



St Matthews High School, Mudgee Green Travel Plan

Prepared for:
TSA Management

15 September 2022

The Transport Planning Partnership

St Matthews High School, Mudgee

Green Travel Plan

Client: TSA Management

Version: V05

Date: 15 September 2022

TPP Reference: 18472

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	21/01/20	Santi Botross	Ken Hollyoak	Ken Hollyoak	
V02	15/06/22	John Yoo, Santi Botross	Santi Botross	Ken Hollyoak	
V03	28/06/22	John Yoo, Santi Botross	Santi Botross	Ken Hollyoak	
V04	12/08/22	John Yoo, Santi Botross	Santi Botross	Ken Hollyoak	
V05	15/09/22	John Yoo, Santi Botross	Santi Botross	Ken Hollyoak	

Table of Contents

1	Introduction	1
1.1	Background.....	1
1.2	State Significant Development (SSD) Conditions	1
2	Green Travel Plan	2
2.1	What is a Green Travel Plan	2
2.2	Purpose of the Plan	2
2.3	Developing the Plan	2
2.4	GTP Objectives.....	3
2.5	Consultation	3
3	Site Conditions.....	5
3.1	Site Location.....	5
3.2	Surrounding Road Network	6
3.3	Public Transport.....	7
3.4	Pedestrians and Cyclists	10
3.4.1	Existing Walking and Cycling Infrastructure.....	10
3.4.2	Future Walking and Cycling	10
3.4.3	End of Trip Facilities	12
4	Mode Share	13
4.1	Existing Modal Split	13
4.2	Mode Share Targets	14
5	Methods of Encouraging Mode Shift	16
6	Management and Monitoring of the Plan	20
6.1	Management of the GTP	20
6.1.1	Travel Plan Coordinator	20
6.1.2	Green Travel Plan Working Party	20
6.2	Monitoring	21
6.2.1	Data Collection.....	21
6.2.2	Frequency.....	21
6.3	Communication.....	21

Tables

Table 1.1: Condition E14.....	1
Table 3.1 School Bus Services	9
Table 4.1 Current Mode Share	13
Table 4.2 General Mode Share Categories.....	13
Table 4.3 Mode Share Targets	14
Table 5.1: Key Strategies and Actions	16
Table 5.2: Further Strategies for Future Consideration	19

Figures

Figure 3.1: Proposed Site Location.....	5
Figure 3.2 Regional Coach Network.....	7
Figure 3.3 Local Bus Network Map	8
Figure 3.4 Future Subdivision	12
Figure 4.1 Student's Place of Origin.....	13
Figure 4.2 School Student Transport Scheme Eligibility Zone	15

APPENDICES

- A. STAKEHOLDER CONSULTATION
- B. TRANSPORT ACCESS GUIDE (TAG)
- C. WAYFINDING SIGNAGE AND LINEMARKING PLAN
- D. ACTIVE-FRIENDLY UNIFORM OPTIONS
- E. EXAMPLE TRAVEL MODE SURVEY QUESTIONNAIRE

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 Green Travel Plan (GTP) 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 Green Travel Plan to support the EIS.

1.2 State Significant Development (SSD) Conditions

This GTP addresses the DA condition E14 of the Conditions of Consent for the SSD. Table 1.1 lists the conditions of E14 and the relevant sections of the report where these are addressed.

Table 1.1: Condition E14

Consent Condition E14 (Green Travel Plan)	Addressed in
Prior to the issue of the occupation certificate, a Green Travel Plan (GTP), must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must:	-
(a) be prepared by a suitably qualified traffic consultant in consultation with Council and TfNSW;	Section 2.5, Appendix A
(b) Include objectives and modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;	Chapter 4
(c) Include specific tools and actions to help achieve the objectives and mode share targets;	Chapter 5
(d) Include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP; and	Chapters 5 & 6
(e) Include details regarding the methodology and monitoring/ review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and a requirement for travel surveys.	Chapters 5 & 6

2 Green Travel Plan

2.1 What is a Green Travel Plan

A Green Travel Plan (GTP) outlines how a development will encourage usage of sustainable travel by those travelling to and from the development site. It describes the strategic initiatives and campaigns to promote 'greener' modes of travel such as walking, cycling or scooting, and carpooling.

In its simplest form, this GTP encourages travel to and from the new St Matthews Catholic College campus using transport modes that have low environmental impacts and encourage better management of car use.

2.2 Purpose of the Plan

The purpose of a GTP for an educational facility is to encapsulate a strategy for managing travel demand that embraces the principles of sustainable transport whilst recognising the unique context of travel planning for a school.

Active transport presents a number of interrelated benefits including:

- Improved personal health benefits and greater social interaction,
- Enhanced safety around the school by reducing vehicular traffic and increasing passive surveillance,
- Reduced traffic congestion, noise and air pollution caused by motor vehicles,
- More vibrant school community and greater connection with the wider community, and
- Cost savings to the economy, and families of students, and staff at the school.

2.3 Developing the Plan

Step 1: Understanding existing travel behaviour and infrastructure. Background information is collected about the site, such as:

- Mode share split of current students and staff.
- Local public transport facilities.
- Walking and cycling routes.

Step 2: Setting achievable targets

- Considering the likely future conditions of the new school campus, a range of targets developed to meet the aims of the GTP. The new school site is geographically separated from the existing school campus in Mudgee town centre, which has been taken into consideration when planning for the future demands for the development (e.g. provision of a new bus bay, consideration for the bus bay capacity, bicycle parking provision, and eligibility of students for free bus travel passes) and setting modal shift targets for the new school development.
- The focus of the targets is to reduce the car mode share and the number of single-occupant car trips by staff and students.

Step 3: Developing measures

- Measures have been developed for the new school to help meet the set targets.

Step 4: Monitoring and review of the GTP

- A monitoring and review program is proposed so that the GTP is continually being evaluated and improved, where required, in order to meet the set targets.

2.4 GTP Objectives

The following objectives have been identified in order to achieve the vision of the GTP:

- Objective 1: Facilitate a modal shift towards more sustainable transport modes.
- Objective 2: Make the School a great place to study, work and visit.
- Objective 3: Minimise the impact of travel on the built form of the School.

2.5 Consultation

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

- St Matthews Catholic College.
- Mid-Western Regional Council (Council).
- Transport for NSW (TfNSW).
- Ogden's Coaches, operator of 16 out of 18 school bus services.

Alongside this GTP, an Operational Transport and Access Management Plan (OTAMP) has been prepared which details the management measures that will be implemented to minimise potential delay for school buses accessing the bus bay and to ensure efficient operation of the Kiss & Ride zone.

Feedback was received from Council and Ogden's Coaches. Multiple attempts to gain feedback from TfNSW were made, however, feedback was not provided. Attempts to consult TfNSW were made as follows:

- Wednesday 29 July 2022 – GTP and OTAMP provided to Ainsley Bruem (TfNSW) for review and feedback. Ainsley informed TTPP that Andrew McIntyre (TfNSW) was to be contacted for matters in relation to the project. Ainsley advised that the documentation and request for feedback had been forwarded to Andrew McIntyre and the 'Development West' email address.
- Wednesday 6 July 2022 – Feedback on GTP and OTAMP requested from Andrew (TfNSW) by email by TTPP. No response was received from TfNSW.
- Thursday 14 July 2022 – Feedback on GTP and OTAMP requested from Andrew (TfNSW) by email by TTPP. Advice provided by Julian Gedes (Council) over the phone to Santi Botross (TTPP) was that feedback from TfNSW would be provided by Friday 22 July.
- Tuesday 2 August 2022 – TfNSW's feedback on GTP requested from Ray Kearns (Council), Julian (Council) and Andrew (TfNSW) by email by TTPP. TfNSW's feedback was sought via Council as Council previously provided TfNSW's feedback on the OTAMP.
- Tuesday 18 August 2022 – TfNSW's feedback on GTP was provided by Kylie-Anne Point (TfNSW) by email to TTPP.

Generally, feedback on the GTP is in relation to bus and car travel being the likely predominant modes of travel for the new school and how management of vehicles would be key to the site's efficient operation. This GTP aims for modest shifts towards sustainable transport modes. Notwithstanding this, it is also recognised that the majority of students (around 85%) and staff (around 90%) would travel by bus or car.

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.

3 Site Conditions

3.1 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 3.1. Previously, the site was a greenfield lot.

Figure 3.1: Proposed Site Location



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

3.2 Surrounding Road Network

A network of local and state roads surrounds the subject site. A brief description of the surrounding roads is given below.

Broadhead Road is a local road that forms the western boundary of the new school site. It is a sealed road without kerb and gutter, and footpath. As part of the new school development, the portion of Broadhead Road abutting the site frontage has been upgraded with kerb and gutter and new road surface. Also, a new 2.5 m wide shared path is being constructed on the eastern side of Broadhead Road which will link to the existing footpath on the western side (alongside the residential dwellings). At the connection point with the existing footpath a pedestrian refuge will be constructed to facilitate school children crossing between the residential-side and the school-side of Broadhead Road. The signposted speed limit is 50 km/h, and a 40 km/h School Zone shall apply in the future for a portion of Broadhead Road near the new school.

Bruce Road is a local road which forms the southern boundary of the new school site. Between Broadhead Road and Spring Flat Road it is an unsealed road having no footpaths. As part of the new school development, the portion of Bruce Road abutting the site frontage has been upgraded with kerb and gutter and new road surface. The signposted speed limit is 50 km/h, and a 40 km/h School Zone shall apply in the future for a portion of Bruce Road near the new school.

Castlereagh Highway (B55) is a State classified road that runs from north of Lithgow through north-western NSW. In the vicinity of the subject site, Castlereagh Highway is generally aligned in the north-south direction having one lane in each direction and a signposted speed of 80 km/h. In the Mudgee township the posted speed limit is reduced to 50 km/h.

Spring Flat Road functions as a two-way local road generally aligned in the north-south direction. It provides a link between Castlereagh Highway in the north and primary production zones in the south. It is a sealed road without kerb and gutter. There is no road shoulder or pedestrian footpaths along Spring Flat Road. The posted speed limit is 100 km/h.

Lions Drive is a local road running in the east-west direction between Castlereagh Highway and Robertson Street. Lions Drive provides access for residential dwellings and has a posted speed limit of 50 km/h. There is kerb and guttering, and a footpath along the developed sections of the street.

3.3 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 3.2.

