

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

Attention: Peter McManus

Dear Mr Gibson

**Western Sydney Stadium (Stage 2 Design and Construction), Parramatta (SSD 8175)
Notice of Exhibition**

Thank you for your letter dated 7 March 2016 requesting Transport for NSW (TfNSW) comment on the above.

This letter is a TfNSW and Roads and Maritime Services joint response. TfNSW and Roads and Maritime Services support the overall proposal and would like to continue to work with Venues NSW to achieve better traffic and transport outcome for the proposed stadium.

Key issues are provided below and additional comments are included at **TAB A**.

Events Management and Emergency Response/Evacuation

Comment

It is anticipated that the spectators will arrive to the venue by walking (after parking their cars on-street or from Parramatta Railway Station and future light rail stop on Church Street) or by bus (from their origin or Parramatta Railway Station). With the increase of approximately 10,000 seats in the new Stadium compared to existing, it is expected that:

- The pedestrian movements in the precinct will substantially increase during major events and are likely to impact on general traffic and bus operation and pedestrian and cyclist safety in the Precinct, in particular along O'Connell Street; and
- The need for additional bus services to/from the venue would increase to meet customer demand.

The following comments are provided in relation to events management:

- Section 4.3.2.3 of the Traffic Report states that the proposed stadium could generate an additional 992 bus trips during a full event. However, no indication is given in the Traffic Impact Assessment (Traffic Report) prepared to support the development application on:
 - What existing bus routes would be affected or what level of special event buses that would be required; and
 - Proposed bus infrastructure on site to cater for additional bus movements including kerb side space.

- The Environmental Impact Statement (EIS) identifies that crowd management at the future light rail stop will form part of an Event Day Management Plan. TfNSW considers that whilst the EIS discusses the way people get to and from Parramatta, and how they access the Stadium, the EIS does not clearly explain how these two are linked, for example the journey between Parramatta Station and the Stadium.

Recommendation

It is requested that the applicant undertake the following:

- A detailed crowd modelling for the public domain area for pre-game and post-game peaks; and
- Preparation of a draft Event Management Plan and a draft emergency response and evacuation plan in consultation with TfNSW, Roads and Maritime Services and City of Parramatta. The draft Event Management Plan needs to include:
 - Infrastructure required to support bus operations within the proposed Stadium precinct, including stop locations, and kerb side space, to be undertaken in consultation with TfNSW and Roads and Maritime Services;
 - The draft Event Management Plan needs to be prepared with the preferred option that no road closures (especially O'Connell Street) are permitted and no event related vehicles are permitted to use O'Connell Street for parking and pick up/drop off activities;
 - Estimation of expected service volumes on the light rail and assessment of impacts on system performance;
 - Details of the following:
 - Bus routes impacted and level of special event buses that would be required, and the level of reliability and service;
 - Pick up and drop off locations for point to point transport including taxis and ride share services within the proposed Stadium precinct;
 - Pedestrian management controls along key pedestrian desire lines before and after events; and
 - Parking and traffic management measures on the surrounding road network and off street parking facilities.

TfNSW requests the applicant prepare a draft Event Management Plan prior to the submitting response to submissions for the endorsement of TfNSW and Roads and Maritime Services.

O'Connell Street Impacts

Comment

As part of the planning preparations for the upcoming Parramatta CBD Planning Proposal, Council, TfNSW and Roads and Maritime Services are investigating the function of the Inner Ring Road with the aim of facilitating the provision of road and pedestrian access to / from the CBD. This may result in potential road corridor improvements along O'Connell Street. It is requested that Venues NSW liaise further with both TfNSW and Roads and Maritime Services on this matter.

