

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

**Attention:** May Banh

Dear Mr Gibson

**Brookvale Community Health Centre (SSD 6980)  
Notice of Exhibition**

Thank you for your letter dated 29 October 2015 requesting Transport for NSW (TfNSW) comment on the above.

Roads and Maritime Services will provide a separate response.

TfNSW provides the following key comments on the above development application and the details of key comments are provided in **TAB A**.

- Further consultation is requested to address the interface issues associated with the future of bus travel on the Northern Beaches (B-Line), with a fleet of double decker buses to run at least every 10 minutes, alongside other bus services.
- The proposed development has the potential to impact on traffic and transport operation in the vicinity of the Brookvale Community Health Centre (BCHC) site and pedestrian safety adjacent to the BCHC during construction.
- A 'Future Overhead Bridge Link' is shown in the Figure 6 of the Transport and Accessibility Assessment Report (Traffic Report). Limited information is provided in the Traffic Report in relation to the proposed bridge link.
- The proposed right turn from William Street into Pittwater Road is likely to increase travel time for the high volume of bus services traversing the Pittwater Road and William Street intersection.
- Any queuing from the BCHC access on Pittwater Road would have the potential to impact on bus travel time of high frequency bus routes.

TfNSW requests that the identified issues need to be resolved in close consultation with TfNSW and Roads and Maritime Services during the preparation of Response to Submissions. TfNSW would be pleased to consider any further material forwarded from the proponent.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager, Land Use Planning and Development on 8202 2198.

Yours sincerely



Simon Hunter  
**Executive Director, Transport Strategy**  
**Freight, Strategy and Planning**

CD15/19627

## **TAB A – Detailed Comments on the Development Application**

### **Northern Beaches Bus Rapid Transit**

#### Issue

The NSW government has recently announced the future of bus travel on the Northern Beaches (B-Line), with a fleet of double decker buses to run at least every 10 minutes during the day from new bus stops between Mona Vale and the CBD. A total of nine (9) modern B-Line stops including at Brookvale will be provided with real-time information, seating, weather protection and improved facilities for customers. As part of the project, other bus services would operate alongside the double decker buses.

#### Recommendation

TfNSW acknowledges that the applicant has undertaken consultation during the planning of the BCHC with TfNSW and requests that the applicant continue to consult to address the interface issues related to the bus operation in particular:

- Proposed bus stand lengths;
- Proposed access *arrangement* on Pittwater Road;
- Overhead clearance of pedestrian bridge for double decker bus operation on Pittwater Road;
- Functionality for shared use by drop off and loading/unloading adjacent to the car park;
- Installation of Opal readers, Opal vending machines and real time passenger information;
- Pedestrian safety, in particular across the BCHC access on Pittwater Road and marked crossings within the car park;
- Access management of the commuter car parking spaces; and
- Use of community transport services at the proposed interchange.

### **Construction Traffic Management Plan**

#### Issue

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

### Recommendation

Prior to the commencement of any works on the site, a Construction Traffic Management Plan (CTMP) prepared by a suitably qualified person shall be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with Warringah Council, Roads and Maritime Services and TfNSW. The CTMP should specify any potential impacts to traffic, pedestrian, cyclists and bus services 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 shall include the cumulative construction impacts of all the projects adjacent to the site. The Applicant shall submit a copy of the CTMP to Warringah Council, prior to the commencement of work.

### **Future Overhead Bridge Link**

#### Issue

A 'Future Overhead Bridge Link' is shown in the Figure 6 of the Traffic Report. Limited information is provided in the Traffic Report in relation to the proposed bridge link.

#### Recommendation

TfNSW requests that the proposed bridge link be designed in consultation with Roads and Maritime Services and TfNSW in accordance with the relevant Roads and Maritimes Services standards.

It is requested that that pedestrian access to the bridge and to the proposed car park should be available 24/7 to allow for unimpeded use by commuters. The provision of stairs on both ends of the proposed bridge should form part of the proposal to maintain pedestrian access in the event that the either of the lifts are out of order.

### **Proposed Changes to the Traffic Signals at the Pittwater Road/William Street Intersection**

#### Issue

Any changes to the traffic signals including the proposal for the subject intersection require consent of Roads and Maritime Services under Section 87 of the Roads Act 1993.

#### Recommendation

TfNSW requests that the applicant seek Roads and Maritime Services approval for the proposed changes to the traffic signals for the Pittwater Road/William Street intersection.

## **Timing of the Introduction of Right Turn Movement from William Street into Pittwater Road**

### Issue

The proposed right turn from William Street into Pittwater Road with the signalised pedestrian crossing on Pittwater Road in place would require more green time to be allocated for William Street. As a result of this, vehicles travelling along Pittwater Road would have reduced green time. This would have the potential to increase travel time for the high volume of bus services traversing along Pittwater Road.

### Recommendation

TfNSW requests that the introduction of the proposed right turn from William Street into Pittwater Road be undertaken with the approval of Roads and Maritime Services. This needs to be undertaken at the same time as the removal of the signalised pedestrian crossing on Pittwater Road which is expected to occur with the opening of the pedestrian bridge.

## **Proposed Access on Pittwater Road**

### Issue

Pittwater Road is a classified Road, as such the proposed access requires concurrence of Roads and Maritime Services in accordance with Section 138 of the Roads Act 1993.

### Recommendation

TfNSW requests that the applicant seek Roads and Maritime Services approval for the proposed access on Pittwater Road.

## **Proposed B-Line Services Operation adjacent to the BCHC**

### Issue

Any queuing from the BCHC access on Pittwater Road in the bus lane would have the potential to impact on travel time of bus services. It is likely that most of the commuter parking spaces would be fully occupied early in the morning. Vehicles looking for parking will enter the car park without the knowledge of unavailability of parking spaces. These unnecessary additional movements on the bus lane will cause disruptions to bus services.

### Recommendation

TfNSW requests that the applicant consider and implement feasible measures to prevent the potential queuing of cars from the BCHC access on Pittwater Road into the bus lane. As an example, an electronic sign could be installed at the Pittwater Road car park entrance showing the real time information in relation to number of parking spaces that are free for short term parking and commuter parking.