

From: Dave Davies <ddavies@busways.com.au>
Sent: Thursday, June 27, 2024 3:01 PM
To: Michelle Erwin <michelle@geolink.net.au>
Cc: Michael Lister <michaellister@busways.com.au>
Subject: RE: Future Subdivision on James Creek Road

Hi Michelle,

You're welcome!

If history repeats itself, the following **could** be the way things evolve (in order):

1. Limited school bus service/s which could double as access for paying passengers
2. Expansion of school bus services – and hence further opportunities for paying passengers
 - a. Think AM into town, and PM back from town and little in between
3. Addition of mid-morning to-town passenger service - and mid-afternoon return-from-town
4. Gradual ramp-up of services to maybe 2-hourly weekdays only
5. All this over a short to medium term

Who instigates:

1. TfNSW undertake periodic regional route network reviews. The need for the service could be captured via this process.
2. Busways notes the instigation and evolution of the estate and petitions TfNSW
3. Residents contact Busways and we inform our TfNSW service planners.
4. Residents contact local member, and they reach out to Busways and/or TfNSW
5. School services – Dept of Education reaches out to TfNSW
 - a. Parents contact Busways
 - b. School principals contact Busways

Existing Feeder-type routes

1. If you take a look at our regional network guide (attached) in its entirety, you will see a range of routes to outlying townships (mostly seen in the insets)
2. These are the current low-order bus routes akin to what one day may be a possibility for James Creek

You will note that I spoken in generally 'loose' terms. This is because of the sometimes-vagaries of timing of service provision – and it's exact nature. What I have attempted to do is provide you with the 'most usual' manner in which all this happens.

Happy to talk further if needed.

Cheers,
Dave

Dave Davies
Manager, Bus Network Infrastructure

Working DaysTuesday, Wednesday, and Thursday

Busways Group
5 Bridge St, Pymble NSW 2073
M +61 438 537 977 | **W** busways.com.au



This email and its attachments contain confidential information for the intended recipient. The contents may be subject to legal or other professional privilege. If you receive this communication by mistake we prohibit you from using it in any way. Please notify us, delete the communication (and any attachments) and destroy all copies. This notice should not be deleted or altered.

From: Michelle Erwin <michelle@geolink.net.au>
Sent: Thursday, June 27, 2024 1:18 PM
To: Dave Davies <ddavies@busways.com.au>
Cc: Michael Lister <michaellister@busways.com.au>
Subject: RE: Future Subdivision on James Creek Road

Hi Dave,

Thank you very much for this well-considered response. There's nothing here that I don't believe is achievable.

FYI, the 60 km/h speed zone on James Creek Road will likely be extended to cover the frontage of the site. This has already been discussed with Council and TfNSW.

The only question I have is with regard to the feeder service (i.e. the service most likely to enter the development). Does such a service already exist in Maclean, or do you anticipate that a new service would need to be created once there is sufficient demand? If the latter, who instigates this (i.e. residents, Council, the bus company or TfNSW?)

Kind regards,
Michelle

Michelle Erwin
Senior Civil Engineer

GeoLINK
P 02 6687 7666 | **W** www.geolink.net.au

From: Dave Davies <ddavies@busways.com.au>
Sent: Thursday, June 27, 2024 11:15 AM
To: Michelle Erwin <michelle@geolink.net.au>
Cc: Michael Lister <michaellister@busways.com.au>
Subject: RE: Future Subdivision on James Creek Road

