

Ms Jane Tyler
Maunsell Australia Pty Ltd
PO Box Q410
44 Market Street
SYDNEY NSW 2000

Dear Ms Tyler,

**Doonside Transport Management and Accessibility Plan
Bungarribee Precinct, Western Sydney Parklands**

I refer to your e-mail correspondence dated 26 April 2007 seeking a comment on the Transport Management and Accessibility Plan (TMAP) prepared by Maunsell for the proposed residential development at the above location.

I would like to commend Maunsell for this high quality document which recognises the limitations of the site's location while offering modest practical measures to reduce the car travel and encourage the non-car travel modes. I particularly commend Maunsell for a comprehensive and innovative package of measures aimed at travel behaviour change.

For the detailed comments and minor suggestions please see the attached table.

I trust this information has been of assistance. If you would like to discuss this further, please contact Eva Cermak, on 9268 2833 or email eva.cermak@transport.nsw.gov.au

Yours sincerely,

Juliet Grant
A/Director, Transport Planning

TP07/02534

Page	Heading/Text	Comment
	2.0 Strategic Context	
5	<i>2.2 State and Regional Context</i>	<p>Recently, the State Plan and Urban Transport Statement have been added to the State planning framework. State Plan includes several transport related priorities. The State Plan's priorities assigned to MoT as a lead agency include:</p> <ul style="list-style-type: none"> • S6 Increasing share of peak hour journeys on a safe and reliable public transport system • E7 Improve the efficiency of the road network. <p><i>E5 Jobs closer to home and E6 Housing Affordability</i> are also relevant to the transport task.</p>
	5.0 Initial Transport Assessment	
18	<i>5.3 Cycling</i> "Cycle paths leading towards the study area...."	Most of the cycle paths listed are of recreational nature. Are there no local cycle access paths leading to the study area?
	7.0 Impact Assessment	
48	<i>7.4 Pedestrian Impacts and Opportunities</i>	
47	"....provision of direct and secure walking routes...."	Include advice provided in the NSW Government <i>Planning Guidelines for Walking and Cycling</i> under "6.4 Practice in release areas" regarding the staging of footpaths construction and design issues in relation to driveways.
48,49		The proposed additional pedestrian crossings are supported. It is suggested that they be designed as both pedestrian and cycle crossing (this will effectively eliminate the footbridge option).

Page	Heading/Text	Comment
50	<i>7.5 Cycling Impacts and Opportunities:</i> “Cycling mode splits are expected to remain low for journey to work trips.....”	As with walking (7.4 Pedestrian Impacts and Opportunities), the site will generate cycling demands both within the site and to and from the site. Provision of an effective, i.e. high quality, direct and secure cycle connections as a part of the development and promotion and encouragement of cycling as a viable transport mode should have a positive impact on the level of cycling. This would include trips to schools, local shops, rail stations, bus stops and/or home. Include a map indicating the future cycle routes, potential desire lines and crossings similar to <i>7.7 Proposed pedestrian crossing locations</i> . Further, include a map showing places of work within cycle commuting distance referred to in the first paragraph, in the context of the relevant existing and proposed cycle connections.
50	“planned improvements to the cycle network will accommodate these cyclists, and any mode shift to cycling....”	The proposed expansion of cycling facilities present an opportunity for a mode shift. Reverse into a more positive statement (as per the above comment)
50	“.....lockers should be provided.....at rail stations....”	There are four lockers at the Doonside station (administered by BicycleNSW).
50	<i>7.6 Bus Impacts and Opportunities</i> , Figure 7.8	It should be made clear that the future bus routes in the vicinity of the site shown on Figure 7.8 are only “indicative”
52	<i>7.8 Conclusion</i>	
“connections to the cycle network...”	Include more information, e.g. on types of facilities, their extent, approximate lengths, crossings etc.
		Include the bus-related infrastructure, i.e. a collector road of sufficient width to accommodate the bus service; and provision of bus stops, signs and shelters.

Page	Heading/Text	Comment
	8.0 Package of Measures	
54	8.3 Infrastructure - Cycling	
	".....connections to cycle paths....will be provided where appropriate"	What is meant by "where appropriate"? It should be made clear what exactly will be provided as part of the development and to which off-site facilities the developer would contribute financially.
	"Trip end facilities.....at rail stations, schools, shops and community centres. Cycle racks....."	Which of these will be provided as part of the development? Is it possible to seek that cycle racks are provided at the nearest railway station? (This is in addition to the cycle lockers).
57	8.4 Service Responses – Figure 8.4 Bus Service Measures	The proposed diversion is generally supported, but it should be noted that the existing network shown will change as a result of the Bus Reform planning process.
58	8.5 Planning Principles	Include references to the best practice guidelines in the relevant paragraphs. For planning and review of metropolitan bus services the Ministry uses <i>Service Planning Guidelines</i> , for locating and design of bus stops the Ministry recommends (www.transport.nsw.gov.au/pubs_legal/signage-guide.html). The RTA NSW <i>Bicycle Guidelines</i> and NSW Government <i>Planning guidelines for walking and cycling</i> are recommended guides for those modes.
8	".....relate well to the design of cyclist facilities....."	Include "built to the current RTA standards" amongst the principles
60	9.0 Cost and Timing	
	9.2 Cost Summary – Table 9.1. summary of Probable Costs	This should be expanded to reflect the additional bus-, bicycle- and walking-related infrastructure as discussed above. For the best practice refer to Case Study 17: "The Parklea release area Section 94 plan" in the NSW Government <i>Planning Guidelines for Walking and Cycling</i>). Distinction should be made between the infrastructure improvements provided as part of the development (on-site) and that to which the developer would contribute financially (off-site).