



St Matthews High School, Mudgee Operational Transport and Access Management Plan

Prepared for:
TSA Management

7 September 2022

The Transport Planning Partnership

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Client: TSA Management

Version: V04

Date: 7 September 2022

TTPP Reference: 18472

Quality Record



Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	22/06/22	John Yoo, Santi Botross	Santi Botross	Ken Hollyoak	
V02	28/06/22	John Yoo, Santi Botross	Santi Botross	Ken Hollyoak	
V03	05/08/22	John Yoo, Santi Botross	Santi Botross	Ken Hollyoak	
V04	07/09/22	John Yoo, Santi Botross	Santi Botross	Ken Hollyoak	

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1 Introduction

1.1 Background

On 16 December 2020, the Minister for Planning granted approval for the State Significant Development (SSD) application for St Matthews Catholic College, Mudgee (SSD-9872). The SSD application sought approval for the construction and operation of a new high school (Year 7 to Year 12) to accommodate up to 680 students. The development includes the construction of five 1-2 storey building and associated works including road upgrades, tree removal, and landscaping. The development is associated with an existing Kindergarten to Year 12 school, known as St Matthews Catholic School, located on Lewis Street in Mudgee, and would transfer existing students in Years 7 to 12 to the new school at 48 Broadhead Road, Spring Flat. Kindergarten to Year 6 students would remain at the existing school.

The Transport Planning Partnership (TPPP) has prepared this Operational Transport and Access Management Plan (OTAMP) for the new school development. TPPP has been involved throughout the SSD project since preparation of the Environmental Impact Statement (EIS) in 2018. TPPP prepared the Traffic, Parking and Transport Impact Assessment, Construction Traffic Management Plan, and preliminary and detailed Green Travel Plan to support the EIS.

1.2 State Significant Development (SSD) Conditions

This OTAMP addresses the DA condition E15 of the Conditions of Consent for the SSD. Table 1.1 lists the conditions of E15 and the relevant sections of the report where these are addressed.

Table 1.1: Condition E15

Consent Condition E15 (OTAMP)	Addressed in
Prior to the issue of the occupation certificate, an Operational Transport and Access Management Plan (OTAMP) is to be prepared by a suitably qualified person, in consultation with Council, TfNSW and submitted to the satisfaction of the Planning Secretary. The plan must:	Section 1.4, Appendix A
(a) detailed pedestrian analysis including the identification of safe route options - to identify the need for management measures such as staggered school start and finish times to ensure students and staff are able to access and leave the site in a safe and efficient manner during school start and finish;	Section 3.1
(b) operational management procedures to discourage staff and student on-street parking;	Section 3.2.2
(c) the location and operational management procedures for the on-site pick-up/ drop-off facility, including staff management/ traffic controller arrangements;	Section 3.3
(d) the location and operational management of the new bus bays on Bruce Road and school bus routes;	Section 3.4
(e) delivery and services vehicle and bus access and management arrangements;	Section 3.5
(f) management of approved access arrangements;	Throughout Chapter 3

Consent Condition E15 (OTAMP)	Addressed in
(g) potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing on-site pick-up and drop-off parking;	Section 3.7
(h) car parking arrangements and management associated with the proposed use of school facilities by community members; and	Section 3.2.1
(i) a monitoring and review program that includes procedures for: <ul style="list-style-type: none"> i) Monitoring of the operation of bus drop-off/pick-up operations in the bus bays within three months of the school student population exceeding 600. Monitoring must be for a minimum period of one week that reflects typical school operations; ii) Identification of appropriate mitigation measures, such as the provision of an additional bus bay, where safety or operational issues are found or demand exceeds capacity of the three bus bays, in consultation with Council, TfNSW and the bus operator; and iii) Implementation of any mitigation measures. 	Section 3.8

1.3 Purpose of this OTAMP

The purpose of this OTAMP is to outline the long-term operation and management of the new St Matthews Catholic College school site. It provides the School with guidelines for the safe and efficient management of student pick-up/ drop-off activities, car parking on-site, school bus operation, and service vehicle access and management.

It recognises that management measures presented in this report may need to adapt to changing circumstances. This OTAMP may be varied from time to time in order to account for changes to the site and/or on-site or off-site operational imperatives. However, any changes to this OTAMP shall be subject to approval from the St Matthews Catholic College. In addition, some changes may require approval from relevant consent authorities such as Mid-Western Regional Council (Council).

1.4 Consultation

In developing this OTAMP, consultation has been undertaken with the following key stakeholders:

- St Matthews Catholic College.
- Mid-Western Regional Council (Council).
- Transport for NSW (TfNSW)
- School bus operators, Ogden's Coaches and Booth's Buses.

Consultation with Booth's is ongoing regarding the two (2) existing school bus services it operates to St Matthew's Catholic College. Further detail on these school bus routes is contained in Section 2.1.

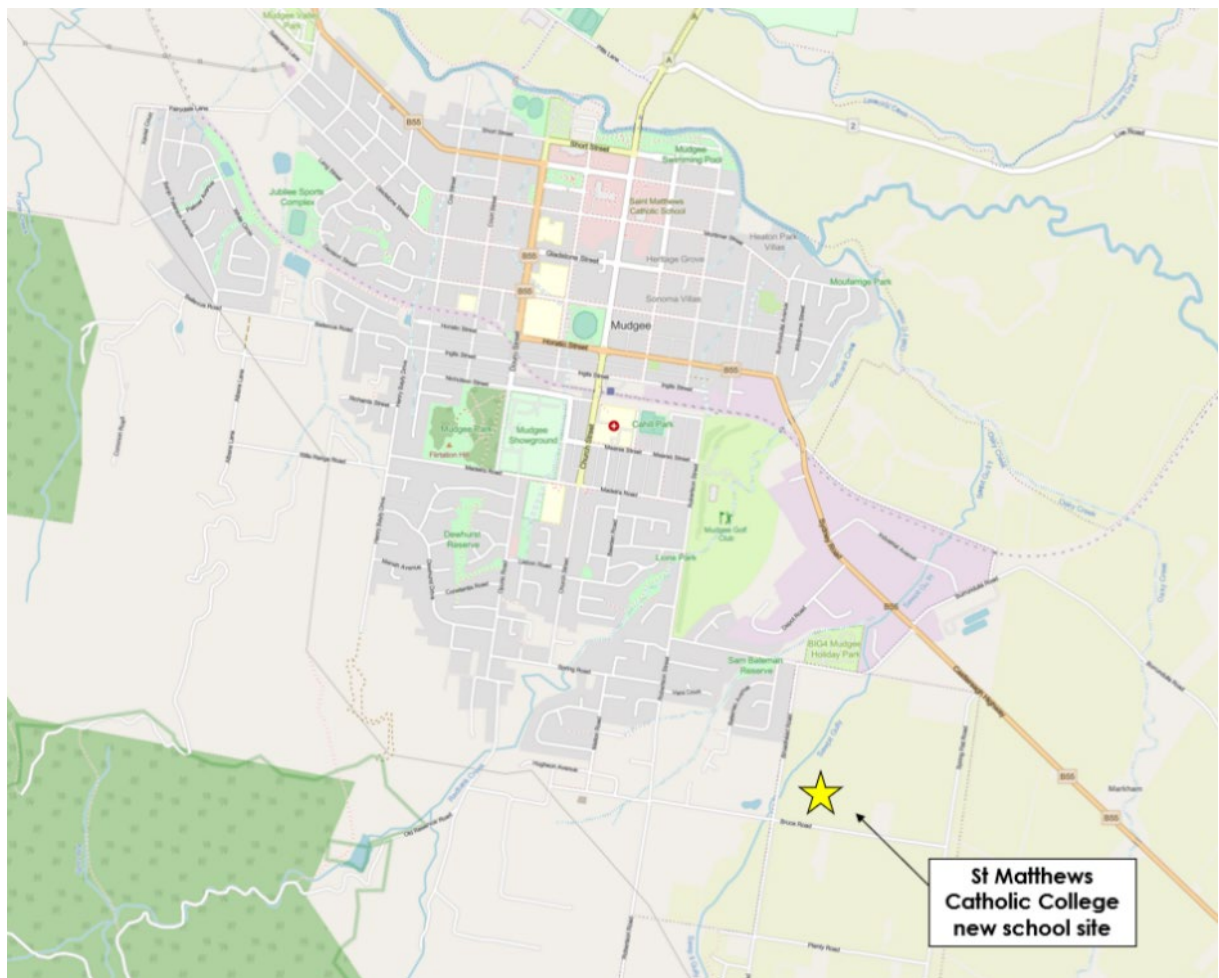
Generally, feedback on the OTAMP from the agencies and Ogden's is in relation to the potential delay for school buses accessing the bus bay as a result of cars entering the Kiss & Ride zone in the afternoon pick-up period. To address this, there will be staff members on duty supervising the pick-up and drop-off in the Kiss & Ride as well as the bus bay every day. To manage the operation during the initial period of the school opening, additional staff members would be implemented on duty in both areas to ensure the efficient movement of traffic and buses, and to supervise and enforce, where necessary, correct pick-up student and parent protocols.

Evidence of stakeholder consultation has been included in Appendix A while a summary of the stakeholder consultation and responses is provided at the end of Appendix A.

1.5 Site Location

The St Matthews Catholic College new school development site is located at 48 Broadhead Road, Spring Flat. Generally, the new school is located south-east of the Mudgee township as shown in Figure 1.1. Previously, the site was a greenfield lot.

Figure 1.1 Site Location



Basemap Source: Esri ArcGIS, viewed online 09/06/2022

1.6 New School Site Layout

The new school site is located on the corner of Broadhead Road and Bruce Road, with the main site frontage along Bruce Road. Vehicular access will be via Bruce Road, and pedestrian (and cyclist) access will be via Broadhead Road.

Parking and access arrangements will be as follows:

- A total of 82 car parking spaces, including two (2) accessible spaces, will be provided within the central area of the main car park. The allocation of car parking spaces is as follows:
 - 51 staff parking spaces, of which, two (2) spaces will be marked as “carpool” bays.
 - 18 senior student parking spaces.
 - 13 visitor parking spaces.

The car park is accessed off Bruce Road via a separated ingress and egress driveway.

- A total of 25 pick-up/ drop-off bays within the Kiss & Ride, which is located around the perimeter of the main car park.
- A bus bay with capacity to accommodate three (3) buses at one time. At the east end of the bus bay is a turning area which enables buses to turn right onto Bruce Road travelling westbound.
- Separate service vehicle access driveway and service area on-site.
- Bicycle racks with capacity for 36 bicycles.
- Shared path (walking and cycling) along the site frontage of Broadhead Road and pedestrian refuge connection on Broadhead Road.

The layout of the new school site as per the “stamped plans” is illustrated in Figure 1.2.

Figure 1.2 New School Site Plan



1.7 Hours of Operation

The operating hours of the new school will be as follow:

- Office: 8:00 am – 4:00 pm
- Classes: 8:50 am – 3:10 pm.

When the new school opens, it is not intended to operate any extra-curricular activities before/ after core school hours. In the future however the School may seek to operate a before and/or after school care facility, and evening or weekend community activities such as music lessons, drama clubs, sporting groups, or small scale conferences and events etc. Council and the relevant agencies would be consulted at that point in time, and this OTAMP would be updated accordingly.

Should the School propose to host an event prior to or following school operating hours, an 'Out of Hours Event Management Plan' will be required to be prepared, approved, and implemented as required under SSD Condition F1 (Post Occupation).

2 Transport and Access Strategy

2.1 Public Transport

The Mudgee area is predominantly served by buses, including regional coaches, local buses, and school buses. A summary of the bus services is provided herein.

Regional Coach Services

On weekdays and weekends NSW TrainLink operate long-distance coach services between Coonabarabran, Baradine, Gulgong, and Lithgow train station which stop at Gulgong, Mudgee, and Ilford. The regional coach route map is shown in Figure 2.1.

In the context of the new school development, students and staff travelling to the site on a daily basis would not utilise regional coach services. However, visitors from outside of Mudgee may utilise the service as part of a planned trip to the school to attend a meeting or event.

Figure 2.1 Regional Coach Network



Source: Transport for NSW Regional Trains and Coaches Network Map, viewed online 09/06/2022

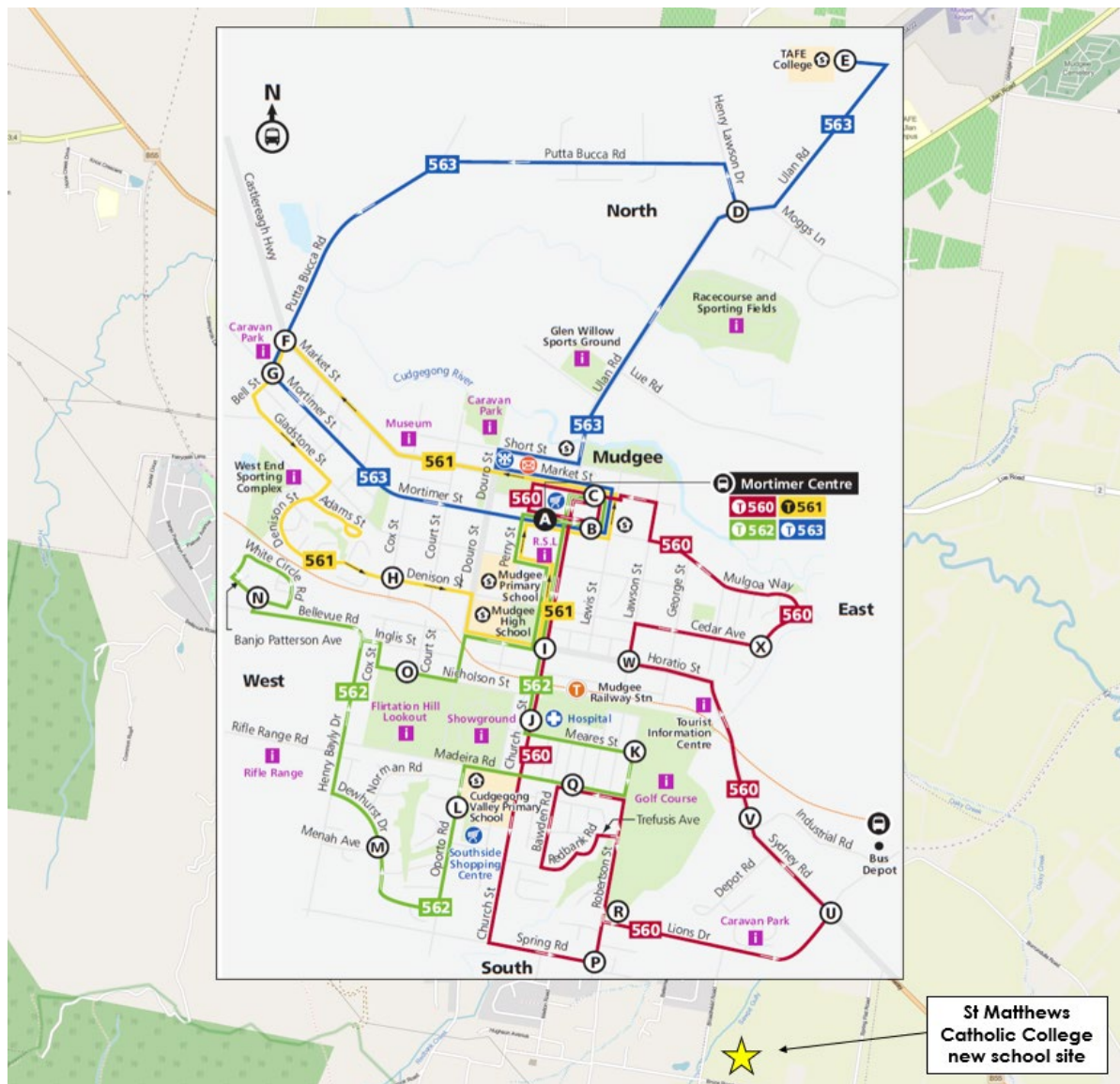
Local Public Bus Services

Local bus services in Mudgee township are provided by Ogden's Coaches. This includes:

- 560 – Mudgee east loop
- 561 – Mudgee west loop
- 562 – Mudgee south loop
- 563 – Mudgee north loop.

Buses operate on weekdays only offering two mid-morning services and two afternoon services. Bus stops nearest to the new school site are located approximately 1.6 km away and are indicted as 'P' and 'R' in Figure 2.2.

Figure 2.2 Local Bus Network Map



Source: Ogden's Coaches - Mudgee Bus Timetable, viewed online on 09/06/2022

School Bus Services

Ogden's Coaches operates the majority of school bus services in Mudgee and surrounding towns. Ogden's operate 16 school bus services in each before and after school peak period. The other bus operator is Booth's which operates two (2) services in each school peak period to the existing school. A list of the school bus service areas is provided in Table 2.1.

As part of the new school development a new bus bay is being constructed on the north side Bruce Road. In consultation with Ogden's Coaches, the timetable and routes for school bus services have been revised to include the new school as an additional stop along each school bus route. The revised timetable information is contained in Appendix B. The arrival of school buses in the afternoon pick-up period would be staggered as presented in Table 2.1.

Table 2.1 School Bus Services

Bus Route and No.	Arrival Time at St Matthews Catholic College, 48 Broadhead Road
Ogden's Coaches:	
Carcalgong - PM4	15:10
Piambong - PM9	15:10
Frog Rock - PM5	15:15
Hargraves - PM11	15:15
Queens Pinch - PM3	15:15
South- PM1	15:15
Totnes - Putta Bucca - PM8	15:15
Ulan - PM21	15:15
Wollar - PM2	15:15
Yarrabin - PM10	15:15
Cooks Gap - PM23	15:20
Lue - PM12	15:20
Pyramul - PM15	15:20
St Fillians - PM13	15:20
Gulgong - PM7	15:25
Wilbertree - PM6	15:30
Booth's Buses:	
Botobolar	In consultation with bus operator
Cudgegong	In consultation with bus operator

A count of the number of high school students currently travelling by bus was undertaken on a typical school day in Term 2 2022. The results show that there are two (2) students and seven (7) students using the Booth's services to Botobolar and Cudgegong, respectively. This accounts for around 1% and 3% of the total student population which travels by bus. A summary of the results is contained in Appendix C. Consultation with Booth's is ongoing regarding these bus services to the new school site. Notwithstanding this, the intention is to have revised bus services commence in Term 4 in line with the opening of the new school.

2.2 Walking and Cycling

2.2.1 Existing Walking and Cycling Infrastructure

Previously, the site was a greenfield site and as such, there have been minimal pedestrian and cycling facilities provided in the vicinity to-date. The nearest footpath connections are provided alongside residential dwellings located 400 m north and west of the site.

As part of the new school development, a new 2.5 m wide shared path is being constructed on the east side of Broadhead Road which will link to the existing footpath that is located on the west side (alongside the residential dwellings). At the connection point with the existing footpath a pedestrian refuge will be constructed to facilitate students and staff crossing between the residential-side and the school-side of Broadhead Road.

2.2.2 Future Walking and Cycling

A Pedestrian Access and Mobility Plan (PAMP) was developed in 2016 as part of Mid-Western Regional Council's commitment to safe, convenient, and connected pedestrian infrastructure that would encourage people to use active transport. The PAMP provides a framework for developing pedestrian routes and infrastructure to cater for future pedestrian needs, having consideration of upcoming development in Mudgee and surrounding townships. There is an emphasis on the development of commuter pathways as well as acknowledging the importance of recreational cycling for a healthy community.

Community surveys were conducted as part of the PAMP to identify the barriers for people not using pathways more. In Mudgee, the most common responses were 'there is no footpath' (24%) followed by there is a 'lack of crossing points' (15%). The survey also identified locations where locals were in support of pathways; the results included streets in the vicinity the new school development site such as Robertson Street (20%), Lions Drive (10%), and Bruce Road (2%). This indicates that there are existing gaps in the local pedestrian infrastructure.

The PAMP identifies that a source of funding for the construction of new pathways is through new developments. Therefore, as with the new school development which has provided a new shared path on Broadhead Road, it is expected that future development on the surrounding lots would contribute to an improved footpath network. This would directly those developments as well as the surrounding community, and would address some of the current barriers which limit the amount of active travel in the community.

In Mudgee South, there is significant future development proposed in the area. These developments are as follows:

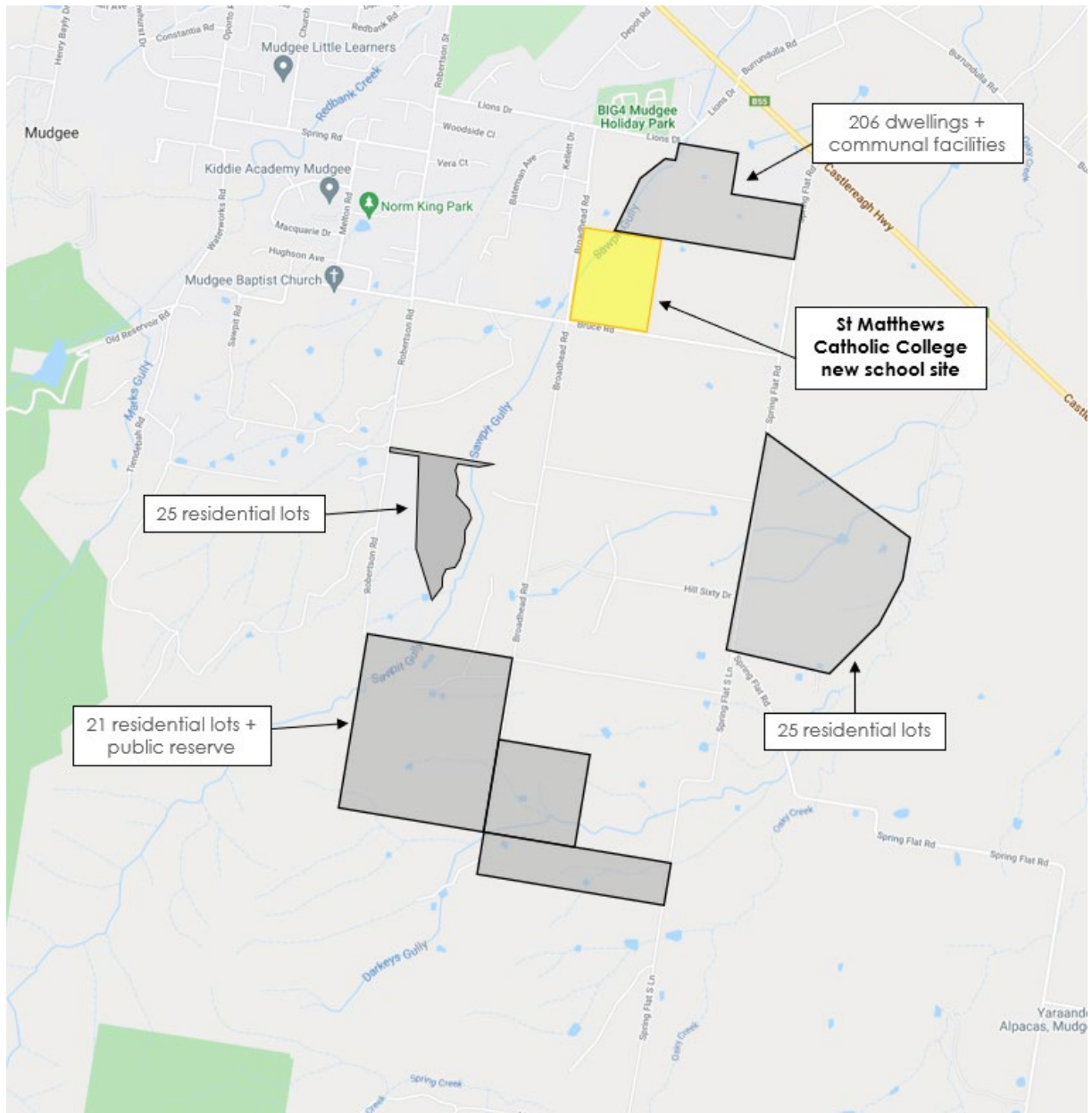
- 238 Broadhead Road (DA00089/20) – Proposed subdivision into 24 lots comprising 21 residential lots, lots 22 and 23 forming public reserve, and lot 24 forming the remaining residue of the parcel.
- 38 Spring Flat Road and 108 Lions Drive (DA0412/2021) – Proposed residential estate comprising 206 dwellings and communal facilities (community centre and recreation facilities).
- 209 Robertson Road (DA0191/2021) – Approved subdivision into 25 lots (proposed to be amended to 27 lots).
- 'Burrundulla', Lots 3 & 4 DP1069441 Spring Flat Road - Planning Proposal to amend to rezone the southern portion of the site R5 Large Lot Residential with a minimum lot size of 2ha to accommodate the 25 lots.

The location of the developments is shown in Figure 2.3.

As development in the area occurs it is expected that developers will contribute to expanding the footpath network in this region. In order to complete the network, however, Council may be required to assist by providing links between constructed sections of footpath along undeveloped lot frontages.

Students and staff at the new school development are expected to travel to/from the developed residential area that is located north-west of the site. The new shared path is being constructed along this route and will be ready in time for the operation of the new school.

Figure 2.3 Future Subdivision



3 OTAMP Conditions

3.1 Pedestrians

Condition E15 (a) states: detailed pedestrian analysis including the identification of safe route options - to identify the need for management measures such as staggered school start and finish times to ensure students and staff are able to access and leave the site in a safe and efficient manner during school start and finish;

Existing pedestrian facilities surrounding the new school site are described in Section 2.2.1.

As part of the preparation of the Traffic, Parking and Transport Impact Assessment (TIA) and Green Travel Plans (GTP) a survey was undertaken to capture the mode share of students and staff attending St Matthews Catholic College travel to school. The survey results indicate that 9.8% of students and 2.6% of staff walk to school.

The GTP mode shift target for active travel (walking and cycling) is to increase the current mode share by 1-2% for both students and staff. By evenly splitting the mode shift target against the two mode shares, the uptake in walking is projected to increase by up to 1%.

A summary of the number of students and staff walking and cycling to school are presented in Table 3.1.

Table 3.1: Use of Shared Path

Group	Mode	Existing		Future	
		Mode Share Proportion	No. of People	Mode Share Target	No. of People
Staff (59 staff)	Walking	2.6%	1-2	+ 1%	2
	Cycling	2.6%	1-2	+ 1%	2
Students (680 students)	Walking	9.8%	67	+ 1%	73
	Cycling	4.2%	29	+1%	35

Based on Table 3.1, there would be in the order of 75 people walking or 112 people walking and cycling per peak hour in total. Applying a similar trip distribution that was used for traffic on Broadhead Road (51%), around 57 people would travel via the new shared path. According to TfNSW's *Walking Space Guide Towards Pedestrian Comfort and Safety* guidelines, the new shared path would be expected to operate at a level of service C, which is a good level of service and comfort level for users. If all walking and cycling occurs via the new 2.5m shared path, the pathway would be able to sufficiently accommodate these volumes without any adverse impacts.

During preparation of the TIA, TfNSW advised that a warrant assessment would be required to determine whether a children's crossing would be suitable on Broadhead Road. The assessment would only be possible post-opening of the new school to in order to analyse pedestrian and traffic volumes on Broadhead Road under typical operating conditions. Therefore, provision of the children's crossing would be subject to future assessment and approval by TfNSW. In consultation with TfNSW, the interim solution for facilitating pedestrians across Broadhead Road would be via provision of pedestrian refuge at the location where the new shared path (east side) meets the existing pedestrian footpath (west side).

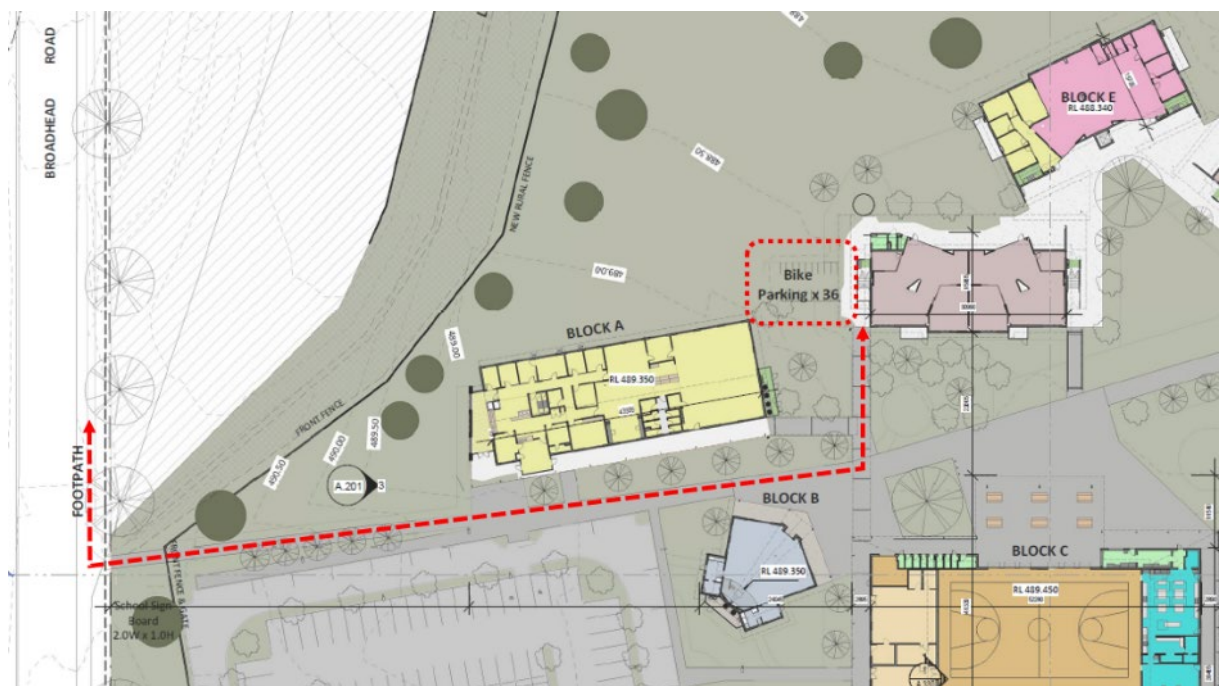
From the shared path to the exiting footpath, pedestrians will continue onto the pathway while cyclists will divert onto the adjacent local road as shown in Figure 3.3. Riders of all ages can cycle using the shared path. In the north, Broadhead Road and Lions Road are local, residential streets appropriate for cycling on-street by persons aged 16 and above. In NSW, children up to the age of 16 are permitted to cycle on the footpath.

For the safety of students walking or cycling to school, students must enter and exit the campus via the Broadhead Road connection. Students riding bicycles must not enter via the car park.

A security fence and gates will be provided around the perimeter of the school which will be open to students and staff between 8:00 am – 4:00 pm (in line with the office hours of operation).

Bicycle racks will be provided on campus for 36 bicycles located between Block A and Block E, as shown in Figure 3.1.

Figure 3.1 Bicycle Parking



3.2 Parking

3.2.1 Parking On Campus

Condition E15 (h) states: car parking arrangements and management associated with the proposed use of school facilities by community members;

As assessed in the TIA, a total of 82 car parking spaces would sufficiently accommodate the parking demand generated by the new school. Of these parking spaces, there will be two (2) accessible spaces. The allocation of car parking spaces is as follows:

- 51 staff parking spaces, of which, two (2) spaces will be marked as “carpool” bays.
- 18 senior student parking spaces.
- 13 visitor parking spaces.

As part of the sustainable travel measures in the GTP, it has been proposed to provide two (2) carpool parking spaces as shown in Figure 3.2. Carpool spaces will be available for use by staff travelling with more than two passengers and will be located closest to the Administration building (Block A) for greater convenience to those who car-share. A parking permit system will be implemented to manage the carpool parking spaces by the Travel Plan Coordinator. The Travel Plan Coordinator will also monitor any future uptake in staff carpooling so as to allocate more carpool parking spaces within the car park as required.

A parking permit system will be implemented to manage the use of senior student parking by the Travel Plan Coordinator. Senior student parking spaces will be managed to ensure car parking is available to students who may be required to travel between school and off-campus locations as part of apprenticeships and TAFE courses.

As mentioned in Section 1.7, it is not intended to operate any extra-curricular activities before/ after core school hours when the new school opens. In the future however the school may seek to operate a before and/ or after school care facility, and evening or weekend community activities such as music lessons, drama clubs, sporting groups, or small scale conferences and events etc. Council and the relevant agencies would be consulted at that point in time, and this OTAMP would be updated accordingly.

Vehicle access to the on-site car park will be provided off Bruce Road via separate ingress and egress driveways. Vehicle movement through the car park would be in the form of one-way circulation with 5.8m wide (minimum) aisles.

The parking allocation, driveway locations and traffic circulation are shown in Figure 3.2.

Parking spaces and directional arrows will be line marked, and parking spaces labelled according to the allocation as shown in Figure 3.2. Also, there will be a marked crossing in the Kiss & Ride traffic circulation aisle to provide access between the main school campus and the staff/ visitor car park. Directional signage will be installed at the car park entrance and within the car park itself for assisted wayfinding. The proposed signage plan is contained in Appendix D.

3.2.2 On-Street Parking

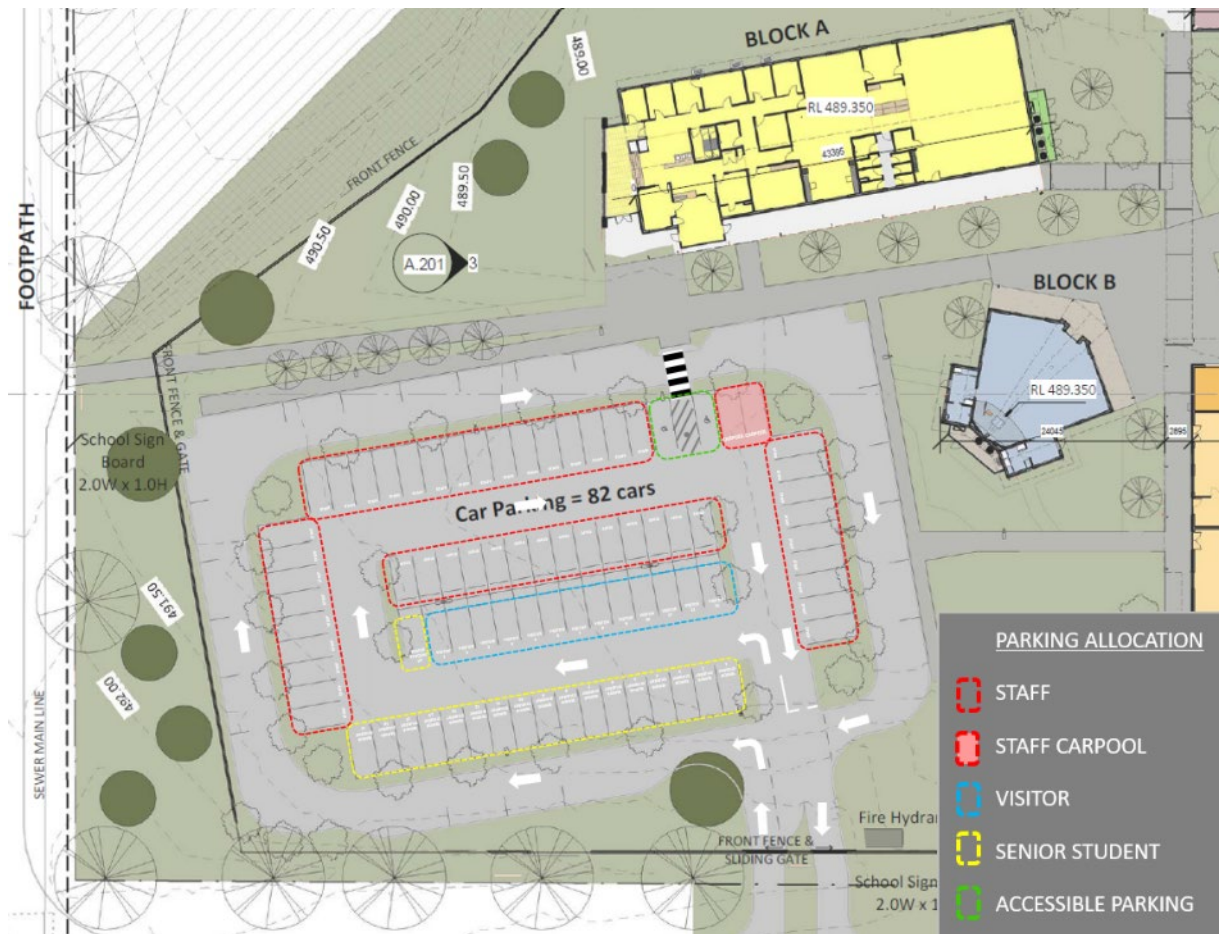
Condition E15 (b) states: operational management procedures to discourage staff and student on-street parking;

Staff, students, parents, and visitors will not be permitted to park on-streets or grass verges surrounding the school. The Travel Plan Coordinator will monitor local streets surrounding the School entrance on a daily basis and record any such occurrences.

The School will adopt a one-strike policy as follows:

- The first time a vehicle is recorded parking on-street, a parking violation warning letter will be issued to the owner of the vehicle and the vehicle registration plate will be recorded in the School's database.
- The second time a vehicle is recorded parking on-street, the vehicle registration details will be provided to Council and the owner of the vehicle will be issued with a formal parking infringement.

Figure 3.2 On-Site Car Park



3.3 Pick-up and Drop-off (Kiss & Ride)

Condition E15 (c) states: the location and operational management procedures for the on-site pick-up/ drop-off facility, including staff management/ traffic controller arrangements;

A Kiss & Ride facility will be provided around the perimeter of the main car park area. There will be 25 marked bays for use by parents dropping-off and picking-up their children. The Kiss & Ride facility is designed for quick entry and exit, and minimise congestion and risk when used properly by parents and students.

As per TfNSW guidance, the Kiss & Ride facility will operate under the same conditions as no parking zones, which means parents may stop to drop-off or pick-up children for a maximum of 2 minutes and remain within 3 m of the vehicle.

The Kiss & Ride operates between 8:00 am – 9:30 am and 2:30 – 4:00pm on school days.

The protocol for using the Kiss & Ride facility will be as follows:

- During the morning drop-off:
 - Parent drives into the Kiss & Ride zone and moves to the forward-most position.
 - Student takes off seatbelt and exits the cars via the passenger side.
 - Student is to ride in the vehicle with their backpack and belongings beside them i.e. avoid storing items in the car boot, where possible.
 - Student walks into school independently.
 - Parent exits Kiss & Ride zone safely.
- During the afternoon pick-off:
 - School dismissal will be at 3:10 pm.
 - Parents are asked not to arrive before 3:10 pm and wait in the Kiss & Ride for their child.
 - A sign will be issued to all parents with your surname. This sign must be placed on the car dashboard when pulling up to the Kiss & Ride. If a replacement sign is required or have not received one, the School Travel Plan Coordinator is to be contacted at i.mccarney@bth.catholic.edu.au.
 - Staff with walkie-talkies will be on duty each afternoon to monitor pick-up operation in the Kiss & Ride and will radio through the student's surname(s) required as the car approaches. Students will then come forward.
 - If the child is not at the Kiss & Ride when the parent arrives, the parent must circle around the Kiss & Ride and re-join the line.

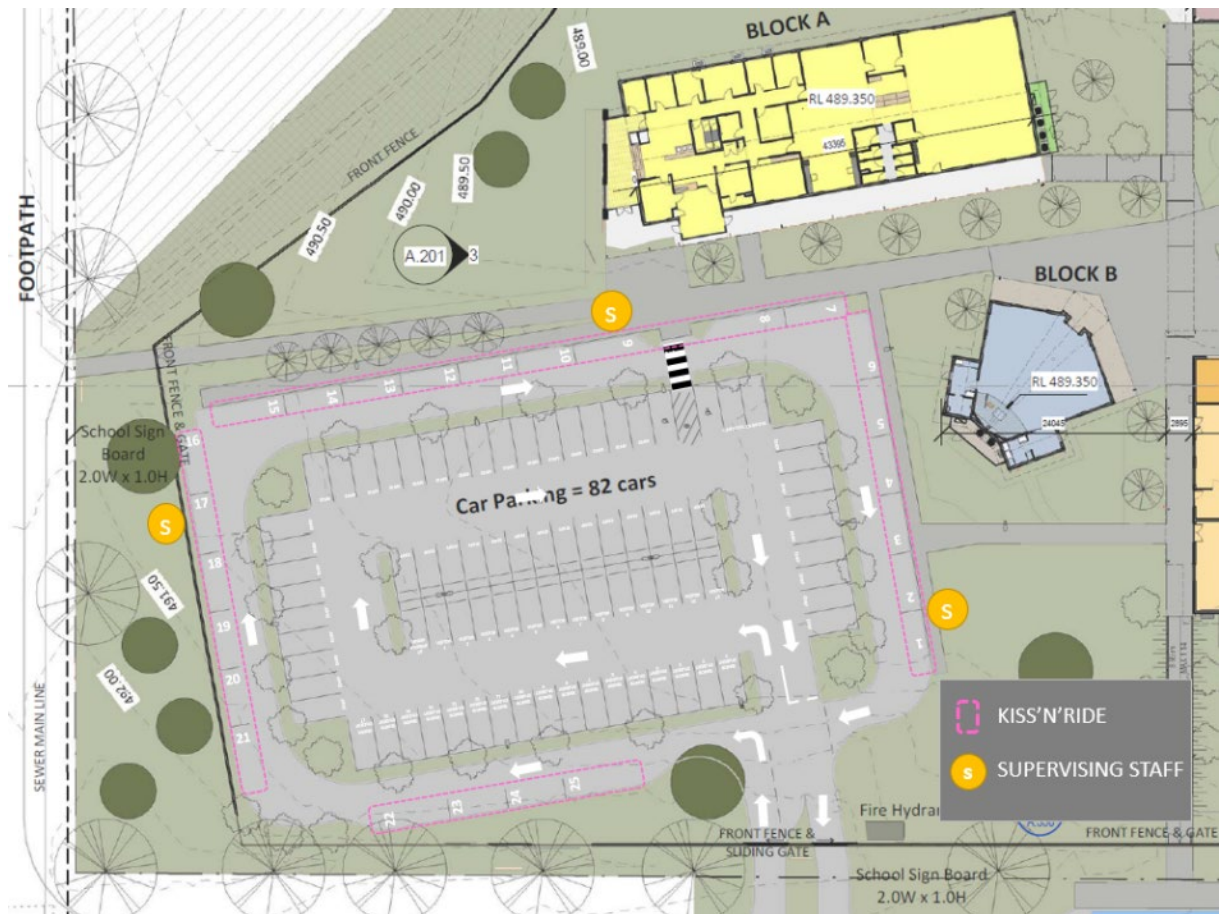
Parents will be instructed not to use their mobile phone while picking-up and dropping off their child in the Kiss & Ride zone.

Parents will be frequently reminded that Council rangers may patrol Bruce Road, Broadhead Road and other surrounding streets to observe any drop-off and pick-up which is not permitted on-street, in grass verges, or across driveways.

Like with any parking that occurs on-street, the School will adopt a one-strike policy as follows:

- The first time a vehicle is recorded picking-up or dropping off a student on-street, a warning letter will be issued to the owner of the vehicle and the vehicle registration plate will be recorded in the School's database.
- The second time a vehicle is recorded picking-up or dropping off a student on-street, the vehicle registration details will be provided to Council and the owner of the vehicle will be issued with a formal infringement.

Figure 3.3 Kiss & Ride



3.4 Bus Pick-up and Drop-off

Condition E15 (d) states: the location and operational management of the new bus bays on Bruce Road and school bus routes;

A bus bay will be located on the north side Bruce Road parallel to the roadway. The bus bay will accommodate three buses at one time which is in line with TfNSW's Bus Infrastructure guidelines and the Mid-Western Regional Council DCP 2013. Buses will pull into the bus bay from Bruce Road to drop-off or pick-up students. To exit, the bus driver would proceed into the bus turning bay to undertake a u-turn to be able to turn right-out onto Bruce Road (heading westbound).

Staff will be on duty each afternoon to monitor pick-up operation in the bus bay area. The same group of staff members will be assigned bus duty responsibility so as to maintain familiarity with bus drivers, bus routes and bus travellers (students). A timetable for staff rotation will be established by the Travel Plan Coordinator amongst the group of select staff members. Bus duty will commence 5 minutes before the scheduled buses are expected to arrive, and conclude once the last bus leaves.

Students will line-up after school in bus lines on the grass area immediately north of the bus bay in the order of the bus arrival schedule. Students will then be escorted by the bus duty teacher when the bus arrives. Buses will have the route number/ ID displayed on the front windscreen for supervising staff to observe as it arrives. If the grassed area is inaccessible (e.g. due to wet weather), then the operation will be split so that:

- Students catching the earlier buses would be assembled at the bus bay ready to board the buses, and
- Students catching the later buses would be assembled in the courtyard area north of Block C and ushered to the bus bay a staff members on duty, where the staff members at the bus bay will direct students to wait at either bus bay space 1, 2 or 3 ready to board their bus.

This is shown in Figure 3.4.

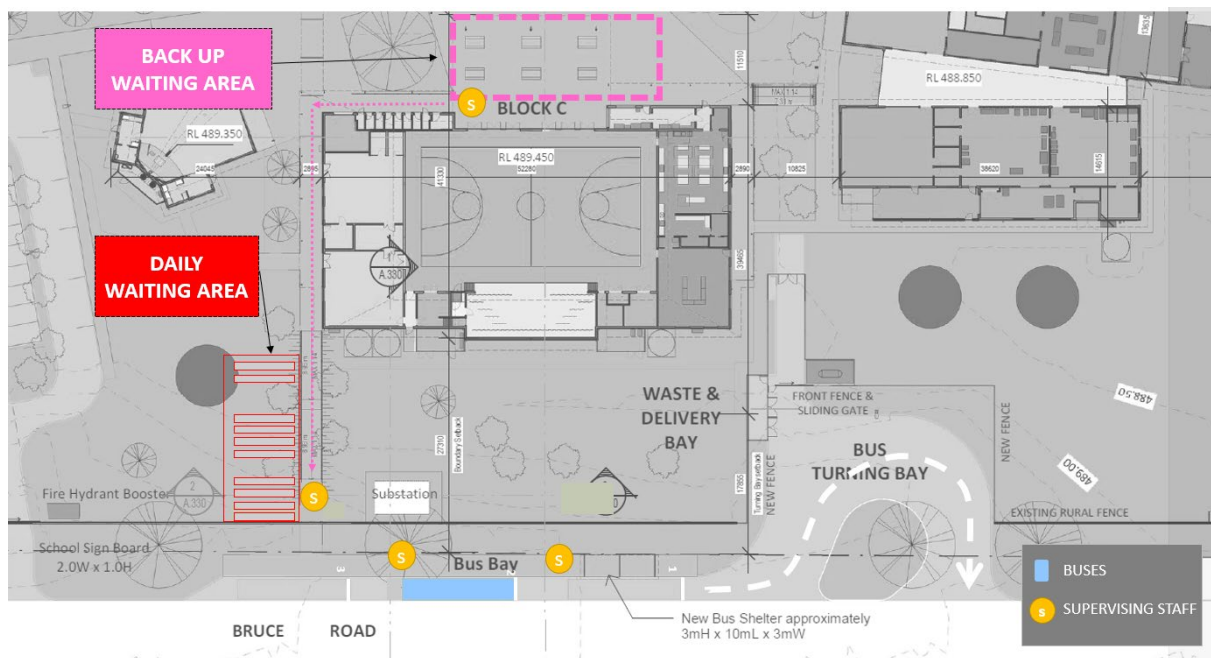
A timetable of the bus routes and arrival times will be provided to supervising staff on bus bay duty. This will assist with the call-up of students in a safe and efficient manner.

Bus drivers and staff on duty shall communicate with each other in the bus bay i.e. when it is time to depart from the bus bay.

Rules to be communicated to students travelling by bus will include the following:

- Remain at least 1m away from the kerb when a bus is pulling in or pulling away.
- Do not attempt to enter or catch the driver's attention of a moving bus.
- Keep hands and all objects inside the bus at all times.
- Follow directions given by the bus driver and school staff.
- Consequences for misbehaviour will be consistent with the School's Wellbeing Policy, and could result in suspension from using bus services.

Figure 3.4 Bus Bay



3.5 Service Vehicles

Condition E15 (e) states: delivery and services vehicle and bus access and management arrangements;

General maintenance and deliveries will be undertaken using rigid vehicles up to 8.8m in length. All servicing and deliveries would be scheduled to occur during teaching periods so as not to coincide with drop-off/ pick-up during the school peak periods.

The service vehicles and deliveries schedule are presented in Table 3.2, while the waste collection schedule (undertaken via a private contractor) is presented in Table 3.3.

All maintenance and waste collection will be scheduled by School Administration staff. Therefore, the arrival time and necessary access arrangements can be made ahead of time.

For any new contractor visiting the site requiring access via the service area, a site plan with instructions would be provided to them prior to their appointment so that they are aware of how to access the site efficiently and safely. Directional signage will be installed at the service area entrance for assisted wayfinding. The proposed signage plan is contained in Appendix D.

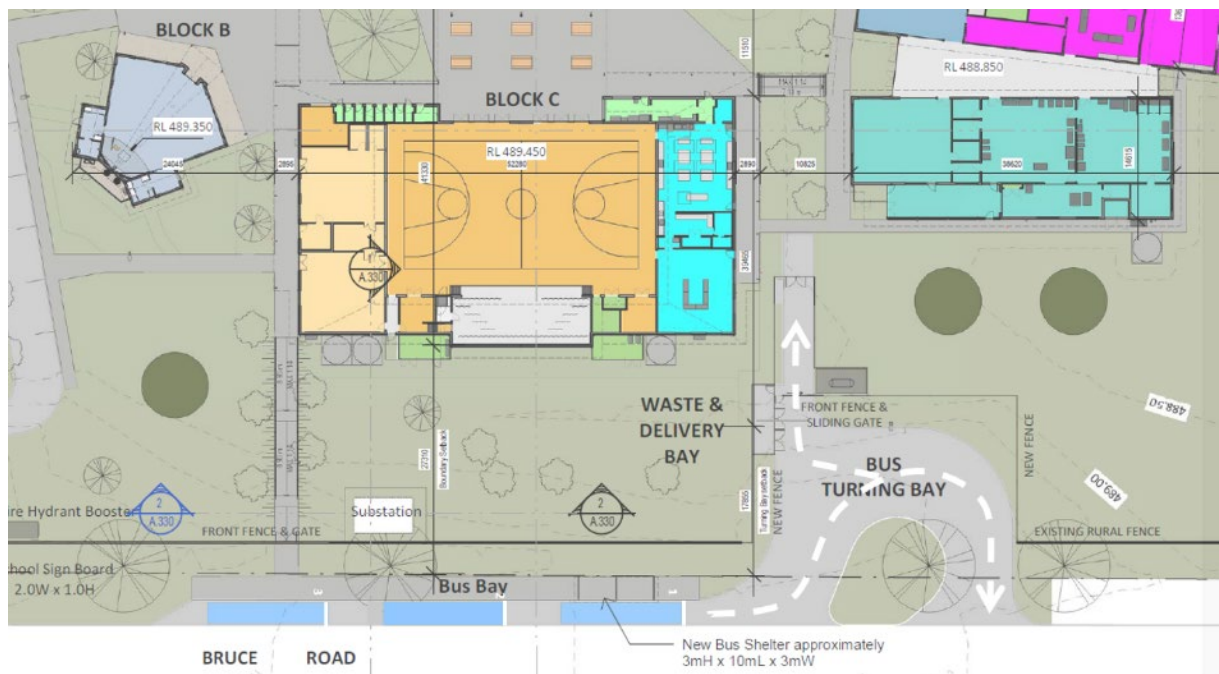
Table 3.2: Servicing and Deliveries

Deliveries to/ Type	Vehicle Type	Frequency
Food tech and canteen	Small to medium rigid vehicle	2 x per week
Materials delivery	Small to medium rigid vehicle	4 x year
General maintenance	Small van/ ute	As required (average 1 x week)

Table 3.3: Waste Collection

Deliveries to/ Type	Vehicle Type	Frequency
General waste	Medium rigid vehicle	2 x per week
Recyclables	Medium rigid vehicle	2 x per week
Green waste	Medium rigid vehicle	Used on-site or collected by private contractor

Figure 3.5 Service Vehicle Access



3.6 Emergency Vehicles

Access for emergency vehicles can be accommodated via the main vehicular site access (via the Kiss & Ride facility) as well as the service vehicle area (east of the bus bay). Service vehicles are able to enter and exit the site from Bruce Road in a forward direction.

3.7 Potential Traffic Impacts

Condition E15 (g) states: potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing on-site pick-up and drop-off parking:

As assessed in the TIA, 41% of students are currently dropped-off/ picked-up at school by car. Based on a surveyed car occupancy rate of 1.4 students per vehicle, this would be equivalent of 199 cars accessing the Kiss & Ride zone in each peak period.

Schools typically have a prominent peak period in the after-school period. Therefore, as a worst case scenario, this period has been assessed based on the following:

- Afternoon school pick-up is typically concentrated to a 30-minute period.
- The bulk of students (~70%) are picked-up within the first 15 minutes. Equivalently, 70% of the 199 cars would access the school within this period i.e. 139 cars.
- Average vehicle duration of stay per space is 1 minute (can be up to 2 minutes as per Kiss & Ride timed restriction, which has also been assessed herein).
- There will be 25 Kiss & Ride spaces.

Based on 1 minute per car, each space could accommodate 15 cars in 15 minutes. Therefore, 25 spaces could turnover 375 cars in the same period. Based on 2 minutes per car, there could be a turnover of 187 cars in 15 minutes. Therefore, the Kiss & Ride will have sufficient capacity to accommodate the 139 vehicles during each peak period based on the above conditions. Theoretically, a total of 10 spaces in the Kiss & Ride zone would be able to accommodate the volume of cars expected in the peak 15 minutes after school (or 19 spaces based on a 2-minute duration of stay per car in the worst case scenario).

Notably, the GTP measures and actions aim to encourage mode shift away from car usage when travelling to/from school. This will further reduce the volume of cars dropping-off and picking-up students compared to the above scenario (which is based on the current 41% student car mode share), resulting in a reduced impact on the local road network.

As explained in Section 3.3, measures will also be implemented by the School to manage vehicle flow through the Kiss & Ride to avoid backlogging of cars picking-up students or vehicle queuing onto Bruce Road. Notwithstanding this, daily operation of the Kiss & Ride will

be observed by the Travel Plan Coordinator and staff on duty for any traffic queuing occurrences.

Where there are occurrences of traffic queues extending from the main site entrance onto Bruce Road, the management measures in this OTAMP will be reviewed by the School Principal and Travel Plan Coordinator. Where required, Council and TfNSW may also be involved in reviewing existing measures and proposing new and effective actions.

3.8 Monitoring and Review

Condition E15 (i) states: a monitoring and review program that includes procedures for:

- i) Monitoring of the operation of bus drop-off/pick-up operations in the bus bays within three months of the school student population exceeding 600. Monitoring must be for a minimum period of one week that reflects typical school operations;**
- ii) Identification of appropriate mitigation measures, such as the provision of an additional bus bay, where safety or operational issues are found or demand exceeds capacity of the three bus bays, in consultation with Council, TfNSW and the bus operator; and**
- iii) Implementation of any mitigation measures.**

The School Principal in conjunction with the Travel Plan Coordinator will be responsible for monitoring the operation and effectiveness of this OTAMP. The relevance of the Travel Plan Coordinator's involvement with this OTAMP is due to the correlation between the GTP measures and the outcomes set-out to be achieved in this OTAMP. Monitoring will involve a variety of means, including:

- Student and staff travel surveys (undertaken as part of the GTP).
- Feedback from staff on duty supervising the Kiss & Ride and bus bay areas.
- Community feedback to the School and feedback received via Council.

A survey of the bus bay pick-up and drop-off operation shall be undertaken within three months of the school population exceeding 600 students. The survey will take place for the duration of one week, and will record details such as but not limited to:

- Arrival time and departure time of each bus in the bus bay.
- Number of students travelling via each bus route.
- Time and duration for when the bus bay reaches maximum capacity.
- Length of queueing on Bruce Road resulting from maximum capacity of the bus bay.
- Review of student line-up and call-up procedures.

The survey data is to be gathered, analysed, and reported by the Travel Plan Coordinator and School Principal for the findings to be presented to Council and TfNSW. The bus operators

may be consulted during this period to complete the analysis. Where the analysis identifies operational and safety issues, or concerns pertaining to capacity of the bus bay, the School will review the implemented measures and consult with Council, TfNSW and the bus operators to resolve matters.

Like the GTP, this OTAMP is a live document and shall be updated to reflect any amendments to management and monitoring procedures presented within these documents.

3.9 Roles and Responsibilities

The personnel responsible for the overall implementation and review of this OTAMP will be the appointed Travel Plan Coordinator supported by the School Principal.

The role of the Travel Plan Coordinator will involve carrying out on-site observations of the Kiss & Ride and bus bay operation during the before and after school peak periods; observing walking and cycling via the prescribed site access points, recording of any potential queuing extending beyond the site access points; and leading the travel mode survey, analysis and reporting.

The School Principal will mainly be responsible to setting up a consultation group with the relevant key stakeholders including Council, TfNSW, and bus operators (Ogden's Coaches and Booth's).

Together, both roles will support each other to achieve the objectives set out in the GTP and OTAMP.

Appendix A

Stakeholder Consultation

Santi Botross

From: Ray Kearns <Ray.Kearns@midwestern.nsw.gov.au>
Sent: Friday, 22 July 2022 3:45 PM
To: Santi Botross
Cc: Ken Hollyoak; Anthony Soklaridis; Michael Want; Michael Potts; Julian Geddes; Wayde Hazelton (Wayde.Hazelton@transport.nsw.gov.au)
Subject: RE: St Matthews Catholic College (SSD-9872) - GTP & OTAMP

Hi Santi,

Please receive the below comments from TfNSW in regard to the OTAMP. I expect you will receive further comments in regard to the GTP early next week.

1. 4.1 Pedestrians, p8
 - a. There does not appear to be specific provision for pedestrians in the parking area (Figures 4.2 and 4.3). People accessing vehicles are required to walk through the parking area. In general in a parking area, for every vehicle movement there is at least one pedestrian movement, and yet pedestrian facilities within the carpark and drop-off areas are conspicuous by their absence.
 - b. The walking and cycling data methodology appears to be flawed. A survey of students and staff to determine percentage who walk and cycle at the existing school near the town centre most probably will not correlate with an equivalent number at the new site, and an increase in private vehicle use is likely. Although the Bruce Rd location will be closer to some, it will be further for others, and the connectivity for walking and cycling is not available. The proposed shared path does not continue to Lions Dr, and if it did it would not connect to a similar path there. It is more likely that the travel modes will be bus and private vehicle until connectivity is provided for walking and cycling for a significant distance into the residential areas of Mudgee.
 - c. In summary, the walking and cycling data and assumptions should be reviewed, or at least taken as a best-case scenario unless the school and community are going to promote, encourage, cajole students to walk or cycle.
2. 4.4 Bus pick-up and drop-off p15
 - a. There are three bays in the bus stop area. A quick calculation suggests that around 300 students will travel by bus, requiring 6 dedicated buses, but potentially more buses attempting to access the site.
 - b. How will bus arrivals be managed, considering once the bus bays are occupied there is nowhere else for the bus to go, so parking on Bruce Rd in the travel lane will potentially occur. This could create an unsafe situation as well as lead to a mini 'grid-lock' should the buses be stopped on the side of Bruce Rd near the light vehicle access.
3. 4.7 Potential traffic impacts p18
 - a. This section discusses the turnover of private vehicles picking-up children in the afternoon peak. It makes assumptions on time taken to load children, 2 minutes being the 'worst-case' and states that the number of spaces is adequate. This appears to be based on 70% of drivers entering the site over the peak 15 minute period, and doing so in an orderly manner. History at schools in general, and experience at the Lewis St campus, suggests that human nature and the desire to be first will flourish, and drivers will arrive well before pick-up time and park in the 'no parking' bays.
 - b. The report provides that should vehicles queue onto Bruce Rd, the OTAMP document will be reviewed. It may then be too late, there needs to be recognition that people will want to pick-up as early as possible, and queuing is likely. The potential for point 1.b. to exacerbate the issues for drivers attempting to enter the site should be further explored.
 - c. The report does not look outside the school property. There is no consideration of the effect the number of cars and buses, and potentially pedestrians and cyclists, will have on the Broadhead-Bruce intersection, Broadhead-Lions T-junction, or the proposed pedestrian refuge when the estimated 110 pedestrians and cyclists attempt to cross Broadhead Rd.
4. There is no discussion, or provision for parents who need to visit the school during the peak afternoon time. Will there be adequate parking to accommodate this scenario?

5. Appendix B, Signage and Line Marking Plan

- a. Line marking is not shown
- b. All signs that are intended for vehicles should be of TfNSW or Australian Standard design and manufacture, see [Traffic signs - Signage - Partners & suppliers - Business & Industry - Roads and Waterways – Transport for NSW](#) for specifications.
- c. There is bicycle wayfinding from Bruce Rd despite it stated earlier in the OTAMP that all pedestrians and cyclists would enter via the Broadhead Rd access.
- d. Regulatory signs associated with the parking area, entry and exit to the parking area, requirement for circulating traffic, give way or stopping at conflict points, among other wayfinding and regulatory signage, is not shown.
- e. There is a standard design and colours for bicycle wayfinding signs, this should be used for the bicycle wayfinding.
- f. There are some signs promoting entry to the site, but there does not appear to be any for exiting the site.
- g. Wayfinding to the disabled parking is not shown.
- h. The 'School Sign (Revision 3)' does not work, it would have to be located at the entry to the site and at that point the visitor parking is straight ahead.
- i. In summary, the wayfinding and regulatory signage scheme, and sign designs, require review

Regards,

Ray Kearns
Manager Infrastructure Planning

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Confidentiality notice: This email may contain confidential and/or private information. If you received this in error please delete and notify sender.

From: Santi Botross

Sent: Thursday, 14 July 2022 9:58 AM

To: andrew.mcintyre@transport.nsw.gov.au; development.west@transport.nsw.gov.au

Cc: Anthony Soklaridis Anthony.Soklaridis@tsamgt.com; Michael Want Michael.Want@tsamgt.com; Ken Hollyoak Ken.Hollyoak@tpp.net.au; Obre Pemberton Obre.Pemberton2@transport.nsw.gov.au

Subject: RE: St Matthews Catholic College (SSD-9872) - GTP & OTAMP

Morning Andrew,

As well as TfNSW, we are consulting with Council and the bus operators of which we have received their feedback. It would be ideal to have all stakeholder comments before finalisation of the documentation, including from TfNSW.

Could you please advise whether we can expect any feedback from TfNSW?

Kind regards,

Santi Botross

Associate

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a: Suite 402, 22 Atchison Street, St Leonards NSW 2065

w: www.tpp.net.au e: Santi.Botross@tpp.net.au



From: Santi Botross

Sent: Wednesday, 6 July 2022 1:55 PM

To: andrew.mcintyre@transport.nsw.gov.au

Cc: Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>; Michael Want <Michael.Want@tsamgt.com>; Ken Hollyoak <Ken.Hollyoak@tppp.net.au>; Obre Pemberton <Obre.Pemberton2@transport.nsw.gov.au>

Subject: FW: St Matthews Catholic College (SSD-9872) - GTP & OTAMP

Hi Andrew,

Are you able to advise whether TfNSW will be providing its feedback on the GTP and OTAMP? Documentation is attached.

To avoid any confusion, we are currently consulting with Council, the bus operators and yourself on these plans. Hence, the consultation section in these Plans and Appendix A *Stakeholder Consultation* shall be updated once we have collated all the feedback from the key stakeholders.

Regards,

Santi Botross

Associate

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From: Ainsley Bruem <ainsley.bruem@transport.nsw.gov.au>
Sent: Wednesday, 29 June 2022 9:08 AM
To: Santi Botross <Santi.Botross@tpp.net.au>
Subject: FW: St Matthews Catholic College (SSD-9872) - GTP & OTAMP

Hi Santi,

FYi below of forwarded email.

Thanks

Ainsley Bruem

Lead Community & Safety Partner
Community and Place
Regional and Outer Metropolitan
Transport for NSW

M 0408 571 088 E ainsley.bruem@transport.nsw.gov.au

transport.nsw.gov.au

51 - 55 Currajong St
Parkes NSW 2870



**Transport
for NSW**



I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

Please consider the environment before printing this email.

From: Ainsley Bruem
Sent: Wednesday, 29 June 2022 8:14 AM
To: Andrew McIntyre <Andrew.McIntyre@transport.nsw.gov.au>
Cc: Development West <development.west@transport.nsw.gov.au>
Subject: FW: St Matthews Catholic College (SSD-9872) - GTP & OTAMP

Morning DS team,

Santi has referred this to me however it requires DS comment.

Thanks

Ainsley Bruem
Lead Community & Safety Partner
Community and Place
Regional and Outer Metropolitan
Transport for NSW

M 0408 571 088 E ainsley.bruem@transport.nsw.gov.au

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Parkes NSW 2870



**Transport
for NSW**



I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

Please consider the environment before printing this email.

From: Santi Botross <Santi.Botross@tpp.net.au>
Sent: Wednesday, 29 June 2022 7:53 AM
To: Ainsley Bruem <ainsley.bruem@transport.nsw.gov.au>
Cc: Ken Hollyoak <Ken.Hollyoak@tpp.net.au>; Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>; Michael Want <Michael.Want@tsamgt.com>
Subject: St Matthews Catholic College (SSD-9872) - GTP & OTAMP

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Hello Ainsley,

As per the Consent Conditions for the St Matthews Catholic College development, it is required to prepare a Green Travel Plan (CoC E14) and Operational Transport and Access Management Plan (CoC E15) in consultation with TfNSW.

