation in the vicinity of the proposed development including pedestrian safety during construction.

Figure 10 of the TPA report indicates all construction vehicles would use Weeroona Road. This has the potential to have major impacts on the operation of bus services including M92 bus route which needs to be carefully considered.

### Recommendation

Health Administration Corporation should be conditioned to prepare Construction Traffic Management Plan (CTMP). The CTMP should be prepared by a suitably qualified person a prior to the commencement of any works on the site. It should be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with Council, Roads and Maritime Services and TfNSW. The CTMP should specify any potential impacts to traffic, pedestrian, cyclists and bus services (ie bus routes M92 which travels along Weeroona Road) within the vicinity of the proposed site from construction vehicles during construction. Any potential impacts to pedestrian access or public transport infrastructure including bus stops should also be specified in the CTMP.

The CTMP should include the cumulative construction impacts of all the projects adjacent to the site. The applicant should submit a copy of the CTMP to Council, prior to the commencement of work.