GTAconsultants

DRAFT

MEMORANDUM

TO: Anthony Murphy

CC:

FROM: Bernard Lo

DATE: 6 October 2016

OUR REF: 16S1454000

PAGE 1 OF 3

RE: **FASS-Response to Traffic Comments by Department of Planning & Environment (DOPE)**

Dear Anthony,

I understand DOPE requested a supplementary assessment in response to concerns relating to impacts on existing Parramatta Road bus operation by construction vehicles which will be accessing the site via the intersection of Parramatta Road and Ross Street. In assessing the adequacy or need for mitigation of any associated traffic, pedestrian, cyclists and public transport operations, the DOPE seeks to understand the following matters:

- The cumulative impacts associated with other construction activities.
- The anticipated peak hour and daily truck movements to and from the site.
- How will the above affect the Parramatta Road services.

Cumulative Impacts of Other Concurrent Projects

Based on consultation with the project team it is understood that the FASS project will occur in line with the following projects within the campus:

- F23 Administrative Building (F23)
- Lees 1 Building (Lees)

The construction of FASS is scheduled to occur between November 2016 and May 2018 (i.e. 15 months) while those of F23 and Lees are expected to commence in December 2016 and have an expected completion date of May 2018, i.e. 18 months.

Construction Traffic Movements

Comprehensive Construction and Traffic Management Plans (CTMP) have been prepared and submitted by Lendlease for FASS (15 June 2016) and F23 (7 April 2016) and by Richard Crookes Construction for Lees (9 March 2016) respectively.

The CTMP indicates the following construction traffic frequencies while the project team and CTMPs also indicated same for the F23 and Lees buildings projects (Table 1).

melbourne
sydney
brisbane
canberra
adelaide
gold coast
townsville
perth

Level 6, 15 Help Street
CHATSWOOD NSW 2067

PO Box 5254
WEST CHATSWOOD NSW 1515

t// +612 8448 1800

www.gta.com.au

Table 1: Construction traffic movements by projects

Project	Excavation	Construction (core)
FASS	15 vpd	40 vpd (peak) – during concrete pours only 20 vpd (average) – incl. 5-6 van deliveries
F23	13 vpd	30 vpd (peak) – during concrete pours only 15 vpd (average) – incl. up to 5 van deliveries
Lees	No excavation	60 vpd (peak) 30 vpd (average)

Note

1. vpd = Vehicle Per Day

Construction Truck Routes

When assessing the adequacy of concurrently delivered projects it is imperative to consider the allocation of arrival and departure access and routes.

In this context, the FASS CTMP indicated that the site would be accessed primarily via:

- From the west - Ross Street southbound through (25%)
- From the north, east and north - Parramatta Road westbound left turn (75%).

The CTMPs for F23 and Lees each indicated that their site accesses are provided via City Road and therefore independent of the intersection at question.

Impacts on Parramatta Road Bus Operation

Based on the above, it is apparent that some 75% of the FASS construction access movements is anticipated to involve the Parramatta Road and Ross Street intersection, i.e. some 11 vpd during the excavation phase and subsequently 15 vpd during construction period with occasional concrete pours being up to some 30 vpd.

Based on the approved daily construction duration of 11 hours (i.e. 7am to 6pm), expressing the above traffic generation on an hourly basis would indicate the following projections:

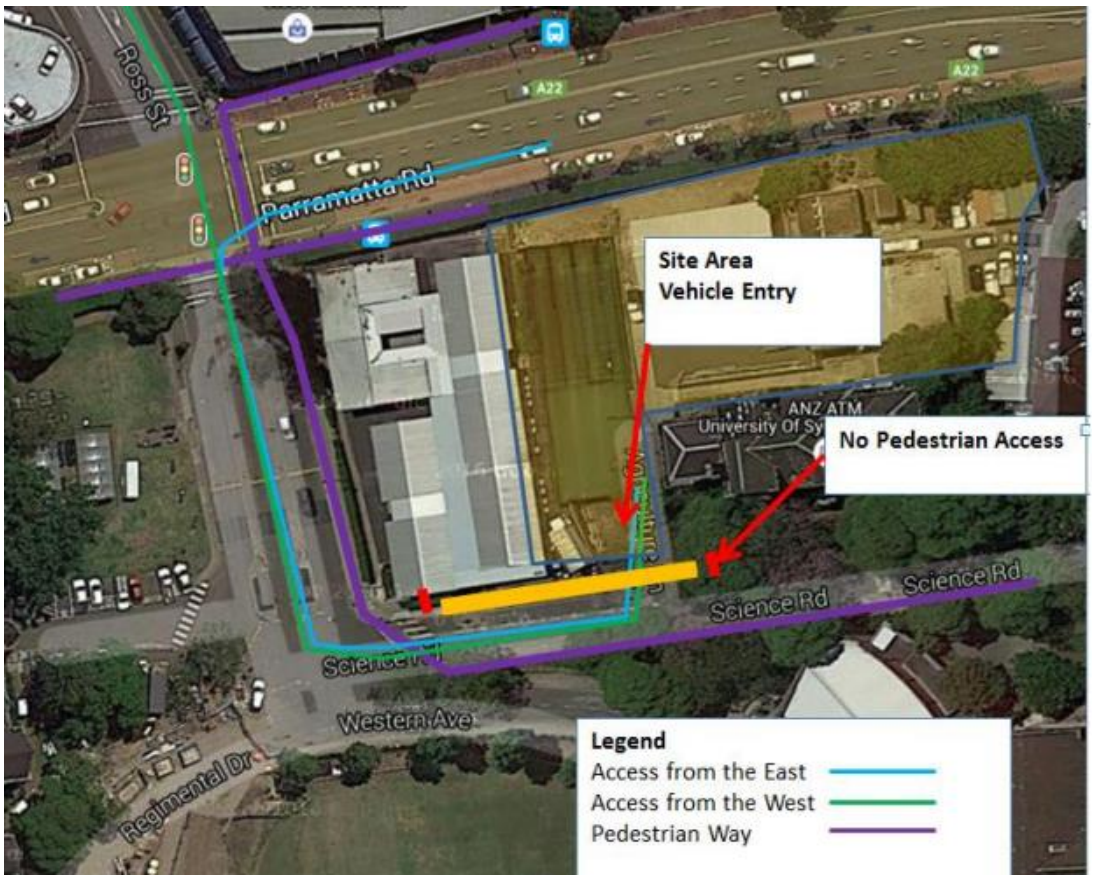
- 1 vehicle per hour (vph) during the excavation phase
- 1-2 vph during the construction phase
- 3 vph during peak concrete pours.

A query into the Transport NSW database reveal that the bus stop (westbound direction) situated just to the east of the subject intersection accommodates some 50 bus services during the peak periods (i.e. 7am-9am and 4pm-6pm). On this basis, the construction traffic represents some 4% of the peak hourly bus movements while during peak concrete pours, 6%. It is considered that although a truck would 'straddle' between two lanes during its entry manoeuvre to the site, the frequency at which it occurs is not anticipated to be averse to existing bus operation.

Considerations for Pedestrians including Public Transport Users

The CTMP also identified the existing pedestrian desire lines surrounding the site (Figure 1).

Figure 1: Pedestrian Desire Lines



Source: Lendlease

It is our view that the CTMP has appropriately addressed the safety of pedestrians by introducing a 'No Pedestrian Access' zone in front of the site. However, it is considered that this can be further enhanced by appointing accredited traffic controllers at the Science Road marked pedestrian crossings, in particular during the university term, to provide additional protection to students travelling between Ross Street and Western Avenue. Further, it is our view that water-filled barriers may be appointed at the boundaries of trucks' travel path to provide physical deterrence to students/pedestrians from interfering with truck movements/activities.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.