A GTP and OTAMP have been prepared, and are provided attached for TfNSW's feedback.

Both conditions will need to be submitted to DPE prior to the issue of the occupation certificate, which is due to occur in the coming days. To make this timing, we kindly ask for any comments to be provided at your earliest convenience.

We appreciate you looking into this at this very busy time. Please do not hesitate to contact me if there is any further information you require.

Kind regards,

Santi Botross

Associate

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a: Suite 402, 22 Atchison Street, St Leonards NSW 2065

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Santi Botross

From: Ray Kearns <Ray.Kearns@midwestern.nsw.gov.au>
Sent: Monday, 4 July 2022 1:24 PM
To: Santi Botross
Cc: Ken Hollyoak; Anthony Soklaridis; Michael Want; Michael Potts; Julian Geddes
Subject: RE: St Matthews Catholic College (SSD-9872) - GTP & OTAMP [Filed 07 Jul 2022 10:11]
Attachments: 18472-R03V02-220628-OTAMP.pdf; 18472-R02V03-220628-GTP.pdf; RE: School Buses, Mudgee [TSA-P.FID730534]

Hi Santi,

Council acknowledges the receipt of the GTP and OTAMP but does not endorse these documents. Whilst we support the concept of a modal shift to active travel existing constraints determine that this will not occur until some time off into the future well after commencement of operation of the school.

See attached with comments included. In summary

- The GTP relies on survey data from 2019 and a 2016 PAMP. Assumptions made in these documents may not apply to the school being located remote to the Mudgee CBD.
- The network of footpaths and shared paths from new development will not be completed for some years into the future. As it exists there is not a safe cycle network to the school and use of the footpath on the western side of the road which links Lions Dr to the newly constructed shared path abutting the school on the eastern side of the road should not be encouraged for riders <16 years of age. There are 20 driveway crossovers in a 400m section which presents concern for safety.
- I would anticipate fluctuations (reduction) in students choosing active travel in winter and peak of summer. This will likely increase car travel and potentially bus travel to a point of its capacity.

In my opinion, given the remote location of the school, car and bus travel will remain the predominant. School bus routes already run at capacity and I would expect there is limited ability to easily increase services. To that end car travel will remain a primary mode of transport and, given the absence of on street car parking, the school should consider providing for overflow car parking on site.

I also attach Commentary from Olgdens Coaches. The other bus companies which will service the school should also be consulted.

Regards,

Ray Kearns
Manager Infrastructure Planning

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From: Santi Botross <Santi.Botross@tpp.net.au>

Sent: Wednesday, 29 June 2022 7:52 AM

To: Ray Kearns <Ray.Kearns@midwestern.nsw.gov.au>

Cc: Ken Hollyoak <Ken.Hollyoak@tpp.net.au>; Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>; Michael Want <Michael.Want@tsamgt.com>

Subject: St Matthews Catholic College (SSD-9872) - GTP & OTAMP

Hello Raye,

I don't believe we have met previously over the course of the St Matthews Catholic College project. By way of an intro, TPP has been involved in this project since it began in 2019 undertaking the TIA, CTMP, and preliminary GTP.

The reason for this email is that as per the Consent Conditions for the development, it is required to prepare a Green Travel Plan (CoC E14) and Operational Transport and Access Management Plan (CoC E15) in consultation with Council.

A GTP and OTAMP have been prepared, and are provided attached for Council's feedback.

Both conditions will need to be submitted to DPE prior to the issue of the occupation certificate, which is due to occur in the coming days. To make this timing, we kindly ask for any comments to be provided at your earliest convenience.

We appreciate you looking into this at this very busy time. Please do not hesitate to contact me if there is any further information you require.

Kind regards,

Santi Botross

Associate

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Santi Botross

From: JEFF NEILL <jneill@ogdenscoaches.com.au>
Sent: Monday, 4 July 2022 10:46 AM
To: Santi Botross
Cc: ray.kearns@midwestern.nsw.gov.au; Justin McCarney; KIM JEFFERY
Subject: RE: School Buses, Mudgee [TSA-P.FID730534]

Hi Santi,

Thank you for supplying this report.

I have a number of issues I foresee that are not addressed in this report and believe are critical to the operation being a success.

My concerns are primarily around the afternoon school bus operations.

Due to existing schools start and finish times and existing services times of travel, it is important that this development does not impact significantly with the current travel times of the existing passengers utilising buses from the other schools in Mudgee. These being, Cudgegong Valley Public School, Mudgee Public School, Mudgee High School and to a lesser extent St Matthews Public School (The later has been helpful with moving times of start and finish to accommodate new services)

As such it is important to keep the existing pick and delivery times (At the home end of the service) as close as they are to the current times. TfNSW also require attention to this issue and it is a significant factor in their approval or non approval of service extensions requested to operate to the new school. (All extensions require TfNSW approval prior to their operation, issues considered are impact on existing passengers, Road network suitability, impact on existing schools and cost) No services to the new school will be operated prior to this approval.

The afternoon bus pickup needs to operate in a very quick and efficient manner, 13 buses will be at the school when the bell goes. These buses need to access the bus bay, collect their students and depart with no impedence, waiting for students to be walked out one bus a time will induce unmanageable delays. All buses in the bus bay must be loaded simultaneously. To make this easier, buses will arrive in the same order every afternoon. Any change to this order will be communicated to the school prior to it taking place.

The existing network is scheduled to commence at Cudgegong Valley Public School starting from 3:20pm. This time must remain intact. All buses therefore scheduled at St Matthew's Senior campus must be in, loaded and departed prior to this time.

The other issue that is evident is the significant impact of parent vehicle traffic all sharing the Broadhead and Bruce Road intersection. This has the potential to increase bus departure times anywhere up to 15 mins. This is also an unacceptable delay. I would recommend consideration being given to a delay to parent pick up times. IE Parents not permitted to enter the pick up location until 10 minutes after the school bell, this then allowing buses to enter the school bus bay, load and depart unimpeded. This will be critical for TfNSW's approval of the service extension. If this is not managed there will be significant impact upon all other schools in Mudgee and will cause significant backlash against the school from the other school communities as well as potential political involvement as service times of all students in Mudgee and surrounding rural areas will become significantly later.

It also concerns me somewhat that there has been no contact from you towards Ogden's Coaches prior to preparing this report. As per your report Ogden's Coaches does carry 33% of the school population to and from the school each day.

Regards

Jeff Neill | Manager, Business Services



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jneill@ogdenscoaches.com.au | www.ogdenscoaches.com.au

From: Santi Botross <Santi.Botross@tpp.net.au>
Sent: Thursday, 30 June 2022 2:58 PM
To: JEFF NEILL <jneill@ogdenscoaches.com.au>
Cc: Ken Hollyoak <Ken.Hollyoak@tpp.net.au>; Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>; Michael Want <Michael.Want@tsamgt.com>
Subject: RE: School Buses, Mudgee [TSA-P.FID730534]

Hi Jeff,

An Operational Transport and Access Management Plan has been prepared which outlines the measures to be implemented at the school to manage the flow of traffic, including the pick-up/ drop-off and the bus bay area. Please refer attached.

Also attached is the Green Travel Plan which outlines the mode shift targets to more sustainable travel by students and staff i.e. busing, walking and cycling.

These Plans may help address some of your queries.

Your feedback on these Plans is welcomed.

Regards,

Santi Botross

Associate

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From: JEFF NEILL <jneill@ogdenscoaches.com.au>
Sent: Wednesday, 29 June 2022 11:16 AM
To: Michael Want <Michael.Want@tsamgt.com>; Santi Botross <Santi.Botross@tpp.net.au>; jneill@ogdenscoaches.com.au
Cc: Ken Hollyoak <Ken.Hollyoak@tpp.net.au>; Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>
Subject: RE: School Buses, Mudgee [TSA-P.FID730534]

Thanks Michael,

I would think a further trial is in order to ensure that the changes are workable?

I am becoming concerned about the possible traffic congestion impeding our services, is that any plan for this to be managed? Getting in and out quickly is going to be key in TfNSW approving our application to operate to the school.

Regards

From: Michael Want <Michael.Want@tsamgt.com>
Sent: Wednesday, 29 June 2022 11:02 AM
To: JEFF NEILL <jneill@ogdenscoaches.com.au>; Santi Botross <Santi.Botross@tpp.net.au>;
jneill@ogdencoaches.com.au
Cc: Ken Hollyoak <Ken.Hollyoak@tpp.net.au>; Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>
Subject: RE: School Buses, Mudgee [TSA-P.FID730534]

Thanks Jeff,

Regarding the intersection issues we understand Council are in discussions with North Constructions to resolve them by way of some design adjustments.

Obviously this needs to occur ASAP as we are seeking to have the Occupation Certificate issued by the end of July at the latest.

If there are any issues around this you wish to discuss, please don't hesitate to contact me or Anthony.

Regards

Michael Want
Project Director



Level 15, 207 Kent Street, Sydney, NSW 2000
Land of the Gadigal people of the Eora nation
M:+61 413 179 872 / O:+61 2 9276 1400
Michael.Want@tsamgt.com / www.tsamgt.com



From: JEFF NEILL <jneill@ogdenscoaches.com.au>
Sent: Wednesday, 29 June 2022 10:23 AM
To: Santi Botross <Santi.Botross@tpp.net.au>; jneill@ogdencoaches.com.au
Cc: Ken Hollyoak <Ken.Hollyoak@tpp.net.au>; Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>; Michael Want <Michael.Want@tsamgt.com>
Subject: RE: School Buses, Mudgee

Hi Santi,

Yes, I have had a request from Anthony that have not yet provided information for. This information is now ready.

To date, I have provided to my contract manager at TfNSW an overview and application for the extension of all services that are required to attend the new school. There are 16 in total for both morning and again in the afternoon.

I have planned to use common routes where ever possible. In the AM approaching the school via Robinson Road, Then Bruce Road to the school, turning at the school and returning via the same path, or via Bruce Rd, then into Broadhead Rd to Lions Drive.

In the PM all but three buses will approach the school via Lions Drive, Broadhead Rd, then into Bruce Rd, Turn at the school then return via either Broadhead Rd or continue to Robinson Rd.

We operate mostly 12.5 meter buses with one exception that is 13.5 meters. Some charter operators have vehicles that can be up to 14.5 meters in length. If the school engages a charter service with this type of vehicle the infrastructure needs to be able to support its operation.

Regarding the current access, we undertook trials with the council that demonstrated that the current road network at and around the school did not support the use of 12.5 meter vehicles with safety.

Concerns also exist around the significant delays that parent traffic may have on the bus network due to limited access to the new location. For the current proposal to work without significant impact upon the other schools in Mudgee, access to and from the new site needs to be unimpeded. Perhaps a traffic management plan to manage parent traffic would be in order?

TfNSW are very concerned about impacts upon existing passenger journeys with any change of school service.

I am able to supply my draft "Runbats" (Attached), understanding these documents are design concept and are not in the format that will be published. The public release of this information will be managed by us closer to the commencement of the new services operating. They are also subject to change if required. Please let me know if you require these?

Please also call me if you need any further information.

Regards

Jeff Neill | Manager, Business Services



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From: Santi Botross <Santi.Botross@tpp.net.au>
Sent: Wednesday, 29 June 2022 9:39 AM
To: jneill@ogdencoaches.com.au
Cc: Ken Hollyoak <Ken.Hollyoak@tpp.net.au>; Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>; Michael Want <Michael.Want@tsamgt.com>
Subject: School Buses, Mudgee

Hi Jeff,

Hope you are well.

I believe Anthony from TSA has been in contact with your regarding amendments to the school bus routes in the Mudgee area as part of the St Matthews Catholic College development.

On behalf of TSA and the School, TTPP is currently liaising with Council and TfNSW about the Green Travel Plan and Operation Transport and Access Management Plan, of which, the new bus routes come into. Are you able to advise the status of the amended bus routes/ timetabling?

Also, Council has raised a concern about the size of the school buses utilising the new bus bay, which could be up to 14.5m in length. To understand the likely future school bus operation, are you able to advise how many/ what proportion of the school services rely on these larger buses?

Kind regards,

Santi Botross

Associate

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a: Suite 402, 22 Atchison Street, St Leonards NSW 2065

w: www.ttp.net.au e: Santi.Botross@tpp.net.au



Santi Botross

From: Santi Botross
Sent: Friday, 29 July 2022 10:51 AM
To: msd02850@gmail.com
Cc: Anthony Soklaridis; Michael Want; Ken Hollyoak
Subject: RE: St Matthew's Catholic College (Secondary School) - Booth's Buses [Filed 28 Jul 2022 10:14]

Hi Collin,

To assist with the bus timetable and route planning, the new school times will be as follow:

- Lessons commence: 8:50am
- Lessons end: 3:10pm

Kind regards,

Santi Botross

Associate

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w: www.tpp.net.au e: Santi.Botross@tpp.net.au



From: Santi Botross
Sent: Thursday, 28 July 2022 10:15 AM
To: msd02850@gmail.com
Cc: Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>; Michael Want <Michael.Want@tsamgt.com>; Ken Hollyoak <Ken.Hollyoak@tpp.net.au>
Subject: St Matthew's Catholic College (Secondary School) - Booth's Buses [Filed 28 Jul 2022 10:14]

Hi Collin,

Thanks for the call-back on Monday. As discussed, the new St Matthews Catholic College secondary school in South Mudgee will open in term 4 this year. The site will accommodate the current secondary school students while the primary school will remain at the Lewis Street location in town. There will be a new bus bay constructed along the school frontage on Bruce Road. Refer attached for the site plan showing the location of the bus bay.

We (TTPP) and TSA Management (Project Managers cc'd) are working with the School, the bus operators and Transport for NSW to modify the current school bus services so as to include the new school site as a stop along each route.

The School has informed us that Booth's Buses operates two school bus services, being Botobolar and Cudgegong.

As requested, I have sought information on the new school hours of operation and will provide to you shortly.

In the meantime, would you be able to provide a copy of the current timetable and map for the two school bus services?

Kind regards,

Santi Botross

Associate

p: +61 2 8437 7800 m: +61 491 6767 83

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w: www.ttp.net.au e: Santi.Botross@tpp.net.au



Table A1: Summary of Stakeholder Consultation

Stakeholder	Comment	Response/ Addressed in Section
<p>Mid-Western Regional Council</p>	<p>4.1 Pedestrians, p8</p> <p>a. There does not appear to be specific provision for pedestrians in the parking area (Figures 4.2 and 4.3). People accessing vehicles are required to walk through the parking area. In general in a parking area, for every vehicle movement there is at least one pedestrian movement, and yet pedestrian facilities within the carpark and drop-off areas are conspicuous by their absence.</p> <p>b. The walking and cycling data methodology appears to be flawed. A survey of students and staff to determine percentage who walk and cycle at the existing school near the town centre most probably will not correlate with an equivalent number at the new site, and an increase in private vehicle use is likely. Although the Bruce Rd location will be closer to some, it will be further for others, and the connectivity for walking and cycling is not available. The proposed shared path does not continue to Lions Dr, and if it did it would not connect to a similar path there. It is more likely that the travel modes will be bus and private vehicle until connectivity is provided for walking and cycling for a significant distance into the residential areas of Mudgee.</p> <p>c. In summary, the walking and cycling data and assumptions should be reviewed, or at least taken as a best-case scenario unless the school and community are going to promote, encourage, cajole students to walk or cycle.</p>	<p>The Kiss & Ride zone is located around the perimeter of the car park which is accessible by footpath.</p> <p>The centre car park predominately serves staff parking who would be familiar with the car park, and would be instructed to be cautious and aware of surroundings when moving through the car park.</p> <p>Pick-up and drop-off activities are not permitted within the car park.</p> <p>The mode share data provides an indication of the potential mode share for the future case i.e. it is indicative only.</p> <p>Acknowledging the surrounding areas will be undergoing development, there may be a low number of students and staff walking and cycling to school. This is reflected in the modest active travel mode share increase in the future scenario estimates. Notwithstanding this, the Traffic Impact Assessment and Response to Submissions identify that the Kiss & Ride facility would have spare capacity to accommodate additional vehicles above the forecast in a worst-case scenario.</p> <p>The project has provided active travel connectivity to the nearest footpath link towards the nearby established residential area where it is expected the majority of walkers and riders would originate from. The infrastructure has been provided in accordance with the approved SSDA.</p> <p>The GTP outlines measures for encouraging active travel to those who currently live in walking and cycling distance of the school, and for those who would be located nearby as residential subdivisions are developed in the areas surrounding the school.</p>
	<p>4.4 Bus pick-up and drop-off p15</p> <p>a. There are three bays in the bus stop area. A quick calculation suggests that around 300 students will travel by bus, requiring 6 dedicated buses, but potentially more buses attempting to access the site.</p> <p>b. How will bus arrivals be managed, considering once the bus bays are occupied there is nowhere else for the bus to go, so parking on Bruce Rd in the travel lane will potentially occur. This could create an unsafe situation as well as lead to a mini 'grid-lock' should the buses be stopped on the side of Bruce Rd near the light vehicle access.</p>	<p>As outlined throughout this OTAMP, measures will be implemented to manage the efficient and safe movement of students on buses. In consultation with the bus operator, school buses will be staggered so that the arrival of buses will be spread-out. Buses will arrive to the school according to the same schedule every day so that staff members on duty and students are familiar with the order and timing of buses.</p> <p>Parents will be advised not to arrive before 3:10 pm and wait in the Kiss & Ride for their child so as to allow priority for bus services on Bruce Road and to avoid waiting or recirculating in the Kiss & Ride zone unnecessarily. Delaying a trip by 5-10 minutes where possible could result in a much easier and quicker collection.</p>

Stakeholder	Comment	Response/ Addressed in Section
	<p>4.7 Potential traffic impacts p18</p> <p>a. This section discusses the turnover of private vehicles picking-up children in the afternoon peak. It makes assumptions on time taken to load children, 2 minutes being the 'worst-case' and states that the number of spaces is adequate. This appears to be based on 70% of drivers entering the site over the peak 15 minute period, and doing so in an orderly manner. History at schools in general, and experience at the Lewis St campus, suggests that human nature and the desire to be first will flourish, and drivers will arrive well before pick-up time and park in the 'no parking' bays.</p> <p>b. The report provides that should vehicles queue onto Bruce Rd, the OTAMP document will be reviewed. It may then be too late, there needs to be recognition that people will want to pick-up as early as possible, and queuing is likely. The potential for point 1.b. to exacerbate the issues for drivers attempting to enter the site should be further explored.</p> <p>c. The report does not look outside the school property. There is no consideration of the effect the number of cars and buses, and potentially pedestrians and cyclists, will have on the Broadhead- Bruce intersection, Broadhead-Lions T-junction, or the proposed pedestrian refuge when the estimated 110 pedestrians and cyclists attempt to cross Broadhead Rd.</p>	<p>Parents will be advised not to arrive before 3:10 pm and wait in the Kiss & Ride for their child so as to allow priority for bus services on Bruce Road and to avoid waiting or recirculating in the Kiss & Ride zone unnecessarily. Delaying a trip by 5-10 minutes where possible could result in a much easier and quicker collection.</p> <p>As outlined in Section 3.2.2, the School will adopt a one-strike policy for any drivers disobeying signage and road rules. The School will be active in monitoring and recording unpermitted activities and reporting information to Council.</p> <p>An assessment of the surrounding streets has been undertaken in the Traffic Impact Assessment as part of the approved SSDA. The TIA also outlined the intent to provide a pedestrian crossing on Broadhead Road, and the consultation with TfNSW on this matter. During preparation of the TIA, TfNSW advised that a warrant assessment would be required to determine whether a children's crossing would be suitable on Broadhead Road. The assessment would only be possible post-opening of the new school to in order to analyse pedestrian and traffic volumes on Broadhead Road under typical operating conditions. Therefore, provision of the children's crossing would be subject to future assessment and approval by TfNSW. In consultation with TfNSW, the interim solution for facilitating pedestrians across Broadhead Road would be via provision of pedestrian refuge at the location where the new shared path (east side) meets the existing pedestrian footpath (west side).</p>
	<p>There is no discussion, or provision for parents who need to visit the school during the peak afternoon time.</p> <p>Will there be adequate parking to accommodate this scenario?</p>	<p>There will be 13 visitor car parking spaces within the car park which parents could use if visiting after school.</p> <p>These spaces would be strictly limited to visitation only, and not for pick-up and drop-off. Activities will be monitored on-site during peak school times, and any such behaviour would be subject to the on-strike policy as outlined in Section 3.2.2.</p>
	<p>5. Appendix B, Signage and Line Marking Plan</p> <p>a. Line marking is not shown</p> <p>b. All signs that are intended for vehicles should be of TfNSW or Australian Standard design and manufacture, see Traffic signs - Signage - Partners & suppliers - Business & Industry - Roads and Waterways – Transport for NSW for specifications.</p> <p>c. There is bicycle wayfinding from Bruce Rd despite it stated earlier in the OTAMP that all pedestrians and cyclists would enter via the Broadhead Rd access.</p> <p>d. Regulatory signs associated with the parking area, entry and exit to the parking area, requirement for circulating traffic, give way or</p>	<p>Signage and line marking plan has been updated to show line marking and regulatory signage.</p> <p>Bicycle signage from Bruce Road entrance has been removed.</p> <p>Bicycle parking wayfinding signage has been updated in accordance with TfNSW signage (G7-276N).</p> <p>An 'exit' sign has been included on the plan.</p> <p>Accessible parking wayfinding signage has been included on the plan.</p> <p>Visitor parking arrow straight ahead amended on the plan.</p>

Stakeholder	Comment	Response/ Addressed in Section
	<p>stopping at conflict points, among other wayfinding and regulatory signage, is not shown.</p> <p>e. There is a standard design and colours for bicycle wayfinding signs, this should be used for the bicycle wayfinding.</p> <p>f. There are some signs promoting entry to the site, but there does not appear to be any for exiting the site.</p> <p>g. Wayfinding to the disabled parking is not shown.</p> <p>h. The 'School Sign (Revision 3)' does not work, it would have to be located at the entry to the site and at that point the visitor parking is straight ahead.</p> <p>i. In summary, the wayfinding and regulatory signage scheme, and sign designs, require review</p>	

