

Attachment A

Australian Catholic University Concept Plan Modification 1 (MP10_0231-Mod-1) - Itemised response to Transport for NSW submission

A submission to the abovementioned Modification application was received from TfNSW's Travel Demand Team, dated 19 December 2024. The table below outlines the matters raised by Transport for NSW and provides a response to each item.

Item	Theme	Comment	Response	Reference in amended GTP
1	Mode Share	TfNSW request the applicant provide a revised Table 6.1 with the following recommendations:	See items 1.1 to 1.6 below.	
1.1	Mode Share	The current driver mode share is 43% and public transport is 45%. However Table 6.1 advises the current driver mode share of 62% driver mode share that is "required". The Team would ask why there is some inconsistency with the percentages, and what is meant by mode share that is "required". The objective of the GTP is to increase sustainable transport mode shares and decrease driver mode share to and from the site.	The GTP has now been updated to provide greater clarity on these matters. Table 6.1 in the exhibited GTP relates to the maximum mode share permissible to ensure there is an on-site parking space available for every person based on the maximum potential campus population. Table 6.1 does not represent the mode share targets. The Table 6.1 title: "Target Mode Share" was misleading and has been amended to: "Maximum Car Driver Mode Share for the Parking Provision and Population Cap".	Section 1 Section 6
1.2	Mode Share	The percentages for driver mode shares throughout some of the stages are somewhat confusing and need some clarification.	The GTP has now been updated to provide greater clarity on driver mode share.	Section 1 Section 6
1.3	Mode Share	We would advise we will need mode share targets to be allocated into short and long term (in years, up to 5 years).	The GTP has been updated to include incremental mode share targets. The GTP is consistent with Term of Approval A4.	Section 6
1.4	Mode Share	There should be mode share targets for both staff, and for students. Given the existing public and active transport, options available including increasing shuttle services, buses, cycling and walking paths (and the Metro in the future), the Team would expect higher mode shares for sustainable transport included in these tables.	To date, the annual Campus Monitoring Survey has not collected data separately for staff and students. As such, the GTP cannot currently set informed targets for staff distinct from students.	Section 2

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			<p>The Campus Monitoring Survey is currently being reviewed by Sydney Traffic Engineers in consultation with ACU to allow the 2025 Campus Monitoring Survey to collect separate travel data for staff and students and to collect the postcodes of the origin of travel. The GTP will then be updated utilising this data to include specified mode share targets for these two groups across short-, medium-, and long-term horizons. The update will also incorporate strategies for managing travel demand on event days.</p> <p>The revised GTP will focus on further reducing reliance on private vehicles while expanding sustainable transport options for staff and students as the Campus grows. Updated mode share targets will be set following the next iteration of the Campus Transport Management Plan. Using home location data, accessibility metrics will be applied at a suburb level to assess mode shift potential, enabling the development of realistic, aggregated targets for each mode of transport.</p>	
1.5	Mode Share	The TIA also refers to the GTP proposing to decrease private car use to 25% by 2040 but this is not consistent with Table 6.1 Target Mode Shares. Could this be explained?	<p>As explained at item 1.1, Table 6.1 does not represent the mode share targets. The GTP has now been updated to provide greater clarity on driver mode share targets.</p> <p>In response to item 1.3, the GTP has now been updated to include an incremental mode share targets which demonstrates a progressive mode split shift from the current 43% driving to 25% driving by 2040.</p>	Section 6.2
1.6	Mode Share	Mode shares for any event days for sustainable transport should also be included here.	The GTP has been updated to address travel management of event days including encouraging active transport use. It is not considered practical	Section 7

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			<p>nor necessary to set a specified mode share target for event days.</p> <p>Major events on Campus are also managed by Term of Approval A5.</p>	
2	General	GTP should reference the Active Transport Strategy and Future Transport Strategy.	GTP has been updated to reference these documents.	Section 4
3	Parking Quantity	The TDM Team recommend for future stages of the development that parking spaces are decreased. The objective of the GTP is to encourage sustainable transport modes for staff and students and increased parking is an incentive for more students and staff to drive to and from the development.	<p>The importance of realising a mode split shift is evidenced in this GTP.</p> <p>The approved Concept Plan established a relationship requiring adequate on-site parking so not to result in unreasonable demand for on-street car parking. Any modification to the Concept Plan must be substantially the same development as that approved in the Concept Plan. Accordingly, the GTP proposes alternative strategies to encourage a reduced private vehicle mode split without reliance on reducing the availability of on-site parking.</p>	Section 7, Section 10
4	Parking Management	The TDM team recommend that management of the staff parking is considered including prioritising parking for those on a needs basis, for example that priority parking spaces are to be reserved, and well located, for those who carpool. This should be placed in the Travel Access Guide (TAG).	<p>A TAG is being prepared and will be adopted prior to occupancy.</p> <p>The role of the TAG is explained at Section 10 of the GTP.</p>	Section 10
5	Cycling	TfNSW understands there are 13 bike parking spaces proposed. TfNSW recommends that these bicycle parking spaces are increased for this site, so there is sufficient provision to encourage cycling as a mode – both for staff, students and visitors due to the number of existing bike paths. The TDM Team advise a good supply of quality End of trip (EoT) facilities will encourage more walking and cycling mode shares. These EoT should be promoted in the Travel Access Guide (TAG) as advised below. Some further guidance on bicycle parking and end of trip facilities can be found in the cycleway design toolkit. The TDM Team would also like to	<p>The GTP sets a mode share target of 0.4% cycling until 2038. With the proposed maximum Campus population of 1,000 persons this represents just 4 persons cycling to Campus.</p> <p>Sydney Traffic Engineers have reviewed the adequacy of existing bicycle parking and end-of-trip facilities on Campus and find that the existing infrastructure is sufficient for the Campuses needs.</p>	Section 5, Section 6, Section 7, Section 10

