

**Subject** Lindfield Learning Village Phase 1 School - Response to comments on GTP and OTAMP

**Date** 24 January 2019

**Job No/Ref**

251272

Comments on the Green Travel Plan (GTP) and Operation Transport and Access Management Plan (OTAMP) received from TfNSW and Roads and Maritime Services have been reviewed and incorporated into the latest update of each plan. These plans will remain live documents to be managed by the school in consultation with Ku-ring-gai Council where relevant.

## OTAMP – Roads and Maritime Services (18 January 2019)

Section	Page	Comments	Update
2.1.2 Proposed arrangements for the Phase 1 school	5	<p>Table 2 lists out current bus services. The frequency is low. School operating times are not established and accordingly it is not presumed that the earlier services will be of much assistance to students. If it is anticipated that 72% of students will be catching the bus then this is approx. 250 students under the assumption that the respondents represent the remainder that did not respond to the initial survey.</p> <p>What is to suggest that the arrival times of the students will be spread out? The capacity of the bus services will not be great enough to service general public that may utilise the 565 service, and a concentrated level of students arriving or departing at similar times.</p> <p>This service is also noted in the GTP as servicing Beaumont Road Public School. Again adding potential capacity constraints on these services. Staggered start times have not been implemented / approved and accordingly it is unreasonable to plan as if this will be implemented.</p>	<p>Given that school specific bus services will not be available for school opening, the public transport targets will not be met.</p> <p>When an established school is up and running and the location of the students is known, further consultation will occur with TfNSW but to date they have advised that there are no buses.</p>
	5	<p>It is mentioned that if new school buses are introduced that they will share the bus bay with the existing 565 services. The bus bay is noted as having additional capacity for up to 4 buses to queue without impacting Eton Rd traffic.</p>	<p>If additional bus services are added then students will move up from the waiting area to board their bus</p>

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		<p>RMS notes that the available width is not great enough to allow buses to pass each other which may not be an issue now, but could be if additional services are added AND they arrive out of order. This is not likely to be an issue with an increase in 565 frequency, however potentially an issue if dedicated or shared school bus services are introduced. As the school grows this will become more and more crucial. If buses arrive out of order they have no opportunity to leap the queue and the current bay does not allow for students to access any bus other than the bus at the front of the queue.</p> <p>It is referenced that the Bus strategy will change over time as the school expands. What is suggested to address the above and further issues in comments below pertaining to the bus bay area?</p>	<p>when it arrives at the pick-up location. This is an interim arrangement until the new school bus loop is constructed on-site for Phase 2.</p>
2.3.1 Footpath upgrades at the school	7	<p>The document references 2.5m footpaths but the plan below only references a width of 2m. Perhaps old plans but please ensure information is the latest and correct so there is no discrepancy.</p> <p>It is also mentioned that a waiting area will be set up on the footpath south of the bus bay. What is the size of this? Is there any street furniture / benches? Site inspection shows that currently there is no clear area, just a wide footpath. While potentially large enough at Phase 1, again, when the school grows how will this be managed to ensure that queuing students do not impact the footpath availability? There is no clear delineated area.</p>	<p>The footpath from the existing bus bay to the school gate is 2.5m wide. The footpaths noted on the plan are within the site and will be a minimum of 2m wide.</p> <p>The school will determine the necessary waiting area size based on the number of students using the bus.</p>
2.4 Cycling	9	<p>Are bike racks and end of trip services provided? If so, potentially a place to include such information, even if only brief. <b>NOTE:</b> Potentially better placed in Section 4.5 Walking and cycling on page 13.</p>	<p>Additional information on bicycle facilities included in Section 4.5.</p>
3.1 Student travel	10	<p>It is mentioned that bus mode is likely to be reduced in Phase 1. This then suggest that bus services should not be utilised before the usage is determined and will likely ensure that greater emphasis will be on vehicular travel.</p>	<p>This is correct.</p>

