

File No: 145-529-1/4

17 May 2007

Maunsell Australia Pty Ltd
PO Box Q410
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SYDNEY NSW 1230

Attention: Jane Tyler

Dear Ms Tyler,

**Comments on Doonside Residential Development TMAP Western Sydney
Parklands**

In general, TMAP appears to be satisfactory however, the following comments are made:

1. As reported by Maunsell the MoT has plans for bus routes closer to the site running along Eastern Road and Doonside Road (via Holbeche Road). Council would prefer to divert buses through the site to encourage more patronage. Given the TMAP aims to achieve a sustainable outcome for the development, with a 5% per cent mode shift away from car. The diversion through the precinct has merit.
2. It is noticed that the roundabout at Knox Road/ Power Street is excluded from the analyses despite that the proposed development could be contributing to the Level of Service F (as reported in the TMAP). Development of lands within the North West Sector is expected some change in the future travel patterns and there might be an increase in drivers travelling north to Rouse Hill for employment purposes. Council would like TMAP to address this matter.
3. TMAP suggested roundabout controls at Doonside Road / Bungarribee Road and Doonside Road / Eastern Road intersections to be retained with two mid-block signalised crossings between Bungarribee Road and Douglas Road; and Bungarribee Road and Doonside Road. Given consideration to the information provided in the TMAP and subsequent meeting with the RTA, it appears that it would be very difficult to justify pedestrian crossings. Should the RTA do not support the mid - block signalised crossings what is the alternative arrangements for safe pedestrian movements.
4. Whilst the provision of mid-block signalised crossings are to provide safe pedestrian passage, it is however to be noted that there is a safety problem associated with isolated mid-block crossings (signalised or non-signalised) which are not used frequently as drivers do not expect pedestrians and tend to pass straight through them without stopping.

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5. There is a general tendency on the part of many pedestrians to take unusual short-cuts to minimise walking distance. The proposed locations of the mid-block signalised crossings would require users to walk additional distances to cross the road safely for their trips to schools and shopping centre, which could be seen by some users as inconvenient and would discourage them to use these crossings.
6. Generally, Council discourages the use of existing laneways by pedestrians from new developed areas due to impact onto the amenity of existing residents. Planning of the proposed mid-block signalised crossings would require pedestrians to go through the local street network within the existing established residential areas adjacent to this development to gain access to shops. Council will not support the proposed pedestrian routes as they pass through local residential streets.
7. TMAP failed to provide sufficient reasons for the retention of existing roundabout controls at the intersections of Doonside Road / Bungarribee Road and Doonside Road / Eastern Road and how to stop pedestrians not to cross roads at these intersections. It is to be noted that these intersections provide direct routes to the existing facilities such as schools and shopping centre in the vicinity of this residential precinct. Unless there is, a pedestrian fencing to stop pedestrians crossing roads people will cross roads wherever they feel convenient.
8. Council preference is that all accesses to the precinct should be signalised as signalised intersections would provide controlled pedestrian crossing points thus enhance pedestrian safety. Should cost of signalisation be a concern then the applicant may consider reducing number of access points to the precinct.
9. The proposed local road network comprises a main spine road with three vehicular access points to the precinct located at Douglas Road, Bungarribee Road and Doonside Road. It is to be argued whether three vehicular access points are required to service this precinct. The trip generation and distribution information supplied by Manusell indicated that Bungarribee Road vehicular access is not critical to service this precinct. Consideration could be given to removing the Bungarribee Road vehicular access to the precinct without affecting travel patterns, as vehicles heading south from middle part of the precinct could easily use main spine road to exit at the Douglas Road signalised intersection. Similarly, vehicles coming from south can enter to the precinct via Douglas Road intersection. Vehicles heading north from middle part of the precinct could easily use main spine road to exit at the Doonside Road proposed signalised intersection. Similarly, vehicles coming from north can enter to the precinct via Doonside Road signalised intersection.
10. In light of the above, Council would suggest the following:
 - a) No access from Bungarribee Road/Doonside Road intersection to the precinct and retained existing roundabout control;
 - b) Install traffic signals at Doonside Road/Eastern Road intersection.
 - c) Signalised pedestrian crossing between Bungarribee Road and Douglas Road.
 - d) Pedestrian fencing should be provided on the median along Doonside Road and Eastern Road to stop pedestrians crossing roads.

11. There are following errors noted in the TMAP which need correction:
 - a) Erskine Park Employment Land is in Penrith City Council that needs to clearly identified in the TMAP.
 - b) Eastern Road runs between Rooty Hill Road and Doonside Road not to Bungarribee Road.
 - c) On Page 27 Section 5.7 Summary – change sustainable mode to other modes of transport.
 - d) On Page 45 – the summary reads in a contradictory manner to the package of measures being put forward elsewhere in the report.
12. Council supports the southern access point via the existing signalised intersection at Douglas Road.
13. The local road network has not changed since Council last commented on the eco-medians and one-way system. Council require a detailed road layout to understand how the internal traffic will work.

Should you require any further information regarding this matter, please contact Council's Co-ordinator Traffic Management, Nadeem Shaikh on 9839 6017.

Yours faithfully,
RON MOORE
GENERAL MANAGER

Per:

