

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

Attention: Peter McManus

Dear Mr Gibson

**Arthur Philip High School and Parramatta Public School, Parramatta (SSD 7237)
Notice of Exhibition**

Thank you for your letter dated 13 May 2016 requesting Transport for NSW (TfNSW) comment on the above proposal.

Roads and Maritime Services should be consulted for a separate response.

TfNSW supports the overall proposal but would like to continue to work with Department of Education to resolve key issues as highlighted below. Detail of key comments and remaining issues is provided at **TAB A**.

- TfNSW is currently assessing route options for the Parramatta Light Rail in the vicinity of the proposed schools. Further consultation with TfNSW is recommended to ensure the development is integrated with a possible future light rail corridor.
- The proposal will result in a significant increase in school pedestrian movements along key routes to the school particularly to/from Parramatta Interchange which requires further assessment.

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



4/7/16

Mark Ozinga

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

CD16/06874

TAB A – Request for Further Information/Clarification

Parramatta Light Rail

Issue

TfNSW is currently assessing route options for the Parramatta Light Rail (PLR), one of which is Macquarie Street. 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 along Macquarie Street would most likely result in changes to existing parking and access, particularly in relation to the vehicle access point for the Arthur Philip High school and on-street parking along Macquarie Street.

There is an opportunity for PLR to contribute to the future access plan for Arthur Philip High School and Parramatta Public School. TfNSW will work with the Department of Education to develop a proposal for Parramatta Light Rail that integrates with the proposed schools precinct. Also, if the preferred Parramatta Light Rail adopts the Macquarie Street route, TfNSW will work with the Department of Education to resolve potential issues including pedestrian permeability, safety and accessibility, and vehicle access into the APHS.

Recommendation

It is requested that the applicant consult with TfNSW to ensure the proposed development can be integrated with a possible future Parramatta Light Rail in the area. This includes a review of the proposed vehicular access arrangement for Arthur Philip High School which may be restricted should a light rail corridor be proposed along Macquarie Street.

Pedestrian Route Assessment

Issue

Given the importance of walking and the need for higher safety standards for children, the key walking routes to the school particularly to Parramatta Interchange requires a detailed assessment. Any areas that warrant safety improvements along the safe route options should be identified.

With an additional 800 students arriving, 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.

Recommended traffic management measures require Council approval through the Local Traffic Committee. Traffic signal intersection improvements require approval of Roads and Maritime Services.

Recommendation

TfNSW recommends a detailed pedestrian route assessment 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, TfNSW and Roads and Maritime Services.

Travel Demand

Issue

The Transport Assessment report has included a discussion on travel demand measures which identified key principles and tools such as a Green Travel Plan. However specific measures have not been recommended.

Recommendation

TfNSW recommends that the applicant be conditioned to prepare a Green Travel Plan that would:

- Identify travel demand measures that could be implemented to reduce private car trips including consideration for staggering school start and finish times to reduce overall peak demand for all modes;
- Monitor the effectiveness of the travel plan measures using the appropriate reporting then identify any further improvements to achieve the required modal shift targets.

In addition the proponent 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.

Heavy Vehicle Swept Path

Issue

Swept path analysis is required to demonstrate that service vehicles can enter/exit the proposed loading areas and access driveways (subject to light rail consideration above). Swept path analysis should also show that buses can travel to and from the relocated part-time bus zone on Charles Street without blocking through traffic.

Recommendation

TfNSW recommends that swept path analysis for service vehicles and buses should be provided.

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 the applicant 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:

- The report indicates that the number of staff would increase from 135 to 175 staff, however vehicular trips will decrease as the number of off-street staff parking will be reduced. However to provide a conservative assessment, it is recommended that the staff trip generation assessment should consider car mode share based on Journey to Work Data as included in the Transport Assessment report.
- The school drop off assessment only considered Little Street however, alternative drop-off options are available along time restricted parking along surrounding local streets (including 15 minute free parking) and within off-street car parks. The drop off demand assessment should be updated to consider these alternative drop-off locations. Consideration should be given to locating parking for people with disabilities on Little Street closer to school access points to the satisfaction of Council.

Recommendation

TfNSW requests that the Transport Assessment report be updated to address the additional information and assessments requested above.