Jason Maslen
A/Team Leader
School Infrastructure Assessments
Department of Planning, Industry & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr. Maslen,

SSD 9809 New Marsden Park Public School

Thank you for your correspondence via Major Project portal (ref: PAE-800) on 18 October 2019, requesting Transport for NSW (TfNSW) to review and comment on the above.

The proposal seeks development approval for a new educational establishment for accommodating a maximum of 1,000 students between Kindergarten and Year 6. It is noted the proposal consists of an optional stage (Stage 1) for constructing a temporary school facility to accommodate a maximum of 500 students. This optional stage will not be required should the permanent school construction progress as per the program. On this note the review of the proposal has taken into account of both the temporary and permanent school facility.

A Transport and Accessibility Study (TAS) has been prepared in support of the proposal. It is noted that the TAS has adopted an approach of comparing the additional school trips with the total trips at the two intersections on Richmond Road (Richmond Road/Access Road 1 and Richmond Road/Elara Boulevard) that concludes minor traffic impact is anticipated. The TAS has also only assessed the proposal largely from a traffic perspective with limited assessment relating to other transport demands, in particular pick-up/drop-off which is one of the key demands at a primary school.

Detailed comment on the TAS are further discussed in **Attachment A**.

Thank you again for the opportunity of providing advice for the above development application. If you require any further information, please don't hesitate to contact Billy Yung, Senior Transport Planner, via email at billy.yung@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

18/11/2019
Mark Ozinga
Principal Manager, Land Use Planning & Development
Customer Strategy & Technology

CD19/08438

Traffic assessment

Comment:

- Trip generation of the proposed school, as stated in Section 1.4, is estimated largely based on the data contained in a previous study (*the Assessment of Intersection Performance at Richmond Road-Access 1 Intersection Marsden Park Residential Precinct*).
- The traffic assessment adopted a traffic forecast from another previous study (*The Marsden Park Precinct Traffic and Transport Assessment*) which was prepared in 2013. The TAS has not undertaken any survey to validate the traffic data of the aforesaid previous studies that might require further calibration before applying to the current assessment. The SEARs has stipulated that "*accurate details of the current daily and peak hour vehicle, existing and future public transport networks and pedestrian and cycle movement provided on the road network located adjacent to the proposed development*" should be included in a transport and accessibility impact assessment.
- Conclusion of the traffic assessment, as outlined in the Section 4.2 and Table 4.2, is broadly based on a comparison between the additional school trips and the total trips at the two intersections on Richmond Road (Richmond Road/Access Road 1 and Richmond Road/Elara Boulevard) and concludes minor impact would be anticipated. It is not evident that how the additional school trips has been assigned to the surrounding traffic network. If the additional trips were required to pass through the critical approach of an intersection, it would have a more apparent effect to the intersection performance. Comparison of the additional trips with the total trips at the intersection does not provide an assessment of the actual impact on the intersection performance. Furthermore, as stipulated in the SEARs, traffic modeling is to be undertaken using SIDRA network modelling for current and future years.

Recommendation:

It is considered that the TAS has not adequately addressed the SEARs as discussed above. The following additional information and assessment should be provided in the Response to Submissions (RtS):

- Discussion, includes traffic surveys if needed, on justifying/validating the traffic data adopted from the previous assessments and calibrating the data if necessary prior to applying to the current assessment for both existing and future years.
- Intersection analysis, using SIDRA networking modelling as per the SEARs, should be undertaken to assess the potential impact of the proposed development on the adjoining road network and intersections. Information of trip distribution and assignment, preferably presented in a network diagram, should be provided to progressively demonstrate the increase of traffic flow on the affected intersections/road network as a good practice for transport impact assessment.

Trip Generation

Comment:

On page 9 of the TAS indicates that 40% of the school car trips is assumed to be coming from the wider North West Growth Centre outside of Marsden Park Precinct. Out of this 40%, a 30% of these car trips are assumed to be one-way peak hour trips relating to staff. However, it is evident that the total trips are estimated based on student population only (i.e. 225 car trips derived from 45% of the trips generated by a population of 500 students).