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4.2 Parking and drop-off and pick-up	12	Spelling mistake in title showing “drop-of” instead of “drop-off”.  Figure 8 could be better illustrated with respect to the route for accessing the drop off / pick-up area.	Security personnel will direct traffic during the initial opening period and signage and line marking is in place to direct drivers.
4.3 Mobility Impaired Students	12	How will the access / gate be managed? Is there sufficient distance between gate and road to Carpark 2 so that waiting vehicle(s) do not stick back into the intersection.	This has been designed to allow a vehicle to queue without blocking whilst using the intercom.
4.5 Walking and Cycling	13	As per 2.4 Cycling above; Are bike racks and end of trip services provided? If so, potentially a place to include such information, even if only brief.	Included.
4.8 Bus access and management arrangements	15	It is noted that a waiting area will be designated on the footpath leaving room for passing pedestrians as shown in Figure 10.  There is no clear delineated area. While potentially large enough at Phase 1, again, when the school grows how will this be managed to ensure that queuing students do not impact the footpath availability?	The school will determine the necessary waiting area size based on the number of students using the bus.
Additional concern		By 2019, there will be about 350 residences on and adjacent to the site. With a lack of public transport to the area, there is likely a higher % of trips by residents to access shops and via public transport.	TfNSW has been encouraged to increase the frequency of the existing route 565 service.
Additional concern		The current Bus Bay is not adequate to accommodate the students, likely at Phase 1, and even more so as the school grows.	For Phase 2 of the school it is proposed to construct a new school bus loop on -site.

**OATPM – TfNSW (11 January 2019)**

Section	Page	Comments	Update
3		Section 3 probably irrelevant and can be removed. This document is to be concise and be related to how transport will be managed at an operational level.	Removed
2		Section 2: most of this information could be better presented as part of a Travel Access Guide. The provision of access information would be better represented on	Retained as the school will use this information to generate Travel

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		a single page with the key information; bus route, stopping pattern, connection to rail line; station facilities; recommended cycling routes.	Access Guides in consultation with Ku-ring-gai Council.
2.3		Section 2.3: details of footpath upgrades irrelevant. Section 4.5 of the plan refers to this section. Section 4.5 should detail the recommended walking routes/ pedestrian access points based on Day 1 conditions.	Removed
2.5		Section 2.5: details of school catchment would be irrelevant for this operational plan	Removed

**GTP - Roads and Maritime Services (18 January 2019)**

Section	Page	Comments	Update
2.1.2 Proposed arrangements for Phase 1	5	<p>It is mentioned that if new school buses are introduced that they will share the bus bay with the existing 565 services. The bus bay is noted as having additional capacity for up to 4 buses to queue without impacting Eton Rd traffic.</p> <p>RMS notes that the available width is not great enough to allow buses to pass each other which may not be an issue now, but could be if additional services are added AND they arrive out of order. This is not likely to be an issue with an increase in 565 frequency, however potentially an issue if dedicated or shared school bus services are introduced. As the school grows this will become more and more crucial. If buses arrive out of order they have no opportunity to leap the queue and the current bay does not allow for students to access any bus other than the bus at the front of the queue.</p> <p>It is referenced that the Bus strategy will change over time as the school expands. What is suggested to address the above and further issues in comments below pertaining to the bus bay area?</p>	<p>If additional bus services are added then students will move up from the waiting area to board their bus when it arrives at the pick-up location. This is an interim arrangement until the new school bus loop is constructed on-site for Phase 2.</p>
2.1.2 Proposed arrangements for Phase 1	5	School start and finish times are noted as being flexible which contradicts the statement on page 4 that they are not yet finalised.	School times updated.