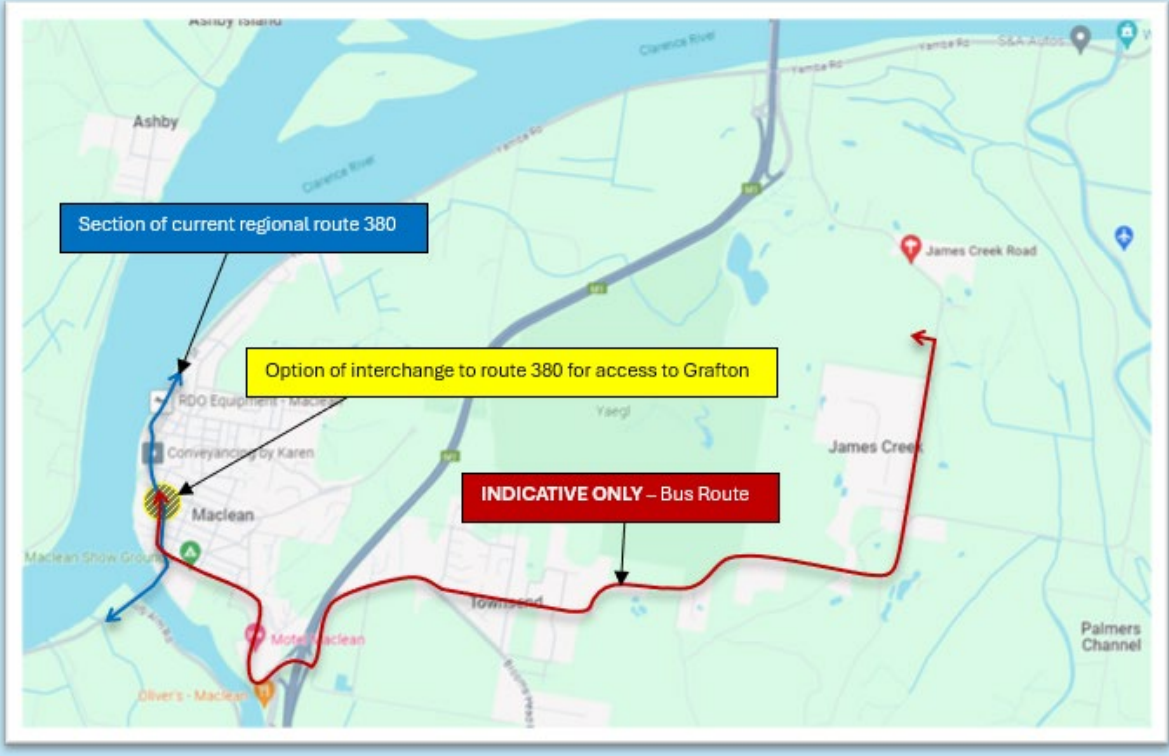
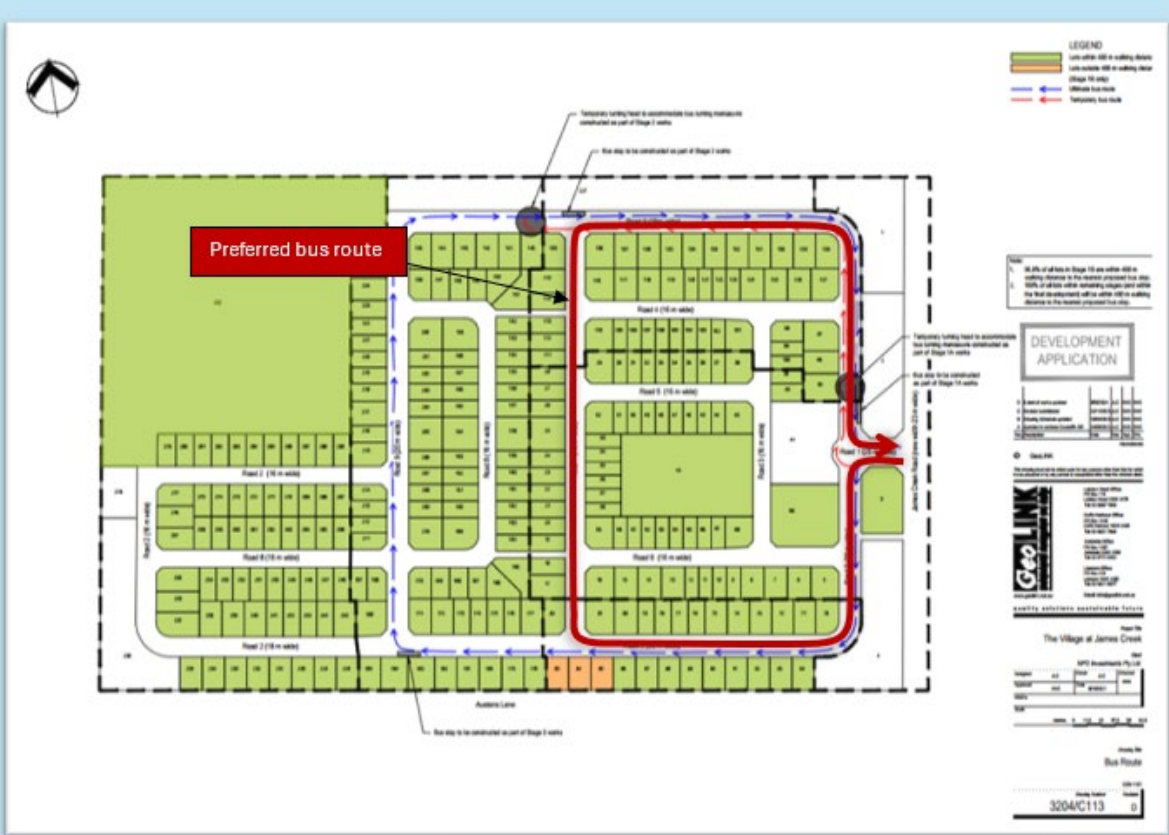
Hello Michelle,

I have reviewed the plans in the DA documents regarding public transport and offer the following thoughts.

