



Preliminary School Transport Plan

New Primary School in Googong

Googong

10/06/2021

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1 Introduction

1.1 Introduction

This Preliminary School Travel Plan accompanies an Environmental Impact Statement (EIS) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) in support of an application for a State Significant Development (SSD-10326042).

The development is for a new primary school located on land bound by Gorman Drive, Aprasia Avenue, Wilkins Way and McPhail Way in Googong.

This report addresses the relevant Secretary's Environmental Assessment Requirements (SEARs), namely the school travel and operational transport and access management arrangement aspects relating to the School development. These items include site transport amenities, existing conditions of the site, provision of measures to encourage sustainable travel modes, and operational management of access, pedestrian access and circulation arrangements, car park access, service vehicle arrangements, and School Kiss-and-Ride arrangement.

1.2 The School

The proposed development is for construction and operation of a new primary school in Googong that will accommodate up to 700 students.

The proposed development is a Core 35 school and includes:

- A collection of 1-2 storey buildings containing 30 home base units, 3 special education learning units, canteen, hall, library and administrative facilities.
- On-site carpark with 60 spaces and on-street kiss-and-ride facilities.
- OSHC with a capacity of 240 students.
- Outdoor sports court and play area.
- Integrated landscaping, fencing and signage.

1.3 Background

Ason Group has been commissioned by Hasen Yuncken on behalf of School Infrastructure NSW (SINSW) to prepare a Preliminary School Transport Plan (PSTP) to accompany a State Significant Development Application (DA) to the NSW Department of Planning, Industry and Environment (DPIE) for the development of a new primary school in Googong, situated within the Googong township development.

The works subject to the proposal involve the construction of a Primary school facility located at 241 Gorman Drive, Googong (the Site). The site is situated within a low density residential neighbourhood.

On 20th November 2020, the Secretary of the DPIE issued Secretary's Environmental Assessment Requirements (SEARs) for SSDA Application No. SSD-10326042. This report has been prepared to address the SEARs requirements, as outlined above in **Section 1.1**.

1.3.1 Site Amenities, Existing Conditions & Catchment Analysis

Section 2 of this Plan details the location and transport related amenities of the proposed school, i.e., bicycle parking, school bus stop, car parking, pedestrian access locations, and drop-off / pick-up facilities. Analysis is also provided on the anticipated mode share of the school for students and staff when the school becomes operational. Details regarding the public transport within the area and pedestrian connectivity are also provided.

In addition, SINSW have requirements for a detailed catchment analysis to be undertaken for potential students in the region to be considered to assist with the planning of likely travel mode share and the planning of correlating transport services and infrastructure requirements to support future school operations.

1.3.2 Preliminary School Travel Plan

Section 3 of this document describes the Preliminary School Travel Plan (PSTP) and is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport, and carpooling. These strategies will assist in less reliance on the use of private vehicles for travel to and from the school, supporting sustainability initiatives for growth into the future, providing sustainable travel modes that support independent travel of children attending the school and potential health benefits associated with walking, scooter riding and bicycle riding.

The STP sets out objectives and strategies to assist the School in achieving green travel goals to improve sustainability.

It also includes a review of the existing transport modal choice and sets targets so that the effective implementation of the Plan can be assessed. These targets are intended to be realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes, given existing and future multi-modal transport networks. This is expected to be coordinated with the School or their representatives. It shall be reviewed regularly to ensure it remains relevant and reflective of current conditions.

1.3.3 School Transport Operations and Access Management Plan

Section 4 of this Plan, herein referred to as the School Transport Operations and Access Management Plan is to provide guidance in relation to the traffic management arrangements for the site. The overall objective is to ensure safe and efficient movement of vehicles, students, visitors, and staff. In particular, this Plan details the following:

- A pedestrian access plan;
- Drop-off / Pick-up facilities management plan;
- Car parking plan;
- Servicing plan; and
- Details on the governance and administration of the plans.

1.4 Detailed Stakeholder Engagement

Over the course of the development of this Plan, Ason Group has consulted with key stakeholders including Transport for NSW (TfNSW), Queanbeyan-Palerang Regional Council, and the SINSW. This report provides details of consultation undertaken by the Project Team in its preparation of this STP.