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 3.2 Regional Coach Network



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

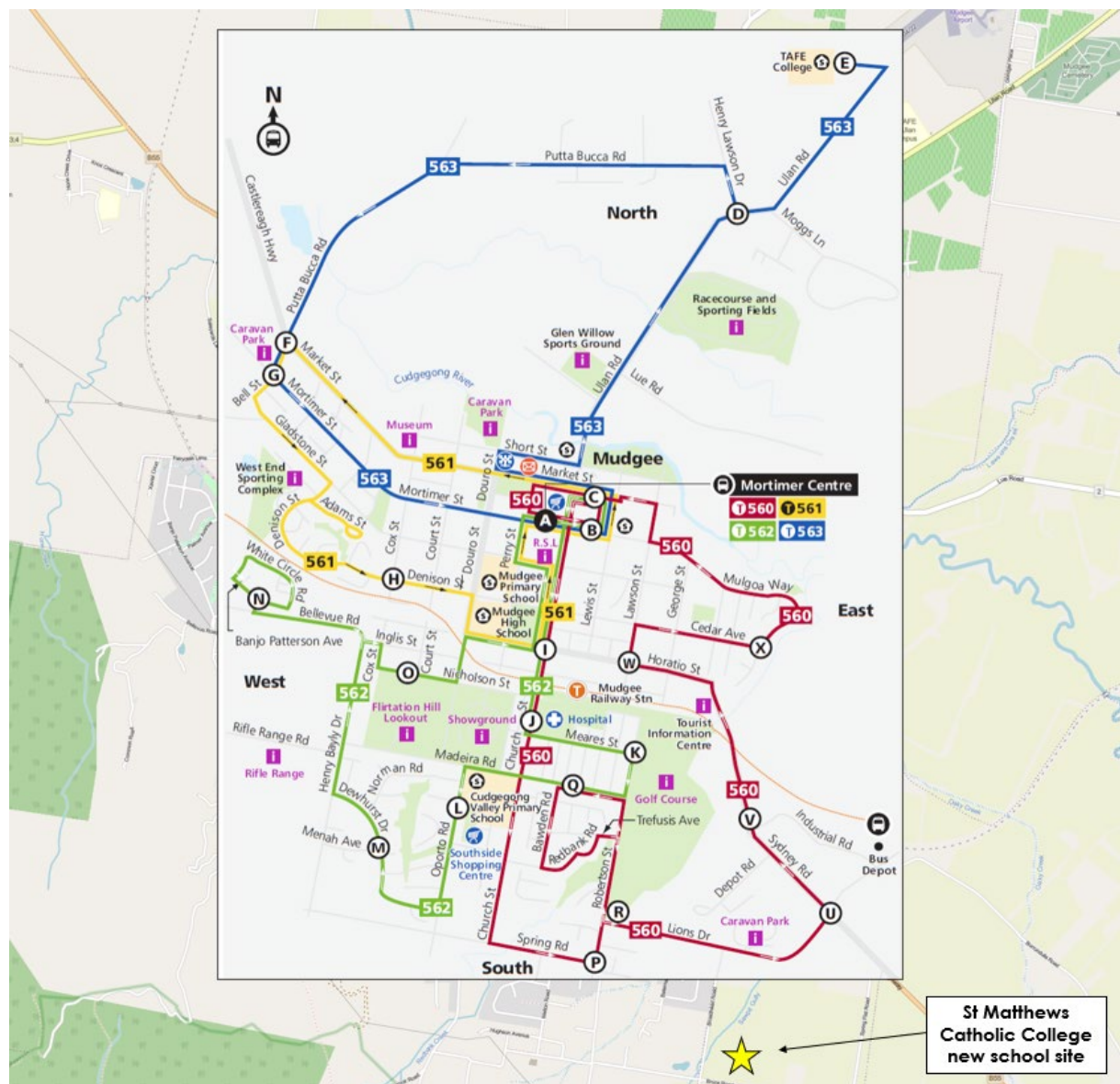
Local Public Bus Services

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 indicated as 'P' and 'R' in Figure 3.3.

Figure 3.3 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 Booths which provides two services in each school peak period to the existing school. A list of the school bus service areas is provided in Table 3.1.

Table 3.1 School Bus Services

Service Area	Bus Operator
Cooks Gap	Ogden's Coaches
Ulan	Ogden's Coaches
Wilbertree	Ogden's Coaches
Gulgong	Ogden's Coaches
South Mudgee	Ogden's Coaches
Queens Pinch	Ogden's Coaches
Carcalgong	Ogden's Coaches
Lue	Ogden's Coaches
Wollar	Ogden's Coaches
Hargraves	Ogden's Coaches
Pyramul	Ogden's Coaches
St Fillans	Ogden's Coaches
Totnes	Ogden's Coaches
Yarrabin	Ogden's Coaches
Botobolar	Booths
Cudgegong	Booths
Piambong	Ogden's Coaches
Frog Rock	Ogden's Coaches

As part of the new school development a new bus bay is being constructed on the north side Bruce Road. Existing school bus services will include the new school as an additional stop along each school bus route.

3.4 Pedestrians and Cyclists

3.4.1 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.

3.4.2 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:

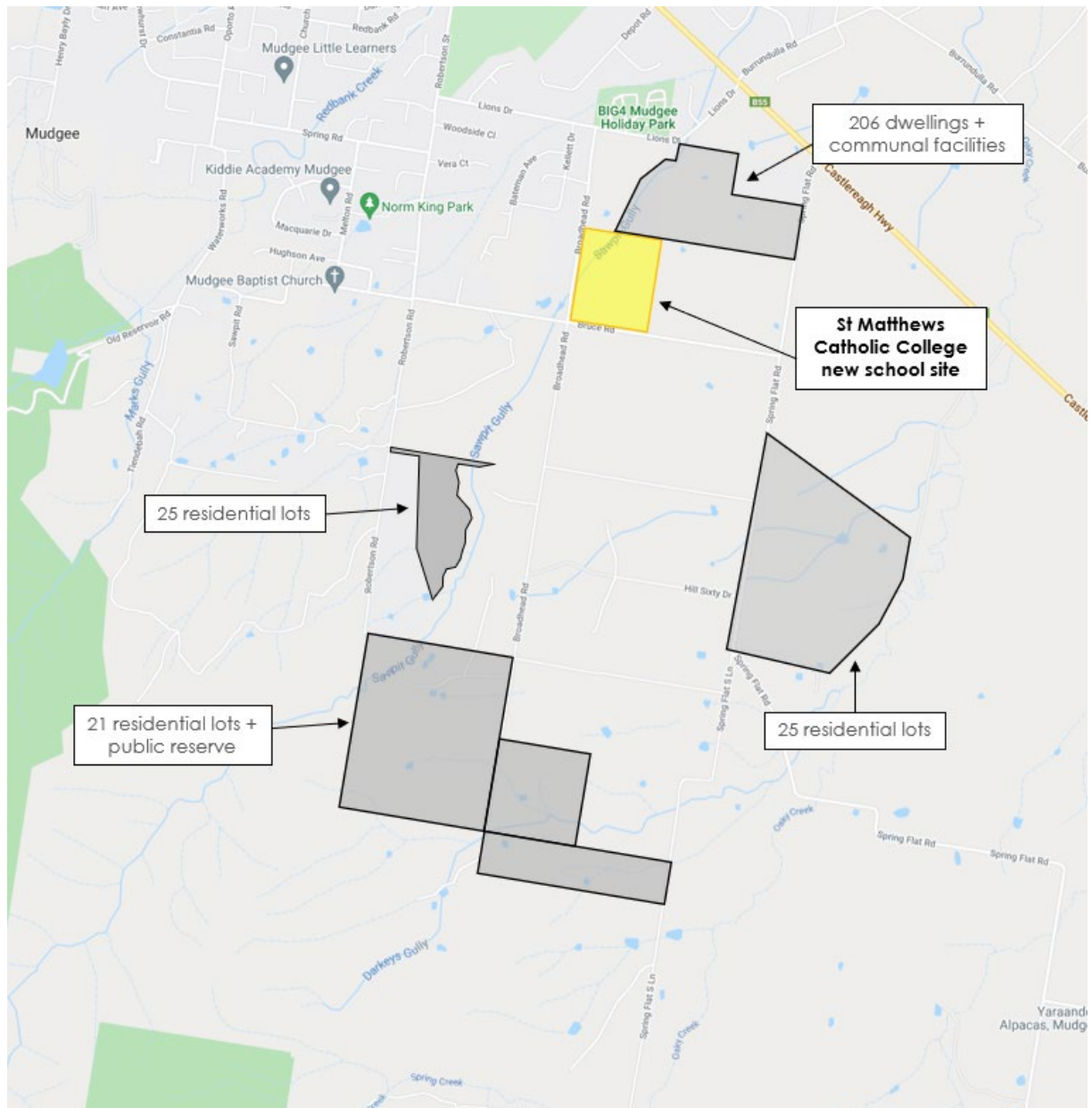
- 238 Broadhead Road (DA00089/20) – Proposed subdivision into 24 lots comprising 21 residential lots, lots 22 and 23 forming public reserve, and lot 24 forming the remaining residue of the parcel.
- 38 Spring Flat Road and 108 Lions Drive (DA0412/2021) – Proposed residential estate comprising 206 dwellings 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 3.4.

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 3.4 Future Subdivision



3.4.3 End of Trip Facilities

End of trip facilities will be provided on-site and made available to use by staff and students who walk/ jog and cycle to school. These facilities include:

- Bicycle racks for 36 bicycles on campus for staff and student use.
- Secure locker facilities in office spaces for staff, and an individual locker per student.
- Showers and change room facilities for staff will be provided in the administration building and facilities linked to the gymnasium will be available to students before school.

4 Mode Share

4.1 Existing Modal Split

High school students and staff participated in an online travel mode survey in March 2019. The survey was undertaken during class time on a typical school day. A total of 347 completed responses were received for this survey comprising:

- 309 responses from students (83% student respondent rate).
- 38 responses from staff (86% staff respondent rate).

Table 4.1 provides a summary of the modal split for existing students and staff.

Table 4.1 Current Mode Share

Mode Share	Staff	Students
Car (Driven by parent or other)	2.6%	41%
Car (as the driver)	86.8%	9.1%
Car (Driven by another student or colleague)	2.6%	2.3%
Bus	2.6%	33.6%
Walk	2.6%	9.8%
Cycle	2.6%	4.2%
Total	99.8% ≈ 100%	100%

For ease of setting mode share targets (in Section Table 4.2) travel modes have been classified into three general categories:

- Private Car, which comprises car drop-offs/ pick-ups, car as driver, and car-pooling.
- Public Transport i.e. travel by bus.
- Active Travel, which comprises walking and cycling.

The current mode share splits according to these categories are presented in Table 4.2.

Table 4.2 General Mode Share Categories

Mode Share	Staff *	Students *
Private Car	92%	52%
Public Transport	3%	34%
Active Travel	5%	14%
Total	100%	100%

* Percentages are rounded to the nearest whole number.

The survey results indicate a high dependency on car usage for staff and students. This data suggests that there is an opportunity to increase bus travel, walking and cycling.