Table 6.1 of the Traffic Report outlines various mitigation measures for key intersections along O'Connell Street. It is advised that:

- The efficiency of O'Connell Street connectivity is of great importance to the overall greater Parramatta CBD due to the following reasons:
 - O'Connell Street forms part of the Parramatta Inner Ring Road; and
 - With the introduction of light rail in Church Street, more traffic in North Parramatta will be diverted to O'Connell Street.
- The proposed closure of O'Connell Street would restrict buses (particularly special event buses) ability to operate to/from its origins and the site. The closure of O'Connell Street is not supported without:
 - Detailed traffic and transport impact assessment that demonstrate the following:
 - Alternatives to any road closures have been investigated in detail in consultation with TfNSW, Roads and Maritime Services and City of Parramatta; and
 - Any road closures would not have impact on the general traffic and bus operation and pedestrian and cyclist safety.
 - Crowd modelling for the public domain area for pre-game and post-game peaks to the satisfaction of TfNSW and Roads and Maritime Services; and
 - Approval from TfNSW, Roads and Maritime Services and City of Parramatta.
- The Traffic Report indicates that the layout, capacity and operations of existing signalised intersections and connecting footpaths may require upgrades to accommodate future pre-game and post-game peaks. During events O'Connell Street needs to be carefully managed to keep crowds separated from traffic. The Traffic Report does not adequately address mitigation measures at the intersection of O'Connell Street and Victoria Road; and
- As part of the demolition of the swimming pool facilities, it is understood that the midblock pedestrian crossing could be removed with the potential to signalise the carpark entrance to the south of the stadium.

Recommendation

It is requested that:

- The proponent should liaise with TfNSW and Roads and Maritime Services to investigate alternatives to the closure of O'Connell Street during Special Events;
- A revised Traffic Report be submitted that comprehensively addresses the impacts of the proposed stadium increase on the signalised intersection of Victoria Road/O'Connell Street; and
- Further information be provided to support the proposal to remove the midblock pedestrian crossing and potential signalisation of the carpark entrance to the south of the stadium. The proponent should liaise with Roads and Maritime Services with regard to this proposal.

Transport Assessment for Opening Year

Comment

Parramatta Light Rail Stage 1 is expected to be completed and operational by 2023. however, the Parramatta Light Rail has been included in the Traffic Report for the mode share assessment to evaluate its influence on travel demands in 2019.

Recommendation

TfNSW advises that the Traffic Report needs to be revised for the period 2019-2023 as modes such as buses, heavy rail and active transport will be the primary source of public transport to the site.

Coaches and Taxis Parking and Pick up/ Drop off areas

Comment

No information is provided in the Traffic Report in relation to designated coaches and taxis parking and general pick up/drop off areas for the Stadium. The applicant needs to estimate the demand for coaches and taxis for the operation of the stadium.

Recommendation

It is requested that the applicant assess the demand for coaches and taxis including ride share for the Stadium and to design required parking and pick up/ drop off areas on site to meet estimated demand. This assessment needs to be undertaken for day to day activities and for the events.

Construction Pedestrian and Traffic Management

Comment

Several construction projects are likely to occur at the same time as this development within the Parramatta CBD. The cumulative increase in construction vehicle movements from these projects will impact on general traffic and bus operations within the Parramatta CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with Roads and Maritime Services, City of Parramatta and TfNSW.

TfNSW requests that the applicant consults with TfNSW in relation to issues identified in this letter. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity to comment on the development application. If you require further clarification regarding this matter, please don't hesitate to contact Mark Ozinga, Principal Manager, Land Use Planning and Development on 8202 2198.

Yours sincerely



Tim Raimond
**A/Executive Director, Transport Strategy
Freight, Strategy and Planning**

CD17/02969

TAB A – Additional Comments on the Development Application

Parramatta Light Rail

Comment

The Parramatta Light Rail preferred route was announced in February 2017. In the vicinity of the Western Sydney Stadium this includes a route alignment along Church Street and a proposed light rail stop on Church Street near Victoria Road at Prince Alfred Square.

The proposed changes to Church Street would have the potential to increase traffic volumes on the road network located adjacent to the proposed stadium.

Recommendation

It is recommended that the Parramatta Light Rail project office is consulted during each stage of the Western Sydney Stadium project.