Transport for NSW

	<p>Pedestrian connectivity</p> <p>Dedicated provision should be made for pedestrians through the car park, particularly the drop-off area (note, Figures 4.2 and 4.3). In general, it can be expected that for every vehicle movement in the car parking area there is at least one pedestrian movement (e.g. students being dropped off / picked up, parents and students entering / leaving the school, teachers arriving / departing). These pedestrian movements should be accommodated safe access via dedicated footpaths or a defined crossing network.</p> <p>In addition, TfNSW raises concern about the methodology used to determine the walking and cycling predictions. Consideration should be given to the residential catchments that are likely to generate pedestrian and cyclist movements at the new school location. Such catchments will be defined by population of residents in a particular area and the available connectivity for road users to the school (e.g. shared path facilities or footpaths from the town location to the site or nearby residential subdivision to the site).</p>	<p>A crossing will be provided from the main school campus towards the staff car park as shown in Figure 3.2.</p> <p>The Kiss & Ride zone is located around the perimeter of the car park which is accessible by footpath.</p> <p>The centre car park predominately serves staff parking who would be familiar with the car park, and would be instructed to be cautious and aware of surroundings when moving through the car park.</p> <p>Pick-up and drop-off activities are not permitted within the car park.</p> <p>The mode share data provides an indication of the potential mode share for the future case i.e. it is indicative only.</p> <p>Acknowledging the surrounding areas will be undergoing development, there may be a low number of students and staff walking and cycling to school. This is reflected in the modest active travel mode share increase in the future scenario estimates. Notwithstanding this, the Traffic Impact Assessment and Response to Submissions identify that the Kiss & Ride facility would have spare capacity to accommodate additional vehicles above the forecast in a worst-case scenario.</p> <p>The project has provided active travel connectivity to the nearest footpath link towards the nearby established residential area where it is expected the majority of walkers and riders would originate from. The infrastructure has been provided in accordance with the approved SSDA.</p> <p>The GTP outlines measures for encouraging active travel to those who currently live in walking and cycling distance of the school, and for those who would be located nearby as residential subdivisions are developed in the areas surrounding the school.</p>
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Stakeholder	Comment	Response/ Addressed in Section
	<p>Bus pick-up and drop-off</p> <p>It is understood that the bus bay provides for 3 buses. The OTAMP should be updated to address how the maximum number of buses required to service the school will be safely accommodated on-site or what mitigation measures will be put in place to ensure that bus arrival does not exceed 3 buses at any time. In addition, the OTAMP must be updated to address how student safety will be maintained in the bus bay area and surrounding road network.</p>	<p>This has been detailed in Section 3.4.</p> <p>It is noted that the bus bay has been designed to accommodate three (3) 12.5m buses that can enter and exit the bus bay independently of one another. However, the length of the bus bay (approximately 60 m) could accommodate four (4) 12.5m buses stacked closely together that enter and exit successively (immediately one after another). Therefore, if it is identified that an additional bus space is required within the bus bay then the on-site operation could be amended accordingly. In recent discussions between TSA, the School and Ogden's Coaches it has been agreed that the bus operator and the School would be able to promptly adopt this approach amongst bus drivers and staff members on-duty as soon as required.</p>
	<p>Potential traffic impacts</p> <p>The OTAMP should be updated to consider operational contingency (i.e. worst case scenario) should the 2min per vehicle within a 15min peak drop-off/pick-up period not be strictly adhered to (for example, parents requiring administrative services). Further consideration about how the school proposes to manage traffic during peaks to ensure appropriate flow of on-site traffic and minimise congestion that could result in off-site queuing is required.</p>	<p>Staff members on-duty will usher drivers along who exceed the 2-minute time limit.</p> <p>There will be 13 visitor car parking spaces within the car park which parents could use if visiting after school e.g. for administrative purposes.</p> <p>These spaces would be strictly limited to visitation only, and not for pick-up and drop-off. Activities will be monitored on-site during peak school times, and any such behaviour would be subject to the on-strike policy as outlined in Section 3.2.2.</p>
	<p>Signage and Line Marking Plan (Appendix B)</p> <p>The following recommendations are made to update Appendix B of the OTAMP to ensure appropriate wayfinding and regulatory signage schemes and sign designs are met:</p> <ul style="list-style-type: none"> a. Line marking must be illustrated. b. There is bicycle wayfinding from Bruce Rd despite it stated earlier in the OTAMP that all pedestrians and cyclists would enter via the Broadhead Rd access. Clarification is required. c. Regulatory signs associated with the parking area, entry and exit to the parking area, requirement for circulating traffic, give way or stopping at conflict points, among other wayfinding and regulatory signage must be illustrated. d. All bicycle wayfinding signage should be updated to illustrate the standard design and colours. e. Signs for exiting the site should be illustrated. f. Wayfinding to the disabled parking must be provided. g. The 'School Sign (Revision 3)' should be revised. It appears that it would have to be located at the entry to the site and at that point the visitor parking is straight ahead. 	<p>Signage and line marking plan has been updated to show line marking and regulatory signage.</p> <p>Bicycle signage from Bruce Road entrance has been removed.</p> <p>Bicycle parking wayfinding signage has been updated in accordance with TfNSW signage (G7-276N).</p> <p>An 'exit' sign has been included on the plan.</p> <p>Accessible parking wayfinding signage has been included on the plan.</p> <p>Visitor parking arrow straight ahead amended on the plan.</p>

Stakeholder	Comment	Response/ Addressed in Section
	<p>Overall, all traffic guidance signs should be of TfNSW or Australian Standard design and manufacture. See Traffic signs - Signage - Partners & suppliers - Business & Industry - Roads and Waterways – Transport for NSW for information about imagery and general specifications.</p>	
Ogden's Coaches		
04 July 2022	<p>Due to existing schools start and finish times and existing services times of travel, it is important that this development does not impact significantly with the current travel times of the existing passengers utilising buses from the other schools in Mudgee. These being, Cudgegong Valley Public School, Mudgee Public School, Mudgee High School and to a lesser extent St Matthews Public School (The later has been helpful with moving times of start and finish to accommodate new services).</p> <p>As such it is important to keep the existing pick and delivery times (At the home end of the service) as close as they are to the current times. TfNSW also require attention to this issue and it is a significant factor in their approval or non-approval of service extensions requested to operate to the new school. (All extensions require TfNSW approval prior to their operation, issues considered are impact on existing passengers, Road network suitability, impact on existing schools and cost) No services to the new school will be operated prior to this approval.</p> <p>The afternoon bus pickup needs to operate in a very quick and efficient manner, 13 buses will be at the school when the bell goes. These buses need to access the bus bay, collect their students and depart with no impedance, waiting for students to be walked out one bus a time will induce unmanageable delays. All buses in the bus bay must be loaded simultaneously. To make this easier, buses will arrive in the same order every afternoon. Any change to this order will be communicated to the school prior to it taking place.</p> <p>The existing network is scheduled to commence at Cudgegong Valley Public School starting from 3:20pm. This time must remain intact. All buses therefore scheduled at St Matthew's Senior campus must be in, loaded and departed prior to this time.</p> <p>The other issue that is evident is the significant impact of parent vehicle traffic all sharing the Broadhead and Bruce Road intersection. This has the potential to increase bus departure times anywhere up to 15 mins. This is also an unacceptable delay. I would recommend consideration being given to a delay to parent pick up times. IE Parents not permitted to enter the pick up location until 10 minutes after the school bell, this then allowing buses to enter the school bus bay, load and depart unimpeded. This will be critical for TfNSW's approval of the service extension. If this is not managed there will be significant impact upon all other schools in</p>	<p>Start and finish times have been amended in consultation with Ogden's Coaches to more appropriately tie-in with the school bus scheduling which involves other schools. The start and finish times are as proposed in Section 1.7.</p> <p>In consultation with Ogden's Coaches, a staggered school bus schedule will be implemented, and buses would be organised by the bus operator to arrive in the same order according to the timetable each day.</p> <p>Parents will be advised not to arrive before 3:10 pm and wait in the Kiss & Ride for their child so as to allow priority for bus services on Bruce Road and to avoid waiting or recirculating in the Kiss & Ride zone unnecessarily. Delaying a trip by 5-10 minutes where possible could result in a much easier and quicker collection.</p>

Stakeholder	Comment	Response/ Addressed in Section
	<p>Mudgee and will cause significant backlash against the school from the other school communities as well as potential political involvement as service times of all students in Mudgee and surrounding rural areas will become significantly later.</p>	
<p>29 June 2022</p>	<p>We operate mostly 12.5 meter buses with one exception that is 13.5 meters. Some charter operators have vehicles that can be up to 14.5 meters in length. If the school engages a charter service with this type of vehicle the infrastructure needs to be able to support its operation.</p> <p>Regarding the current access, we undertook trials with the council that demonstrated that the current road network at and around the school did not support the use of 12.5 meter vehicles with safety.</p> <p>Concerns also exist around the significant delays that parent traffic may have on the bus network due to limited access to the new location. For the current proposal to work without significant impact upon the other schools in Mudgee, access to and from the new site needs to be unimpeded. Perhaps a traffic management plan to manage parent traffic would be in order?</p> <p>TfNSW are very concerned about impacts upon existing passenger journeys with any change of school service.</p> <p>I am able to supply my draft "Runbats" (Attached), understanding these documents are design concept and are not in the format that will be published. The public release of this information will be managed by us closer to the commencement of the new services operating.</p>	<p>Civil works have since been carried out by the Construction Contractor to rectify swept path concerns.</p> <p>The School will prepare and distribute an electronic information pack to high school students and parents outlining the approved visitor parking protocols and drop-off/pick-up procedures, including the dashboard surname display, duration of stay in the Kiss & Ride zone, re-entering the back of queue if child has not arrived to the Kiss & Ride zone within 2 minutes of arrival to the space etc.</p> <p>Similarly, a staff information pack will be prepared and distributed to staff members outlining the approved staff car parking locations, and staff on-duty roles and responsibilities for managing students and parents during school peak periods.</p> <p>The information packs would also outline school policy implications of not adhering to approved parking and pick-up/drop-off procedures, including the one-strike parking violation warning letter and formal parking infringement policies thereafter.</p> <p>As it is now intended for the School to open Term 1 2023, student information packs would be distributed prior to Day 1. Ideally, the information would be supplied towards the end of Term 4 2022 to provide sufficient time for parents and staff to read and understand the information. Parents and staff with any queries concerning the information pack would be able to contact the Travel Plan Coordinator via the supplied contact details.</p> <p>The information packs would be available to download via the School's website.</p>
Booth's Buses		
	<p>No comments received to-date.</p>	

Project:	SSD-9872 St Matthews Catholic College
Document:	Condition E15 – Operational Transport and Access Management Plan (OTAMP)
Date received from the Applicant:	8 August 2022
Date comments sent by DPE:	26 August 2022
Date comments received from the Applicant:	

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 25 August 2022	Project Team Response	DPE comment	Status
1.	E15	Prior to the issue of the occupation certificate, an Operational Transport and Access Management Plan (OTAMP) is to be prepared by a suitably qualified person, in consultation with Council, TfNSW and submitted to the satisfaction of the Planning Secretary. The OTAMP must address the following:	St Matthews High School, Mudgee Operational Transport and Access Management Plan, V03 dated 5 August 2022 Section 1.4 Appendix A	<p>St Matthew's Catholic College (The Applicant) received approval for SSD-9872 on 16 December 2020 to build a new secondary school comprising 5 buildings and associated landscaping works.</p> <p>In consultation with Council and TfNSW, the Applicant is required to submit an OTAMP to the Department for approval, prior to the issue of an Occupation Certificate (OC).</p> <p>DPE notes the OTAMP has been prepared:</p> <ul style="list-style-type: none"> - by Transport Planning Partnership (TTPP) transport planning consultants (authors of the OTAMP) who have been involved throughout the project since the EIS in 2018. TTPP prepared the Traffic, Parking and Transport Impact Assessment (TIA), Construction Traffic Management Plan, and preliminary and detailed Green Travel Plan (GTP) to support the EIS; - specifically by John Yoo, Santi Botross, and Ken Hollyoak of TTPP. Although no CVs have been provided, upon reviewing their website and LinkedIn profiles, they are deemed suitably qualified; - in consultation with Council, TfNSW and School bus operators, Ogden's Coaches and Booth's Buses, evidenced by supporting email correspondence provided. However, there appears to be several outstanding issues from TfNSW and Council's email responses; and - has been submitted for approval prior to the issue of the OC. <p>DPE comments:</p> <ul style="list-style-type: none"> a. Table of Contents page (page 2): reference error against '2 Site Description', typo with 'TBC' left in for 'A. Stakeholder Consultation' Appendix, and typo for Appendix B Signage and Line Marking. Please correct. b. Section 1.7 Hours of Operation (page 1?): Please confirm these are the correct operational hours of the schools still, noting these times were taken from the Operations Plan prepared by TSA Management, dated April 2020. c. Page numbering restarts at Section 1.7 (previous page is numbered page 8). Please correct. d. Formatting of OTAMP Sections seems to be incorrect. Section 2 as outlined in the Table of Contents appears to have been absorbed into Section 1. Therefore, the subsequent sections are referenced incorrectly to the point where Table 1.1 is referencing all 	<ul style="list-style-type: none"> a. Updated Table of contents and Appendix headings. b. Stated hours are as proposed. Reference to the Operations Plan (April 2020) has been removed. c. Amended. d. Amended. 		OPEN

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 25 August 2022	Project Team Response	DPE comment	Status
				<p>Section 4 sections, however they are actually numbered Section 3 within the body of the OTAMP. Please correct.</p> <p>e. Has both TfNSW (Items 1.-5.) and Council (states 'no endorsement') feedback/comments been incorporated into the OTAMP, if not, please justify why not? It would be beneficial to include a 'Stakeholder Consultation Table' as an Appendix that lists the stakeholder, issues raised, and then reference Section of where it has been addressed in the body of the OTAMP. Again, if it hasn't been addressed, a justification of why it is not required. This is particularly crucial in this scenario where you have sought feedback/comment on both the OTAMP and GTP at the same time and it can be difficult to distinguish between what feedback relates to what management plan (i.e. OTAMP or GTP) when reviewing the email correspondence back from TfNSW and Council.</p>	<p>e. Summary table included at the end of Appendix A.</p>		
2.	(a)	detailed pedestrian analysis including the identification of safe route options – to identify the need for management measures such as staggered school start and finish times to ensure students and staff are able to access and leave the site in a safe and efficient manner during school start and finish;	Section 2.2.1 Section 2.2.2 Section 4.1	<p>DPE notes Section 2.2.1 and 2.2.2 outlines:</p> <ul style="list-style-type: none"> - the site was a greenfield site where there have been minimal pedestrian/cycling facilities provided in the vicinity to-date. - the nearest footpath connections are provided alongside residential dwellings located 400m north and west of the site. - As a result of the above, a new 2.5m wide shared path is being constructed on the east side of Broadhead Rd which will link to the existing footpath that is located on the west side, alongside the residential dwellings. - As development in the area occurs it is expected that developers will contribute to expanding the footpath network in this region. To complete the network, Council may be required to assist by providing links between sections of footpath along undeveloped lot frontages. - Students/staff are expected to travel to/from the developed resi area that is located north-west of the site. - The new shared path is being constructed along this route and will be ready for the operation of the new school. <p>DPE notes Section 4.1:</p> <ul style="list-style-type: none"> - includes a detailed pedestrian analysis including the identification of safe route options. As part of the preparation of the TIA and GTP a survey was undertaken to capture the mode share of students/staff travel. The results indicate that 9.8% of students and 2.6% of staff walk to school. Based on this, there would be in the order of 75 people walking or 112 people walking and cycling per peak hour in total. Applying a similar trip distribution that was used for traffic on Broadhead Rd (51%), around 57 people would travel via the new shared path. 			OPEN

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 25 August 2022	Project Team Response	DPE comment	Status
				<ul style="list-style-type: none"> - According to TfNSW's <i>Walking Space Guide Towards Pedestrian Comfort and Safety</i> guidelines, the new shared path would be expected to operate at a LoS C, which is a good LoS and comfort level for users. If all walking and cycling occurs via the new 2.5m shared path, the pathway would be able to sufficiently accommodate these volumes without any adverse impacts. - For student safety walking or cycling to school, students must enter/exit via the Broadhead Rd connection. Students bicycling must not enter via the car park. - A security fence/gates will be provided around the perimeter which will be open to students and staff between 8–4pm, in line with the office hours of operation. <p>It is important to note, during preparation of the TIA, TfNSW advised that a warrant assessment would be required to determine whether a children's crossing would be suitable on Broadhead Rd. The assessment would only be possible post-opening of the new school to analyse pedestrian and traffic volumes under typical operating conditions. Therefore, provision of the children's crossing would be subject to future assessment/approval by TfNSW. In consultation with TfNSW, the interim solution for facilitating pedestrians across Broadhead Rd would be via provision of pedestrian refuge at the location where the new shared path (east side) meets the existing pedestrian footpath (west side).</p> <p><u>DPE comments:</u></p> <ul style="list-style-type: none"> f. Please confirm if the interim pedestrian refuge solution will be completed prior to school operation. g. Please confirm what was approved as per the consent/stamped plans on this infrastructure? Interim pedestrian refuge and/or crossing as described above? h. If the crossing is deemed necessary (after analysing data volumes post occupation), will the pedestrian refuge remain in some form or will it be totally replaced with the crossing, or will the crossing be located somewhere else to facilitate safe crossing/access, and the pedestrian refuge will remain in its location? 	<p>f. A pedestrian refuge will be completed prior to school operation on Broadhead Road. This has been consulted with Council. As a result, references to the pedestrian refuge being provided "subject to Council agreement" has been removed in the updated OTAMP.</p> <p>g. A pedestrian refuge was approved on Broadhead Road as per the stamped plans.</p> <p>h. The intention is that the pedestrian crossing would replace the pedestrian refuge at the refuge location. However, the pedestrian crossing warrant assessment (post-opening) as required under Post Completion Condition F9 would take into consideration the location of the future pedestrian crossing based on the traffic and pedestrian survey data.</p>		
3.	(b)	operational management procedures to discourage staff and student on-street parking;	Section 4.2.2	DPE notes Section 4.2.2 outlines staff, students, parents, and visitors will not be permitted to park on-streets or grass verges surrounding the school. The Travel Plan Coordinator (TPC) will monitor local streets surrounding the school entrance daily and record any such occurrences. The school will adopt:			OPEN

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 25 August 2022	Project Team Response	DPE comment	Status
				<ul style="list-style-type: none"> The first time a vehicle is recorded parking on-street, a parking violation warning letter will be issued to the owner of the vehicle and the registration plate will be recorded in the School's database. The second time a vehicle is recoded parking on-street, the registration details will be provided to Council and the owner will be issued with a formal parking infringement. <p>DPE Comments:</p> <p>i. Please confirm if the TPC has been appointed yet and understands all their role and responsibilities as described within the OTAMP in several sections?</p> <p>j. Have students/staff/parents/carers been advised of the above school policy and the potential formal parking infringements being issued?</p>	<p>i. The appointed Travel Plan Coordinator is Justin McCarney, j.mccarney@bth.catholic.edu.au</p> <p>j. The School will prepare and distribute an electronic information pack to high school students and parents outlining the approved visitor parking protocols and drop-off/pick-up procedures, including the dashboard surname display, duration of stay in the Kiss & Ride zone, re-entering the back of queue if child has not arrived to the Kiss & Ride zone within 2 minutes of arrival to the space etc.</p> <p>Similarly, a staff information pack will be prepared and distributed to staff members outlining the approved staff car parking locations, and staff on-duty roles and responsibilities for managing students and parents during school peak periods.</p> <p>The information packs would also outline school policy implications of not adhering to approved parking and pick-up/drop-off procedures, including the one-strike parking violation warning letter and formal parking infringement policies thereafter.</p> <p>As it is now intended for the School to open Term 1 2023, student and staff information packs would be distributed prior to Day 1. Ideally, the information would be supplied towards the end of Term 4 2022 to provide sufficient time for parents and staff to read and understand the information. Parents and staff with any queries concerning the information pack would be able to contact the Travel Plan Coordinator via the supplied contact details. The information packs would be available to download via the School's website.</p>		
4.	(c)	the location and operational management procedures for the on-site pick-up/drop-off facility, including staff management/traffic controller arrangements;	Section 4.3	DPE notes Section 4.3 states a Kiss & Ride (referred to drop off/pick up from here) facility will be provided around the perimeter of the main car park area with 25 marked bays for use by parents (8-9:30am & 2:30-4pm). The facility is designed for quick entry/exit and minimise congestion and risk when used. As per TfNSW guidance, the facility will operate under the same conditions as no parking zones, where parents may stop for a max of 2min and remain within 3m of the vehicle.			OPEN

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 25 August 2022	Project Team Response	DPE comment	Status
				<p>Section 4.3 further details the protocol for drop off/pick up procedures, including:</p> <ul style="list-style-type: none"> - using a signage card system to identify the correct parents/carers/vehicle at pick up; - staff walkie talkie radio use for communication; and - if the child is not there when the parent arrives, the parent must circle around and re-join the line. <p>Parents will be frequently reminded that Council rangers may patrol surrounding streets to observe any drop-off/pick-up which is not permitted on-street, in grass verges, or across driveways. Like with on-street parking, the school will adopt a one-strike policy as outlined in the above section.</p> <p>DPE Comments:</p> <p>k. Have staff members been trained in the drop off/pick up protocols/processes outlined in the OTAMP and are ready to commence this process upon operation?</p> <p>l. Have parents/carers been advised of the drop off/pick up protocols (e.g. signage card system) outlined in the OTAMP and are ready to commence this process upon operation? And realise the school policy implications of not adhering to the process, i.e. potential formal parking infringements?</p>	<p>k. Prior to the School opening in Term 1 2023, a staff orientation day will be held on-site which will include training of the Kiss & Ride and Bus Bay operation and management. This would include a site walk-through to familiarise staff with other key areas on-site such as the main office, pathway connections to/from the school, bicycle parking and staff car parking locations.</p> <p>L. As described in Item J (above), the School will prepare and distribute an electronic information pack to students and their parents outlining the approved visitor parking protocols and drop-off/pick-up procedures, including the dashboard surname display, duration of stay in the Kiss & Ride zone, re-entering the back of queue if child has not arrived to the Kiss & Ride zone within 2 minutes of arrival to the space etc.</p> <p>Similarly, a staff information pack will be prepared and distributed to staff members outlining the approved staff car parking locations, and staff on-duty roles and responsibilities for managing students and parents during school peak periods.</p> <p>The information packs would also outline school policy implications of not adhering to approved parking and pick-up/drop-off procedures, including the one-strike parking violation warning letter and formal parking infringement policies thereafter.</p>		
5.	(d)	the location and operational management of the new bus bays on Bruce Road and school bus routes;	Section 4.4	<p>DPE notes Section 4.4 describes:</p> <ul style="list-style-type: none"> - A bus bay will be located on the north side Bruce Rd parallel to the roadway which accommodates three buses at one time, in line with TfNSW's Bus Infrastructure Guidelines and the Mid-Western Regional Council DCP 2013. - Buses will pull into the bus bay from Bruce Rd to drop off/pick up students. To exit, the bus driver would proceed 			OPEN