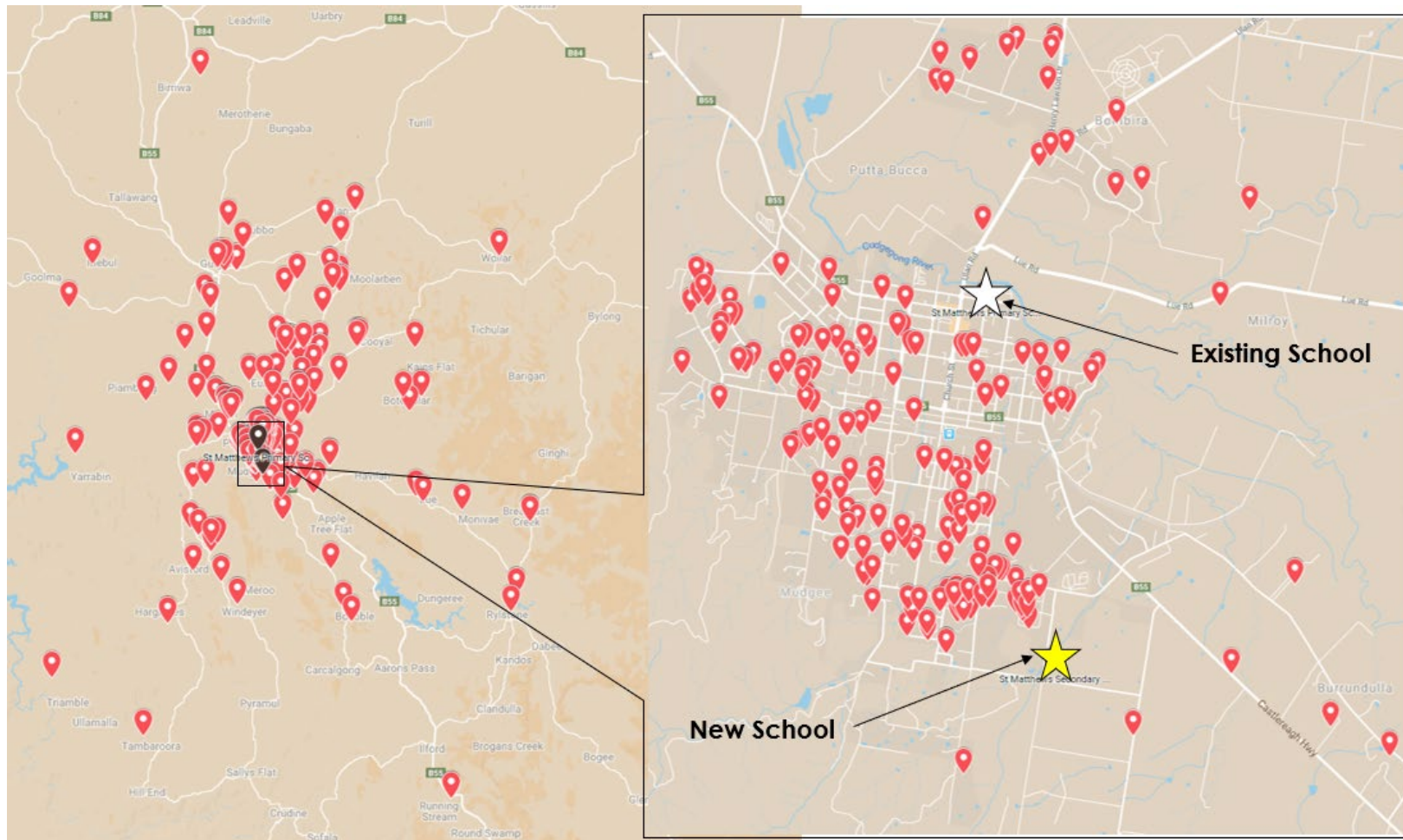
Currently, the majority of high school students reside within town while the remaining students live in surrounding towns. A map showing the general location where (current) students live is provided in Figure 4.1.

Key findings from the travel mode questionnaire are as follows:

- The top four locations which students come from are as follows:
 - Mudgee – 69.6%
 - Bombira – 2.8%
 - Gulgong – 2.6%
 - Menah – 1.9%.
- Approximately 70% of students live within 2 km walking distance (25-minute walk) of the school yet only 9.8% of students walk to school (equivalent to 37 students). Similarly, walking routes would likely rely on utilising the existing road network where there is a lack of footpaths.
- The majority of students live within a 5-km cycling radius of the school (72%) yet 4.2% of students cycle to school (equivalent to 16 students). This could be since that majority of cycling routes would rely on utilising the existing road network which could be complex within the town centre.
- There is a low uptake of carpooling – only 2.3% of students and 2.6% of staff carpool to school. Of students that carpool, a car occupancy rate of 1.4 students per car has been surveyed. For staff, car occupancy is one staff member per car.
- There is no off-street parking for senior students at the St Matthews College campus in town, however, 9.1% of senior students drive/ park to school (equivalent to 34 students).
- Aspects that influence walking and cycling amongst students and staff at present include:
 - Missing pathways.
 - Unsafe crossings.
 - Poor footpath maintenance.
 - Time and/or distance.

The findings of this survey questionnaire have been used as a basis to develop the site-specific measures to encourage a modal shift away from private vehicles. This is further detailed in Chapter 5.

Figure 4.1 Student's Place of Origin



Data Source: St Matthews Catholic College, Mudgee
Basemap Source: Google Map

4.2 Mode Share Targets

The aim of the GTP is to encourage modal shift away to more sustainable modes of travel. The success of the GTP is measured by setting modal share targets and identifying the actions which have the greatest impact. To ensure that the GTP is having the desired effect, the implementation of the GTP would be regularly monitored.

A key aspect of the development is that high students and staff are being relocated from an existing campus (within the town centre) to a new campus (outside of the town centre). This adds a layer of complexity for accurately predicting people's travel behaviour to the new school site and related mode shift targets. For this reason, a mode shift target **range** has been set for the new school.

As assessed in the Preliminary Green Travel Plan, a modal shift of 3-5% from car usage to public transport and active travel would be appropriate for the new school development based on knowledge of local and international GTPs and as stated by experts in Land Environment Court proceedings. This forms the basis of the mode shift target range for staff and students as presented in Table 4.3.

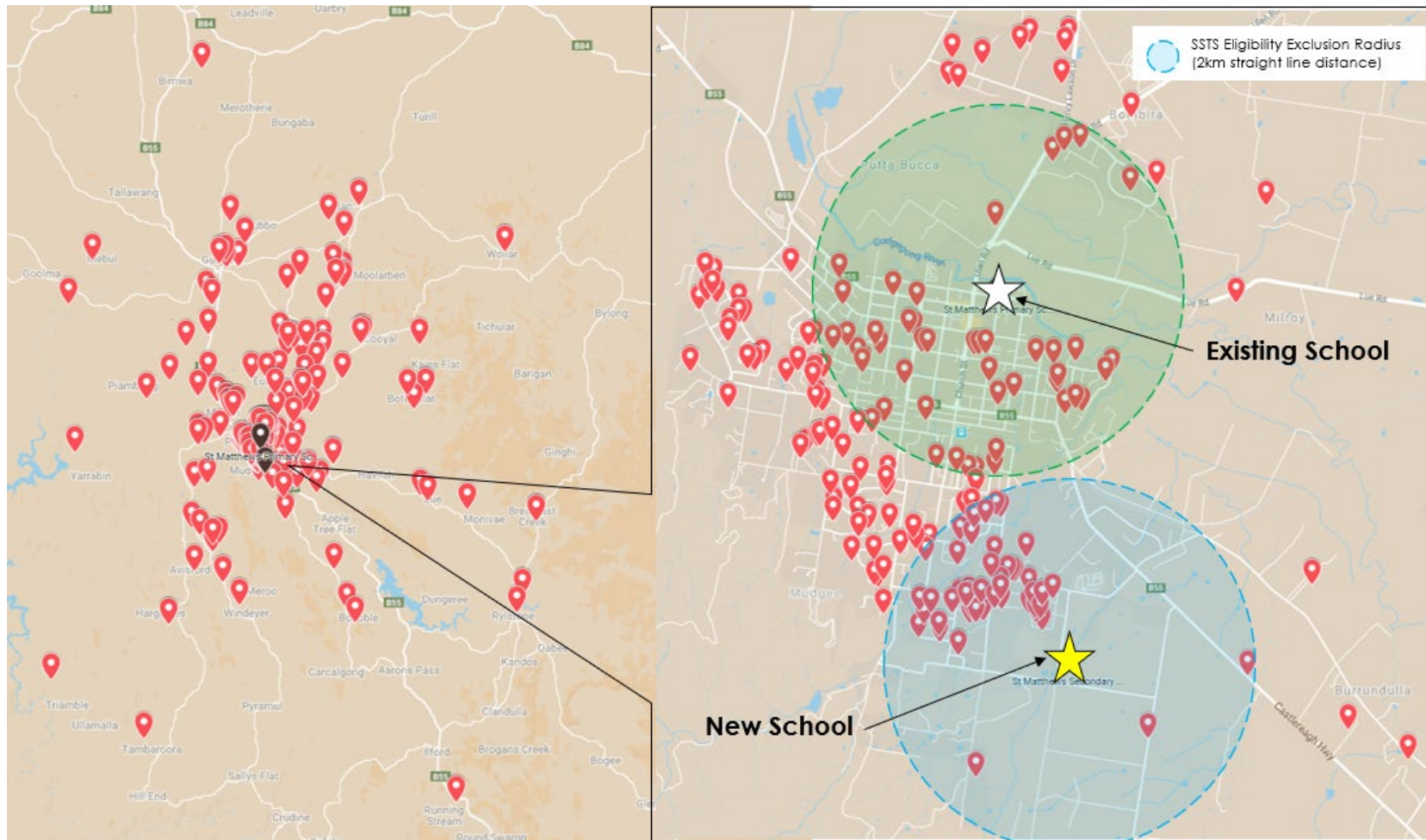
As a result of the high school relocation to Mudgee South, there will be a greater number of high school students who will be eligible for a free travel pass which is offered as part of the School Student Transport Scheme (SSTS). Under the SSTS, a high school student is eligible for a free travel pass for travel between home and school if they live a minimum of 2 km straight line distance or 2.9 km walking distance. Based on where St Matthews high school students currently live there will be a 6% increase in the number of students who will be eligible for a free travel pass. Considering this, the upper limit of the mode shift target range for students using public transport has been raised to 6% (as shown in Table 4.3).

The SSTS eligibility boundaries for the existing school and new school are shown in Figure 4.2

Table 4.3 Mode Share Targets

Group	Mode Share	Current	Mode Shift	Target
Staff	Private car	92%	↓ 3 - 5%	87% - 89%
	Public transport	3%	↑ 2 - 3%	5% - 6%
	Active travel	5%	↑ 1 - 2%	6% - 7%
Students	Private car	52%	↓ 3 - 5%	47% - 49%
	Public transport	34%	↑ 3 - 6%	37% - 40%
	Active travel	14%	↑ 1 - 2%	15% - 16%

Figure 4.2 School Student Transport Scheme Eligibility Zone



Data Source: St Matthews Catholic College, Mudgee
Basemap Source: Google Maps 2019

5 Methods of Encouraging Mode Shift

To achieve the objectives and targets of the GTP, measures would be implemented to influence travel patterns to/from school with a view to encourage mode shift towards more sustainable travel.

St Mathews Catholic College has committed to implementing a Travel Plan Coordinator for the new school development, who will be responsible for the implementation, monitoring, and review of this GTP. In addition, St Matthews Catholic College is committed to the implementation of strategies and actions as presented in Table 5.1. Further strategies for future consideration by the school are listed in Table 5.2.