1.4.1 Council & TfNSW Joint Project Working Group

TABLE 1: ENGAGEMENT 1

Scheduled Weekly Meeting 02	
Identified Party to Consult:	QPRC, TfNSW
Consultation type:	Microsoft Teams Meeting
When is consultation required?	Prior to submissions
Why?	To note contractor onboarding and introduction of the consultant team including Ason Group (transport consultant) and Pedavoli (architect).
When was consultation scheduled?	Meetings are scheduled to occur on a weekly basis from project inception.
When was consultation held?	15th March, 2021
Identify persons and positions who were involved	<p>QPRC – Derek Tooth (Service Manager, Contracts and Projects), Tim Reich (Development Engineer), Charbel Sleiman (Team Leader), Joanne Wilson Ridley (Contracts and Projects)</p> <p>TfNSW – Andrew Lissenden (Development Assessment Officer), Kristy Campbell (Manager – Road Use Safety), Kelly Cherry (Network and Safety Officer), Damien Pfeiffer (Director Land Use)</p> <p>SINSW – Lachlan MacDonald (Project Director), Alfred Jury (Project Director), Rebecca Lehman (Project Director), Sarah Kelly (Project Director)</p> <p>Ason Group – Dora Choi (Transport Consultant), Wendy Zheng (Transport Consultant)</p> <p>Hansen Yuncken – Paul Todhunter (Project Manager)</p> <p>Pedavoli – Sam Rigoli (Architect), Katie- Lee Carter (Architect)</p> <p>Mecone – Adam Coburn (Town Planning Consultant)</p> <p>Savills – Emma Viljoen (Project Manager)</p>
Provide the details of the consultation	Preliminary discussion to raise working concerns, share project progress.
What specific matters were discussed?	<p>Transport – Ason Group present investigation findings relating to Site visit undertaken on 12/03/2021 relating to overall site appraisal- citing constraints, opportunities and consideration for critical locations of transport infrastructure including:</p> <ul style="list-style-type: none"> • bus bays • Kiss and ride locations • Pedestrian routes, revised crossing locations, school access points • Staff car parking • General connectivity with subdivision and broader area. <p>In addition, AG is undertaking traffic counts to obtain data to support current design considerations.</p> <p>Council – Noted several items for consideration as follows:</p> <ul style="list-style-type: none"> • Requested a plan showing the key infrastructure proposals. • Consideration of the frontage along Gorman Drive to be used for buses only. • McPhail Way, adjacent to the childcare centre and neighbourhood shops was noted as not an appropriate location for the kiss and ride.

Scheduled Weekly Meeting 02

	<ul style="list-style-type: none"> Wilkins Way was noted as too narrow for a kiss and ride. Supported Ason obtaining traffic counts as data to support investigations. Council (DT) noted they had worked with Anglican school (noted in 4.1) on their bus and drop off and pick-up arrangements Council (DT) noted that parents / carers drop children to school and drive to work (particularly Canberra). SI noted that the proposed car park on Aprasia Ave (60 spaces) is only for school staff. TfNSW (AL) noted they support Councils comments. <p>SINSW –</p> <ul style="list-style-type: none"> Notes AG is preparing a School Travel Plan, inclusive of a Green Travel Plan), and will continue to work with SINSW on implementation once school is operational. SINSW to provide benchmarks against other schools in new release areas and illustrate most relevant school catchment. Out of School Hours Care (OSHC) numbers should be confirmed in order to establish student travel numbers during peak time. Post Meeting note: OSHC generally caters for 30% of students. TfNSW offered to send bus planning data to Ason including the relevant TfNSW contacts.
What matters were resolved?	n/a – preliminary discussion

TABLE 2: ENGAGEMENT 2

Scheduled Weekly Meeting 03	
Identified Party to Consult:	QPRC, TfNSW
Consultation type:	Microsoft Teams Meeting
When is consultation required?	Prior to submissions
Why?	Purpose of meeting to provide ongoing status updates in weekly format and raise key queries for discussion.
When was consultation scheduled?	Meetings are scheduled to occur on a weekly basis from project inception.
When was consultation held?	23 rd March, 2021
Identify persons and positions who were involved	<p>QPRC – Derek Tooth (Service Manager, Contracts and Projects), Tim Reich (Development Engineer), Charbel Sleiman (Team Leader), Joanne Wilson Ridley (Contracts and Projects)</p> <p>TfNSW – Andrew Lissenden (Development Assessment Officer), Kristy Campbell (Manager – Road Use Safety), Kelly Cherry (Network and Safety Officer), Damien Pfeiffer (Director Land Use)</p> <p>SINSW - Alfred Jury (Project Director), Rebecca Lehman (Project Director), Danny Cvetkovski (Project Director), Sarah Kelly (Project Director)</p> <p>Ason Group – Dora Choi (Transport Consultant), Wendy Zheng (Transport Consultant)</p>

Scheduled Weekly Meeting 03	
	<p>Hansen Yuncken – Paul Todhunter (Project Manager), Nader Zreik (Project Manager),</p> <p>Pedavoli – Sam Rigoli (Architect), Katie- Lee Carter (Architect)</p> <p>Mecone – Adam Coburn (Town Planning Consultant)</p> <p>Savills – Emma Viljoen (Project Manager)</p>
Provide the details of the consultation	Weekly discussion to raise working concerns, share project progress.
What specific matters were discussed?	<p>Transport – DC presented an overview of transport and traffic strategy and drivers, referring to key items below:</p> <ul style="list-style-type: none"> • Catchment areas with walking and cycling opportunity at 70%. Subject to further analysis of de-personalised catchment data. • Ason noted good pedestrian infrastructure in place for walking and cycling within Googong area, which was recently developed masterplan community. • Site has four frontages with opportunity for pedestrian access all around • Mode share assumptions – refer to presentation • Case Study at Estella PS, Wagga Wagga • OSHC accounts for 30% of students utilising alternative hours • Requires clarification from Council for suitable benchmark school within QRPC Local Government Area • Bus – pending consultation with TfNSW Bus Team due to current bus service loop (Gorman Dr, McPhail Way, Aprasia Ave) • Kiss & Ride – Predominantly at Aprasia Ave. Existing indent – 1.8m. <p>TfNSW – CM noted a number of item for consideration:</p> <ul style="list-style-type: none"> • CM noted TfNSW were supportive of active transport promotion and consideration of how design can encourage active transport solutions. • 50% of students walking sounded ambitious but considered in cold of winter 30% of students walking could be more realistic. • Consider design solutions that discourage driving by making walking more convenient. <p>Council - Council noted a number of items for consideration:</p> <ul style="list-style-type: none"> • CS noted this particular area of Googong was problematic which led to revised road design standards. Roads around school site too narrow for queuing, kiss and ride off street. • Aprasia Ave – if road is to be used as Kiss & Ride, road requires widening. Road widening required for use of Wilkins Way as Kiss & Ride. • CS noted high altitude climate meant cold and windy through winter and spring which is not good walking conditions. • CS noted Even during increased work from home situations, people still drove. • DT requested whether an on-site kiss and drop had been considered for the site.
What matters were resolved?	n/a – preliminary discussion

