



3 May 2021

TfNSW Reference: SYD20/00598/03

Client Reference: SSD 10465

Director
Department of Planning, Industry and Environmental
GPO Box 39
SYDNEY NSW 2001

Attention: **Rebecca Sommer**

**EXHIBITION OF EIS FOR REDEVELOPMENT OF MOSMAN HIGH SCHOOL TO
INCREASE STUDENT NUMBERS - 769 MILITARY ROAD, MOSMAN (SSD 10465)**

Dear Sir/Madam

Reference is made to your correspondence dated 6 April 2021, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted documentation and provides the following comments for your consideration in the determination of this application:

Construction Traffic Management Plan (CTMP)

1. Comment

In Section 5.8 of the preliminary CTMP the applicant proposes the relocation of the existing stop line on Belmont Road approach at Military Road. The applicant previously consulted TfNSW regarding this measure when the EIS being prepared. TfNSW raised and reiterated the serious concern of relocating the stop line at this location, due to the significant impact on the Traffic Signal Control (TCS) infrastructure, including underground loop detectors, traffic signal post, pedestrian crossing, access ramps, signage, pavement marking and kerb side parking post and signage.

Recommendation

It is requested that the Proponent:

- Investigates alternate measures for heavy vehicle access.
- Alternatively, if this measure proceed, proper TCS and intersection design with a supportive comprehensive Traffic and Transport Assessment should be submitted to TfNSW for review and approval.

2. Comment

The swept path diagrams within the CTMP are not clear enough for TfNSW to complete the assessment and provide comment.

Recommendation

It is requested that the Proponent to submit the swept path diagrams in DWG format to TfNSW for review.

Active Transport

3. Comments

Current NSW policies state the importance of walking and cycling to increase access to local centres and integrating transport with land use as part of the whole customer journey. *Future Transport 2056* emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to increase the catchment of public transport as part of the whole customer journey.

Building Momentum - State Infrastructure Strategy 2018-2038 includes recommendations related to walking and cycling, including integrating transport with land use; managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport.

Recommendation

It is requested that prior to the issue of the first Occupancy Certificate, the applicant be conditioned to provide bicycle parking and end of trip facilities for staff, students and visitors in accordance with Australian Standard AS1742.9:2018 *Manual of Uniform Traffic Control Devices - Bicycle Facilities*, and *Cycling Aspects of Austroads Guides* including:

- Locate bicycle parking and storage facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

Public Transport Considerations

4. Comment

Details of current transport networks and current daily and peak hour services in both the TIA and Green Travel Plan are outdated and need to be revised.

Green Travel Plan:

- Figure 8 shows an outdated network map;
- On page 21 (document page 17) of the routes listed in the 1st paragraph, only the 228 is still operating and the previous route 230 (missing), is also still operating;
- Figure 9 is no longer current. The route shown on Avenue Rd as the 244 is the 230;
- Table 1 - Summary of Bus Services needs to be updated, as most of the routes no longer exist; and
- Figure 10 – Summary of School Bus Services, the 575n no longer operates and is

replaced by additional frequency on 100, 114 and 230.

Recommendation

The TIA and GTP need to be updated to reflect accurate public transport information. The most current Bus Network Maps may be found at: <https://transportnsw.info/travel-info/ways-to-get-around/bus/bus-operator-maps>

Green Travel Plan

5. Comment

TfNSW notes the Green Travel Plan prepared by ptc; the Plan includes some measures to encourage mode shift and mode share targets. Some information in the GTP needs to be updated including bus map please review (<https://transportnsw.info/document/5202/region-8-map-january-2021.pdf>) and School Term Bus pass eligibility (<https://apps.transport.nsw.gov.au/ssts/#/termBusPass>).

Recommendation

The applicant shall prepare an updated Green Travel Plan in consultation with TfNSW. The applicant shall submit a copy of the final plan to TfNSW for endorsement at development.sco@transport.nsw.gov.au, prior to the issue of the first occupation certificate. The Green Travel Plan should include, but not be limited to:

- analysis of current travel survey data and school postcode data and discussion of how this data has informed the mode share targets and actions of the GTP;
- identifying the number of staff and students within reasonable walking / cycling distance;
- staged mode share targets for staff, students and visitors which reflect a commitment to increase non-car mode share for travel to and from the site;
- implementation strategy that commits to specific actions (including operational procedures to be implemented along with timeframes) to encourage the use of public and active transport and discourage the use of single occupant car travel to access the site;
- details of bicycle parking and dedicated end of trip facilities including but not limited to lockers, showers and change rooms and e-bike charging station(s) for staff and students to support an increase in the non-car mode share for travel to and from the site;
- a Transport Access Guide for staff, students and visitors providing information about the range of travel modes, access arrangements and supporting facilities that service the site;
- a communication strategy for engaging with students, staff and visitors regarding public and active transport use to the site and the promotion of the health and wellbeing benefits of active and non-car travel to the site;
- include a mechanism to monitor the effectiveness of the measures of the plan; and
- the appointment of a Travel Plan Coordinator responsible for implementing the plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets.

The plan shall be reviewed annually for at least the first five years and involve surveys, evaluation and review.

Transport for NSW has developed a Travel Plan Toolkit designed for the person or group responsible for developing and implementing a Travel Plan. This toolkit provides the steps, templates and resources for developing a comprehensive Travel Plan and may be accessed at: <https://www.mysydney.nsw.gov.au/travelchoices/tdm>

If you have any further questions, Mr. Felix Liu would be pleased to take your call on 8849 2113 or email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



Malgy Coman
Senior Land Use Planner