



**Transport
for NSW**

Mr Ben Lusher
A/Director of Industry, Key Sites and Social Projects
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Attn: Peter McManus

Dear Mr Lusher

**St Catherine's School Master Plan (SSD 6339)
Notice of Exhibition**

Thank you for your letter dated 26 September 2014 requesting Transport for NSW (TfNSW) to review and comment on the above development proposal. Detailed comments on the proposal are provided in Annexure 1. In summary:

1. Bus services will be impacted as a result of traffic generated by the proposal coupled with key intersections operating at capacity under existing conditions; and
2. Further consideration should be given to improving existing active transport infrastructures and providing safe facilities particularly for school children.

The contact officer for this matter is Mr. Edmond Platon, Acting Transport Planner, who can be contacted on 8202 2557 or edmond.platon@transport.nsw.gov.au

Yours sincerely

14/11/14

Mark Ozinga
Manager Land Use Development and Planning
Planning and Programs



CD14/18253

Annexure 1

Impacts on Bus Services

The proposal may cause delays to current bus services on the surrounding road network.

As part of Sydney's Bus Future, the Macpherson Street/Albion Street intersection has a Suburban Bus Route (Burwood to Bondi) operating through it. Further, an extensive number of bus routes utilise this intersection and a lesser but still significant number of buses utilise Macpherson Street/ Leichhardt Street intersection. These bus services include cross regional and school routes which are well serviced by bus stops surrounding the site.

The traffic report submitted with the application indicates that these key intersections are operating at capacity under existing conditions. As a result a minor increase in traffic resulting from the proposal would cause some legs of these intersections to fail (i.e LOS F). The impact of the proposal on the local road network and at key intersection should be addressed by the local Council as the roads authority.

In addition, the proposal includes traffic treatments along streets with bus services which may have an impact on bus access.

Recommendations

1. The traffic impacts of the proposal on local roads and intersections of Macpherson Street/Albion Street and Macpherson Street/ Leichhardt should be considered by Council and addressed accordingly.
2. The Roads and Maritime Services will provide a separate comment in regard to the impact on Bronte Road.
3. The proposed integrated kerb extensions located on Macpherson Street should be constructed to accommodate two-way bus movements.

Active Transport

A significant amount of students live within walking and cycling distance to the school. Accordingly, consideration should be given to providing adequate walking and cycling infrastructure in accordance with Austroads Guides.

An audit of existing paths and bicycle facilities that surround and connect to the school should be undertaken. This would highlight the opportunities and constraints that exist within the network.

Reference should be made to Sydney's Walking Future and how this strategy will influence the walking outcomes of the development. In addition, the recent Sydney's Cycling Future

(which supersedes the NSW Bike Plan) outlines the vision for improving the cycling network and the needs of bicycle riders are built into planning of new transport and infrastructure projects. The NSW Bicycle Guidelines and Austroads – Cycling Aspects of Austroads Guides can also be used as references.

Pedestrian and bicycle facilities are proposed on site and on the surrounding road network. The safety of user's, particularly students using these facilities should be considered and measures to address any issues are recommended.

Recommendations

1. Measures and opportunities to improve, walking and cycling networks should be identified and implemented in accordance with Council's pedestrian and cycling strategies.
2. Non-infrastructure measures should be considered such as promotion of walking and cycling and providing safety and confidence courses for school children (and staff).
3. The design of the proposed pedestrian crossing on Macpherson Street should be reviewed by Council. They may consider a raised pedestrian platform with appropriate threshold treatments to ensure safe pedestrian crossing of this street.
4. Consideration should be given to providing bicycle parking facilities in excess of the minimum requirement. The NSW Bicycle Guidelines and Austroads – Cycling Aspects for Austroads Guides should be referenced for a suitable type of bicycle parking facility.
5. Bicycle parking facilities should be located in a convenient, accessible area which incorporates passive surveillance (i.e. visitors on the ground level, accessibility linked to building entrances, staff on level one/basement). The parking facilities should be distributed to coincide with the various pedestrian access points. The proposed bicycle parking facility which is accessed via a vehicle driveway and carpark is not supported as it would result in a conflict between school children on bicycles and vehicle reversing in the carpark.