TABLE 3: ENGAGEMENT 3

Scheduled Weekly Meeting 04	
Identified Party to Consult:	QPRC, TfNSW
Consultation type:	Microsoft Teams Meeting
When is consultation required?	Prior to submissions
Why?	Purpose of meeting to provide ongoing status updates in weekly format and raise key queries for discussion.
When was consultation scheduled?	Meetings are scheduled to occur on a weekly basis from project inception.
When was consultation held?	30th March, 2021
Identify persons and positions who were involved	<p>QPRC – Derek Tooth (Service Manager, Contracts and Projects), Tim Reich (Development Engineer), Joanne Wilson Ridley (Contracts and Projects)</p> <p>TfNSW – Chris Meller (Manager Southern Region). Andrew Lissenden (Development Assessment Officer)</p> <p>SINSW - Alfred Jury (Project Director), Rebecca Lehman (Project Director), Erin Algeo (Project Director)</p> <p>Ason Group – Dora Choi (Transport Consultant), Wendy Zheng (Transport Consultant)</p> <p>Hansen Yuncken – Paul Todhunter (Project Manager)</p> <p>Pedavoli – Sam Rigoli (Architect), Katie- Lee Carter (Architect)</p> <p>Savills – Emma Viljoen (Project Manager)</p>
Provide the details of the consultation	Weekly discussion to raise working concerns, share project progress. EV noted that project team (HY and Architects) have undertaken a site visit and noted number of opportunities and limitations.
What specific matters were discussed?	<p>Transport – DC (Ason) presented an overview of the masterplan in line with the principals shared last meeting 23/03.</p> <ul style="list-style-type: none"> • Pedestrian crossing locations had been updated, revised warrant requirements published 16 March 2021. • Traffic counts were underway reviewing am and pm total movements • On site kiss and ride limits play space, noting the requirement for 8m2 per child. <p>Council - Council noted a number of items for consideration:</p> <ul style="list-style-type: none"> • Email dated 30/03 sent prior to the meeting, items within to be addressed. • Request a demonstration that an on site kiss and ride and other car park layouts have been considered. • - Safety concerns of pedestrian and traffic movements on all sides of the site • - Benchmark School nominated at Jerrabomberra Public School, noting similarities in suburbs, email dated 30/03/21 highlighted issues in more detail and supporting Councils view that students are driven to school. • DT noted heavy reliance on active transport isn't supported by actual practises of the community and local conditions. • RL noted it was disappointing for a Council in a new release area with walkable neighbourhoods not to be supporting active transport solutions.

Scheduled Weekly Meeting 04

	<ul style="list-style-type: none"> JWR noted the Gorman Drive median was vegetated and a bioretention swale, if converted to crossing this should be addressed. Sightlines to be addressed too. JWR noted safety concerns around the use of the gate at Wilkins Way, as not a formal kiss and ride area but close to the school buildings <p>TfNSW – CM noted a number of items for consideration:</p> <ul style="list-style-type: none"> CM queried how the kiss and ride would operate, RL noted this would be outlined in the School Travel Plan which addresses operational management of items raised in the transport assessment report. CM noted placement of school access points should minimise driveway crossings.
What matters were resolved?	n/a – preliminary discussion

TABLE 4: ENGAGEMENT 4

Regional Bus Contractor Consultation	
Identified Party to Consult:	TfNSW, QCity Transit
Consultation type:	Phone Calls, e-mail exchange
When is consultation required?	Prior to submissions
Why?	Purpose of meeting to discuss the additional bus routes options and availabilities with bus service providers for the School.
When was consultation scheduled?	Consultation scheduled to be undertaken between 10-May 2021 and 17-May 2021.
When was consultation held?	-
Identify persons and positions who were involved	<p>TfNSW – Tanya Jennison, Nicola Gentle</p> <p>Ason Group – Dora Choi (Transport Consultant), Wendy Zheng (Transport Consultant)</p> <p>QCity Transit – David Thompson (Infrastructure and Planning Officer)</p>
Provide the details of the consultation	<p>Options for bus transit information is currently being sought for Googong location. Discussion points include –</p> <ul style="list-style-type: none"> - Potential for existing school bus routes in the region to additionally provide service for new school. - Potential for new routes to be introduced, feasibility discussion.
What specific matters were discussed?	-
What matters were resolved?	On-going.