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 25 August 2022	Project Team Response	DPE comment	Status
				<p>into the bus turning bay to undertake a safe U-turn to be able to turn right-out onto Bruce Rd (heading westbound).</p> <ul style="list-style-type: none"> - Staff on duty each afternoon to monitor the bus bay area. - Detailed procedures for both students gathering and staff to supervise the management of pick up operations. <p>DPE Comments:</p> <p>m. Have staff been training on the supervision responsibilities of bus operations outlined in the OTAMP and are ready to commence this process/responsibility upon operation?</p> <p>n. I note the bus <u>pick up</u> operation management has been outlined/detailed. Are there any <u>drop off</u> protocols/procedures for staff and students to adhere to (i.e. similar to the pick up)?</p>	<p>m. As described in Item K (above), prior to the School opening in Term 1 2023 a staff orientation day will be held on-site which will include training of the Kiss & Ride and Bus Bay operation and management.</p> <p>n. Bus drivers would drive up to the first available space in the bus bay and drop off students at the kerbside. Students must walk into school via the school gates closest to the bus bay. Comparatively, bus set-down is a simpler operation compared to pick-up and therefore operates more efficiently. Notwithstanding this, a staff member will be on-duty to supervise the bus bay set-down in the morning period.</p>		
6.	(e)	delivery and services vehicle and bus access and management arrangements;	Section 4.5	<p>DPE notes bus access and management arrangements is outlined in Section 4.4 and summarised above. However, Section 4.5 describes:</p> <ul style="list-style-type: none"> - general maintenance/deliveries will be undertaken using rigid vehicles up to 8.8m and scheduled to occur during teaching periods so as not to coincide with peak periods. - All maintenance and waste collection will be scheduled by School Administration staff where the arrival time and necessary access arrangements can be made ahead of time. - For any new contractor visiting the site requiring access via the service area, a site plan with instructions would be provided to them prior so that they are aware of how to access the site efficiently and safely. - Directional signage will be installed at the service area entrance for assisted wayfinding. - Access for emergency vehicles can be accommodated via the main vehicular access (via the drop off/pick up facility) as well as the service vehicle area (east of the bus bay). - Service vehicles can enter/exit the site from Bruce Rd in a forward direction. <p>For further detail, the service vehicle and deliveries schedule are presented in Table 3.2, while the waste collection schedule (undertaken via a private contractor) is presented in Table 3.3.</p> <p>No further comments.</p>	N/A	N/A	CLOSED
7.	(f)	management of approved access arrangements;	Section 4	<p>DPE notes management of all approved access arrangements have been detailed in the above previous line items addressing the prior sub conditions. To summarise:</p>	N/A	N/A	CLOSED

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 25 August 2022	Project Team Response	DPE comment	Status
				<ul style="list-style-type: none"> - For the safety of students walking/cycling, students must enter/exit the campus via the Broadhead Rd connection. - A security fence and gates will be provided around the perimeter of the school, open to students/staff between 8am-4pm (in line with the office hours of operation). - Students riding bicycles must not enter via the car park - Bicycle racks will be provided on campus for 36 bicycles located between Block A and Block E. This location directs student/staff users safely from Broadhead Rd to the racks. <p>No further comments.</p>			
8.	(g)	potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing on-site pick-up and drop-off parking;	Section 4.7	<p>DPE notes Section 4.7 references that the TIA during assessment concluded 41% of students are currently dropped off/picked by car. Based on a surveyed car occupancy rate of 1.4 students per vehicle, this would be equivalent of 199 cars accessing the drop off/pick up zone in each peak period. Further, Section 4.7 outlines schools typically have a prominent peak period in the after-school period. Therefore, as a worst-case scenario, this period has been assessed based on the following:</p> <ul style="list-style-type: none"> - Afternoon school pick-up is typically concentrated to a 30min period. - The bulk of students (~70%) are picked-up within the first 15min. Equivalently, 70% of the 199 cars would access the school within this period i.e. 139 cars. - Average vehicle duration of stay per space is 1min (can be up to 2min as per drop off/pick up timed restriction, which has also been assessed herein). - 25 drop off/pick up spaces. <p>Based on 1min per car, each space could accommodate 15 cars in 15min. Therefore, 25 spaces could turnover 375 cars in the same period. Based on 2min per car, there could be a turnover of 187 cars in 15min. According to this, the drop off/pick up will have sufficient capacity to accommodate the 139 vehicles during each peak period based on the above conditions. Theoretically, a total of 10 spaces in the drop off/pick up zone would be able to accommodate the volume of cars expected in the peak 15 min after school (or 19 spaces based on a 2min duration of stay per car in the worst case scenario).</p> <p>Further, GTP measures and actions aim to encourage mode shift away from car usage when travelling to/from school to further reduce cars dropping-off/picking-up students.</p> <p>Lastly impacts will be mitigated through:</p> <ul style="list-style-type: none"> - all relevant measures previously outlined above in previous sub conditions summary will be implemented to manage vehicle flow to avoid vehicle queuing; - daily operation will be observed by the TPC and staff on duty for any traffic queuing occurrences to determine impact and changes needed; and 			OPEN

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				<p>- where there are significant occurrences of traffic queues extending from the main site entrance onto Bruce Rd, the management measures will be reviewed by the School Principal and TPC. Council and TfNSW may also be involved in reviewing existing measures and proposing new and effective actions.</p> <p>DPE comments:</p> <p>o. Please explain/justify why the <u>morning peak drop off</u> vehicle use peak period has not been modelled/detailed like the <u>afternoon peak pick up</u> vehicle use and associated peak period that has been outlined above? Noting the sub condition references this <u>morning drop off</u> period also.</p>	<p>o. As identified in the Traffic Impact Assessment, 18472-R02V02-200512 TIA, schools typically experience a more prominent afternoon peak period in comparison to the morning period which tends to be smoother as drop-off activities are more spread-out across the period. Therefore, the afternoon peak is considered as the 'worst-case' for assessing drop-off and pick-up capacity and operation.</p> <p>The aspects which make the morning drop-off a quicker and smoother operation are that the student simply farewells parent inside the vehicle, the student lets themselves out of the vehicle, the student shuts the door behind them and walks into school, then the parent drives away.</p> <p>As outlined in Section 3.3 of the OTAMP, students will be instructed to have their backpack and belongings beside them in the vehicle avoiding the need to collect items from the car boot where possible.</p> <p>As observed at other high schools that operate a Kiss & Ride facility on-site, the average duration for a car to drop-off a student ranges between 20-30 seconds per car which is significantly quicker than afternoon pick-up which has been assessed at 1 minute per vehicle or 2 minutes per vehicle in a worst-case scenario.</p> <p>On the above basis, the morning drop-off period would generally operate with minimal operational implications.</p>		
9.	(h)	car parking arrangements and management associated with the proposed use of school facilities by community members; and	Section 4.2.1	<p>Whilst not specifically relevant to this sub condition, DPE notes Section 4.2.1 references that the TIA during assessment concluded a total of 82 car parking spaces would sufficiently accommodate the parking demand generated by the new school, with 2 accessible spaces included. Specifically:</p> <ul style="list-style-type: none"> - 51 staff parking spaces (2 spaces = carpool bays); - 18 senior student parking spaces; and - 13 visitor parking spaces. 	N/A	N/A	CLOSED

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				<p>It is important to note the above, as these car parking spaces numbers could potentially accommodate car parking for future use of the school facilities by community members.</p> <p>However, it is not intended to operate any extra-curricular activities before after core school hours when the new school opens. In the future however the school may seek to operate a before and/or after school care facility, and evening or weekend community activities such as music lessons, drama clubs, sporting groups, or small-scale conferences and events etc. Council and the relevant agencies would be consulted at that point in time, and the OTAMP would be updated accordingly. In addition, should the school propose to host an event prior to or following school operating hours, an 'Out of Hours Event Management Plan' will be required to be prepared, approved, and implemented as required under condition F1.</p> <p>No further comments.</p>			
10.	(i)	<p>a monitoring and review program that includes procedures for:</p> <ol style="list-style-type: none"> i. monitoring of the operation of bus drop-off/pick-up operations in the bus bays within three months of the school student population exceeding 600. Monitoring must be for a minimum period of one week that reflects typical school operations; ii. identification of appropriate mitigation measures, such as the provision of an additional bus bay, where safety or operational issues are found or demand exceeds capacity of the three bus bays, in consultation with Council, TfNSW and the bus operator; and iii. implementation of any mitigation measures. 	Section 4.8	<p>DPE notes Section 4.8 details a monitoring and review program where the School Principal in conjunction with the TPC will be responsible for monitoring the operation and effectiveness of this OTAMP. Overall monitoring will involve:</p> <ul style="list-style-type: none"> • Student/staff travel surveys (as part of the GTP). • Feedback from staff on duty supervising the drop off/pick up and bus bay areas. • Community and Council feedback to the school. <p>Specific monitoring of the (i) bus drop off/pick up will include a survey of operation to be undertaken within three months of the school population exceeding 600 students. The survey will take place for the duration of one week, and will record details such as but not limited to:</p> <ul style="list-style-type: none"> • Arrival time/departure time of each bus in the bus bay. • Number of students travelling via each bus route. • Time/duration for when the bus bay reaches max capacity. • Length of queueing on Bruce Rd resulting from maximum capacity of the bus bay. • Review of student line-up and call-up procedures. <p>For (ii) the survey data is to be gathered, analysed, and reported by the TPC and School Principal for the findings to be presented to Council and TfNSW. The bus operators may be consulted during this period to complete the analysis. Where the analysis identifies operational and safety issues, or concerns pertaining capacity of the bus bay, the school will review the implemented measures and consult with Council, TfNSW and the bus operators to resolve matters, including the provision of an additional bus bay.</p>			OPEN

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 25 August 2022	Project Team Response	DPE comment	Status
				<p>It is important to note, OTAMP is a live document and is to be updated to reflect any amendments to management and monitoring procedures and implemented accordingly. This is conditioned through the post occupation condition F8: <i>“The Operational Transport and Access Management Plan(s) approved under condition E15 as revised from time to time) must be implemented by the Applicant for the life of the development.”</i></p> <p>DPE Comments:</p> <p>p. Are there any other mitigation measure identified to aide in bus bay operations where safety or operational issues are found or demand exceeds capacity of the three bus bays, as per sub condition E15(i)ii?</p> <p>q. In general (not specific to the bus bays), what is the monitoring and review program for the OTAMP document, is there to be surveying of other travel modes (i.e. pedestrian, cycling, vehicle)? who is to review? Stakeholder consultation (if any)? timings of review? Implementation of findings/recommendations?</p>	<p>p. To manage the operation during the initial period of the school opening, additional staff members would be implemented on duty in the Kiss & Ride zone and bus bay to ensure the efficient movement of traffic and buses, and to supervise and enforce the approved pick-up protocols.</p> <p>In addition, throughout the first school term of operation the School proposes to meet with the bus operators fortnightly to present the status of the operations at the school. Between fortnightly meetings communication channels would remain open between the TPC and School Principal with the bus operators so that both parties will remain regularly informed of any high priority issues.</p> <p>It is noted that the bus bay has been designed to accommodate three (3) 12.5m buses that can enter and exit the bus bay independently of one another. However, the length of the bus bay (approximately 60 m) could accommodate four (4) 12.5m buses stacked closely together that enter and exit successively (immediately one after another). Therefore, if it is identified that an additional bus space is required within the bus bay then the on-site operation could be amended accordingly. In recent discussions between TSA, the School and Ogden’s Coaches it has been agreed that the bus operator and the School would be able to promptly adopt this approach amongst bus drivers and staff members on-duty as soon as required.</p> <p>q. As outlined in the Green Travel Plan, monitoring the success of the GTP and achievement of mode share targets would be undertaken through regular travel mode surveys and questionnaires of students and staff at the school. Following implementation of green travel plan initiatives and actions for a period of one full school term, surveys shall be undertaken within three months of this. Thereafter, the review surveys will be conducted annually.</p>		

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 25 August 2022	Project Team Response	DPE comment	Status
					<p>The aim of the surveys is to review the effectiveness of the GTP together with the OTAMP by identifying whether the target mode shares are reached each year, and if there is a need to amend the current actions, targets, and operation in order to achieve desirable outcomes.</p> <p>The TPC will be responsible for conducting the annual travel mode surveys as well as analysing, reporting and presenting the findings to the relevant stakeholders such as the School Principal, the GTP working parking, Council and TfNSW.</p> <p>In addition, it is important for students, parents, and staff to be educated on the GTP and be made aware of the school's ongoing performance. Therefore, the results of the GTP and annual review will be communicated with students and parents, staff and to the broader community via the school website and/or school newsletter.</p>		

Appendix B

Revised School Bus Routes by Ogden's Coaches

Carcalgong- AM4

Date: 28/04/2022

Start Depot 6:35

Finish Depot 9:15

Time 2:40

Pre Departure Check must be completed

Activate Wig Wags - Show School Bus on Destination

Depart Depot 6:45

6:45	R Burrundulla, L Sydney/ Castlereagh, R Queens Pinch, L Bocoble
7:30	1480 Bocoble Road U-turn, return toward Mudgee along Bocoble Road
7:39	Cnr Bocoble/Woorawa Rds Continue Bocoble Road
7:43	829 Bocoble Rd Continue Bocoble Rd
7:55	311 Bocoble Rd Continue Bocoble Rd, Keep Right onto Queen's Pinch Road
8:05	653 Queen's Pinch Rd Continue Queen's Pinch Rd, L Spring Flat Rd
8:10	868 Spring Flat Rd Continue Spring Flat Rd, R to stay on Spring Flat Rd
8:16	Cnr Spring Flat Rd/Wallinga Ln Continue Spring Flat Rd
8:20	Cnr Spring Flat Rd/Spring Flat South Ln R to keep on Spring Flat Rd
8:24	Cnr Spring Flat Rd/Bruce Road L Bruce Rd, L Broadhead Rd,
8:27	Dianna Drive R Dianna Drive loop, L Broadhead Road, R Bruce Rd,
8:35	St Matthew's Catholic School Senior Campus Bruce Rd, R Robertson, L Maderia
8:40	Cudgegong Valley Public School Madeira, R Duro, R Horatio, L Perry
8:45	Mudgee High School

Perry
8:48 **Mudgee Public School**
Perry, R Gladstone, L Lewis
8:55 **St Matthew's Catholic School**
Special to Depot
9:05 Arrive Depot
Cleaning Duties as directed
9:15 Finish

Carcalgong - PM4

Date: 02/05/2022

Start Depot 14:55

Finish Depot 17:30

Time 2:35

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:00

15:05	R Burrendulla, - Lions, L Broadhead, L Bruce
15:10	St Matthew's Catholic School Senior Campus Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:20	Cudgegong Valley Public School
15:20	Maderia, R Douro, R Horatio, L Perry
15:30	Mudgee High School Perry
15:35	Mudgee Public School Perry, R Gladstone, L Lewis
15:40	St Matthew's Catholic School Lewis, R Market, R Lawson, R Dennison, L Church, L Meares, R Robinson
15:48	R Bruce, R Melton, R Spring, R Robertson, L Bruce, R Broadhead
15:58	Cnr Broadhead & Consadine Cres R Consadine Cres, (Second Entrance) Follow, L Broadhead, R Bruce R Spring Flat Rd
16:02	Cnr Spring Flat Rd and Castlereagh Hwy Spring Flats South Lane, L Spring flats,
16:10	Cnr Spring Flat Rd/Wallinga Ln Continue Spring Flat Rd, L Spring Flat Rd, R Queens Pinch Rd
16:25	653 Queens Pinch Rd Continue Queens Pinch Rd, L Bocoble Rd
16:50	1480 Becoble Road, Turn around and Return to Depot
17:20	Arrive Depot
17:30	Sweep Bus Finish

Cooks Gap - AM23

Date: 15/06/2022

Start Depot 7:20

Finish Depot 9:20

Time 2:00

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Activate Wig Wags - Show School Bus on Destination

Depart Depot 7:30

7:30	Depart Deopt - Special to Cooks Gap Fire Shed, Ulan Rd
8:00	Cooks Gap Fire Shed - Meet Wyaldra Bus
8:03	Cooks Gap Fire Shed - Meet Wyaldra Bus
8:06	L Ulan Rd towards Mudgee
8:12	Cattle Yards - Continue Ulan Rd towards Mudgee
8:22	Frog Rock Road - Continue Ulan Rd towards Mudgee
8:25	Hadabob Rd - Cintinue Ulan Rd towards Mudgee
	L Wurth Drive, R Butler Cir, L To complete Butler Cir Loop, L Butler, L Wurth, L Ulan Rd
	Continue to Church Street, L Spring, R Robertson, L Bruce
8:45	St Matthew's Catholic Senior School Bruce, R Robertson, L Spring, R Church, L Horatio, R Perry
8:55	Mudgee High School Perry,
8:57	Mudgee Public School Perry, R Gladstone, L Lewis
9:03	St Matthew's Catholic Primary School Special to Mudgee Depot
9:10	Arrive Depot
	Sweep Bus - Clean Windows
9:20	Finish

Cooks Gap- PM23

Date: 15/06/2022

Start Depot 15:05

Finish Depot 18:15

Time 3:10

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:10

15:10	R Burrendulla, - Lions, L Broadhead, L Bruce
15:20	St Matthew's Catholic School Senior Campus Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:28	Cudgegong Valley Public School
15:28	Maderia, R Douro, R Horatio, L Perry
15:32	Mudgee High School
15:32	Perry
15:34	Mudgee Public School
15:34	Perry, R Gladstone, L Lewis
15:39	St Matthew's Catholic School
15:39	Lewis, L Market, L Hill End
15:59	Cnr of Hill End And Carara- Drop off
15:59	Hill End, L Windeyer
16:08	Cnr of Windeyer and Beragoo- Drop Off
16:08	Windeyer RD
16:32	Windeyer Caravan Park - Windeyer Township Drop off
16:32	Windeyer RD
16:48	Pyramul Village- Drop off
16:48	Windeyer Road, R Sally Flats
16:50	Sally Flats Turn around - End Of Run
16:50	Sally Flats, L Windeyer, R Hill End, R Castlereagh, R Douro, L
18:00	Arrive Depot
	<i>Sweep Bus - Clean Windows</i>
18:15	Finish

Possible change with south town

Frog Rock AM5

Date: 28/04/2022

Start Depot 6:55

Finish Depot 9:25

Time 2:30

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 7:05

7:05	Frog Rock, R Black Springs, R Norlenbah, Turn around Norlenbah
7:35	End of Norlenbah Road Norlenbah, L Black Springs, L Frog Rock, R Ulan Road
7:45	Cnr of Ulan/Frog Rock Roads Continue Ulan Road, R School Lane
7:50	Cnr School Lane/Ulan Road Continue School Lane, L Black Springs Road
7:55	Cnr Black Springs Road/School Lane Black Springs Road, L Church Lane, R Ulan Road, L Buckaroo Lane
8:05	Cnr Buckaroo Lane/Ulan Road Continue Buckaroo Lane, R Buckaroo Rd, L Ulan Road, L Moggs Lane
8:15	Cnr Moggs Lane/Robert Hoddle Grove Continue onto Robert Hoddle Grove, Complete loop, L Moggs Ln, L Ulan Road-Church, L Mortimer, L Lewis
8:25	St Matthew's Catholic School Lewis, L Short, L Duro, R Denison, L Gladstone,
8:35	Cnr Denison/Gladsone Streets Gladstone, R Bell, R Market St, R Douro, L Madeira, R Oporto, L Spring, R Robertson, L Bruce
8:45	St Matthew's Catholic School Senior Campus R Bruce, L Robertson, L Madeira
8:50	Cudgegong Valley Public School Maderia, R Douro, R Horatio, L Perry
8:55	Mudgee High School Perry
9:00	Mudgee Public School Perry, R Gladstone, L Lewis
9:05	St Matthew's Catholic School Special to Depot
9:15	Arrive Depot
	Sweep Bus - Clean Windows
9:25	Finish

Frog Rock PM5

Date: 02/05/2022

Start Depot 15:00

Finish Depot 17:10

Time 2:10

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:15

15:05	R Burrundulla, - Lions, L Broadhead, L Bruce
15:15	St Matthew's Catholic School Senior Campus Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:25	Cudgegong Valley Public School Maderia, R Douro, R Horatio, L Perry
15:30	Mudgee High School Perry
15:35	Mudgee Public School Perry, L Gladstone, L Douro, R Dennison, L Gladstone, R Bell, R Market, L Douro, R Short, R Lawson, R Mortimer, R Lewis
15:50	St Matthew's Catholic School Lewis, L Short, R Ulan Rd, R Moggs, R Robert Hoddle, L Moggs, R Ulan Rd, R Buckeroo Rd, L Buckeroo LN, R Cassilis
15:55	Cassils, L Church, R Black Springs, R School, L Cassilis, L Frog Rock, R Black Springs, R Norlenbeh
16:35	Norlenbeh Road- End of Run Turn around and Return Norlenbeh, L Black Springs, L Frog Rock, R Cassilis, L Short, R Lewis, L Horatio/ Sydney, L Burrundulla, To Depot
17:05	Arrive Depot
17:10	Sweep Bus Finish

