

LORETO NORMANHURST SCHOOL – RESPONSE TO TTW AND BITZIOS COMMENTS

1.0 INTRODUCTION

1.1. Background and History

Greys Consulting was initially engaged by “Residents’ Action Groups from Mount Pleasant Avenue, Osborn Road and Surrounding Streets” in March 2021 to undertake an Independent Peer Review of the Traffic and Parking Impact Assessment of the Staged Development of Loreto Normanhurst School prepared by TTW. The TTW traffic report has been prepared in support of a State Significant Development for the Loreto Normanhurst Concept Proposal and Stage 1 Development Application. TTW prepared a response to Greys Consulting peer review which has been assessed by Bitzios Consulting. The present statement has been written in response to TTW alleged amendments to the traffic report and Bitzios Consulting comments on amendments.

The overleaf Table1 presents the initial issues raised by Greys Consulting, TTW Action/Response and Bitzios Consulting comment on both statements.

2.0 DISCLAIMER

Greys Consulting has provided the initial traffic report in the absence of SIDRA modelling “sip” files which are crucial for validation of the modelling quality and reliability for representing future scenarios notwithstanding trip distribution which was initially disputed in Greys Consulting Peer Review of TTW traffic report. There is no evidence of providing SIDRA files to Department of Planning and all verification has been undertaken based on TTW claims of validation of SIDRA model or other matters associated with modelling. It is evident that no SIDRA files were provided to the DPIE.

3.0 SUMMARY AND CONCLUSION

In summary, Greys Consulting have not been satisfied with provided response by TTW and Bitzios Consulting and further assessment of the proposed DA would be strongly recommended.

Table 1: Compliance Checklist (Car Park Layout)

Issue Raised	Applicant's Response	Bitzios' Response	Greys' Response
<p>There is no evidence of queuing analysis in the traffic report. A detailed microsimulation analysis or numerical queuing assessment would be required to clarify queuing issues.</p> <p>Inappropriate modelling platform has been used for the purposes of the assessment. A microsimulation platform would be recommended for further traffic modelling and assessment.</p>	<p>In accordance with Austroads Guide to Traffic Modelling, microsimulation models are generally appropriate for large scale analysis (refer to Section 8.3 of Austroads Guide to Traffic Management art 3 Traffic Study and Analysis Methods). The proposed development is not of a significant scale such as to warrant development of a microsimulation model. Further, this has not been requested during consultation with both Transport for New South Wales and Hornsby Shire Council.</p>	<p>We agree with the Applicant's response.</p>	<p>Austroads publications are considered as guidelines in the industry only and for each individual project, due diligence must be practised determining the requirement for certain modelling requirements. In NSW, RMS Guide to Traffic Modelling recommendations should be applied to modelling projects with the state. Big drop-off and pick-up school zones in built-up areas should be modelled with VISSIM to determine queuing capacity of the DOPU zone according to a robust base model. While acknowledging that SEARs conditions do not request microsimulation modelling as a rule, some case may require this modelling. Again, as a minimum a spreadsheet model would be required to demonstrate queuing capacity of DOPU zone.</p>
<p>SIDRA traffic model has not been validated in terms of queue length at both intersections, and should be undertaken in a network arrangement rather than isolated intersection modelling</p>	<p>Drone surveys were undertaken to validate intersection modelling during the preparation of the ELC development approval (refer to Appendix B in the Traffic RtS Report).</p>	<p>This issue has been adequately addressed.</p>	<p>Appendix B of the traffic report only includes the SIDRA model outputs. There is no evidence of queueing survey and validation of the SIDRA model in accordance with that. This matter has not been addressed and SIDRA files have never been provided by TTW.</p> <p>Department of Planning have explicitly clarified in their correspondence that they have never had access to TTW SIDRA files</p>

Issue Raised	Applicant's Response	Bitzios' Response	Greys' Response
<p>A pedestrian survey at the intersection due to numerous students crossing the signalised intersection should be undertaken</p>	<p>There are no crossings provided across Pennant Hills Road. Previous surveys of the intersection indicated that low pedestrian volumes were experienced at the signalised crossings due to the availability of the pedestrian overpass and the location of bus and train connections.</p>	<p>This issue has been adequately addressed.</p>	<p>The north leg of the intersection crossing Normanhurst Road includes a signalised pedestrian crossing and would be considered a pedestrian desire line for access to the school. There is no evidence of proper modelling of this leg in SIDRA in Appendix B. TTW have used 50 pedestrians per hour which is the default figure used in SIDRA. Again, validation of SIDRA models would not be possible without proper signal timing analysis.</p> <p>TTW have claimed using SCATS IDM data for modelling the traffic lights, however, SCATS IDM data has not been referenced in their traffic report.</p>
<p>TTW traffic engineers have not undertaken a site observation to determine the local background traffic issues associated with Loreto</p>	<p>As stated in the previous traffic report TTW dated 15 January 2020 we were on site to observe the current pick up and drop off arrangement and attended site numerous times during the preparation of the Response to Submissions reporting.</p>	<p>This issue has been adequately addressed.</p>	<p>The report does not include any analysis or expression of existing issues.</p>

Issue Raised	Applicant's Response	Bitzios' Response	Greys' Response
<p>The GTP mode targets are aspirational and impractical and COVID has not been considered</p>	<p>Hornsby Shire Council's Community Plan 2013-2023 provides reference for travel targets within the Hornsby Shire Council Local Government Area for the year 2023. The 10 year goals dictated within the plan provided targets related to sustainable travel that Council aims to achieve (refer to Transport RtS Report Figure 3). These targets are more aspirational than those detailed in the Green Travel Plan.</p> <p>As part of Hornsby Shire Council's Integrated Land Use Traffic Study, a Car Parking Management Study was developed that addressed parking management within the Shire. Identified within this Car Parking Management Study was a trend away from vehicle usage, with public transport use growing 30% and car driver/passenger modes reducing by 4% over a five-year period from 2011 to 2016. This is also in line with the targets proposed within the Green Travel Plan.</p> <p>At this time, it is unclear what the lasting impact of COVID will be to transport in the future. The Green Travel Plan is a dynamic document that is continually updated per year to adjust to changing travel behaviours and therefore will be able to adjust to changing behaviour that may occur post-COVID.</p>	<p>We agree with the Applicant's response.</p>	<p>The GTP should encourage travel modes in practise. That requires a thorough assessment of actual Journey to Work patterns and take achievable actions and targets in the GTP. Targets should be calibrated and revised based on parents' compliance and the GTP should be updated accordingly as a live document.</p> <p>10% mode shift is deemed aspirational and far beyond reality. TTW have not presented any effective action plan for achieving mode targets in their report.</p>

Issue Raised	Applicant's Response	Bitzios' Response	Greys' Response
<p>A holistic Road Safety Audit of the surrounding road network during school time has not been undertaken</p>	<p>We note that a previous Road Safety Audit was conducted of the pick up and drop off as part of the ELC response to the Sydney Northern Planning Panel and has been attached in the RtS Report Appendix B.</p>	<p>This issue has been adequately addressed.</p>	<p>Greys Consulting could not find any Road Safety Audit reports targeting safety of surrounding roads with targeting detrimental safety impacts of additional traffic due to the school proposed further development by the applicant. A targeted Road Safety Audit targeting the safety impacts of additional traffic volume in the area and its impacts on the road network would be strongly recommended.</p>