2 Existing Conditions

2.1 Site Location

The site is located at Aprasia Avenue, Googong, and is formally described as Lot 3 DP1179941. The site is irregular in shape and has an area of 28,118.39m².

The site is located within the Queanbeyan-Palerang Regional Council local government area approximately 10km south of the Queanbeyan Central Business District.

The site is bordered by Aprasia Avenue to the north, Gorman Drive to the southwest, Wilkins way to the east/southeast and McPhail way to the west.

Googong is a recently developed town, with the planning beginning in the early 2000s and the first residents taking up residence in 2014.

Googong North Village Centre, which contains a child care centre, supermarket, cafes and take-away food outlets, is located approximately 100m west of the site across McPhail Way. The site is otherwise surrounded by low density residential development.

The Googong Masterplan forms the blueprint for the wider Googong Township development and defines key locations for activity centres within the locale. Of relevance in the masterplan, the Site has been designated specifically for the development of primary education facility and is consolidated by its location in the context of the Googong north neighbourhood, and on-street features constructed in anticipation of a new public primary school.

The existing site is currently unoccupied. The northern (Aprasia Avenue), southern (Gorman Drive) and western (McPhail Way) property boundaries is constructed with indented parking bays which are being utilised as parallel parking locations.

The Site and surrounding context is demonstrated in **Figure 1** and **Figure 2**, below.



Figure 1: Site Location

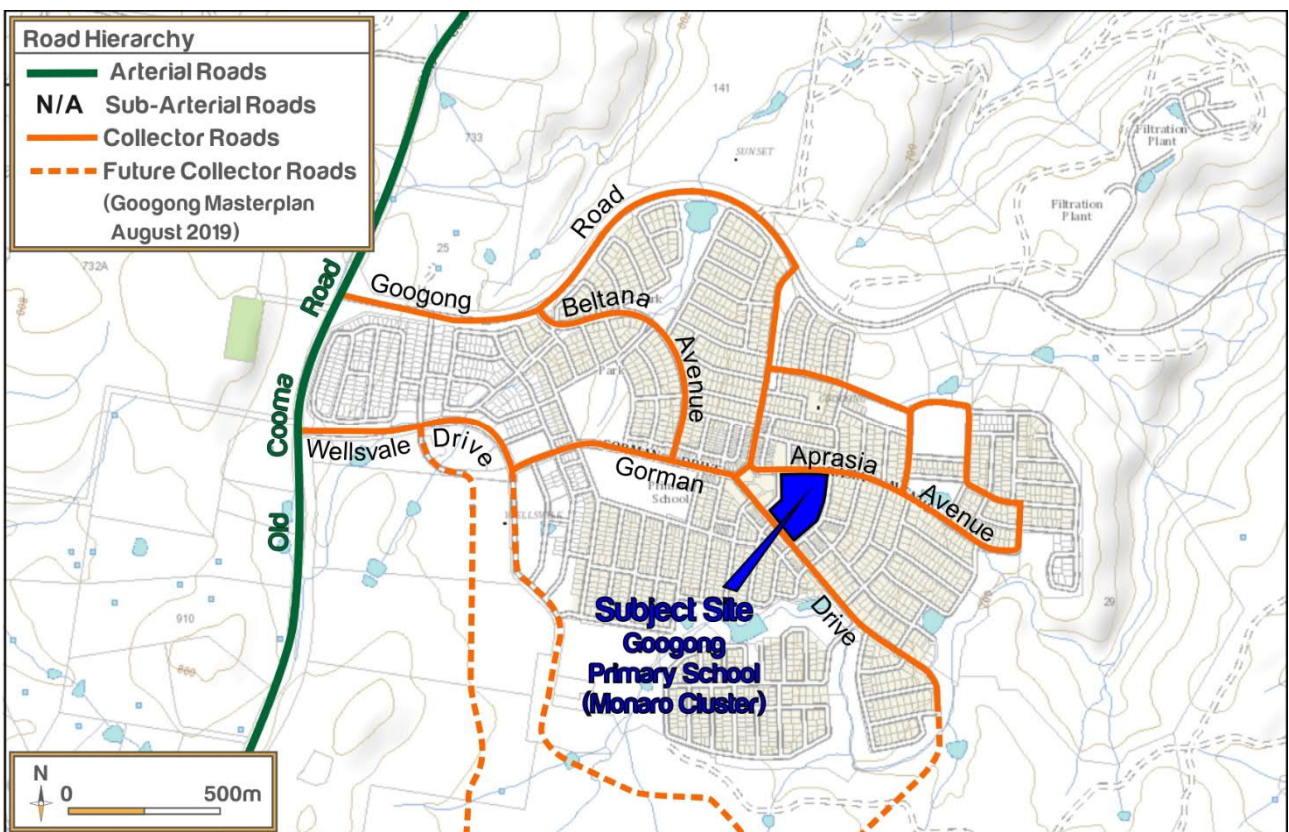


Figure 2: Site Context and Road Hierarchy

2.2 Site Transport Facilities

The architectural plans for the School development indicate locations of frontages, crossovers and access locations relevant to transport facilities associated with the school. This includes, but is not limited to:

- Bicycle parking locations
- Kiss & ride locations
- Bus stop locations
- Concrete pedestrian footpaths and access points
- Existing and Proposed crossing locations.