Table 5.1: Key Strategies and Actions

Item	Action	Implementation Time	Responsibility	Objectives Met
Public Transport (Buses)	Provide a bus bay at the new school frontage and amend existing school bus routes to include the new school bus stop on the route. A new bus bay will be constructed along the north side of Bruce Road which has capacity for up to three buses at one time.	Prior to school opening	The School, Travel Plan Coordinator	1, 3
	Present route and timetable information on school bus routes (and nearby public bus routes) so that students and staff are aware of up-to-date public transport information.	Prior to school opening, repeat at start of Term (or more frequently if required)	The School, Travel Plan Coordinator	1, 3
	Advertise the Transport Access Guide (TAG) on noticeboards within the campus, and provide the TAG to students and parents electronically through the distribution of school newsletters, and make it available on the School's website. The TAG has been included in Appendix B.	Prior to school opening, repeat at start of Term (or more frequently if required)	The School, Travel Plan Coordinator	1, 3
	Provide SSTS information and instructions/ weblinks for application forms to students and parents for free school travel passes and School Term Bus Passes. This will be provided as a student information pack provided to every student/ household. School travel passes and School Term Bus Passes are issued by operators to students travelling on buses in rural and regional areas. The bus operator should be contacted directly to find out when and where the student pass will be sent. Further information is available at this link: https://transportnsw.info/tickets-opal/ticket-eligibility-concessions/school-student-travel	Start of Term 1 (annual school travel pass) or end of term ahead of the following term (school term bus pass)	The School, Travel Plan Coordinator	1, 3
	In the event that a number of staff are travelling between campuses for meetings, the school would encourage carpooling or provide the school bus for transport. This will be	Within first 6 months of school opening	The School, Travel Plan Coordinator	1, 2, 3

Item	Action	Implementation Time	Responsibility	Objectives Met
	most prevalent on staff development days where a bus could be run between campuses to reduce the number of vehicles travelling and the pressure on the restricted parking.			
	Staff who have children at the opposite campus will be provided with information about buses available before and after school that their children can use to travel between campuses. The school shall investigate options with bus companies in regard to fares and costs.	Prior to school opening	The School, Travel Plan Coordinator	1, 2, 3
Active Travel (Walking, cycling, scooting)	Provide a pathway crossing facility between the main school entrance on Broadhead Road to nearby existing pathway. A 2.5 m wide shared path for walking and cycling will be constructed along the east side of Broadhead Road. Also, a pedestrian refuge will be constructed on Broadhead Road at the point where the shared path on the east side meets the existing footpath on the west side of Broadhead Road.	Prior to school opening	The School, Travel Plan Coordinator	1, 2, 3
	Implement directional signage and pavement decals to assist in wayfinding on campus such as towards bike racks, shared path, and bus bay. A wayfinding signage and linemaking plan is contained in Appendix C.	Prior to school opening	The School, Travel Plan Coordinator	1, 2
	Provide enhanced pedestrian amenities through safe and green walking routes by planting more trees and gardens along walking paths to school and school grounds. This will also allow the School to apply for grants as part of Tree Planting Schemes.	Prior to school opening, and ongoing	The School, Travel Plan Coordinator	1, 2
	Provide bicycle racks for 36 bicycles on campus available for staff and student use.	Prior to school opening	The School, Travel Plan Coordinator	1, 2, 3
	Where there is an increased future uptake in cycling/ scooting to school additional racks will be provided.	Following annual travel survey	The School, Travel Plan Coordinator	1, 2, 3
	Provide two shower and change cubicles in the Administration building for staff.	Prior to school opening	The School, Travel Plan Coordinator	1, 2
	Provide secure lockers/ office space to staff for storing personal belongs and riding equipment	Prior to school opening	The School, Travel Plan Coordinator	1, 2
	Provide a secure locker to all students for storing personal belongings and riding equipment.	Prior to school opening	The School, Travel Plan Coordinator	1, 2
	Encourage student and staff to participate in cycling events, including: National Ride2School Day is Australia's biggest celebration of active travel, held on the last Friday in March every year. The website provides information and resources including event posters, health	Annually	The School, Travel Plan Coordinator	1, 2, 3

Item	Action	Implementation Time	Responsibility	Objectives Met
	and environmental benefits fact sheets, ride ready checklists, and ideas for activities and challenges to be held on the day. A mobile app, HandsUp!, has been developed so the success of the event can be easily tallied and graphed for the entire school for simple data recording and sharing. The Ride2School team run Bike Ed program at schools, whether using an existing bike education program held at the school or looking for a new curriculum resource. - Mudgee Classic is a community-wide cycling event that incorporates four routes, passing through Mudgee to Eurunderee, Gulgong, Ulan and more. The minimum age for the 40km Social Classic is 10 years old. The event is held in early May every year. - World Bicycle Day, which is held on 3 June annually, is a day to celebrate the many forms of bike riding for all rider levels whether riding to work or riding to school.			
	Provide a school uniform which permits flexibility for students to walk and cycle to school. Images of the active-friendly uniform options for St Matthews Catholic College students are provided in Appendix D.	Prior to school opening	The School, Travel Plan Coordinator	1, 2
Car	Encourage carpooling amongst students travelling by car and utilising the drop-off/pick-up area through information sharing, such as school newsletters and via the school website. This could be through personal arrangements between the parents of peers, or through the use of the mobile apps such as 'Carpool-Kids'.	Start of Term (or more frequently if required)	The School, Travel Plan Coordinator	1, 2, 3
	Provide car parking for staff and senior students in-line with the amount that is required on a daily basis.	Prior to school opening	The School, Travel Plan Coordinator	1, 3
	Provide two carpool parking bays for staff closest to the Administration building, which would be available for use by staff travelling with more than two passengers.	Prior to school opening	The School, Travel Plan Coordinator	1, 2, 3
	Implement a permit system to manage staff carpool parking spaces. Uptake of carpooling amongst staff will be monitored, and if successful, the allocation of more carpool parking spaces will be provided within the staff car park.	Prior to school opening	The School, Travel Plan Coordinator	1, 2, 3
	Implement a permit system to manage senior student parking.	Prior to school opening	The School, Travel Plan Coordinator, Year Coordinator	1, 2, 3

Item	Action	Implementation Time	Responsibility	Objectives Met
	Prepare a car parking policy plan to detail terms and conditions for use of the on-site parking spaces by staff and senior students, including how to register for a car parking space etc.	Prior to school opening	The School, Travel Plan Coordinator	1, 2, 3

Table 5.2: Further Strategies for Future Consideration

Item	Action	Implementation Time	Responsibility
Travel to School Events (Off-site)	For sport events being held outside the district, a school bus be considered to limit the number of vehicles travelling to each event.	Immediately	Travel Plan Coordinator
Competitions	Promote healthy competitions between students and staff or competitions between year groups etc. For example, a '10,000 steps per day' competition could be held amongst students and staff. It could aligned with the month of September during which the "STEPtember, steps for cerebral palsy" challenge is held in Australia. Most smart devices have a built-in pedometer, however, the use of smart devices is not permit during school time day-to-day. Therefore, there would be potential for an interactive activity that involves step counting for a period of time e.g. week-long challenge.	The school will plan these competitions throughout Term 1 2023	Travel Plan Coordinator
'Compass' Mobile App	Investigate the opportunity to expand the current 'Compass' mobile app to include a Green Travel Plan section with additional features such as: - A carpooling forum for students and staff attending St Matthews Catholic College. - Information on the benefits of using non-car modes for travel to school i.e. health benefits, environmental benefits, economical benefits. - Presentation of the TAG. - Useful weblinks, such as SSTS and school bus routes (Ogden's and Booth's).	The School will be working closely with CEDB in developing the App and implementing these additional features throughout the first half of 2023.	Travel Plan Coordinator

6 Management and Monitoring of the Plan

6.1 Management of the GTP

6.1.1 Travel Plan Coordinator

There is no standard methodology for the implementation and management of a GTP, however, the GTP will be monitored to ensure that it is achieving the desired benefits. In this regard, the mode share targets set out in Section 4.2 will be used to ensure there is an overall goal in the management of the GTP.

A key factor in achieving a successful GTP for the School is the role of the Travel Plan Coordinator. The Travel Plan Coordinator has the responsibility of developing, implementing, and monitoring the GTP.

At the new school development, the role of the Travel Plan Coordinator will be fulfilled by the following nominated personnel:

- Travel Plan Coordinator: Justin McCarney, Head of Campus (Secondary).

Resource allocation for the Travel Plan Coordinator has been committed to by the School, which is envisaged will typically account for 1-2 days per fortnight.

6.1.2 Green Travel Plan Working Party

A Green Travel Plan working party will be set up to implement programs and initiatives within the campus to promote increased use of public transport, active transport, and carpooling opportunities. Such a working party may include staff and student representatives, and parents and friends (P&F) who could contribute to the process.

In the future, the Travel Plan Coordinator will attend the Local Council Traffic Committee meetings throughout the year.

6.2 Monitoring

6.2.1 Data Collection

To monitor the success of the GTP and achievement of mode share targets, travel mode questionnaires will be undertaken via an online survey tool (e.g. SurveyMonkey) or in-class survey. The survey will capture student and staff travel mode data separately to assess the effectiveness of specific measures applied to each group. An example travel mode survey questionnaire has been included in Appendix E.

When undertaking the travel mode surveys, school holiday periods and public holidays must be avoided as well as any special events which could impact typical day-to-day travel behaviour.

6.2.2 Frequency

Following the implementation of green travel plan initiatives and actions for a period of one full term, the review surveys shall be undertaken within three months of this. Thereafter, the review surveys will be conducted annually.

The aim of the surveys is to review the effectiveness of the GTP by identifying whether the target mode shares are reached each year, and if there is a need to amend the current GTP actions and/or targets in order to achieve desirable outcomes.

6.3 Communication

Good communication between stakeholders is a key driver for any successful GTP. Communication is required between the Travel Plan Coordinator, School Principal, the GTP working party, Council and TfNSW. In addition, it is important for students and their parents, and staff to be educated on the GTP.

During the initial six months of operation, it is envisaged that internal stakeholder meetings will occur once every fortnight to track the implementation of strategies and actions (Table 5.1). Following this, internal stakeholders will be held monthly which would be coordinated with external stakeholder meetings.

The results of the GTP and annual review will be communicated with students/ parents, staff and to the broader community via the St Matthews Catholic College website and/or school newsletter.

Appendix A

Stakeholder Consultation

From: [Kylie-anne Pont](#)
To: [Santi Botross](#)
Cc: [Ray Kearns](#)
Subject: RE: St Matthews Catholic College (SSD-9872) - GTP & OTAMP
Date: Thursday, 18 August 2022 1:54:07 PM
Attachments: [image002.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image003.png](#)
[2022.08.18 - Attachment A - TfNSW Response to GTP and OTAMP - St Matthews Catholic School.docx](#)

Dear Santi,

I refer to your email containing Green Travel Plan and Operational Transport and Access Management Plan to Transport for NSW (TfNSW) for review and comment. It is understood the plans have been submitted as part of the consultation required by conditions E14 and E15 of consent issued for the St Matthews College by Department of Planning and Environment (DPE) on 16 December 2020.

TfNSW has reviewed the Green Travel Plan (GTP) and Operational Transport and Access Management Plan (OTAMP) prepared by TTPP Transport Planning and requests further consideration of points raised in the attachment.

Additionally, TfNSW has recently been in discussions with Mid-Western Council about proposed bus operations associated with the school. Any resolutions or agreements made as a result of these discussions should be reflected in the OTAMP and enacted prior to any school bus operations.

It is requested that the updated GTP and OTAMP reflecting the comments in Attachment A be resubmitted to both Council and TfNSW for further review prior to submission to Department of Planning and Environment for endorsement.

If you have any questions, please contact me.

Kylie-Anne Pont

A/Team Leader Development Services (Renewable Resources)
Community and Place
Regional and Outer Metropolitan
Transport for NSW

M 0481 068 175 **E** kylie-anne.pont@transport.nsw.gov.au

transport.nsw.gov.au

Level 1, 51-55 Currajong Street
Parkes NSW 2870

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal work hours.



**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 <ainsley.bruem@transport.nsw.gov.au>
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

-
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: 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

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

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

p: +61 2 8437 7828 m: +61 491 6767 83

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

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



OFFICIAL

This email is intended only for the addressee and may contain confidential information. If you receive this email in error please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.