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		know how many showers, lockers, change rooms would be provided.	<p>The GTP encourages active transport use with commitment for events such as 'Walk to Campus Week' to raise awareness of the health and wellbeing benefits of active transport.</p> <p>A TAG is being prepared and will be adopted prior to occupancy. The role of the TAG is explained at Section 10 of the GTP.</p>	
6	Implementation Plan	The TDM Team would ask that an Implementation Plan with committed actions ready for implementation from Day 1 of occupancy and post occupancy is included in the GTP. This includes employing a Travel Plan Coordinator (TPC) to carry out these actions throughout the lifecycle of the development (see below advice on governance). This table should also have confirmed set times and dates for doing the actions, and who is responsible, to ensure efficacy of the GTP.	The GTP has been updated to include an Implementation Plan to detail the timeframes and responsibilities for actions proposed.	Section 10
7	Travel Access Guide	<p>TfNSW asks for a separate TAG as an appendix in the GTP. TfNSW asks that the TAG caters to everyone who is using the proposed development site including students, staff and visitors.</p> <p>The TAG will need to be updated regularly (we usually recommend once a year). The aim of the TAG is to reduce single occupancy car use, and encourage sustainable transport journeys to and from the site using public and active transport. Therefore we would recommend that the TAG:</p> <ul style="list-style-type: none"> Provides additional information about service routes and timetables for buses to and from the nearest station. This also includes train services. Promotes End of Trip facilities (EoT) such as showers, lockers and change rooms and bicycle parking. Promotes any relevant initiatives from the Implementation Plan. 	<p>A TAG is being prepared and will be adopted prior to occupancy.</p> <p>The role of the TAG is explained at Section 10 of the GTP.</p>	Section 11

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8	Monitoring	TfNSW appreciates the Campus Travel Monitoring Survey or CTMS included in the GTP, but requests that annual travel surveys (listed below) be undertaken with a focus to establish travel patterns including mode share of trips to and from the site. These surveys should be undertaken every year and when future transport upgrades take place, to assist monitor and measure the increase in public transport use.	An updated Campus Travel and Monitoring Plan will be prepared prior to the 2025 survey as discussed at item 1.4. This Campus Travel and Monitoring Plan will be undertaken annually in accordance with Term of Approval A6 and Commitment 3.1.	Section 2
9	Travel Survey	TfNSW TDM Team appreciate the GTP has a CTMS completed in Semester 1, 2024. For the purposes of this GTP, we would ask that a proposed survey be included that can be distributed 3 months post-occupancy (and be included in the Implementation Plan above). We would ask the survey include all of our points above (Monitoring and measuring the GTP) and here. Staff and student and parent travel surveys should include questions to obtain residential postcodes to help inform strategies that help to reduce them driving to and from the site. For further information please visit our website.	An updated Campus Travel and Monitoring Plan will be prepared prior to the 2025 survey as discussed at item 1.4 above.	Section 2
10	Governance	TfNSW recommends you appoint a Travel Plan Coordinator (TPC) for the life of the development who will be ready to manage the GTP from Day 1 of occupancy. TfNSW recommends the applicant considers having other staff involved with this role (such as staff using the building), as it requires implementation of all initiatives and monitoring and evaluation responsibilities. We would advise that you will need to determine a strategy if the TPCs change over the course of the life cycle of the development so that the new TPCs can effectively take over the try and achieve sustainable transport mode shares for the site, as a condition of the development, for its lifecycle. ongoing responsibilities for the GTP, making it clear to the coordinators that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for its lifecycle.	The GTP has been updated to appoint a dedicated member of the Campus Infrastructure team as the Travel Plan Coordinator and detail their role and responsibilities in implementing the GTP.	Section 7, Section
11	Funding	The GTP will need to be appropriately funded and otherwise resourced, by the applicant, for a period of at least 5 years, or via an appropriate appointed entity. This will include ongoing travel demand initiatives in the Implementation Plan that will require resourcing. This is in recognition that any travel	Noted. The initiatives outlined in the GTP are practical and realistic. It is not proposed that any of the initiatives would be funded by TfNSW.	Section 7, Section 10

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		demand management interventions will need to be significant in scale to be effective. The applicant is advised that TfNSW would not be funding any initiatives such as the ACU Shuttle Bus.		
12	Submission	The applicant is asked to provide an updated GTP with enough time to review prior to occupancy.	An updated GTP is provided with this letter.	-