Figure 3 below demonstrates the configuration of existing and proposed transport facilities and defines connections to the locale.



Figure 3: School Transport Facilities

As defined above, the Site is bounded by concrete footpaths, and provides adequate connectivity to the wider pedestrian network in Googong. However, it should be considered that several of the on-road

connections will benefit from designated pedestrian (zebra) or school-crossing locations – specifically to the Sites' western corner and the north-south connection along Gorman Drive. The provision of designated crossings requires a warrant assessment relating to the volume of on-road vehicles, as well as the volume of pedestrian traffic anticipated. As the proposal is for a primary school, the assessment is subject to reduced warrants as outlined in the TfNSW Supplement to AS1742.10:2009 (Version 3.1, 16 March 2021).

It is envisioned that the indented lane at the properties' frontage on Gorman Drive will facilitate the school bus stop. Currently, existing bus services travel along the Gorman Drive spine road and turn left to Wilkins Way, forming a loop around the School site. This demonstrates that the bus stop location is a feasible proposition.

For kiss and ride locations, Figure 3 defines the potential area for this facility, being along the properties' northern Aprasia Avenue frontage within the constructed, indented parking lane. Upon agreement with Council on the dedicated kiss and ride location, the indented bays will be signposted with time restrictions to guide and facilitate kiss & ride operations on school days.

A special needs education kiss and ride is proposed along the Gorman Drive frontage of the school, adjacent to the Main Pedestrian Entry Gate. The special needs kiss and ride will be signposted with time restrictions and additional restrictions to ensure the spaces are used by families with children attending the SELU (Special Education Learning Unit).

An access crossover to the internal staff parking area for the school is present along the northern (Aprasia Avenue) frontage.

Bicycle parking locations are indicated in close proximity to the McPhail Way and Aprasia Avenue secondary access locations. It is envisioned that bicycle parking is provided in line with EFSG Guideline rates established by School Infrastructure, assessed student demand and accompanied by adequate security provisions.

2.3 Travel Mode Share

An assessment of the ABS 2016 Census Data for the region was undertaken to determine the mode share in Googong. The results are provided in table below –

TABLE 5: TRAVEL MODE SHARE

Travel Mode ¹	%
Car (as driver)	88%
Car (as passenger)	6%
Bus	1%
Walking	1%
Cycling	1%

Note: 1. Excludes people who worked from home or do not work

The above table demonstrates typical modal share characteristic of regional areas, featuring a high dependency on private vehicles (~94%) and reduced dependency on public transport resultant from reduced coverage in township areas. Notwithstanding, local activity centres (including schools, commercial and retail

centres) will generally note increases to public and active transport usage relative to convenience and proximity.

2.4 Public Transport

2.4.1 Existing Services

The Googong township has limited connectivity to public transport networks. It is anticipated that as greenfield areas in the township develops in the future, further urban centres will develop to the west, south-west, south of the School site, with additional land releases in the wider region come online, which will provide further opportunity for additional public bus routes and increased frequencies to service the locale.

Currently, the 837 bus route is the only public bus servicing Googong North. The route provides direct connectivity between Googong and Queanbeyan, and operations several variations to provide additional coverage for schools on-route during peak hours. The schools covered by Bus Service 837 include Karabar High School, Queanbeyan South Public School, Queanbeyan Public School, St Gregory's Primary School and Queanbeyan East Public School. **Figure 4** below demonstrates the route within Googong and demonstrates the route looping around the new primary school in Googong.