Attachment A: TNSW comment

TfNSW has reviewed the Green Travel Plan and Operational Transport and Access Management Plan prepared by TTPP Pty Ltd and provide the following comments for consideration and inclusion in amended plans:

Green Travel Plan (GTP)

Mode Share Targets: TfNSW recommend that the mode share targets, for teachers and students, should be made for the short and long term, given the likely increase in walking and cycling infrastructure. This is particularly the case for teachers given the target mode share is still around 87-98% which is considered high. Short term mode share targets could also include promotion/encouragement for carpooling.

Bicycle Parking and End of Trip (EoT): TfNSW appreciates that some bicycle parking and EoT are to be provided at the site as noted in Table 5.1, and the Travel Access Guide (TAG) in Appendix B. TfNSW also ask that a section on bicycle parking and EoT should also be included in Section 3.4 Pedestrians and Cyclists. A good supply of quality EoT and bicycle parking is considered to further encourage walking and cycling mode shares. TfNSW recommend that this bicycle parking and any EoT should be monitored over time to ensure sufficient supply to encourage active transport both to/from and around the site, for staff and students as well as visitors. The bicycle parking should be located at the site at convenient locations, be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the [cycleway design toolkit](#).

Travel Survey: TfNSW appreciated that staff and student travel surveys will be undertaken but recommend that a travel survey be included as an appendix in the GTP. An example travel survey questionnaire is included [here](#). The survey should include questions to ask obtain staff and student residential postcodes to identify the actual staff travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and visitors to get to and from the site. The Travel Survey should also be promoting any initiatives or strategies that encourage sustainable transport routes.

Helpful information: Head to TfNSW Travel Demand Management website here for helpful tools and templates on green travel plans <https://www.mysydney.nsw.gov.au/travelchoices/tdm>

Operational Transport and Access Management Plan

Pedestrian connectivity

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.

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).

Bus pick-up and drop-off

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.

Potential traffic impacts

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.

Signage and Line Marking Plan (Appendix B)

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:

- 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.

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.

Santi Botross

From: Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>
Sent: Friday, 5 August 2022 3:33 PM
To: Santi Botross; Julian Geddes
Cc: Ken Hollyoak; Michael Want; Michael Potts; Wayde Hazelton
(Wayde.Hazelton@transport.nsw.gov.au); andrew.mcintyre@transport.nsw.gov.au
Subject: RE: St Matthews Catholic College (SSD-9872) - GTP & OTAMP [TSA-P.FID582069]

Good afternoon all,

Thanks for your feedback to date, although I am just checking in to see if there were any comments on the Green Travel Plan from TfNSW. If you could provide us with these comments as soon as possible, that would be greatly appreciated.

If we don't talk before hand, have a great weekend.

Regards,

Anthony Soklaridis
Senior Project Manager



Level 4, 25 Watt Street, Newcastle, NSW 2300
Land of the Awabakal people
M: +61 431 677 986 / O: +61 2 9276 1400
Anthony.Soklaridis@tsamgt.com/www.tsamgt.com



I acknowledge the Traditional Owners and Custodians of the lands on which I live and work and pay my respect to Elders past, present and future.

This email (including attachments) is confidential, privileged and protected from disclosure. If this email has been sent to you by mistake please inform us by reply email and then delete the email, destroy any printed copy and do not disclose or use the information in it. There is no warranty that this email is error or virus free. If this is a private communication, it does not represent the views of TSA Management. TSA Management is not liable if this email or any attachment is altered without consent.

From: Santi Botross <Santi.Botross@tpp.net.au>
Sent: Tuesday, 2 August 2022 12:04 PM
To: Julian Geddes <Julian.Geddes@midwestern.nsw.gov.au>
Cc: Ken Hollyoak <Ken.Hollyoak@tpp.net.au>; Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>; Michael Want <Michael.Want@tsamgt.com>; Michael Potts <michael@bmplusg.com.au>; Wayde Hazelton <Wayde.Hazelton@transport.nsw.gov.au> <Wayde.Hazelton@transport.nsw.gov.au>; andrew.mcintyre@transport.nsw.gov.au
Subject: RE: St Matthews Catholic College (SSD-9872) - GTP & OTAMP

Hi Julian,

In Ray's absence, could you please confirm that the TfNSW comments are able to be provided by Thursday COB?

Regards,

Santi Botross

Associate
p: +61 2 8437 7800 m: +61 491 6767 83
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: Tuesday, 2 August 2022 12:00 PM

To: Ray Kearns <Ray.Kearns@midwestern.nsw.gov.au>; Wayde Hazelton (Wayde.Hazelton@transport.nsw.gov.au) <Wayde.Hazelton@transport.nsw.gov.au>; andrew.mcintyre@transport.nsw.gov.au

Cc: Ken Hollyoak <Ken.Hollyoak@tppp.net.au>; Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>; Michael Want <Michael.Want@tsamgt.com>; Michael Potts <michael@bmplusg.com.au>; Julian Geddes <Julian.Geddes@midwestern.nsw.gov.au>

Subject: RE: St Matthews Catholic College (SSD-9872) - GTP & OTAMP [Filed 02 Aug 2022 11:58]

Hi Ray et al,

Comments on the OTAMP were received.

Could we ask that you forward through any feedback by TfNSW on the GTP by Thursday 4 August COB please?

Regards,

Santi Botross

Associate

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

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

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



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

Sent: Friday, 22 July 2022 3:45 PM

To: Santi Botross <Santi.Botross@tppp.net.au>

Cc: Ken Hollyoak <Ken.Hollyoak@tppp.net.au>; Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>; Michael Want <Michael.Want@tsamgt.com>; Michael Potts <michael@bmplusg.com.au>; Julian Geddes <Julian.Geddes@midwestern.nsw.gov.au>; Wayde Hazelton (Wayde.Hazelton@transport.nsw.gov.au) <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

t 02 6378 2819 | m 0416 394 338
f 02 6378 2815 | e ray.kearns@midwestern.nsw.gov.au
a 86 Market Street | PO Box 156 Mudgee NSW 2850
w www.midwestern.nsw.gov.au
[facebook](#) | [twitter](#) | [youtube](#)



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

From: Ray Kearns
Sent: Monday, 4 July 2022 1:24 PM
To: Santi Botross <Santi.Botross@tpp.net.au>
Cc: Ken Hollyoak <Ken.Hollyoak@tpp.net.au>; Anthony Soklaridis <Anthony.Soklaridis@tsamgt.com>; Michael Want <Michael.Want@tsamgt.com>; Michael Potts <michael@bmplusg.com.au>; Julian Geddes <Julian.Geddes@midwestern.nsw.gov.au>
Subject: RE: St Matthews Catholic College (SSD-9872) - GTP & OTAMP

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

t 02 6378 2819 | m 0416 394 338
f 02 6378 2815 | e ray.kearns@midwestern.nsw.gov.au
a 86 Market Street | PO Box 156 Mudgee NSW 2850
w www.midwestern.nsw.gov.au
[facebook](#) | [twitter](#) | [youtube](#)



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 <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

p: +61 2 8437 7828 m: +61 491 6767 83

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

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



PRIVATE AND CONFIDENTIAL - MIDWESTERN REGIONAL COUNCIL

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are hereby notified that any dissemination, distribution or copying of this email is strictly prohibited. If you have received this email in error please disregard the contents of the email, delete the email and notify the author immediately. Thank you.

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

t 02 6378 2819 | m 0416 394 338
f 02 6378 2815 | e ray.kearns@midwestern.nsw.gov.au
a 86 Market Street | PO Box 156 Mudgee NSW 2850
w www.midwestern.nsw.gov.au
[facebook](#) | [twitter](#) | [youtube](#)



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 <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

p: +61 2 8437 7828 m: +61 491 6767 83

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

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



PRIVATE AND CONFIDENTIAL - MIDWESTERN REGIONAL COUNCIL

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are hereby notified that any dissemination, distribution or copying of this email is strictly prohibited. If you have received this email in error please disregard the contents of the email, delete the email and notify the author immediately. Thank you.

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



130 Thornton Street Wellington. PO Box 38 Wellington 2820
T 02 6845 2800 | M 0429 841 380 | F 02 6845 1031
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

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

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

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



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@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 Jeff,

Regarding the intersection issues we understand Council are in discussions with North Constructors 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](tel:+61413179872) / 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@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

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



130 Thornton Street Wellington. PO Box 38 Wellington 2820
T 02 6845 2800 | M 0429 841 380 | F 02 6845 1031
jneill@ogdenscoaches.com.au | www.ogdenscoaches.com.au

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

Sent: Wednesday, 29 June 2022 9:39 AM

To: 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: 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

p: +61 2 8437 7828 m: +61 491 6767 83

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

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



Table A1: Summary of Stakeholder Consultation

Stakeholder	Comment	Response/ Addressed in Section
Mid-Western Regional Council		
Email received Monday 4 July 2022	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.	Acknowledgement of the PAMP was provided in the TIA and so has been included in the GTP and OTAMP. However, the PAMP has been referenced for contextual information purposes only and the 2016 PAMP data has not been used to set GTP targets for the development. Furthermore, it is recognised that the 2016 PAMP is the only publicly available source of information available on Council's website for footpaths and cycleways: https://www.midwestern.nsw.gov.au/Services/Roads/Footpaths-and-cycleways
	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.	As per the TfNSW Centre for Road Safety information online, it is widely acceptable for children aged <16 to cycle on the footpath, and as with anywhere across the State, riders and drivers must exercise vigilance and always obey the road rules. The buildings on the west side of Broadhead Road are low density dwellings and would have low vehicle trip generation and therefore the perceived safety risk would be low. Also, sight distances from these residential driveways are not obstructed by any large structures or trees etc. that could impact visibility to the footpath and the road. Furthermore, it is noted that this was not raised as a safety concern throughout the SSDA or by the independent road safety audit which was conducted as part of the SSDA.
	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.	For context of the mode share targets, an increase of 1% in those who cycle to school equates seven (7) additional people. Roughly, this would be one student per cohort. As shown by the mode splits, it is recognised that car travel would remain the most common mode of travel, and thus, the assessments completed to-date have sufficiently taken this into consideration in the future infrastructure and operational planning. Off-street car parking was previously assessed using 'first principals' method, and has been approved under the SSDA. Should there be a requirement for a few additional spaces on-site this would be managed by the School and Travel Plan Coordinator within the car parking area on-site. 'No Stopping' signage has been installed along the site frontage on Bruce Road and Broadhead Road in accordance with the <i>St Matthews Catholic College Signage and Linemarking</i> plan (dated 01 July 2022) and feedback received from the Local Traffic Committee (dated on Wednesday 3 August). Furthermore, as proposed in the OTAMP management measures will be implemented by the School to monitor, warn, and penalise those who do not obey street signage.

