



**Transport
for NSW**



PCU067202



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

Attention: Megan Fu

**New Grafton Correctional Centre Concept Proposal and Stage 1 Early Works (SSD7413)
Notice of Exhibition**

Dear Mr Gibson

Thank you for your letter advising exhibition of State Significant Development 7413. A detailed annexure is attached, in summary it is suggested:

- TfNSW requests that the applicant undertake Road Safety Audits for the access roads to the proposed correctional centre from the Pacific Highway and the Pacific Motorway, in accordance with Austroads *Guide to Road Safety Part 6: Road Safety Audit* by a TfNSW accredited road safety auditor at the following stages.
 - Existing Situation; and
 - Concept Design of the access road improvements.

Based on the results of the road safety audit, the applicant should minimise the safety risks along the access roads to the proposed correctional centre and review the design drawings and implement safety measures as required.

- The experience at Cessnock Correctional Facility is that there is a demand for public bus travel between that facility and Maitland Station. It is considered likely that there will also be demand for a bus service between Grafton Railway Station and the new Grafton facility. The allowance for a future bus shelter and bus turning circle sufficient for the turning circle of a 12.5 metre bus use could be considered as part of the excavation works for Stage 1.

Thank you again for the opportunity to provide comment to this exhibition. Should you have any questions regarding this matter please contact Tim Dewey, Senior Transport Planner on 8202-2188 or by email at Tim.Dewey@transport.nsw.gov.au

Yours Sincerely,

per:  20/9/16.

Mark Ozinga
Principal Manager
Land Use Planning and Development

CD16/11653

Road Safety Assessment

Comment

It is noted that some sections of the access roads to the proposed correctional centre are narrow for two way movements and road side objects are located within the clear zone. The existing arrangement would have potential to increase crashes along access roads to the proposed correctional centre with the increase in number of vehicle movements generated from the proposed development.

Recommendation

The applicant undertakes Road Safety Audits for the access roads to the proposed correctional centre from the Pacific Highway and the Pacific Motorway, in accordance with Austroads *Guide to Road Safety Part 6: Road Safety Audit* by a TfNSW accredited road safety auditor at the following stages.

- Existing Situation; and
- Concept Design of the access road improvements.

Based on the results of the road safety audit, the applicant needs to minimise the safety risks along the access roads to the proposed correctional centre and review the design drawings for the proposed upgrades and implement safety measures as required.

Proposed Road Upgrade

Comment

It is noted that the some sections of the access roads are to be upgraded to provide passing bays.

Recommendation

The proposed road upgrade be designed in accordance with the relevant Austroads Road Design Guide.

The Cessnock Correctional Centre Experience

Public transport to Cessnock Correctional Facility is provided by routes 160,163, and 164 which connect the facility with the upper and lower hunter. It is currently well utilised by people both visiting and working at the facility who may not always have access to private transport. Patronage is reported at 20 on and off movements at the Cessnock Correctional Centre bus stop each day (weekdays and weekends) spread over 3 services on weekdays and 2 services at weekends. Patronage is reported as noticeably higher than this baseline during school holidays and closer to the Christmas period.

Consideration of a Grafton Correctional Centre Bus Service

Atwal Bus Service Pty Ltd currently operates via parts of Avenue Road near the proposed location of the Grafton Correctional Facility. Avenue Road is narrow, and may not be fully bus capable at present. However, if road upgrades associated with this proposal were to be provided then a future bus service could be considered to the facility. It would be about 4.5km to divert to the site. There are other routes around Grafton and neighbouring districts which could also be considered for diversion to the site if sufficient demand was evident. An area for a 12.5 metre to turn around, suitable kerbing and a bus shelter would be required. The proponent's support for a potential future bus service to the facility and allowance for the turning bay and bus shelter in the correctional centre design and preliminary earthworks would assist the implementation of this service.