Public Transport Network

Comment

The information in relation to the Public Transport Network provided in the Traffic Report needs to be updated.

Recommendation

TfNSW requests that the following be updated:

- Figure 4.6 of the Traffic Report
 - No public bus route operates via Ross Street, namely Transit Stop Number (TSN) 215012;
 - Church Street (TSN 2150147 and 2150143) is serviced by routes 545, 804, 806, 829, T60, T61, T62, T63, T64, T65, T66;
 - Market Street (TSN 215018) is serviced by routes 804, 806, 829, T60, T61, T62, T63, T64, T65, T66; and
 - Marist Place (TSN 2150250 and 215071) is serviced by routes 546, 829, M91, T60, T61, T62, T63, T64, T65, T66.
- Figure 4.7 of the Traffic Report
 - The bus network provided for 'Sydney Transit' is outdated. It should be noted that Parramatta is serviced by Sydney Buses, Hillsbus, Transdev, and Transit Systems; and
 - Council does not operate the 'Parramatta Shuttle Bus Network' – it is route 900 operated by Transdev for TfNSW.
- Routes discussed on page 29 will need to be updated accordingly as they are operating in 'Zone 3'.

Pedestrians Movements between Parramatta Interchange and the Stadium

Comment

TfNSW are concerned with the projected number of pedestrians predicted to walk from Parramatta Interchange/Central Business District (CBD) on Game Days to the site. It is over 1.6km distance between the Stadium and the Interchange, which is outside optimum walking distance and most likely special event buses between the Interchange and Stadium will need to be provided – as is the case with connections between Central Station and Moore Park during special events. This will be particularly needed in the initial stages of operations before commencement of Light Rail (2019-2023).

Recommendation

TfNSW requests that the applicant evaluate the need for shuttle buses between Parramatta Station and the new stadium, and identify requirements for efficient dropping-off/picking for buses within the stadium precinct.

Proposed Service Vehicle/Team Bus Parking Arrangement

Comment

Figure 2.4 of the Traffic Report shows the service vehicle/team bus parking location. However, no detailed information is provided in the Traffic Report in relation to feasibility of the proposed service vehicle/team bus movements within the precinct.

Recommendation

TfNSW requests that the applicant provides the following:

- Maximum size of the vehicle that would access the service vehicle/team bus parking area;
- Estimated number of service vehicle/team bus movements (hourly and daily); and
- Swept path analysis for the vehicles accessing the service vehicle/team bus parking area.

Pedestrians and Cyclists

Comment

The following comments are provided in relation to pedestrians and cyclists.

- With the increase in pedestrian movements to the new stadium during the operation,
 - The capacity of intersections (including holding areas) and pathways along the desired routes as well as the locations of access points need to be assessed; and
 - Pedestrian facilities such as existing shared path along both sides of O'Connell Street and way finding signage need to be upgraded to safe and efficient pedestrian access to the stadium; and
- The Parramatta Valley Cycleway runs adjacent to the site, Parramatta Park and the North Parramatta Transformation Precinct. This needs to be maintained during all stages of construction and operations.

Recommendation

It is requested that the applicant:

- Provide a detailed pedestrian route assessment to be undertaken to assess key routes to the new stadium precinct and identify measures that could increase capacity and/or distribute movements across various safe route options, in particular potential options for pedestrian movements across O'Connell Street. The assessment should assess the capacity of paths and intersections. The assessment should be undertaken to the satisfaction of City of Parramatta, TfNSW and Roads and Maritime Services;
- Provide and maintains the connectivity, safety and accessibility for pedestrians and bicycle riders to existing pedestrian and bicycle networks, and public transport during construction and operations;
- Develop way finding strategies and travel access guides to assist access during and post demolition and construction to increase the mode share of walking and cycling; and
- Explore opportunities to improve cycling facilities along both sides of O'Connell Street which would include a dedicated separated on road cycle facility so that pedestrians are separated from bicycles using this route.