Gulgong AM7

Date: 04/04/2022

Start Depot 6:50

Finish Depot 9:25

Time 2:35

Pre Departure Check must be completed

Activate Wig Wags - Show School Bus on Destination

Depart Depot 7:00

7:00	Depart Depot - Special to Gulgong depot- Start run.
7:40	1st Pickup Shell Service Station Herbert Street Continue Herbert Street, R Fisher St
7:46	Cnr Fisher/Grevillea Streets Continue Fisher, R Mayne, L Tallawang, R Bulga, R Bayley
7:54	Apex Park, Bayley Street Bayley, R Nandoura, L Mayne, L Wenonah
7:57	Cnr Wenonah/Queen Streets Wenonah, L Queen, R Nandoura, L Bayly, L Medley- Gulgong Road towards Mudgee
8:18	Saleyards Lane & Gulgong Road R Saleyards Lane
8:19	Saleyards Lane & Bell Street R Bell R Fairydale-Banjo Patterson, L White Circle, R Banjo Patterson, R Palmer
8:33	Cnr White Circle/Palmer Ave L White, L Banjo Patterson, L Bellevue/ Inglis R Douro, L Mадiera, R Oporto, L Spring, R Robertson, L Bruce
8:45	St Matthew's Senior Campus Lewis, L Market, L Church, L Madeira, R Robertson, L Bruce
8:50	Cudgegong Valley Public School Maderia, R Douro, R Horatio, L Perry
8:55	Mudgee High School Perry
9:00	Mudgee Public School Perry, R Gladson, L Lewis
9:05	St Matthew's Catholic School Special to Depot
9:15	Arrive Depot Sweep Bus - Clean Windows

9:25 | Finish

Gulgong PM7

Date: 12/05/2014

Start Depot 14:40

Finish Depot 17:15

Time 2:35

Pre Departure Check must be completed

Depart Depot 14:45

14:45 R Burrundulla, R Sydney/ Horatio, R Perry, R Mortimer

14:52 Mortimer Centre - Start of North Run

14:52 Mudgee North Run

15:12 End Of North Run

Ensure Wig Wags are activated - Show School Bus on Destination

Special to St Matthew's Primary School

15:15 **St Matthew's Catholic School**

Lewis, R Market, R Lawson, R Inglis L Church, L Mears, R Robertson, L Bruce

15:25 **St Matthew's Catholic School Senior Campus**

R Bruce, R Robertson, L Madeira

15:30 **Cudgegong Valley Public School**

Maderia, R Douro, R Horatio, L Perry

15:35 **Mudgee High School**

Perry

15:37 **Mudgee Public School**

Perry, L Gladstone, L Douro, R Inglis/ Bellevue, R Banjo Patterson, R White, R Banjo Patterson, R Fairydale Lane, L Bell, L Saleyards Lane

15:45 Castlereagh Highway

L Fisher, R Mayne

16:15 Mayne & Davidson

Mayne, L Crown, R Bulga, R Bayly

Bayly & Medley Streets

R Medley - Castlereagh Hwy

16:45 End Of Run- Special to Depot

17:10 Finish Depot

Sweep Bus

17:15 Finish

Hargraves - AM11

Date: 28/04/2022

Start Depot 6:05

Finish Depot 9:15

Time 3:10

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 6:15

6:15	Depart Depot - Special to Beechworth, Triamble Road
7:33	Beechworth, Triamble Road U-turn, return along Triamble Road, Pickups
7:47	Cnr Triamble Road/Conservation Cres Continue Triamble Road, L Hill End Road
7:53	Hargraves Hall Continue Hill End Road
7:56	Cnr Hill End/Bishop View Roads Continue Hill End Road
8:01	2793 Hill End Road Continue Hill End Road
8:07	2255 Hill End Road Continue Hill End Road
8:12	1920 Hill End Road Continue Hill End Road
8:19	Cnr Hill End/Pindari Roads Continue Hill End Road
8:26	324 Hill End Road Continue Hill End Road, R Castlereagh Hwy, R Saleyards, L Bell R Market, R Douro, L Maderia, R Oporto, L Spring, R Robertson, L Bruce
8:40	St Matthew's Catholic Senior School Bruce, R Robertson, L Maderia
8:45	Cudgegong Valley Public School Maderia, R Douro, R Perry
8:48	Mudgee High School Perry
8:50	Mudgee Public School Perry, R Gladstone, L Lewis,
8:55	St Matthew's Catholic Primary School

	Special to Depot
9:05	Arrive Depot
	Sweep Bus - Clean Windows
9:15	Finish

Hargraves- PM11

Date: 02/05/2022

Start Depot 15:00

Finish Depot 17:50

Time 2:50

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:05

15:05	R Burrendulla, - Lions, L Broadhead, L Bruce
15:15	St Matthew's Catholic School Senior Campus
	Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:25	Cudgong Valley Public
15:25	Maderia, R Douro, R Horatio, L Perry
15:26	Mudgee High School
15:26	Perry
15:27	Mudgee Public School
15:27	Perry, R Gladstone, L Lewis
15:32	St Matthew's Catholic School
15:32	Lewis, L Market, L Bell, R Saleyards Lane, L Castlereagh Hwy
15:47	Menah Gulgong Mudgee Road, First Drop off
15:47	Gulgong Mudgee, L Hill End
16:28	Hargraves Hall
16:28	Hill End Road, R Triamble Road
16:50	Beechworth Traimble Road- End of Run Return to Depot
17:40	Arrive Depot
	Sweep Bus
17:50	Finish

Lue - AM12

Date: 28/04/2022

Start Depot 6:20

Finish Depot 9:15

Time 2:55

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 6:20

6:30	Depart Depot - Special to TrainLink Stop, Rylstone
7:30	TrainLink Stop - Louee Street, Rylstone
	Louee Street - Bylong Valley Way. (L)Lue Road
7:50	Cnr of Lue/Pyangle Roads
	Continue on Lue Road towards Mudgee
7:55	Cnr of Harpur/Swanston Streets (Lue Road)
	Continue Lue Road
7:59	2590 Lue Road
	Continue Lue Road
8:05	Cnr Lue/Hayes Gap Roads
	Continue Lue Road
8:10	Cnr Lue/Dollomite Roads
	Continue Lue Road
8:15	722 Lue Road
	Continue Lue Road, L Rocky Waterhole Road
8:18	Rocky Waterhole
	U-Turn, Return to Lue Road, L Lue Road
8:22	319 Lue Road
	Continue Lue Road, L Ulan Road-Church St, L Spring Road, R Robertson, L Bruce
8:35	St Matthew's Senior Catholic School
	R Bruce, R Broadhead, L Lions, R Robertson, L Madeira
8:40	Cudgegong Valley Public School
	Madeira, R Douro, R Horatio, L Perry
8:45	Mudgee High School
	Perry
8:50	Mudgee Primary School
	Perry, R Gladstone, L Lewis
8:55	St Matthews Catholic Primary School
	Special to Depot

9:05 | Arrive Depot

Sweep Bus - Clean Windows

9:15 | Finish

Lue- PM12

Date: 21/06/2022

Start Depot 15:05

Finish Depot 17:40

Time 2:35

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:10

15:10	R Burrendulla, - Lions, L Broadhead, L Bruce
15:20	St Matthew's Catholic School Senior Campus
	Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:30	Cudgegong Valley Public School
	Maderia, R Douro, R Horatio, L Perry
15:35	Mudgee High School
	Perry
15:37	Mudgee Public School
	Perry, R Gladstone, L Lewis
15:40	St Matthew's Catholic School
15:32	Lewis, L Short, R Cassils, R Lue, R Rocky Water Hole
15:51	Rocky Waterhole- Turn around After 500 M
15:51	Rocky waterhole, R Lue, Continue, R Bylong Valley Road to Rylstone
16:40	Drop at TrainLink Stop Rylstone - Return to Depot
17:35	Arrive Depot
	Sweep Bus
17:40	Finish

Piambong - AM9

Date: 28/04/2022

Start Depot 7:05

Finish Depot 9:25

Time 2:20

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 7:15

7:15	Depart Depot - Special to Westmore, Upper Piambong Road. U-turn, begin pickups;
7:45	Westmore, Upper Piambong road Continue Upper Piambong Road toward Mudgee, R Lower Piambong Road, L Lesters Lane
8:00	Cnr Lesters Lane/Lower Piambong Road Continue Lesters Lane, L Gulgong Road
8:12	Cnr Kaludabah/Gulgong Roads Transfer Goolma Bus - Kuludabah Turnoff
	Continue Gulgong Road
8:18	Cnr Gulgong Road/Norris Lane U-Turn, Return Gulgong Road toward Mudgee
8:22	Goree Park, Gulgong Road Continue Gulgong Road
8:30	Cnr Gulgong/Tuckermans Roads Continue Gulgong Road-Market St
8:35	2MG Market Street Continue Market St, R Douro St, L Madeira. R Oporto, L Spring, R Robertson, L Bruce
8:45	St Matthew's Catholic School Senior Campus R Bruce, R Broadhead, L Lions, R Robertson, L Madeira
8:50	Cudgegong Valley Public School Maderia, R Douro, R Horatio, L Perry
8:55	Mudgee High School Perry
8:57	Mudgee Public School Perry, R Gladstone, L Lewis
9:05	St Matthew's Catholic School Senior Campus Special to Depot
9:15	Arrive Depot
	Sweep Bus - Clean Windows
9:25	Finish

Piambong PM9

Date: 02/05/2022

Start Depot 15:00

Finish Depot 17:20

Time 2:20

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:05

15:05	R Burrundulla, - Lions, L Broadhead, L Bruce
15:10	St Matthew's Catholic School Senior Campus Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:25	Cudgegong Valley Public
15:25	Maderia, R Douro, R Horatio, L Perry
15:30	Mudgee High School
15:30	Perry
15:33	Mudgee Public School
15:33	Perry, Market
15:35	Mudgee P.C.Y. C drop off
15:35	Market, R Lawson, R Mortimer, R Lewis
15:38	St Matthew's Catholic School
15:38	Lewis, L short, L Douro, R Dension, L Gladstone, R Bell, L R Tuckermans- Use as a Pull Off Point
	Mudgee Gulgong
	Kuludabah- Turn off
	Mudgee Gulgong
16:08	Norris Lane- Turn around and Return to Mudgee Gulgong RD
16:08	Mudgee Gulgong
16:12	Gorree Park- Drop Off
16:12	Mudgee Gulgong, R Lesters, R Lower Piambong, L Upper Piambong
	Westmore- End Of Run Return to Depot
	Upper Piambong, R Lower Piambong, L Lesters, R Mudgee Gulgong/ Market, R Douro, L Horatio/ Sydney, L Burrundulla, To Depot
17:15	Arrive Depot
	Sweep Bus
17:20	Finish

Pyramul- AM15

Date: 28/04/2022

Start Depot 6:05

Finish Depot 9:20

Time 3:15

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 6:15

6:15	R Burrundulla, R Sydney/ Horatio, R Douro, L Market/ Gulgong/Mudgee, L Hill End, L Windeyer, R Sally flats Turn around, Sally Flats
7:25	Sally Flats, L Windeyer
7:27	Pick Up Pyramul Village
7:48	Pick Up Windeyer Caravan
8:18	Windeyer, R Hill End
8:25	Pick up - Cnr Carara Hill End, R Gulgong/ Mudgee RD/ Market, R Douro, L Madeira, R Oporto, L Spring, R Robertson Road, L Bruce
8:40	St Matthew's Catholic Senior School Bruce, R Robertson, L Madiera
8:45	Cudgegong Valley Public School Madiera, R Douro, R Horatio, L Perry
8:50	Mudgee High School Perry,
8:55	Mudgee Public School Perry, R Gladstone, L Lewis
9:00	St Matthew's Catholic Primary School Special to Depot
9:10	Arrive Depot
9:20	Sweep Bus - Clean Windows Finish

Pyramul- PM15

Date: 02/05/2022

Start Depot 15:05

Finish Depot 18:15

Time 3:10

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:10

15:10	R Burrendulla, - Lions, L Broadhead, L Bruce
15:20	St Matthew's Catholic School Senior Campus Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:28	Cudgegong Valley Public School
15:28	Maderia, R Douro, R Horatio, L Perry
15:32	Mudgee High School
15:32	Perry
15:34	Mudgee Public School
15:34	Perry, R Gladstone, L Lewis
15:39	St Matthew's Catholic School
15:39	Lewis, L Market, L Hill End
15:59	Cnr of Hill End And Carara- Drop off
15:59	Hill End, L Windeyer
16:08	Cnr of Windeyer and Beragoo- Drop Off
16:08	Windeyer RD
16:32	Windeyer Caravan Park - Windeyer Township Drop off
16:32	Windeyer RD
16:48	Pyramul Village- Drop off
16:48	Windeyer Road, R Sally Flats
16:50	Sally Flats Turn around - End Of Run
16:50	Sally Flats, L Windeyer, R Hill End, R Castlereagh, R Douro, L
18:00	Arrive Depot
	Sweep Bus - Clean Windows
18:15	Finish

Queens Pinch - AM3

Date: 27/04/2022

Start Depot 6:25

Finish Depot 9:20

Time 2:55

Pre Departure Check must be completed

Activate Wig Wags - Show School Bus on Destination

Depart Depot 6:35

6:35	Special to Bus Shed 1480 Bocoble Road
7:25	1480 Bocoble- Turn around, Bocoble, continue towards Mudgee - Pick Ups
7:32	Cnr Bocoble/Woorawa Roads Continue Bocoble, L Triangle Swamp Road, Pickups
7:35	128 Triangle Swamp Road Continue Triangle Swamp
7:36	250 Triangle Swamp Road Continue Triangle Swamp, R Green Gully
7:50	545 Green Gully Road Interchange with Windeyer Bus
8:10	R Queen's Pinch, Pickups 914 Queen's Pinch Road Continue Queen's Pinch Road
8:15	Cnr Queen's Pinch/Horse Flat Roads Continue Queen's Pinch Road
8:20	Cnr Queen's Pinch Road/Wallinga Lane Continue Queen's Pinch Road, L Castlereagh Hwy to Mudgee, Pickups
8:25	243 Castlereagh Hwy Continue Castlereagh Hwy
8:28	Castlereagh Hwy & Lions Drive L Lions Drive, L Kellett, R Bateman, L Kellett,
8:32	Kellett Drive Continue Kellett, R Lions, L Castlereagh Hwy, L Church, L Spring Rd, R Robertson Rd, L Bruce Rd
8:45	ST Matthew's Catholic School Seinor Campus Bruce Rd, R Robertson, L Maderia
8:50	Cudgegong Valley Public School Maderia, R Douro, R Horatio, L Perry

8:55	Mudgee High School
	Perry
8:57	Mudgee Public School
	Perry, R Gladstone, L Lewis
9:05	ST Matthew's Catholic School
	Special to Depot
9:10	Arrive Depot
	<i>Sweep Bus - Clean Windows</i>
9:20	Finish

Queens Pinch PM3

Date: 02/05/2022

Start Depot 15:00

Finish Depot 17:20

Time 2:20

Pre Departure Check must be completed

Depart Depot 15:05

15:05	R Burrundulla, - Lions, L Broadhead, L Bruce
15:15	St Matthew's Catholic School Senior Campus
	Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:25	Cudgegong Valley Public School
	Maderia, R Douro, R Horatio, L Perry
15:30	Mudgee High School
	Perry
15:32	Mudgee Public School
	Perry, R Gladstone, L Lewis
15:37	St Matthew's Catholic School
15:37	
	R Market, R Lawson, L Mortimer, R Burrundulla Ave, L Sydney
15:50	Castlereagh Hwy & Lions Drive
	R Lion's rive, L Kellett,
15:55	Kellett Drive
	Continue Kellett, R Bateman, L Kellett, R Lions Drive, R Castlereach Hwy
16:00	243 Castlereagh Hwy
	Castlreagh, R Queens Pinch, L Green Gully
16:08	Cnr of Green Gully/ Queens Pinch- Transfer Windeyer Bus
	Green Gully, L Triangle Swamp, R Bocoble
16:55	1480 Bocoble- End Run Turn around and Return to Depot
16:55	Becoble, R Queens Pinch, L Catlereach/ Sydney, R Burrundulla, To Depot
17:30	Arrive Depot
	Sweep Bus
17:35	Finish

South AM 1

Date: 16/06/2022

Start Depot 7:05

Finish Depot 9:10

Time 2:05

Pre Departure Check must be completed

Activate Wig Wags - Show School Bus on Destination

Depart Depot 7:15

7:25	Depart Depot, Burrendulla Rd, R Sydney Road, L Horatio, R Douro, L Denison,
7:45	L Gladstone, L Bell - Fairydale Lane, L Banjo Patterson, L Bellevue, R Henry Bayly, L Inglis, L Douro, R Mortimer, to Mortimer Centre Bus Stop
7:55	Continue Mortimer, R Lewis, R Horatio, L Douro, R Inglis, L Henry Baily
8:05	R Dewhurst, L Oporto, R Lisbon, R Church, L Spring, R Robertson, L Bruce
8:15	St Matthew's Catholic School Senior Campus
8:18	R Bruce, R Broadhead, L Lions, L Robertson, R Spring, L Melton,
8:25	R Bruce Rd, L Rowe, R Bruce Rd, Waterworks, L Palermo, R Oporto, R Spring
8:35	L Robertson, L Maderia, L Bawden, R Redbank, R Church, L Maderia
8:40	Cudgegong Valley Public School
8:43	Maderia, R Douro, R Horatio, L Perry
8:47	Mudgee High School
	Perry Street
8:50	Mudgee Public School
	Perry Street, R Gladstone Street, L Lewis
8:55	St Matthew's Catholic School
	Special to Depot
9:05	<i>Arrive Depot</i>
	Sweep Bus - Clean Windows
9:10	<i>Finish</i>

South - PM1

Date: 21/06/2022

Start Depot 15:12

Finish Depot 16:15

Time 1:03

Depart Depot 15:12

15:12 Finish Town 3 - Mortimer Centre - Special to St Matthews Senior Campus

15:12 **Activate Wig Wags - Show School Bus on Destination**

15:15 **St Matthew's Catholic School Senior Campus**

Bruce Rd, R Robertson, L Maderia

15:25 **Cudgegong Valley Public School**

Maderia, R Douro, R Horatio, L Perry

15:29 **Mudgee High School**

Perry, L Glastone, L Douro, L Horatio, L Perry

15:31 **Mudgee Primary School**

Perry, R Gladstone, L Lewis

15:33 **St Matthew's Catholic School**

Lewis, R Market, R Lawson, R Inglis, L Church, R Lisbon, L

Oporto, L Spring, L Church, R Redbank

15:40 R Trefusis, R Robinson, R Spring, L Melton, R Bruce, R

Waterworks

15:55 Waterworks, L Palermo, R Oporto, L Dewhurst, R Henry Bayly, L

Bellvue, R Banjo Patterson, R Fairydale Lane, R Gladstone, L

Douro, R Mortimer

16:15 Mortimer Centre- For Start of Town 4

16:15 Finish

St Fillians PM13

Date: 21/06/2022

Start Depot 15:05

Finish Depot 17:05

Time

2:00

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:10

15:10	R Burrendulla, - Lions, L Broadhead, L Bruce
15:20	St Matthew's Catholic School Senior Campus Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:25	Cudgegong Valley Public School
15:25	Maderia, R Douro, R Horatio, L Perry
15:30	Mudgee High School
15:30	Perry
15:35	Mudgee Public School
15:35	Perry, R Gladstone, L Lewis
15:38	St Matthew's Catholic School
15:38	Lewis, L Market, R Putta Bucca, L Henry Lawson, L Craigmoor
15:45	Craigmoor- Timing Point
15:45	Craigmoor, R Eurunderee, L Henry Lawson
16:15	Mudhut Creek Road- Turn around Point Henry Lawson, L St fillians, R Lowes Peak
16:30	Cnr Of Lowes peak and Black Spring- End of Run
16:30	Lowes Peak, L Black Spring, L School, R Cassilis, L Short, R Lewis, L Hoartio/ Sydney, L Burrundulla, To Depot
17:00	Arrive Depot
	Sweep Bus
17:05	Finish

St Fillians AM13

Date: 28/04/2022

Start Depot 7:25

Finish Depot 9:25

Time 2:00

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 7:35

7:35	R Burrundulla, R Sydney/Horatio, R Lewis, L Short, R Ulan/ Cassilis, L School, R Black Spring
7:55	Cnr of Black Spring and Lowes Peak- First Pick up Black Spring, L Lowes Peak, L St Filans, R Henry Lawson,
8:05	CNR Mudhut Creek and Henry Lawson Pick up CNR Mudhut Creek and Henry Lawson Turn around, Henry Lawson, R Eurunderee, L Craigmore
8:32	Craigmore, R Henry Lawson, R Putta Bucca, L Putta Bucca, L Market, R Douro, L Madiera, R Oporto, L Spring, R Robertson, L Bruce
8:45	St Matthew's Catholic Senior School Bruce, R Robertson, L Madiera
8:50	Cudgegong Valley Public School Madeira, R Douro, R Horatio, L Perry
8:55	Mudgee High School Perry
9:00	Mudgee Public School Perry, R Gladstone, L Lewis
9:05	St Matthews Catholic Primary School Special to Depot
9:15	Arrive Depot
	Sweep Bus - Clean Windows
9:25	Finish

