



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

Attention: Peter McManus

Dear Mr Gibson

New O'Connell Street Public School Parramatta (SSD 7372) – Notice of Exhibition

Thank you for your letter dated 22 June 2016 requesting Transport for NSW (TfNSW) comment on the above proposal.

Roads and Maritime Services has provided a separate response.

TfNSW would like to continue to work with Department of Education to resolve key issues as highlighted below. Details of key comments and remaining issues are provided at **TAB A**.

- TfNSW is currently assessing route options for the Parramatta Light Rail in the vicinity of the proposed school. Further consultation with TfNSW is recommended to ensure the development is integrated with a possible future light rail corridor.
- The proposal includes set-down/pick-up area along Market Street which is currently being utilised by bus services as a layby area. The parking configuration along Market Street requires further investigation in consultation with TfNSW and Council.

TfNSW suggests that the identified issues should be resolved in consultation with TfNSW. TfNSW would be pleased to consider any further material forwarded from the applicant.

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.

Yours sincerely



5/9/16

Mark Ozinga
**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

CD16/09399

TAB A – Request for Further Information/Clarification

Parramatta Light Rail

Issue

TfNSW is currently assessing route options for the Parramatta Light Rail (PLR) including within the vicinity of the site. Recommendations on a preferred project are expected to be considered by Government late this year and will form the basis of a Final Business Case in mid-2017.

A PLR route could result in changes to existing parking and access, particularly in relation to the vehicle access point for surrounding development and on-street parking.

TfNSW will work with stakeholders including the Department of Education to develop a proposal for Parramatta Light Rail that integrates with the surrounding developments including (subject to the final route alignment) O'Connell Street Public School. This includes resolving potential issues including pedestrian permeability, safety and accessibility and vehicle access.

Recommendation

It is requested that Department of Education consult with TfNSW to ensure the proposed school can be integrated with a possible future Parramatta Light Rail in the area.

Bus Services Operation

Issue

Section 3.3.2 of the TIA report recommends on-street student set-down/pick-up area including along Market Street. Market Street is a layover area for buses and is utilised by several bus routes. At present it does not have the capacity to accommodate a set-down/pick-up area. School bus services for the school also utilise Market Street as a layover.

Section 7.5 of the TIA report proposes a 'Bus Zone' is proposed to be located somewhere on Marsden Street/Marist Place to accommodate up to three buses at time. The requirement of a 'Bus Zone' is supported however, it should be located on Market Street where numerous bus services currently operate. As noted above, this would further conflict with the proposed student set-down/pick-up at Market Street.

Recommendation

The proposed student set-down /pick-up, parking and bus zone configuration along Market Street requires further assessment to ensure the needs of bus operation is accommodated without compromising the safety of pedestrians particularly school children. Alternative options needs to be considered as impact on existing bus operation would be detrimental. This matter should be addressed in consultation with TfNSW and Council.

Pedestrian Route Assessment

Issue

Key walking routes to the school particularly from public transport locations requires a detailed assessment. Any areas that warrant safety improvements along the safe route options should be identified.

With 1,000 students arriving and leaving within a short period of time, the route assessment should consider the capacity of intersections (including holding areas) and pathways along the desired routes as well as the locations of access points for the school. The assessment should identify measures that could increase capacity and/or distribute movements across various safe route options.

Any recommended traffic management measures would require Council approval through the Local Traffic Committee. Traffic signal intersection improvements and measures along O'Connell Street would require approval of Roads and Maritime.

Recommendation

A detailed pedestrian route assessment should be undertaken to assess key routes to the school and identify measures that would maintain safety of school children and other road users. The assessment should assess the capacity of paths and intersections. The assessment should be undertaken to the satisfaction of Council and Roads and Maritime Services.

Travel Demand

Issue

Section 7.1 of the TIA report provides a mode split estimate for students travelling to and from the school:

- 50% will walk or cycle;
- 30% will be driven on private vehicles
- 20% will use public transport

The proportion of private vehicle trips seems low and should be justified with empirical evidence. The set-down/pick-up area assessment should be updated accordingly to ensure adequate area is provided for private vehicles to queue without causing road safety issues or blocking traffic particularly along Market Street.

Section 5.4 of the TIA report has included a discussion on Public and Non Car Travel with Section 4.2.1 highlights the need for a Green Travel Plan. However specific measures have not been recommended.

Recommendation

The mode split should be justified based on empirical evidence. The result should inform the set-down/pick-up area requirement for the proposed school.

TfNSW recommends that Department of Education be conditioned to prepare a Green Travel Plan that would:

- Identify travel demand measures that could be implemented to reduce private car trips for staff and students;
- Monitor the effectiveness of the travel plan measures using the appropriate reporting then identify any further improvements to encourage public and active transport trips.

In addition Department of Education should be conditioned to provide the following measures to encourage active transport trips:

- provide bicycle parking and end of trip facilities for students and staff in accordance with Parramatta City Council 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.

Recommendation

TfNSW recommends that Department of Education 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 Parramatta City 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 should include the cumulative construction impacts of all the projects adjacent to the site. The applicant should submit a copy of the CTMP to Parramatta City Council, prior to the commencement of work.

Transport Assessment Report

Issue

Further clarifications are requested on the Transport Assessment report in relation to the following:

- Section 5.4.2 'Bus' of the TIA report requires clarification in relation to statements relating to bus operations within the vicinity of the proposed school:
 - The TIA states that Parramatta City Centre is serviced by 40 bus routes provided by six bus operators of Veolia, Hopkinsons, Westbus, Hillsbus, Sydney Buses and Western Sydney Buses. Hopkinsons, Westbus, Western Sydney Buses, have not operated in the area since 2013. The correct operators are Transdev, Busways, Hillsbus, Sydney Buses and Transit Systems Sydney, which have been in operation from 2013.
 - Parramatta City Council does not operate "the Loop" free city bus service. It is route 900 provided by TfNSW and operated by Transdev.
 - Route 829 operates via O'Connell Street but has not been discussed in the TIA report.
 - Routes 546, 829, and M91 operate via Marsden Street but have not been discussed in the TIA report.
 - Routes 804 and 806 operate via Market Street but have not been discussed in the TIA report.

Recommendation

TfNSW requests that the issues above are addressed and assessments are updated accordingly.