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		<p>It also references that 88 students will utilise buses for school travel, noting that this is as per Section 3. How is this determined. Table 5 in Section 3 shows the responses of the travel survey. The document references that 170 students will be travelling by bus and train. It then states 134 students will catch the bus. How is this justified where the students that are catching a train will also still need to catch a bus? It is unlikely students will then walk 2km to the school.</p> <p>The GTP also suggests a third point of a Shuttle bus that the OTAMP does not reference.</p>	<p>The train and route 565 bus will only service approximately 80 students given the catchment which aligns with the earlier assumptions.</p> <p>There is no intention to run a shuttle bus for Phase 1.</p>
2.3.1 Existing footpath conditions	7	<p>Figure 4 suggests that crossings facilities are missing. While they may not exist, warrants must be met for the provision of pedestrian crossings and where a pedestrian refuge is suggested it still must go through an approval process. GTP feels like it is saying that these facilities are missing where it would be more appropriate to note these locations as being 'potential locations' or 'opportunities' for such facilities.</p>	Text updated
2.3.2 Footpath upgrades at the school	8	<p>The document references 2.5m footpaths but the plan below only references a width of 2m. Perhaps old plans but please ensure information is the latest and correct so there is no discrepancy.</p>	
3.1 Student Travel	11	<p>Table 5 shows the responses of the travel survey. The document references that 170 students will be travelling by bus and train. It then states 134 students will catch the bus. How is this justified where the students that are catching a train will also still need to catch a bus? It is unlikely students will then walk 2km to the school. Accordingly this feels misrepresented.</p> <p>If it is anticipated that 72% of students will be catching the bus then this is approx. 250 students under the assumption that the respondents represent the remainder that did not respond.</p>	<p>The actual travel patterns will be determined by the accessibility to public transport which will be limited initially to the Routes 565 bus. The survey is showing that there is a desire by many students to travel by public transport and services will need to be provided to capture this demand when buses become available.</p>

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3.1.4 Public bus	13	Recommendation is made that the frequency of bus services is increased up to 3 buses an hour. Who is this directed to and what action has been taken. Other information in the GTP and OATMP seems to suggest that this is not likely to happen.	Transdev and TfNSW have been in discussions where this has been raised.
3.1.5 Parking and drop-off and pick-up	14	Spelling mistake in title showing “drop-of” instead of “drop-off”.  Figure 10 does not illustrate the route for accessing the drop off / pick-up area. This is shown in the OATMP (and could be shown better) and while it references that the way it operates can be flexible, can the proposed arrange not be shown noting the flexibility as well.	Updated.
5.2.5 Walking	25	Suggest that footpaths and crossings are well connected. This goes against Section 2.	Updated.

**GTP - TfNSW (11 January 2019)**

Section	Page	Comments	Update
		Plan structure: Section 5 should proceed after Section 1.	Updated.
		Much of Sections 2, 3 and 4 could be incorporated into Appendices as much of the content provides the background evidence to support the need for site specific GTP measures. A concise GTP at the front with detailed supporting information at the rear would make the task of maintaining and utilising the GTP easier for the school.	The GTP will be taken forward by the school and will be formatted by them to suit their needs.
		Introduction: first para – Plan should also make reference to guide the travel choices of visitors and the wider community groups who will use the facility.	Updated.
		Section 1.3 and 1.4 What is a GTP and Objectives: This section should outline the specific benefits of a GTP to the Lindfield Learning village and should include reference to reducing localised congestion, improving safety and health outcomes.	
		Objectives: while those outlined are relevant to GTPs generally, in this context the wording should be specific to the objectives for Lindfield Learning Village Phase 1.	Updated.

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		<p>Section 3 -Travel mode targets: It is important that those recently surveyed and who expressed a preference for using public transport to access the site are encouraged and supported to do so where possible before travel patterns are established.</p> <p>a. Section 3.3 Staff Travel and 4.3 carpooling – Arrangements should be implemented at the outset to encourage carpooling by staff and allocating priority parking spaces with associated line marking &amp; signage for car poolers.</p>	Agreed.
		<p>Section 5 GTP Framework – This Section needs to be written so it is clear that it is the GTP for Lindfield Learning Village. The suggested measures are encouraging however it is important that measures specific to the site are prepared in partnership with the school community.</p> <p>a. 5.2.5 Walking – the first paragraph conflicts with some of the observations highlighted in Section 2.</p> <p>b. 5.2.6 – For consistency ‘carpooling’ should be used not car share.</p> <p>c. 5.3.2 Consultation – Provision of lockers and storage spaces, end of trip facilities etc. - more information on planned provision at the new facility is needed. It is expected that these facilities would be included in a new build at the outset.</p> <p>d. 5.3.4 Updating, reviewing and monitoring: Timescales highlighted at Section 4.5.1 should be incorporated here i.e. surveys at 3, 6 and 12 months with measures and initiatives reviewed and revised as appropriate.</p>	Updated.
		<p>The GTP as it develops should also include reference to initiatives in relation to community events and promoting access by sustainable modes.</p>	Agreed.
		<p>The governance and scheme administration framework needs to be established now with appropriate roles and responsibilities established and allocated.</p>	Agreed.