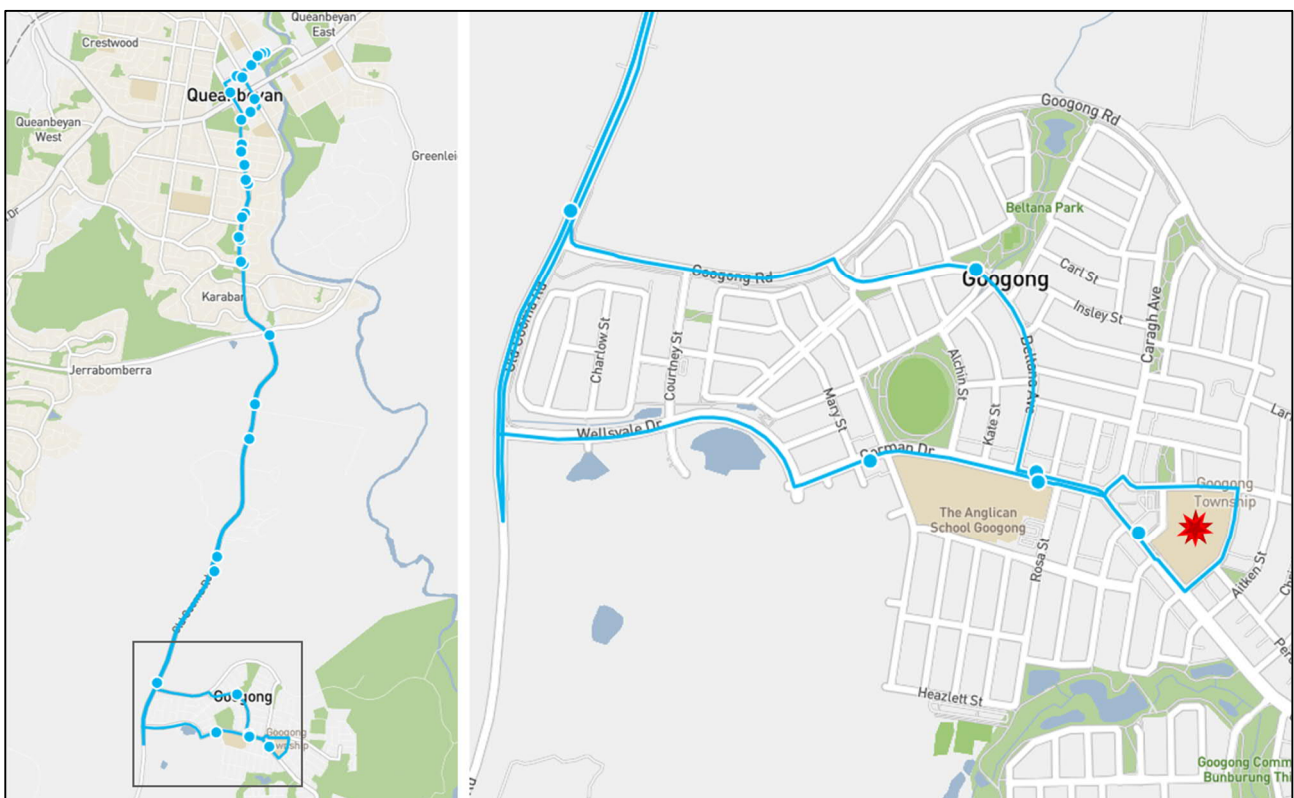


Figure 4: Bus Route 837

In addition to the above, The Anglican School Googong (direct west of the Googong Primary School site) currently has several established bus routes serving its catchment area for its K-12 private school offerings. A summary of the routes is demonstrated in Figure 5 as referenced from the schools' website.