Recommendation:

Further analysis should be provided to derive an appropriate trip generation rate for staff and thus provide an estimate of the trips based on the anticipated staff number. A revised analysis of intersection performance should be included if necessary.

Proposed pick-up/drop-off location

Comment:

- Figure 2-13 shows that most of the residential lands are located to the south and west of the school site. A single pick-up/drop-off area (under the permanent arrangement) is proposed to be on Northbourne Drive which is located on the eastern frontage of the school site. It is advised that Northbourne Drive would likely to service public bus route (in both directions) in the future.
- Architectural Drawing Title: Site Plan – Temporary School Layout (Drawing Reference 19154-NBRS-A-052) shows that pick-up/drop-off area is proposed on Beale Street to the west of the school site. There is no indication of whether this provision would also be used for bus pick-up/ drop-off.
- Bus pick-up and drop-off lay-by is proposed on Bolwarra Drive to the north of the school site. No pedestrian access is proposed at the north of the school site in both of the temporary school (*Architectural Drawing Title: Site Plan – Temporary School Layout; Drawing Reference 19154-NBRS-A-052*) and the permanent arrangement (*Architectural Drawing Title: Site Plan – Access Diagram; Drawing Reference 19154-NBRS-A-051*).

Recommendation:

Further review should be undertaken on the proposed pick-up/drop-off location in consideration of trip distribution perspective to alleviate the traffic demand on the section of Northbourne Drive fronting the school site, noting that Northbourne Drive would likely to service public bus route in the future. Clarity should also be sought in regards to how the proposed bus bays on Bolwara Drive could be accessed by the students to/from the school. The above recommendations are applicable to both the temporary and permanent arrangement. The length of the pick-up/drop-off laybys, including the bus layby, should be indicated on the relevant drawings for information.

Assessment of pick-up/drop-off demand

Comment:

The TAS provides no assessment of the pick-up/drop-off demand for the proposed primary school. The report assumes 45% of the trips to school are made by car. Given that it is a primary school, the majority of these trips are more likely to rely on pick-up/drop-off activities. It is noted that the TAS has made reference to other public primary school sites in deriving the anticipated trip generation for the proposed primary school. Similar reference could be considered in estimating the pick-up/drop-off demand on the assumption that there are similarities, such as school catchment coverage and transport mode shares, between the reference school sites and the proposed school. No discussion is made about the relationship between the proportion of trips to school by car and trip generation. For example, in the comparison with other primary schools the average trip rate of 0.47 trips per hour includes both inbound and outbound trips.

Recommendation:

An assessment of the pick-up/drop-off demand should be provided to demonstrate the proposed length of layby could adequately accommodate the anticipated peak demand or

otherwise additional provision or measures should be provided to address the deficiency.

Travel Plan

Comment:

A preliminary Green Travel Plan is provided as part of the TAS that discusses the objectives and possible travel demand management measures to be implemented. On this note it is recommended that the Travel Plan should:

- consider raising the staff and student target mode share for public transport/walking/cycling and reducing that for private vehicle given the assumption of 90% of students residing in Marsden Park Precinct and there are proposed walking and cycling infrastructures to be delivered as part of the precinct work. Travel Plan initiatives should be further reviewed to match with this higher target if required;
- additional showers and lockers for staff as well as other changing room amenities could be considered to give further incentives for encouraging mode shift to active transport modes;
- develop and deliver a robust communications strategy for the Travel Plan to users of the site prior to occupation which includes key messages on how to travel including prioritising public and active transport as well as road safety messages.

A high quality Travel Access Guide which provides staff and students and visitors with information on site access by all modes as well as advice and links to travel planning tools, Opal and contactless payments should be developed and distributed to the target audiences prior to occupation.

Recommendation:

A comprehensive Travel Plan, taking into consideration of the above suggestions, should be prepared prior to occupation.