- 1. Bus route within the estate**
 - 1.1. A centrally located bus route which cuts an estate (as shown below) provides more equitable access to bus services for all residents
 - 1.2. A perimeter bus route path increases the distance a bus must travel (and hence also route duration), and reduces equitable residential coverage
 - 1.3. Thus, the preferred route shown in the graphic below
 - 1.3.1. The central road should be constructed to a standard that will support the movement of 12.5m standard rigid buses – including turning radii at each end connection to the perimeter road
 - 1.4. If passenger shelter sheds are conditioned as part of the DA, then they should be situated to take advantage of the indicative preferred bus route shown in the graphic
- 2. Bus route to and from the estate**
 - 2.1. Current bus route 380 is effectively a *cross-regional* route, rather than a *township* or *feeder* type route
 - 2.2. Cross regional bus routes generally do not deviate from a trunk corridor, as would be required, to service a residential estate along its path
 - 2.3. As such, a more likely scenario is that James Creek would be serviced by a feeder-type route, perhaps to and from Maclean
 - 2.4. At a hub such as Maclean:
 - 2.4.1. Local shopping and minor medical and commercial services can be accessed
 - 2.4.2. Interchange with the regional route 380 can be achieved for journeys to Yamba and Grafton – and hence connections to regional medical, shopping, and commercial services
- 3. School bus services**
 - 3.1. School bus services are much less predictable and to some extent follow demand
 - 3.2. There could likely be a combination of direct home-to-school services (limited), and connections to a hub like Maclean for transfer on to a range of local and regional schools
 - 3.3. It is possible during the earliest stages of the provision of school bus services that an existing route may be able to pass the estate on James Creek Rd, but not enter into the estate (based on timing restrictions). Therefore, consideration should be given now for widened and strengthened road shoulders on James Creek Rd adjacent to, and opposite, the access road to the estate – and the provision of a median island pedestrian refuge to allow for safe crossing.
 - 3.3.1. If the prevailing speed limit on James Creek Rd is to be 80km/h, then consideration of a reduction to 60km/h in the vicinity of the pedestrian refuge should be included in planning.
- 4. Conclusion**
 - 4.1. While these are general or philosophical comments to some extent, they are also historically what has the greatest likelihood of playing out as the estate grows
 - 4.2. Bus services typically commence in a quite limited fashion largely revolving around the needs of school children and then expand gradually
 - 4.3. We will apprise TfNSW regional service planners of our comments. While the delivery of the bus services is a partnership between the bus operator and TfNSW, the ultimate determination of where especially passenger routes operate, and the frequency and span of services, rests with TfNSW.

I trust that this information is helpful, and please come back to me by phone or email if you would like to discuss anything contained in this email.