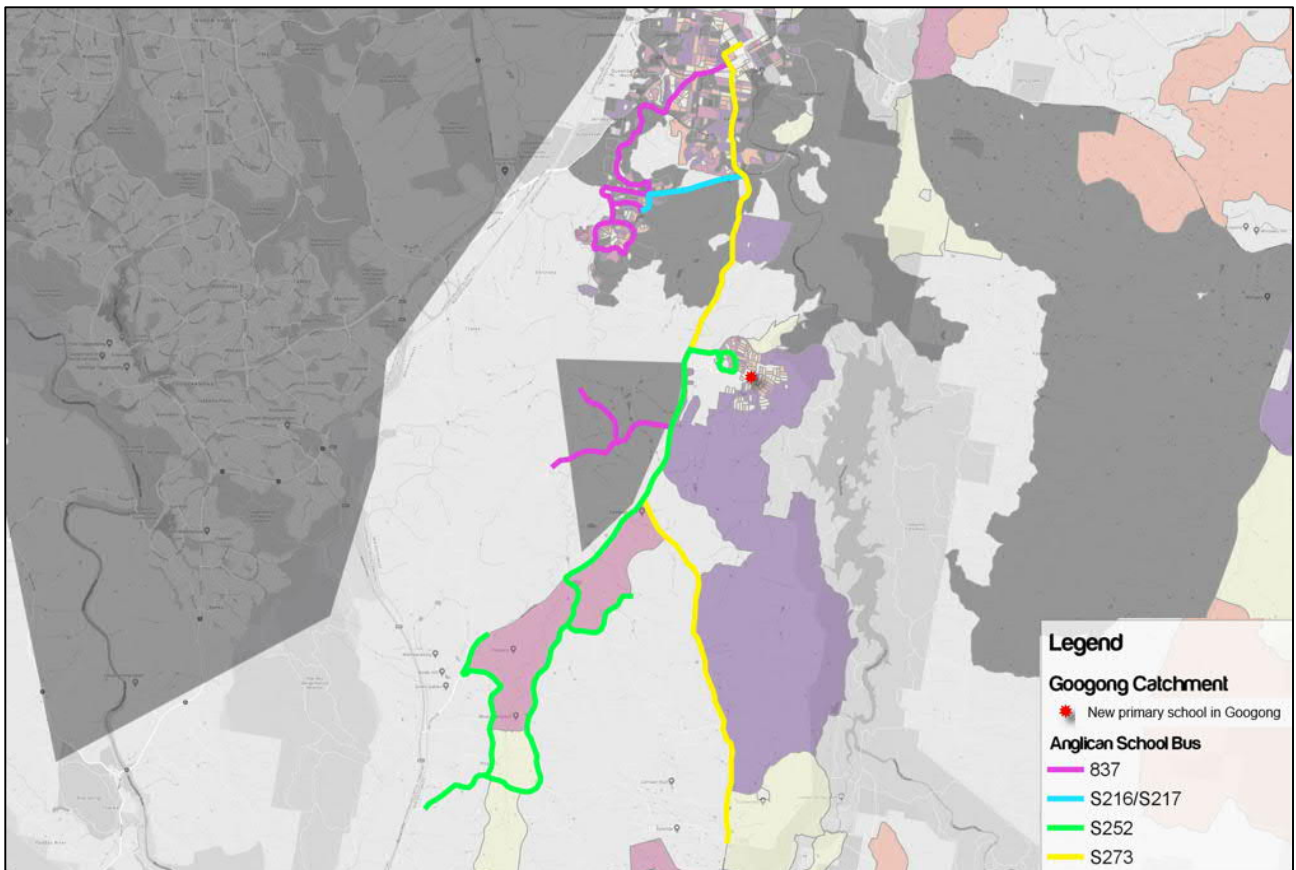


Figure 5: The Anglican School, Googong - School Bus Routes

The school bus map demonstrates coverage spanning north and south from the Googong township, providing coverage to Queanbeyan and Jerrabomberra in the north, down to Royalla and Burra in the south. When assessed in conjunction with the student catchment information, the dedicated school bus routes demonstrate moderate catchment coverage of the wider locale.

2.4.2 Future Opportunities

To align with modal transport goals supported by TfNSW and SINSW, it is considered that future bus routes for school developments should provide wide-reaching coverage for students requiring access to the school. As such, consultation with TfNSW and private bus companies are currently being undertaken to undergo strategic assessment of future bus services for full catchment coverage relating to the School.

In the immediate future, it is envisioned that the 837 Bus Service can readily provide supplementary support for the school catchment, with its existing route already passing the Gorman Drive road frontage.

A key opportunity is presented with the existing school bus routes for The Anglican School, Googong, which demonstrates moderate catchment coverage of potential areas south of Googong and are able to provide immediate serviceability to the new primary school in Googong. The primary advantage of a shared school bus service arrangement between the new primary school in Googong and The Anglican School is the close proximity between the two.

Discussion with Transport for NSW and QCity Transit (the regional bus service providers) has been undertaken.

While the above options provide the modification of existing services, additional bus routes and route extensions are proposed below to maximise potential catchment for the new primary school in Googong.

- Burra Road Extension, Burra

An extension of the existing S273 school bus route would increase the catchment area of the school bus route by providing services to students within the Burra area proper. The extension is demonstrated in Figure 6 in red, which indicates beneficial catchment for a number of students not previously captured by the S273 route. The extension is anticipated to only present a moderate increase to total travel time with the benefit of improving catchment coverage.

