

Detailed Comments

We support the ambitious active travel targets for the NLPS. Only 25% of the population in Liverpool Local Government Area (LGA) achieve adequate levels of physical activity and subsequently there are very high rates of overweight and obesity in children and adults¹. Walking is the easiest and most equitable form of physical activity that can be built into the everyday lives of residents, (including children) in Liverpool. For the proposed levels of active travel to be achieved however, a lot more will need to be done to support walking and micro-mobility in the catchment area for the new school, which is primarily residential high rise to the west bordered by the Hume Highway.

We recommend using the NSW Walking Space Guide to ensure adequate allocation of space for walking in the LNPS catchment area. <https://roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/documents/guides-manuals/walking-space-guide.pdf>

The NSW Cycleway Design Toolbox provides excellent guidance on space for cycling and cycleway design, which is relevant for all streets in the NLPS catchment area.

<https://www.transport.nsw.gov.au/system/files/media/documents/2021/Cycleway-Design-Toolbox-Web.pdf>

We support the proposed initiatives to encourage the shift away from private vehicles towards walking, cycling and public transport. We recommend that the planning and design of the transport strategy for the precinct strongly aligns with the Healthy Streets Approach², which has been used by Liverpool City Council's planning and design team. The Liverpool Central Business District (CBD) Masterplan has identified the Healthy Streets Approach as an excellent opportunity to use the indicators and design metrics to achieve greater walkability and cycleways.

The Healthy Streets Approach offers a broad range of strategies including lower traffic speeds, allocate space for walking and cycling, reduce conflicts between cycles and turning vehicles, separate cycles from vehicles, and reduce turning speeds at side roads.

The location of the roundabout directly outside the NLPS is far from ideal, even with the proposed pedestrian crossings. Roundabouts are not a safe or convenient option for people walking and cycling, and particularly for children, as they are unable to judge vehicle movements and exits at roundabouts. As outlined in Cycling Aspects of Austroads Guides³, studies have also shown that roundabouts increase the risk of crashes for cyclists.

If Hart Street is blocked off at the intersection with Lachlan Street and through traffic is redirected down Drummond Street or Forbes Street, this will remove the need for a roundabout right outside the school. It will also create a safe drop off environment in Hart Street for children to then walk a short distance safely to school. Closure of Hart Street would have ramifications on traffic flows in

¹ <https://phidu.torrens.edu.au/social-health-atlases/data#social-health-atlases-of-australia-local-government-areas>

² www.healthystreets.com

³ <https://roads-waterways.transport.nsw.gov.au/documents/business-industry/partners-and-suppliers/lgr/cycling-aspects-of-austroads-guides.pdf>

other areas, but should be balanced against the needs of all people who need to walk and cycle safely in this area.

The allocation of a pedestrian refuge outside the school will be inadequate, as this will be a high traffic route to the hospital's new multistorey car park. We recommend a priority wombat crossing directly outside the school on Lachlan Street to support pedestrians moving between Warwick Farm train station, the school precinct and Liverpool Hospital further south.

Streets in the school catchment area north of Campbell Street are not designed for safe walking and cycling. Many of the intersections are roundabouts, others are stop or give-ways and some have refuge islands. Vehicles parked on both sides of these Streets make it extremely difficult for children, to see on-coming traffic and cross safely. There are no midblock crossings or pedestrian crossings on the northern sections of Bigge Street, George Street or Macquarie Street. These are all high traffic streets which are outside the 30km/hr trial zone and vehicle speeds are greater. This cumulative impact makes it extremely difficult for children to cross and walk/cycle to school independently. There needs to be much greater consideration for people (especially children) walking or cycling in an east-west direction to get to and from the new school.

SWSLHD would like to see Lachlan Street made into a priority walking and cycling route for east-west movements in the northern end of the CBD. Children should be able to walk the full length of this street with adequate spaces for walking and cycling and pedestrian crossing priority at all intersections. The proposed reversal of the priority at the Lachlan and Forbes Street intersection will also support east-west walking movements.

For all vehicle entry points to the school and along Lachlan Street, we recommend that priority is given to people walking via continuous footpaths to ensure those in wheelchairs, prams and with disabilities have seamless access to footpaths.

The proposal for a bus route down Lachlan Street with turning at the roundabout is unlikely to be beneficial for people walking and cycling. Widening the roundabout and intersection for buses to make u-turns will make it even more difficult for people to cross at intersections and mid-block. The closest bus stop on Goulburn Street is less than 400m from the school. The Warwick Farm train station is also just over 400m walk from the school. There needs to be a greater focus on improving the walking experience (wider footpaths, shade, priority continuous crossings) to these transport stops.

SWSLHD has a dedicated program of work focusing on Healthy Places to ensure that health and wellbeing outcomes are built into all levels of urban planning and design. SWSLHD and Liverpool City Council employ a Healthy Places Urban Designer to provide urban design expertise and advice to shape places, neighbourhoods and streets that drive health and wellbeing outcomes across the Liverpool LGA. We encourage School Infrastructure NSW (SINSW) to connect directly with the SWSLHD Healthy Places team for future school planning and EIS consultations earlier in the consultation process.