Stakeholder	Comment	Response/ Addressed in Section
Transport for NSW		
Email received Thursday 18 August 2022	Mode Share Targets: TfNSW recommend that the mode share targets, for teachers and students, should be made for the short and long term, given the likely increase in walking and cycling infrastructure. This is particularly the case for teachers given the target mode share is still around 87-98% which is considered high. Short term mode share targets could also include promotion/encouragement for carpooling.	As identified in Section 4.2, a key aspect of the development is that high students and staff are being relocated from an existing campus (within the town centre) to a new campus (outside of the town centre). This adds a layer of complexity for accurately predicting people's travel behaviour to the new school site and related mode shift targets. For this reason, a mode shift target range has been set for the new school. As per Chapter 5, carpooling will be encouraged amongst students and staff (respectively). For staff, two carpool parking bays will be provided in the staff car park positioned closest to the Administration building which would be available for use by staff travelling with more than two passengers.
	Bicycle Parking and End of Trip (EoT): TfNSW appreciates that some bicycle parking and EoT are to be provided at the site as noted in Table 5.1, and the Travel Access Guide (TAG) in Appendix B. TfNSW also ask that a section on bicycle parking and EoT should also be included in Section 3.4 Pedestrians and Cyclists. A good supply of quality EoT and bicycle parking is considered to further encourage walking and cycling mode shares. TfNSW recommend that this bicycle parking and any EoT should be monitored over time to ensure sufficient supply to encourage active transport both to/from and around the site, for staff and students as well as visitors. The bicycle parking should be located at the site at convenient locations, be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the cycleway design toolkit.	Inclusion of new Section (3.4.3) which describes the end of trip facilities provided as part of the development. Bicycle parking usage would be monitored through regular inspection of the area by the TPC as well as through annual travel mode surveys. As stated in Table 5.1, where there is an increased future uptake in cycling/ scooting to school additional racks will be provided by the School.
	Travel Survey: TfNSW appreciated that staff and student travel surveys will be undertaken but recommend that a travel survey be included as an appendix in the GTP. An example travel survey questionnaire is included here. The survey should include questions to ask obtain staff and student residential postcodes to identify the actual staff travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and visitors to get to and from the site. The Travel Survey should also be promoting any initiatives or strategies that encourage sustainable transport routes. Helpful information: Head to TfNSW Travel Demand Management website here for helpful tools and templates on green travel plans: https://www.mysydney.nsw.gov.au/travelchoices/tdm	An example travel mode survey questionnaire has been included in Appendix E.

Stakeholder	Comment	Response/ Addressed in Section
Ogden's Coaches (received Monday 4 July 2022)		
04 July 2022	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	Addressed in OTAMP. 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 of the OTAMP. 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. Addressed in OTAMP. Parents will be advised not to arrive before 3:10pm 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.

Stakeholder	Comment	Response/ Addressed in Section
	of all students in Mudgee and surrounding rural areas will become significantly later.	
29 June 2022	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.	Civil works have since been carried out by the Construction Contractor to rectify swept path concerns. 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. 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. 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. 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. The information packs would be available to download via the School's website.

Project:	SSD-9872 St Matthews Catholic College
Document:	Condition E14 – Green Travel Plan (GTP)
Date received from the Applicant:	12 August 2022
Date comments sent by DPE:	30 August 2022
Date comments received from the Applicant:	

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 30 August 2022	Project Team Response	DPE comment	Status
1.	E14	Prior to the issue of the occupation certificate, a Green Travel Plan (GTP), must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must:	St Matthews High School, Mudgee Green Travel Plan, V04 dated 12 August 2022	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. In consultation with Council and TfNSW, the Applicant is required to submit a GTP to the Department for approval, prior to the issue of an Occupation Certificate (OC). DPE comments: a. Table of Contents page (page ii): typo with 'E.' left (blank next to it) for Appendices listing. Please correct. b. Section 1.2, Table 1.1 (page 1): sub condition (a) references Section 1.3, however there is no Section 1.3 in the document. I assume it is meant to state Section 2.4 and Appendix A. Please correct.	a. Amended b. Amended		OPEN
2.	(a)	be prepared by a suitably qualified traffic consultant in consultation with Council and TfNSW;	Section 2.5 Appendix A	DPE notes the GTP has been prepared: - by Transport Planning Partnership (TPPP) transport planning consultants (authors of the GTP) who have been involved since the EIS in 2018. TPPP prepared the Traffic, Parking and Transport Impact Assessment (TIA), Construction Traffic Management Plan, preliminary GTP, and the Operational Transport and Access Management Plan (OTAMP); - specifically reviewed and approved by John Yoo, Santi Botross, and Ken Hollyoak of TPPP. Although no CVs have been provided, upon reviewing the TPPP website and LinkedIn profiles, they are deemed suitably qualified; - in consultation with Council, TfNSW, and Ogden's Coaches (operator of 16 out of 18 school bus services), evidenced by supporting email correspondence provided. However, there appears to be no response from TfNSW and Council has raised several points in their email response; and - has been submitted for approval prior to the issue of the OC. DPE Comments: c. Please provide a consultation log (emails, calls, dates, etc.) of the 'multiple attempts' made to obtain TfNSW feedback, especially as they reference there would be GTP feedback coming after they gave detailed OTAMP feedback. Did TfNSW give feedback on the preliminary GTP TTPP previously prepared? d. Regarding Ogden's Coaches, was there any feedback on the GTP document? Noting the email correspondence supplied	c. A consultation log has been included in Section 2.5. The Preliminary GTP which was prepared as part of the SSDA was approved by Council and TfNSW. d. As it was received, Ogden's feedback was all-encapsulating of the and GTP and OTAMP.		

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 30 August 2022	Project Team Response	DPE comment	Status
				appears to be regarding issues all relating to the OTAMP (i.e. bus routes/bus numbers/congestion issues) and a main objective of the GTP is to promote public transport, namely bus use, potentially resulting in more and regular services required. e. Has Council's feedback/comments been incorporated into the GTP, 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 Chapter/Section of where it has been addressed in the body of the GTP. 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 GTP and OTAMP 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. Lastly, has the email correspondence with Council been closed out? i.e. have you responded to their last email (04/07/22) with response comments (accepted or not) to their GTP feedback raised.	e. Council have been provided with the updated GTP which includes the Stakeholder response feedback table. Responses to all agency feedback has been include at the end of Appendix A in a summary table.		
3.	(b)	include objectives and modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;	Section 2.4 Chapter 4	DPE notes: - Section 2.2 outlines the purpose of a GTP for an educational facility is to encapsulate a strategy for managing travel demand that embraces the principles of sustainable transport whilst recognising the unique context of travel planning for a school. - Section 2.4 states the GTP objectives are: 1. Facilitate a modal shift towards more sustainable transport modes. 2. Make the school a great place to study, work and visit. 3. Minimise the impact of travel on the built form of the school. DPE notes Chapter 4 includes mode share targets for implementation, to define the direction and purpose of the GTP. For ease of setting mode share targets they have been classified into three general categories: Private car (drop-off/pick-up, car as driver, & car-pooling), public transport (bus), and active travel (walking/cycling). Survey results indicate a high dependency on car usage for staff and students. This data suggests that there is an opportunity to increase bus travel, walking and cycling. The aim of the GTP is to encourage modal shift away to more sustainable modes of travel. Success is measured by setting modal share targets and identifying the actions which have the greatest impact. A key aspect of the development is that high students and staff are being relocated from an existing campus (within the town centre) to a new campus (outside of the town centre). This adds a layer of complexity for accurately predicting people's travel behaviour to the new school site and			OPEN

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 30 August 2022	Project Team Response	DPE comment	Status
				related mode shift targets. For this reason, a mode shift target range has been set for the new school. As assessed in the Preliminary GTP, a modal shift of 3-5% from car usage to public transport and active travel would be appropriate for the new school development based on knowledge of local and international GTPs and as stated by experts in LEC proceedings. This forms the basis of the mode shift target range for staff/students as presented in Table 4.3. As a result of the high school relocation, there will be a greater number of high school students who will be eligible for a free travel pass which is offered as part of the School Student Transport Scheme (SSTS). Under the SSTS, a high school student is eligible for a free travel pass for travel between home and school if they live a minimum of 2km straight line distance or 2.9km walking distance. Based on where St Matthew's high school students currently live there will be a 6% increase in the number of students who will be eligible for a free travel pass. Considering this, the upper limit of the mode shift target range for students using public transport has been raised to 6% (as shown in Table 4.3). DPE comments: f. Table 4.3 is titled 'Staff Mode Share Targets' only, shouldn't this be labelled 'Staff and Students'? g. Please include timeframes to achieve these targets listed in Table 4.3, as per the sub condition requirement. Or advise what GTP Section states the timeframe to achieve? h. Please clarify the reasoning and data behind a mode shift target for active travel (walking/cycling) for staff/students of only 1-2% range? Noting the GTP states: <i>"a modal shift of 3-5% from car usage to public transport and <u>active travel</u> would be appropriate for the new school development based on knowledge of local and international GTPs and as stated by experts in LEC proceedings."</i> <i>"Survey results indicate a high dependency on car usage for staff and students. This data suggests that there is an opportunity to increase bus travel, <u>walking and cycling</u>."</i> Further noting this Active Travel mode is the most 'green' and 'sustainable'.	f. Amended. g. As per Section 6.2.2, Following the implementation of green travel plan initiatives and actions for a period of one full term, the review surveys shall be undertaken within three months of this. Thereafter, the review surveys will be conducted annually. The aim of the surveys is to review the effectiveness of the GTP by identifying whether the target mode shares are reached each year, and if there is a need to amend the current GTP actions and/or targets in order to achieve desirable outcomes. h. Car mode shift range is 3%-5%, with 3% at the low end and 5% at the high end. The reduction in car travel would be a gain in bus travel and active travel. At the low end of the range where there is a 3% reduction in car travel, it is expected that there would be an uptake in bus travel of +2% and an uptake in active travel of +1%. At the high end of the range where there is a 5% reduction in car travel, it is expected that there would be an uptake in bus travel of +3% and an uptake in active travel of +2%.		

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 30 August 2022	Project Team Response	DPE comment	Status
					The split between bus travel and active travel were estimated based on the current mode split proportions for these modes amongst students i.e. 34% bus travel and 14% active travel. Based on an increase in the range of 1%-2% in students travelling by walking and cycling, the numbers would be in the order of: Current: 95 students Future (low range, +1%): +7 students. Future (high range +2%): +14 students. It is acknowledged that development of the area surrounding the new school site is ongoing, which could have an impact on the mode split estimates depending on several factors, such as which developments get approved, which of those will actually be built, and the timing of developments to be built.		
4.	(c)	include specific tools and actions to help achieve the objectives and mode share targets;	Chapter 5	DPE notes Chapter 5 includes specific actions to help achieve the objectives and mode share targets as listed in Table 5.1 and 5.2, which are linked back to one or more of the key GTP objectives (3). These actions would be implemented to influence travel patterns to/from school with a view to encourage mode shift towards more sustainable travel. A Travel Plan Coordinator (TPC) has been appointed for the implementation, monitoring, and review of the GTP. DPE Comments: i. Please check the spelling of 'St Matthews' is correct through the whole document? Noting 'Matthew' is spelled with one 't' and two 't' at different sections. j. Please correct formatting error in Chapter 5 with the spacing of'school are listed in.....Table 5.2', before Table 5.1. k. Please confirm if the TPC has been appointed yet and understands all their role and responsibilities as described within the GTP in several sections? Is it a member of staff or an external consultant? l. Shouldn't Public Transport Actions such as bus timetables/routes, TAG, SST, be implemented/provided to staff/students/parents prior to opening of the school for the 'Implementation Time' so staff/students/parents are aware at opening of this information to utilise for travel?	i. Amended. j. Amended. k. The appointed Travel Plan Coordinator is Justin McCarney, Head of Secondary Campus, j.mccarney@bth.catholic.edu.au Justin is a school staff member, and is aware of their role and responsibilities as the TPC. It is noted that Justin and the School Principal, Angela Myles, have been consulted throughout the GTP (and OTAMP) preparation. l. These items would be implemented or distributed to students and parents or staff prior to the school opening (has been amended in GTP).		OPEN