Cheers,
Dave



Dave Davies
Manager, Bus Network Infrastructure

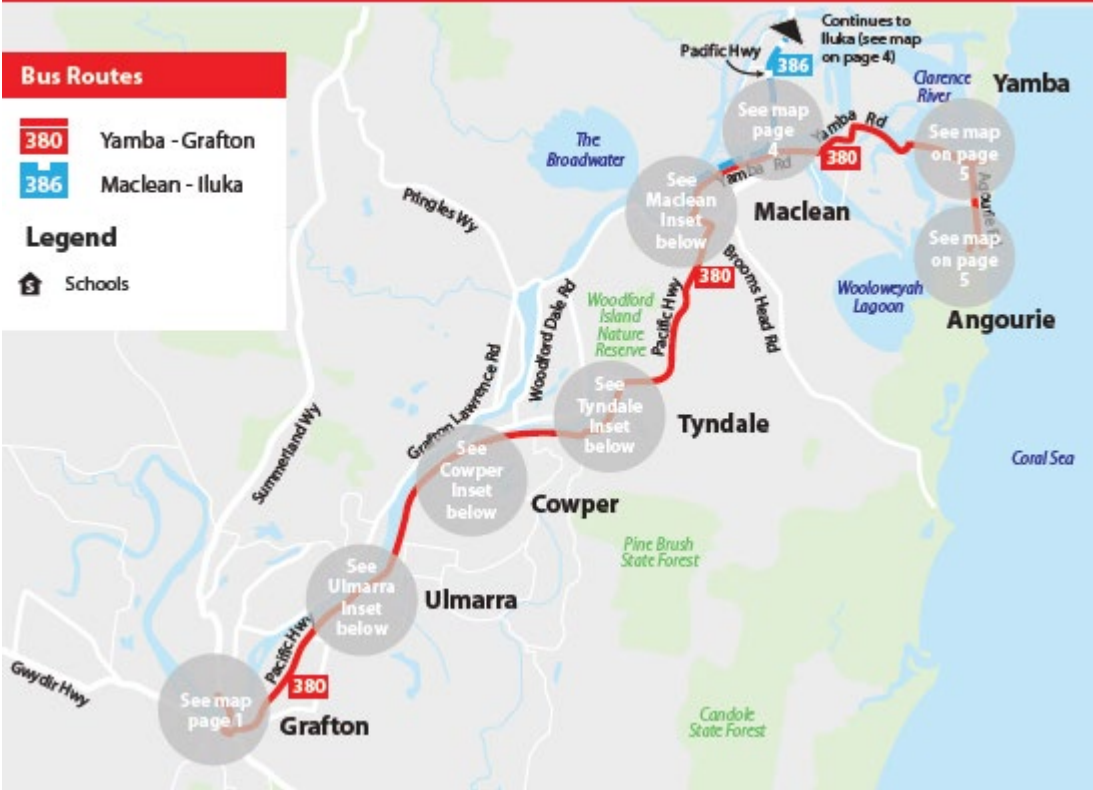
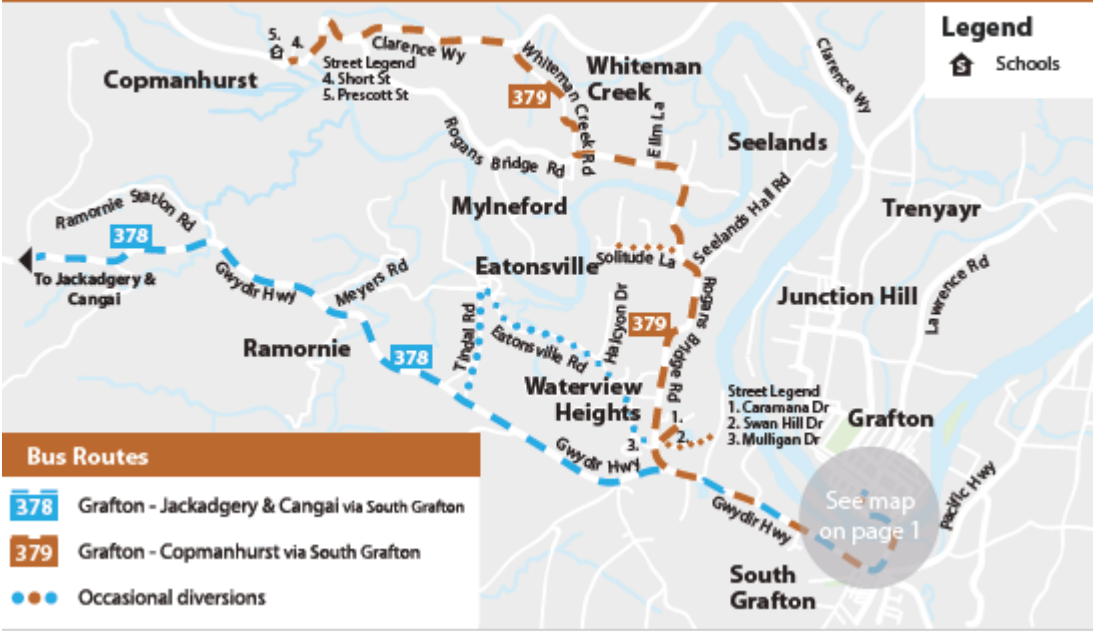
Working DaysTuesday, Wednesday, and Thursday

Busways Group
5 Bridge St, Pymble NSW 2073
M +61 438 537 977 | W [busways.com.au](https://www.busways.com.au)



This email and its attachments contain confidential information for the intended recipient. The contents may be subject to legal or other professional privilege. If you receive this communication by mistake we prohibit you from using it in any way. Please notify us, delete the communication (and any attachments) and destroy all copies. This notice should not be deleted or altered.

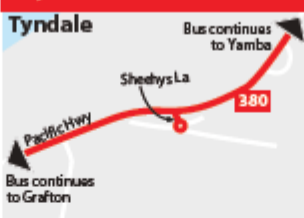




Maclean Inset



Tyndale Inset

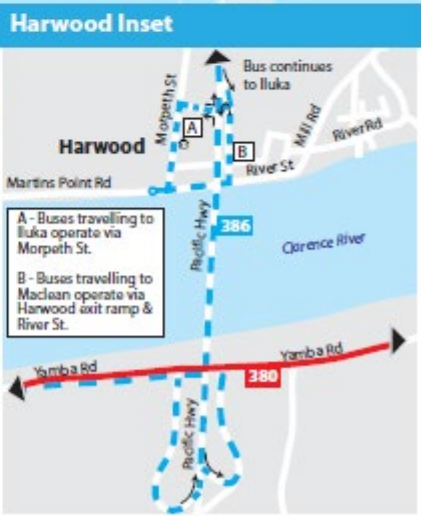


Cowper Inset



Ulmarra Inset







Bus routes

- 380** Yamba - Grafton
- 386** Maclean - Iluka
- ... Occasional diversions

Angourie local area

