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

Dear Mr. Maslen,

SSD 10349 Multi-Trades and Digital Technology Hub at TAFE Meadowbank

Thank you for your correspondence via Major Project portal (ref: PAE-806) on 18 October 2019, requesting Transport for NSW (TfNSW) to review and comment on the above. This letter is offered as a collective response from TfNSW and Roads and Maritime Services.

The proposal seeks development approval for a new educational establishment adding to the TAFE Meadowbank facilities, and forms part of the Meadowbank Education and Employment Precinct.

The documentation in support of the proposal is reviewed and our comments are provided 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

14/11/2019
Mark Ozinga
Principal Manager, Land Use Planning & Development
Customer Strategy & Technology

CD19/08470

Mode share targets

Comment:

With reference to the initiatives suggested in the Travel Plan, the transport study expected an increase of combined mode share for PT, walking and cycling to 35% and 65% for staff and students respectively.

Recommendation:

Clarification is needed of whether such initiatives are applicable to the entire campus or just the Hub. It is also recommended that such targeted mode shift should be backed up with empirical evidence i.e. survey of existing staff/student on whether they would be benefited by the suggested initiatives and use more PT/active transport modes.

Vehicle access on Rhodes Street

Comment:

Vehicle access is proposed via See Street with a new east-west internal laneway to run along the northern boundary of the site between the Hub and the existing substation. Consideration should be made in relation to the Precinct School SSD that indicates the pedestrian access for the future high school and primary school will be on Rhodes Street and also in close proximity to the west access of the laneway.

Recommendation:

Use of such laneway should be time restricted or for emergency purpose so as to not interfere with the school users i.e. safety issues.

Parking and end-of-trip facilities

Comment:

- 11 bicycle parking spaces are proposed in consideration of car parking provision of 104 spaces as per DCP requirement for the Hub.
- The proposed access to bicycle parking and end of trip facilities is via the same vehicle entry ramp into the basement parking area.

Recommendation:

- Consideration should be given to the number and type of the bicycle parking and end of trip facilities to be provided for staff and students connecting to the site and campus, given 300 car spaces will be available across the campus.
- Provision of separated bi-directional bicycle and pedestrian facilitates could be considered to offer a better safety connectivity outcome for pedestrians and bicycle riders as well as the street amenity.
- Consideration could also be given to E-Transportation charging facilities at the school parking area.

Loading Facilities

Comment:

Section 6.2 of the transport assessment report indicates that preliminary swept path analysis has been carried out for a 12.5m HRV accessing the loading dock and the report recommended that a loading dock management plan be implemented to manage and ensure HRVs accessing the building should be restricted to outside of peak arrival and departure periods.

Recommendation:

The Response to Submissions (RtS) should provide the swept path analysis for review. The applicant should also be conditioned to prepare and commit to implement the loading dock management plan as suggested in the report.

Modelling Assumptions

Comment:

- Section 9.1.6 indicates assumptions had been made to the directional split (inbound and outbound) for students in the AM and PM peak hour.
- Appendix A.1.2 indicates gap acceptance calibration is adopted to inform intersection assessment (acceptance factor from 1.0 > 0.5). It potentially assumes that all drivers would be willing to accept smaller gaps to turn at intersections. It is not evident as to whether proper methodology is utilised to calibrate gap acceptance per SIDRA recommended practice.
- Figure 9.1 Sidra Modeling layout shown for Bowden Road and Stone Street shows stop lines present on all approaches. Bowden Road should not have any stoplines present. The Sidra network layout also does not reflect street parking and bus stops on the kerbside

Recommendation:

Clarification should be provided as part of the RtS:

- whether the same assumptions of directional split apply to staff for the traffic assessment.
- provide justification for the adopted gap acceptance factor in accordance with the methodology for calibrating gap acceptance per SIDRA recommended practice.
- Sidra model layout should accurately represent the present and future conditions.

Road Network Assessment

Comment:

The current report does not provide enough detail regarding the results of the intersection performance analysis.

Recommendation:

Further details of the SIDRA modelling should be attached as an Appendix to the report including:

- layouts of the networked intersections and standalone intersections
- SIDRA result summaries
- Copies of all SIDRA files should be provided for review.

Travel Plan

Comment:

A School Travel Plan is provided as part of the EIS 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 Meadowbank

Education and Employment Precinct Masterplan is giving focus on improvements to walking and cycling infrastructure. Travel Plan initiatives should be further reviewed to match with this higher target;

- in addition to proposed lockers, the End of Trip facilities should consider including showers and change room with associated amenities to give further incentives for encouraging mode shift to active transport modes;
- consider installation of next service departure screens for T9 rail services (and bus services if possible e.g. Victoria Road bus services) in the lobby to encourage public transport use; and
- 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.

Many of the proposed actions (e.g. develop map showing public transport routes…) should be rolled up into 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. This should be distributed prior to occupation.

In addition, the following details should be reviewed/amended:

- On page 14 Staff Targeted Action item under Cycling, clarity is needed for the reference made to senior students in BUG action i.e. or is it referring to TAFE staff.
- One of the Staff Targeted Actions under Public Transport suggest "Staff access to the Opal SSTS for up to two public transport trips per weekday". It is noted that broad discussions between TfNSW and NSW Education are already underway regarding the SSTS. It is therefore requested that this item to be excluded from the list of actions.

Recommendation:

Prior to occupancy, a comprehensive Travel Plan, taking into consideration of the above suggestions, should be prepared in consultation with Council and TfNSW. The issue of details as commented above should also be addressed in the RtS.