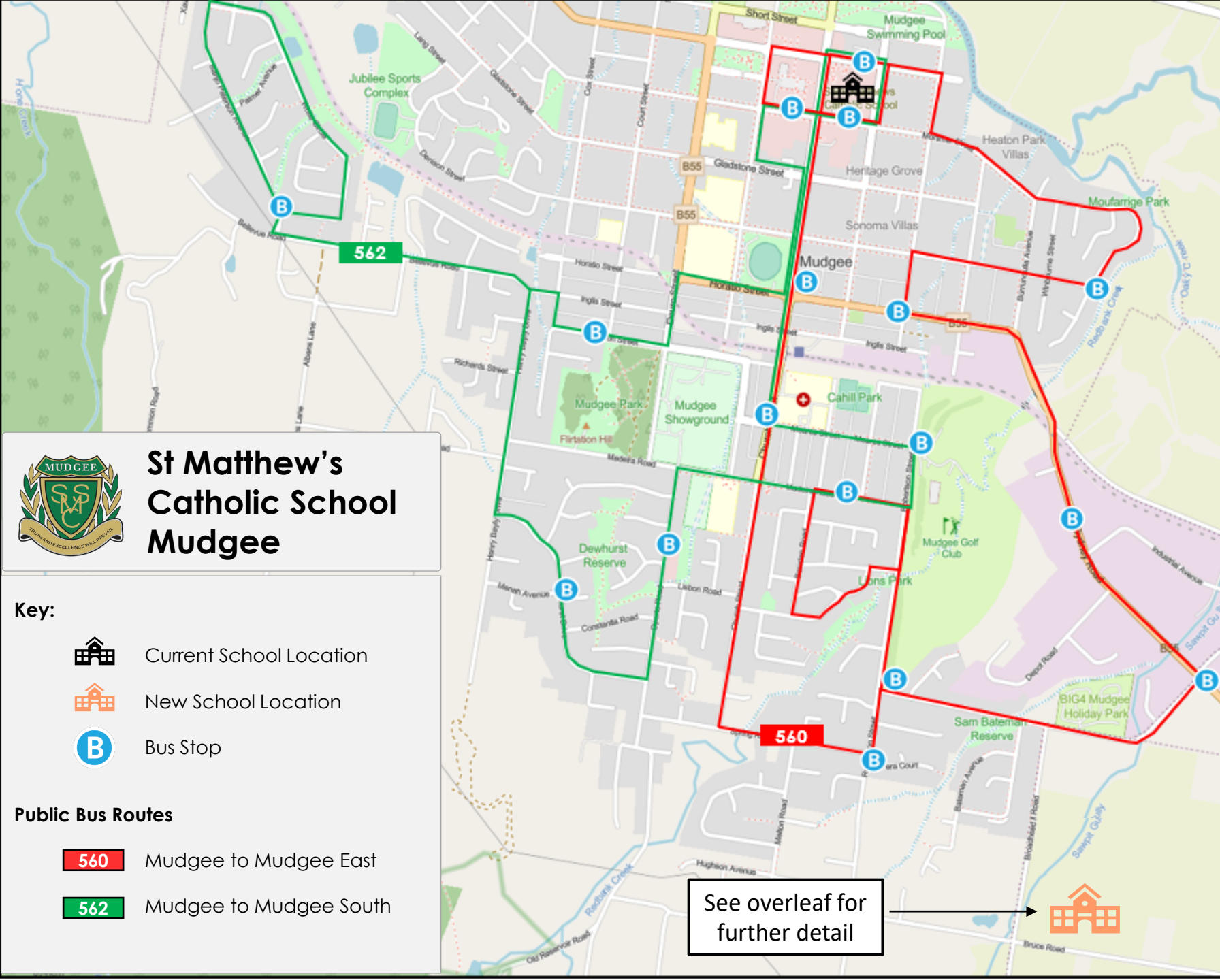
Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 30 August 2022	Project Team Response	DPE comment	Status
				m. Please confirm what Active Travel Actions have been completed/constructed ready to go for school opening for Active Travel? E.g.'s pathway crossing facility, directional signage and pavement decals, safe and green walking routes (i.e. tree/garden plantings), bicycle racks, staff shower/change cubicles, staff/student lockers, flexible ('Active-Friendly') school uniform. n. Please explain the different in terminology of 'Prior to school opening' and 'Prior to commencing school'? o. Please confirm what Actions have been completed/constructed ready to go for school opening for Car? E.g.'s car parking, two carpooling parking bays, permit systems, car parking policy. p. Can you please clarify why the 'Table 5.2 Further Strategies for Future Consideration' Actions do not have a timeline so there is motivation to 'consider' and potentially implement? q. Please clarify why some Actions are for both the School and TPC, where others are only for the TPC? Wouldn't all the Actions (to be implemented) be the responsibility of both the School and TPC?	m. The Active Travel Actions which will be completed prior to the school opening include the following; ➤ Installation of the Pedestrian Refuge ➤ Bike Storage Facilities ➤ Installation of pavement decals ➤ Staff Shower ➤ 'Active Friendly' School uniform will commence for Day 1 Term 1 2023 n. Similar terms. Amended to "Prior to school opening" for consistency. o. Car parking and carpool parking bays are under construction currently and will be fully constructed by the time the school opens. The Parking Permit system and Car Parking Policy (Staff and Senior Students) are being prepared currently and will be ready for implementation prior to the school opening. p. Refer below the timeline for the strategies within Table 5.2 (and included in Table 5.2): ➤ Travel to School Events (off-site): The use of school busses for off-site travel will be implemented immediately. ➤ Competitions: The school will look to implement competitions following Term 2. The school will plan these competitions throughout Term 1 2023. ➤ Catholic Education Dioceses of Bathurst (CEDB) are investigating the upgrade of the currently operated 'Compass' App. The school will be working closely with CEDB in developing the App and implementing these additional features throughout the first half of 2023. q. As a whole, the School and the TPC would be responsible for the management of the GTP. However, for a more manageable approach, measures have been split up between large- and small-scale items. Large-scale items such as the delivery civil works, would be the responsibility of the School while small-scale items would sit with the TPC such as data gathering, information-sharing and developing school and community events. Where the two meet is the TPC would be responsible for running investigations (studies) which involve students, parents and staff and working with the School to deliver solutions and infrastructure.		

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 30 August 2022	Project Team Response	DPE comment	Status
					Notwithstanding this, 'Responsibilities' in the GTP have been updated to identify the School and TPC for all GTP measures.		
5.	(d)	include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP; and	Chapter 5 Chapter 6	DPE notes Chapters 5 and 6 outline measures to promote and support the implementation of the plan, including human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP: Specifically: - appointment of a TPC with allocation of 1-2 days per fortnight to undertake this role, including an expectation for the TPC to attend Council's Local Traffic Committee (LTC) meetings; and - setting up of a GTP Working Party made up of staff, students, parents, and friends. DPE Comments: r. What is the timeline to set up the GTP Working Party and what mechanisms will be used to invite interested people to join? s. Has the TPC (or school) approached Council to be involved/attend LTC Meetings and/or obtained timetable of scheduled meetings? t. What specific financial measures have been included in the GTP to promote its implementation, as per the sub condition? E.g. subsidised bus travel for staff, local bike retailer subsidised sales/servicing, safe bike use training days, etc.	r. The working party would be set up throughout Term 1 and would be advertised amongst staff (internal employee correspondence) and parents (via school newsletters) seeking those to register who are interested and commitment to playing an active role in the working party. The TPC would advertise opportunities for joining the working party, and the relevant roles and responsibilities. s. The School are planning on holding an open day which is anticipated to be held in the first week of November 2022. This will be coordinated by the school and the school will invite the Bus Operators and Council to attend site to focus on transport for the school and methods to improve and optimise bus transport. A schedule of follow up meetings will be finalised prior to Day 1 Term 1 2023. t. The School has confirmed that they will be actively promoting bus and bike travel within the community. Financial incentives such as free coffee through coffee carts and student reward cards will be provided. Determination of specific rewards will be developed throughout Term 1 2023.		OPEN
6.	(e)	include details regarding the methodology and monitoring/ review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and a requirement for travel surveys.	Chapter 5 Chapter 6	DPE notes Chapter 6 details the monitoring/review program to measure the effectiveness of the GTP objectives and mode share targets. Specifically: - Travel mode questionnaires will be undertaken via an online survey tool (e.g. SurveyMonkey) or in-class survey, to capture travel mode data separately to assess the effectiveness of specific measures applied to each group. - Following the GTP implementation for a period of one full term, the review surveys will be undertaken within three			OPEN

Comment No.	Condition Schedule	Requirement	Document Reference	DPE comment 30 August 2022	Project Team Response	DPE comment	Status
				months of this. Thereafter, the review surveys will be conducted annually. - The aim of the surveys is to review the effectiveness of the GTP by identifying whether the target mode shares are reached each year, and if there is a need to amend the current GTP actions and/or targets to achieve desirable outcomes. - Communication is required between the TPC, School Principal, the GTP Working Party, Council and TfNSW. In addition, it is important for students/parents/staff to be educated on the GTP. - During the initial six months of operation, it is envisaged that internal stakeholder meetings will occur once every fortnight to track the implementation of strategies and actions. Following this, internal stakeholder meetings will be held monthly which would be coordinated with external stakeholder meetings. - GTP results and annual review will be communicated with students/parents/staff and to the broader community via the school's website and/or school newsletter. <u>DPE comments:</u> u. Please confirm the TPC, School Principal, and GTP Working Party have committed to fortnightly meetings for the first six months of operation to track the progress of the GTP implementation? v. Are TfNSW and Council aware they may be required for external stakeholder meetings on the GTP implementation, and have they been supportive of this? Noting TfNSW have not responded to providing GTP feedback/comment. w. Will TfNSW and Council receive the GTP results/annual review findings like the students/parents/staff will receive?	u. Section 6.3: During the initial six months of operation, it is envisaged that internal stakeholder meetings will occur once every fortnight to track the implementation of strategies and actions (Table 5.1). Following this, internal stakeholders will be held monthly which would be coordinated with external stakeholder meetings v. TfNSW and Council would be informed of the meeting to be organised by the School with sufficient advanced notice. w. Yes, TfNSW and Council would be provided the review and findings.		

Appendix B

Transport Access Guide (TAG)



St Matthew's Catholic School Mudgee

Key:

-  Current School Location
-  New School Location
-  Bus Stop

Public Bus Routes

-  Mudgee to Mudgee East
-  Mudgee to Mudgee South

School Buses & Public Buses



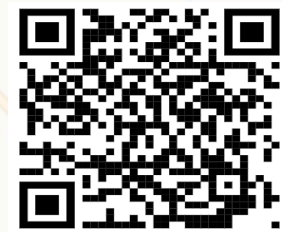
School bus stop is located on Bruce Road

Service Areas	
Cooks Gap	Hargraves
Ulan	Pyramul
Wilbertree	St Fillans
Gulgong	Totnes
South Mudgee	Yarrabin
Queens Pinch	Botobolar
Carcalgong	Cudgegong
Lue	Piambong
Wollar	Frog Rock

Public bus stop located on corner of Lions Road & Robertson Road

No.	Route Description
560	Mudgee to Mudgee East via Hospital, Spring Rd, Bawden Rd, Redbank Rd, Lions Dr, Sydney Rd, Cedar Ave & Mulgoa Way.
562	Mudgee to Mudgee South via Hospital, Golf Club, Southside Shopping Centre, Bellevue Estate, Lawson Gardens Estate & Church St

Scan QR Code for Ogden's Coaches School Bus Information





St Matthew's Catholic College Mudgee



End-of-Trip Facilities

- 36 x **Bike racks** adjacent of Block E
- 2 x **Showers & change rooms** in Block A
- **Lockers** and **Secure Office** spaces



Block E

Block A

Block B

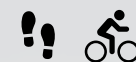
25 Kiss & Drop bays

P

82 parking spaces

Broadhead Road

Bruce Road



Walking & Cycling

- **Shared path (walking and cycling)** on Broadhead Road for all ages.
- **Footpath cycling** for students aged ≤ 16 & accompanying parents.
- **On-road** cycling in local streets for students aged >16 .