Totnes/ Putta Pucca- AM8

Date: 01/04/2022

Start Depot 7:00

Finish Depot 9:20

Time 2:20

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 7:05

7:05	Depart Depot - Special to End of Iron Bark Road
7:43	End of Iron Bark Road U-turn, Return Iron Bark Road, L Kemps Valley Road
7:48	Cnr Iron barks/Kemps Valley Roads Continue Kemps Valley Road, R Kains Flat Road-White Cedars Road, U-turn at end of White Cedars Road
8:00	End of White Cedars Road Return White Cedars-Kains Flat Rd, L Wollar Road
8:05	Cnr Wollar/Kains Flat Road Continue Wollar Road
8:12	Cnr Wollar/Botobolar Roads Continue Wollar Road, L Ulan Road
8:20	Cnr Wollar/Ulan Roads Continue Ulan Road, R Henry Lawson Road
8:25	Cnr Ulan Road/Henry Lawson Drive Henry Lawson Road, L Putta Bucca Road L to Stay on Putta Bucca Road to Mudgee,
8:30	Cnr Putta Bucca/Gulgong Roads L Market St, R Douro, L Madiera, R Oporto, L Spring, R Robertson, L Bruce
8:45	St Matthew's Catholic Senior School Bruce, R Robertson, L Madiera
8:50	Cudgegong Valley Public School Madiera, R Douro, R Horatio, L Perry
8:53	Mudgee High School Perry
8:55	Mudgee Public School Perry, R Gladstone, L Lewis
9:00	St Matthew's Catholic Primary School Special to Depot
9:10	Arrive Depot Sweep Bus - Clean Windows
9:20	Finish

Totnes- Putta Bucca PM8

Date: 21/06/2022

Start Depot 15:00

Finish Depot 17:20

Time 2:20

Pre Departure Check must be completed

Activate Wig Wags - Show School Bus on Destination

Depart Depot 14:45

15:05	R Burrendulla, - Lions, L Broadhead, L Bruce
15:15	St Matthew's Catholic School Senior Campus Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:25	Cudgegong Valley Public School Maderia, R Douro, R Horatio, L Perry
15:30	Mudgee High School Perry,
15:30	Mudgee Public School
15:30	Perry, R Dension, L Lewis
15:35	St Matthew's Catholic School
15:35	Lewis, L Market, R Putta Bucca, R Henry Lawson, L Cassilis, R Wollar Cooyal, R Kains Flat/ White Cedar
16:15	Turn around at end, White Cedar,/ Kains Flat, L Kemps Valley, R
16:30	Iron Bark- End of run turn around and return
16:30	Iron Bark, L Kemps Valley, L Kains Flat, L Wollar Cooyal, L
17:15	Arrive Depot
	Sweep Bus
17:20	Finish

Ulan- PM21

Date: 15/06/2022

Start Depot 15:05

Finish Depot 16:40

Time 1:35

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:10

15:10	R Burrendulla, - Lions, L Broadhead, L Bruce
15:15	St Matthew's Catholic School Senior Campus Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:25	Cudgegong Valley Public School
15:28	Maderia, R Douro, R Horatio, L Perry
15:32	Mudgee High School
15:32	Perry
15:34	Mudgee Public School
15:34	Perry, R Gladstone, L Lewis
15:40	St Matthew's Catholic School
15:50	Tafe Bus Stop Continue Ulan Rd
15:55	Hadabob Rd Continue Ulan Rd
16:05	Frog Rock Road Continue Ulan Rd
16:10	Cooyal Creek Continue Ulan Rd
16:15	Wyaldre Lane Continue Ulan Rd
16:05	Cooks Gap Fire Shed Continue Ulan Rd
16:15	Special to Ulan Depot
16:30	Arrive Depot
	<i>Sweep Bus - Clean Windows</i>
16:40	Finish

Possible change to cover South town

Ulan - AM21

Date: 15/06/2022

Start Depot 7:40

Finish Depot 9:20

Time **1:40**

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Activate Wig Wags - Show School Bus on Destination

Depart Depot 7:50

7:50	Depart Deopt - R Cope Rd, R Main St, R Ulan Rd, - Toole Rd - Ridge Rd
8:00	Winchester Road Turn Around to Cooks Gap Fire Shed
8:03	Cooks Gap Fire Shed - Meet Wyaldra Bus
8:08	L Ulan Rd Rd towards Mudgee
8:13	Cattle Yards - Continue Ulan Rd Rd towards Mudgee
8:20	Frog Rock Road - Continue Ulan Rd towards Mudgee
8:25	Hadabob Rd - Cintinue Ulan Rd towards Mudgee
	Continue to Church Street, L Spring, R Robertson, L Bruce
8:45	St Matthew's Catholic Senior School Bruce, R Robertson, L Madiera
8:50	Cudgegong Valley Public School Madiera, R Douro, R Horatio, L Perry
8:55	Mudgee High School Perry,
8:57	Mudgee Public School Perry, R Gladstone, L Lewis
9:03	St Matthew's Catholic Primary School Special to Mudgee Depot
9:10	Arrive Depot
	Sweep Bus - Clean Windows
9:20	Finish

Wilbertree Flat PM6

Date:21/06/2022

Start Depot 14:55

Finish Depot 17:10

Time 2:15

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:00

15:00	R Burrundulla, R Sydney/ Horatio, R Lewis
15:10	St Matthew's Catholic School Lewis, R Market, R Lawson, R Dension, L Church, L Meares, R Robertson, L Bruce
15:30	St Matthew's Catholic Senior Campus R Bruce, R Robertson, L Madeira,
15:35	Cudgegong Valley Public School Madeira, R Douro, R Hoatio, L Perry
15:40	Mudgee High School Perry
15:42	Mudgee Public School
15:45	Perry, L Gladstone, L Douro, R Inglis/ Belleve, R Banjo Patterson R White Circle, R Palmer, R Banjo Patterson, R Fairydale, R Bell Street, L Market/ Mudgee Gulgong
15:55	Market/ Mudgee Gulgong, R Wilbertree, R Kaolin, L Henry Bayly/
16:28	Finish at Apex Park Bayly Street
16:28	Special to Overnight Bus Parking
16:30	L Mudgee/ Gulgong, R Douro, L Horatio/ Sydney, L Burrundulla, to Depot
17:00	Arrive Depot
17:10	Sweep Bus Finish

Wilbertree Flats AM6

Date: 28/04/22

Start Depot 7:00

Finish Depot 9:25

Time 2:25

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 7:10

7:10	Depart Depot - Special to Apex Park Bayley St, Gulgong, via McDonalds pick up in Mudgee for Gulgong students.
7:55	Apex Park Gulgong Bayley St, R Nandoura St, L Mayne St
7:57	Mayne Street Railway Crossing Mayne St-Henry Lawson Drive
8:05	Cnr Henry Lawson Drive/Kaolin Road R Kaolin Road, L Wilbertree Road
8:12	Cnr Wilbertree Road/Goree Lane Continue Wilbertree Road
8:25	Cnr Wilbertree/Gulgong Roads L Gulgong Road-Market St, R Bell St-Gladstone St, R Fairydale Lane, L Banjo Patterson Ave,
8:33	Cnr Fairydale Lane - Banjo Patterson Banjo Patterson, L Bellevue, L Inglis, R Douro, L Madiera, R Oporto, L Spring, R Robertson, L Bruce
8:45	St Matthew's Catholic School Senior Campus R Bruce, R Broadhead, L Lions, R Robertson, L Madeira
8:50	Cudgong Valley Public School Maderia, R Douro, R Horatio, L Perry
8:55	Mudgee High School Perry
8:58	Mudgee Public School Perry, R Gladston, L Lewis
9:05	St Matthew's Catholic School Special to Depot
9:15	Arrive Depot
	Sweep Bus - Clean Windows
9:25	Finish

Wollar- AM2

Date: 27/04/2022

Start Depot 6:05

Finish Depot 9:15

Time 3:10

Pre Departure Check must be completed

Activate Wig Wags - Show School Bus on Destination

Depart Depot 6:10

6:15	R Burrundulla, R Sydney Road/ Horatio, R Lewis, L Short, R Cassilis, R Wollar/Cooyal, Go through wollar township, Wollar/ Ulan Road, R Areluen Road, L Areluen Lane
7:30	Araluen Road Continue Araluen Rd, L Wollar/Ulan Road, L Armstrong St, R Maitland St
7:38	Wollar Service Centre Continue Maitland St- Phillip St- Wollar Road
7:45	Cnr Wollar/Cumbo Roads Continue Wollar Road, L Cooyal Lane
8:00	Cnr Cooyal Lane/Wollar Road Continue Cooyal Lane, R to keep on Cooyal Lane, L Wollar Road
8:17	Cnr Ulan/Wollar Road L Ulan Road, L Short St, R Lawson St, L Mortimer St, L Burrundulla Ave, R Mulgoa Way
8:27	Cnr Mulgoa Way/Julia Court Continue Mulgoa Way, R Cedar Ave-Denison St, L Church, L Spring Rd, R Robertson Rd, L Bruce Rd
8:40	St Matthew's Catholic School Senior Campus Bruce Rd, R Robertson, L Maderia
8:45	Cudgegong Valley Public School Maderia, R Douro, R Horatio, L Perry
8:50	Mudgee High School Perry
8:53	Mudgee Public School Perry, R Gladstone, L Lewis
9:00	St Matthew's Catholic School Special to Depot
9:05	Arrive Depot
	Sweep Bus - Clean Windows
9:15	Finish

Wollar - PM2

Date: 02/05/2022

Start Depot 15:00

Finish Depot 18:00

Time 3:00

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:10

15:05	R Burrendulla, - Lions, L Broadhead, L Bruce
15:15	St Matthew's Catholic School Senior Campus Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:25	Cudgegong Valley Public School Maderia, R Douro, R Horatio, L Perry
15:27	Mudgee High School Perry
15:28	Mudgee Public School Perry, R Gladstone, L Lewis
15:32	St Matthew's Catholic School
15:32	Lewis, R Short, R Lawson, L Mortimer, L Mulgoa,
15:34	Mulgoa, R Cedar/ Dension, R George, L Mortimer, L Short, R Cassilis, R Wollar/ Cooyal, R Cooyal Lane, R Wollar Road, Maitland Road
16:40	Wollar Township- Timing Point
16:40	Maitland Road, L Barnett, L Armstrong, R Wollar/Ulan, R Araluen Road, R Araluen Lane
16:50	End of Run Turn Around and Return
16:50	Arueluen Lane, L Arueluen Road, L Wollar/ Ulan, RWollar/ Cooyal, L Cassilis, L Short, R Lewis, L Horatio/Sydney, L Burrundulla, To Depot
17:55	Depot
	Sweep Bus
18:00	Finish

Yarrabin - AM10

Date: 28/04/2022

Start Depot 7:05

Finish Depot 9:25

Time 2:20

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 7:15

7:15	Depart Depot - Special to Cnr of Endacott Lane/Yarrabin Road, U-Turn, Yarrabin Road toward Mudgee Pickups along
8:03	Cnr of Endacott Lane/Yarrabin Road Continue Yarrabin Road
8:07	2085 Yarrabin Road Continue Yarrabin Road
8:13	Cnr Yarrabin Road/Rockford Lane Continue Yarrabin Road
8:16	1135 Yarrabin Road Continue Yarrabin Road
8:20	784 Yarrabin Road Continue Yarrabin Road
8:25	473 Yarrabin Road Continue Yarrabin Road
8:30	142 Yarrabin Road Continue Yarrabin Road, L Hill End Road, R Castlereagh Hwy
8:38	254 Castlereagh Hwy Continue Castlereagh Hwy-Market St, R Douro St, L Madeira, R Oporto, L Spring, R Robertson, L Bruce
8:45	St Matthew's Catholic School Senior Campus R Bruce, R Broadhead, L Lions, R Robertson, L Madeira
8:50	Cudgegong Valley Public School Maderia, R Douro, R Horatio, L Perry
8:55	Mudgee High School Perry
9:00	Mudgee Public School Perry, R Gladston, L Lewis
9:05	St Matthew's Catholic School Special to Depot
9:15	Arrive Depot
9:25	Sweep Bus - Clean Windows Finish

Yarrabin PM10

Date: 02/05/2022

Start Depot 15:00

Finish Depot 17:05

Time 2:05

Pre Departure Check must be completed

Ensure Wig Wags are activated - Show School Bus on Destination

Depart Depot 15:05

15:05	R Burrundulla, - Lions, L Broadhead, L Bruce
15:15	St Matthew's Catholic School Senior Campus Bruce, R Broadhead, L Lions, R Robertson, L Maderia
15:25	Cudgegong Valley Public
15:25	Maderia, R Douro, R Horatio, L Perry
15:30	Mudgee High School
15:30	Perry
15:31	Mudgee Public School
15:31	Perry, R Gladstone, L Lewis
15:35	St Matthew's Catholic School
15:35	Lewis, L Market, L Hill End, R Yarrabin
15:43	Yarrabin Road
15:55	Leaning Oak Cottages- Drop Off Yarrabin Road
16:12	Cnr Yarrabin and Cudgegong Park
16:20	Twelve Mile and Yarrabin- End of Run Turn around
16:20	Yarrabin, L Hill End, R Gulgong Mudgee/ Market, R Douro, L Horatio/ Sydney, L Burrundulla, To depot
17:00	Arrive Depot
	Sweep Bus
17:05	Finish

Appendix C

School Bus Patronage by St Matthew's Catholic College
High School Students

BUS TIMETABLE

Survey taken Thursday 3 June 2022

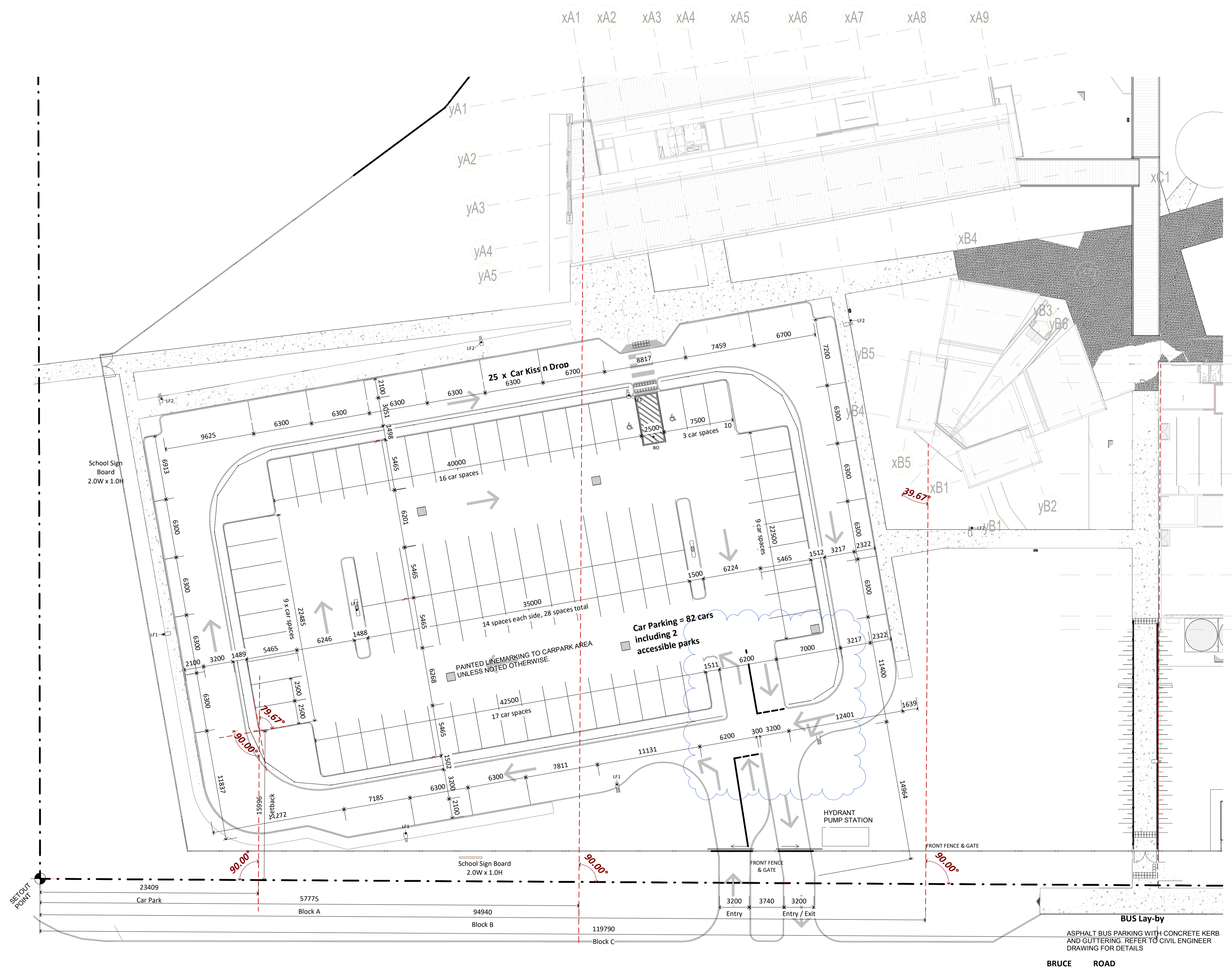
APPROX TIME	BUS	OPERATOR	STUDENTS
3.00pm	Cooks Gap	Ogdens	18
3.00pm	Ulan	Ogdens	1
3.10pm	Wilbertree	Ogdens	31
3.27pm	Gulgong	Ogdens	37
3.34pm	South Mudgee	Ogdens	19
3.25pm	Queenspinch	Ogdens	22
3.36pm	Caralgong	Ogdens	20
3.37pm	Lue	Ogdens	20
3.38pm	Wollar	Ogdens	7
3.39pm	Hargraves	ogdens	14
3.39pm	Pyramul	Ogdens	10
3.40pm	St Fillans	Ogdens	8
3.41pm	Totnes	Ogdens	16
3.42pm	Yarrabin	Ogdens	6
3.42pm	Botobolar	Booths	2
3.43pm	Cudgegong	Booths	7
3.43pm	Piambong	Ogdens	18
3.45pm	Frog Rock	Ogdens	16
		Total	272

18 Buses in total

Appendix D

Signage and Line Marking Plan

Legend	
BO	Bench Ottoman
LF1	Light Pole Refer to Elec Eng
LF2	Bollard Light Refer to Elec Eng



yc4	Drawing adjusted	GM	08.09.22	I
yc3	Road Marking & Signs	GM	08.09.22	H
yc3	Road Markings	GM	31.08.22	G
	Revision 91	GM	01.07.21	F
	TGS added to kerb ramp	BLC	16.06.21	E
	Additional Dims for Surveyor	BLC	27.04.21	D
	Grids added to Setout	BLC	26.04.21	C
	FOR CONSTRUCTION	BLC	12.04.21	B
	NOVATION ISSUE	BLC	02.02.21	A
	COST PLAN 3 ISSUE	BLC	31.08.20	4
	purpose of issue		by date issue no.	

yc4 **ALLEANZA** ARCHITECTURE
 NOMINATED ARCHITECT - CHARLES GLANVILLE NSW REGISTRATION No. 31330
 builder

north
 BUILDING WITH TRUST™
 NORTH CONSTRUCTIONS & BUILDINGS

yc5 **CATHOLIC EDUCATION** DIocese of Bathurst
 TSA MANAGEMENT

project
ST MATTHEW'S CATHOLIC SCHOOL - Secondary Campus

address
 Corner of BROADHEAD and BRUCE RD. MUDGEE
 Lot 40 of DP 756894

CONSTRUCTION DOCUMENTATION

drawn:	BLC
checked:	CG
verified:	CG
sheet size:	A1
scale:	1 : 200

SITE CARPARK LINE MARKING SETOUT PLAN

18150	A.111	I
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Original sheet size: A1 - 841 x 594mm
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GENERAL SIGNAGE		STATUTORY SIGNAGE	
BN1	Building Name Sign Type 1	A.1	Unisex Accessible Toilet To all Unisex accessible WC
BN2	Laser Cut S.S. Mercy Cross Refer to Block A elevations	A.2	Ambulant Toilet - Women To all female ambulant WCs
BN3	Frosted film Mercy Cross	A.3	Ambulant Toilet - Men To all Male ambulant WCs
BN4	Coloured film to stairs Refer to Block E elevations	A.4	Toilet - Women To all female WC doors
BN5	Brushed S.S. SHS section Block B gable Cross	A.5	Toilet - Men To all male WC doors
BP	Bike Parking directional sign	A.#	Directional Sign to Amenities
CP1	Car Park Entry sign	CP2	Car Park accessible parking Refer to Part Plan
CP3	Car Park Visitor directional sign	EX	Illuminated Exit Signage Refer to Elect & RCP plans
CP4	Car Park Drop Off & Pick Up sign	EX	Directional Exit Signage
CP5	Car Park Staff Parking directional sign	FB	Fire Booster Assembly
CP6	Car Park Exit	FHR	Fire Hose Reels
CP7	Visitor Parking	HA	Hearing Augmentation
CP8	Student Parking	LFT1	Lift, Do Not Use in event of Fire
CP9	Staff Carpool	LFT2	Lift
GW	Give Way	ST1	Directional Stair Signage for LH or RH stair access
LB1	Loading Bay access sign	EX.1	Fire Exit Signage Do not obstruct
LFT	Lift use sign		
NO	Authorised Access only		
Rm.1	Room Name Sign Type 1		
SS1	School Street Sign Refer to FFE Schedule		
SS2	School Contacts Sign		
SS3	School Foundation Stone By School		
SUB	Substation Signage By Others		
W1	Directional Wayfinding		

keyplan	by	date	issue no.
Drawing adjusted	GM	08.09.22	G
Fire Exit Obstruction signage	GM	08.09.22	F
Fire Exit Obstruction signage	BLC	08.02.22	E
Signage block B cross added	BLC	29.09.21	C
Signage adjusted generally	BLC	10.08.21	B
Preliminary Signage Issue	BLC	27.07.21	A
purpose of issue			

ALLEANZA
ARCHITECTURE

NOMINATED ARCHITECT - CHARLES GLANVILLE NSW REGISTRATION No. 31330

north
BUILDING WITH TRUST™
NORTH CONSTRUCTIONS & BUILDINGS

CATHOLIC EDUCATION
DIOCESE OF BATHURST

TSA
MANAGEMENT

project
**ST MATTHEW'S CATHOLIC
 SCHOOL - Secondary Campus**

address
 Corner of **BROADHEAD and
 BRUCE RD. MUDGEE**
 Lot 40 of DP 756894

**CONSTRUCTION
 DOCUMENTATION**

drawn:	BLC
checked:	CG
verified:	Approver
sheet size:	A1
scale:	As indicated

SITE

SIGNAGE PLAN
sheet
18150 **A.311** **G**

project no. sheet no. issue



1 SIGNAGE PLAN
 A.301 1:500

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 Original sheet size: A1 - 841 x 594mm

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