Kiss & Drop

- Drop-off and pick-up students in the Kiss & Drop zone only.
- Maximum 2 minutes stay per car.
- Do not use your mobile phone.
- **Drop-off, pick-up and parking on-street are not permitted.**

Key:



Bus Stop (Bus Bay)



Shower & Change rooms



lockers



Bike Rack



Pedestrian Refuge



Pedestrian Access



Car Park (Staff and Visitors)

Access:



Footpath



Shared Path (Walking & Cycling)



Kiss & Ride Path



Vehicle Egress



Vehicle Ingress

Appendix C

Wayfinding Signage and Linemarking Plan

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

yC1	Drawing adjusted	GM 08.09.22	I
yC2	Road Marking & Signs	GM 08.09.22	H
yC3	Road Markings	GM 31.08.22	G
	Revision 91	GM 01.07.21	F
	TGSI 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.	

architect

ALLEANZA
ARCHITECTURE
NOMINATED ARCHITECT : CHARLES GLANVILLE NSW REGISTRATION No. 31330
builder

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. MUDGE
Lot 40 of DP 756894

CONSTRUCTION DOCUMENTATION

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

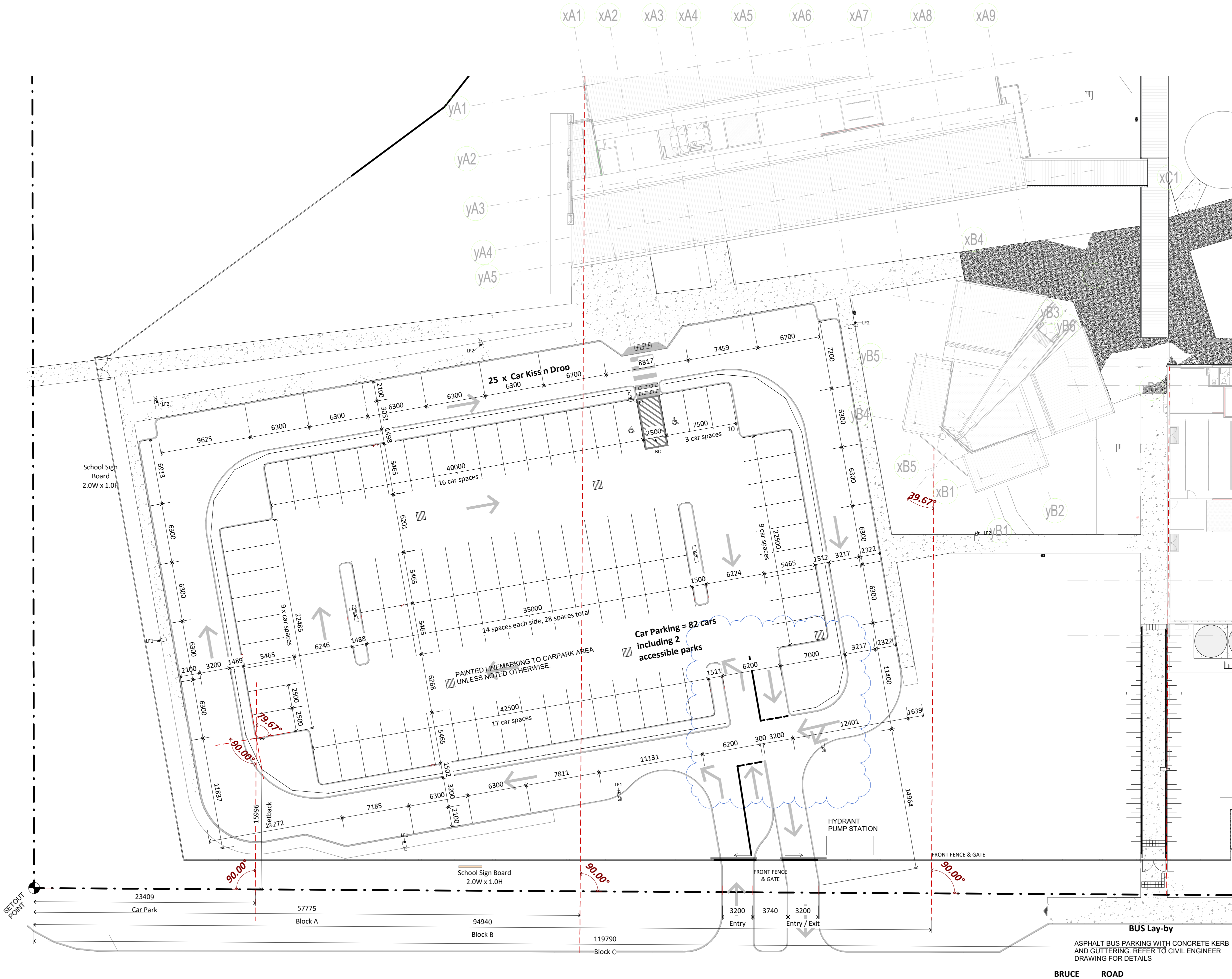
SITE

CARPARK LINE MARKING SETOUT PLAN

sheet

18150 A.111 I

project no. sheet no. issue



8/10/2023 5:18:19 PM C:\Users\jandean\Documents\18150_Mudgee site (Central)_gabar\indcan.nvt

Original Sheet Size A1 - 841 x 594mm

© COPYRIGHT 2019
Dimensions take precedence over scaling. Do not measure off drawings as print sizes may vary.

GENERAL SIGNAGE

- BN1 Building Name Sign Type 1
- BN2 Laser Cut S.S. Mercy Cross Refer to Block A elevations
- BN3 Frosted film Mercy Cross
- BN4 Coloured film to stairs Refer to Block E elevations
- BN5 Brushed S.S. SHS section Block B gable Cross
- BP Bike Parking directional sign
- CP1 Car Park Entry sign
- CP3 Car Park Visitor directional sign
- CP4 Car Park Drop Off & Pick Up sign
- CP5 Car Park Staff Parking directional sign
- CP6 Car Park Exit
- CP7 Visitor Parking
- CP8 Student Parking
- CP9 Staff Carpool
- GW Give Way
- LB1 Loading Bay access sign
- 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

STATUTORY SIGNAGE

- A.1 Unisex Accessible Toilet To all Unisex accessible WC
- A.2 Ambulant Toilet - Women To all female ambulant WCs
- A.3 Ambulant Toilet - Men To all Male ambulant WCs
- A.4 Toilet - Women To all female WC doors
- A.5 Toilet - Men To all male WC doors
- A.# Directional Sign to Amenities
- CP2 Car Park accessible parking Refer to Part Plan
- EX Illuminated Exit Signage Refer to Elect & RCP plans
- EX Directional Exit Signage
- FB Fire Booster Assembly
- FHR Fire Hose Reels
- HA Hearing Augmentation
- LFT1 Lift, Do Not Use in event of Fire
- LFT2 Lift
- ST1 Directional Stair Signage for LH or RH stair access
- EX.1 Fire Exit Signage Do not obstruct

amenities

Drawing adjusted	GM	08.09.22	G
Drawing adjusted	GM	08.09.22	F
Fire Obstruction signs adjusted	BLC	08.02.22	E
Fire Exit Obstruction signage	BLC	07.02.22	D
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	by	date	issue no.

architect

ALLEANZA
ARCHITECTURE

NOMINATED ARCHITECT : CHARLES GLANVILLE NSW REGISTRATION No. 3130

builder

north

BUILDING WITH TRUST®

NORTH CONSTRUCTIONS & BUILDINGS



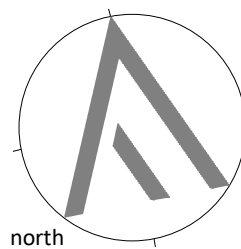
project

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

Appendix D

Active-Friendly Uniform Options

Table D1: Student Active-Friendly Uniform Options

Options	Sample Photo
Microfibre Trackpants	
Shorts Stretch	
Girls Pants	
Culottes	
Girls Basic Skort	

Appendix E

Example Travel Mode Survey Questionnaire

Table E1: Example Travel Mode Survey Questions

Question	Answer	
Are you a student or staff	• Student	• Staff
What year group are you in this year?	• Year 7 • Year 9 • Year 11 • NA/ - I am staff	• Year 8 • Year 10 • Year 12
What area do you travel from to get to school?	• Mudgee • Bombria • Burrundulla	• Spring Flat • Lue • Other (please specify):
What time do you arrive to school?	• Before 8.00am • Between 8.16am – 8.30am • Between 8.46am – 9.00am	• Between 8.01am – 8.15am • Between 8.31am – 8.45am • After 9.01am
What is your main mode of transport when travelling school?	• Car, dropped off by a parent • Car, as the driver (and parked) • Car, driven by another student	• Bus • Walk • Cycle
What is your main reason for travelling this way? Please select one answer only.	• Helps reduce traffic around school • It is fast • It is healthy and keeps me fit • It is safest • I can travel with my friends • Better for the environment	• I like being outside • Easier for my parents • It is fun • Makes me feel grown up • Distance • My parents prefer this • Weather
If you travelled by car, how many passengers in the car were school students (ie. excluding the driver)? (Select one)	• Zero (I was the driver and travelled alone) • 2 passengers • 4 passengers	• 1 passenger (only me) • 3 passengers • More than 4 passengers • I did not travel by car
If you travelled by bus, what bus did you catch?	• Carcalgong • Piambong • Frog Rock • Hargraves • Queens Pinch • South Mudgee • Toftes - Putta Bucca • Ulan • Wollar	• Yarrabin • Cooks Gap • Lue • Pyramul • St Fillians • Gulgong • Wilbertree • Botobolar • Cudgegong
How will you travel home?	• Car, dropped off by a parent • Car, as the driver (and parked) • Car, driven by another student	• Bus • Walk • Cycle
What time do you leave school?	• Before 2.30pm • Between 2.46pm – 3.00pm • Between 3.16pm – 3.30pm • Between 3.46pm – 4.00pm	• Between 2.31pm – 2.45pm • Between 3.01pm – 3.15pm • Between 3.31pm – 3.45pm • After 4.01pm

Question	Answer
How can we encourage you to walk, cycle or catch the bus to school? Or, what would you like to see more of? Please choose no more than two answers.	• Greater walking and cycling routes to school • Safer crossings near the school • More information about transport options • Organised walking or cycling groups with other students • Reduced traffic around the school • More reliable and frequent buses • Less crowded buses • I'm not interested in changing my travel choices
If you are driven to school, would you be prepared to car pool with other students?	• Yes • No • I already car pool with other students
If you have any comments or suggestions about traffic and parking conditions around the school, please let us know.	

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@tpp.net.au

www.tpp.net.au