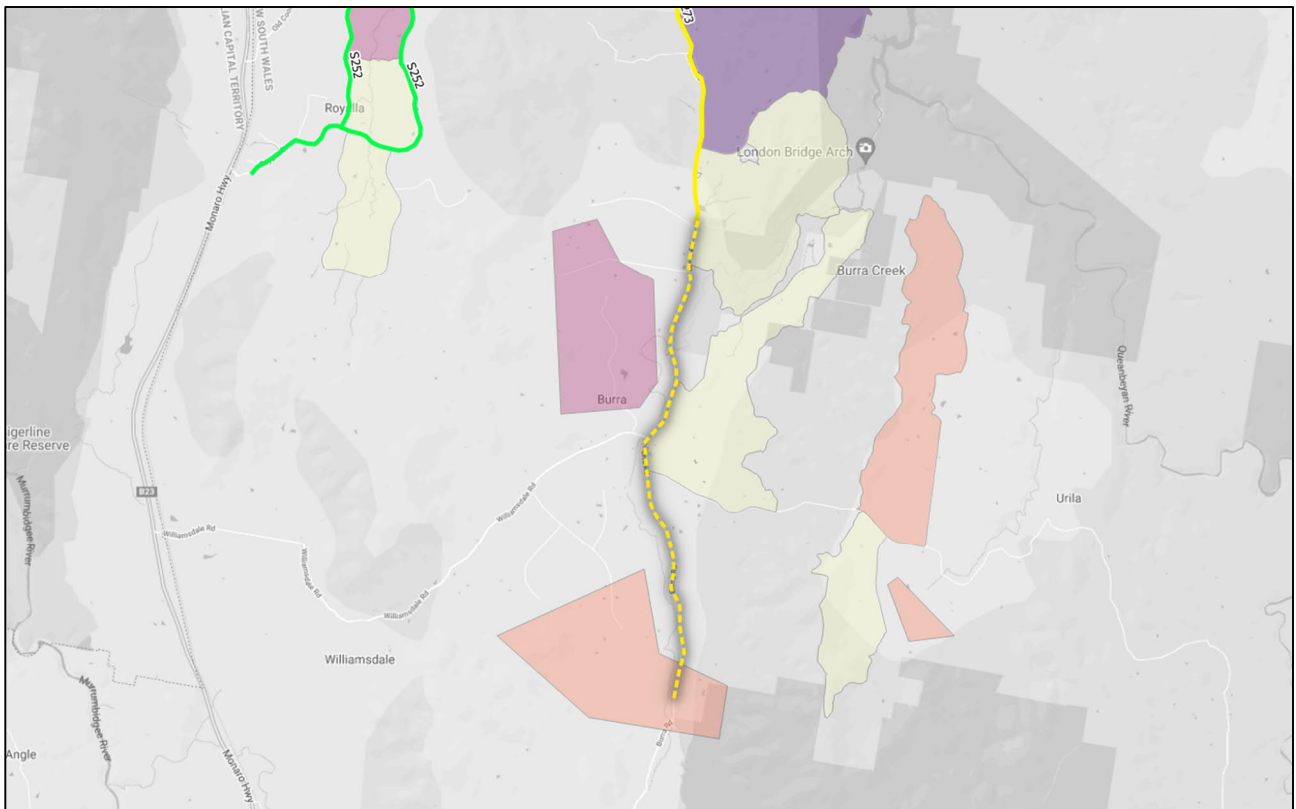


Figure 6: S273 Route Extension

- Queanbeyan - Carwoola - Hoskinstown Route

The broader catchment analysis generally suggests that the Carwoola / Hoskinstown areas north-east of Googong are generally beyond ideal conditions for catchment attendance to the new primary school in Googong, due to increased distance as well as more better places alternative options in Queanbeyan (see Figure 7). The route has been suggested in order to maximise effective catchment for not only the new primary school in Googong, but also The Anglican School and provide additional primary and tertiary education options for residents in these areas. A trip time assessment of the route generally indicates 30-40 minutes of moving time towards the school.

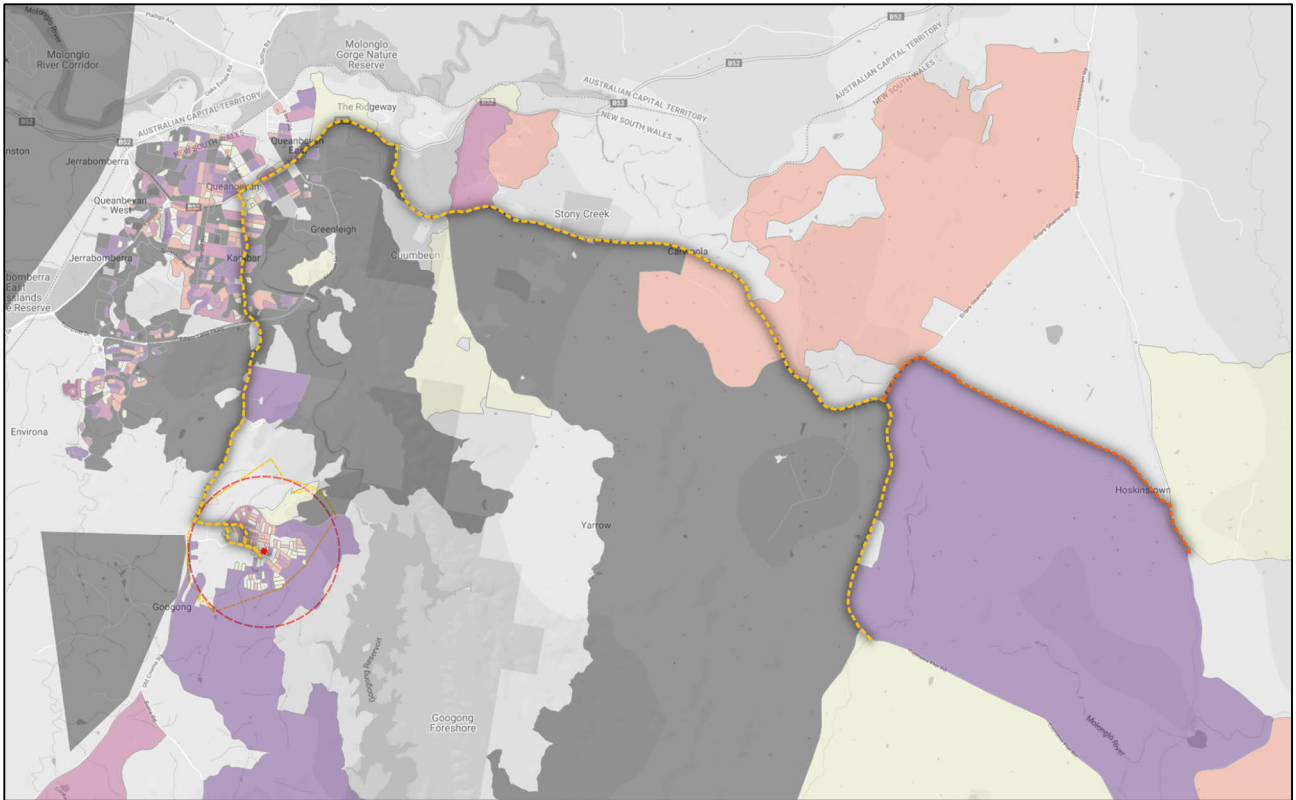


Figure 7: Queanbeyan - Carwoola - Hoskinstown Route

2.5 Active Transport

2.5.1 Pedestrian Network & Connectivity

Established as part of the Googong masterplan, the pedestrian network provides comprehensive coverage of the township providing adequate accessibility from the wider community to the school. The masterplan indicates that major roads within the township are supported by pedestrian paths accompanying both sides of the road, while local roads provide footpaths on at least one side. Figure 8 is extracted from the Googong DCP and demonstrates the extents of pedestrian path and key path provision for the Neighbourhood 1A and 1B areas.

A desktop study confirms that, generally, the provision of dedicated pedestrian paths through the Googong township is consistent with the abovementioned sentiment. This indicates that the locale broadly has desirable pedestrian connectivity across the wider neighbourhood.

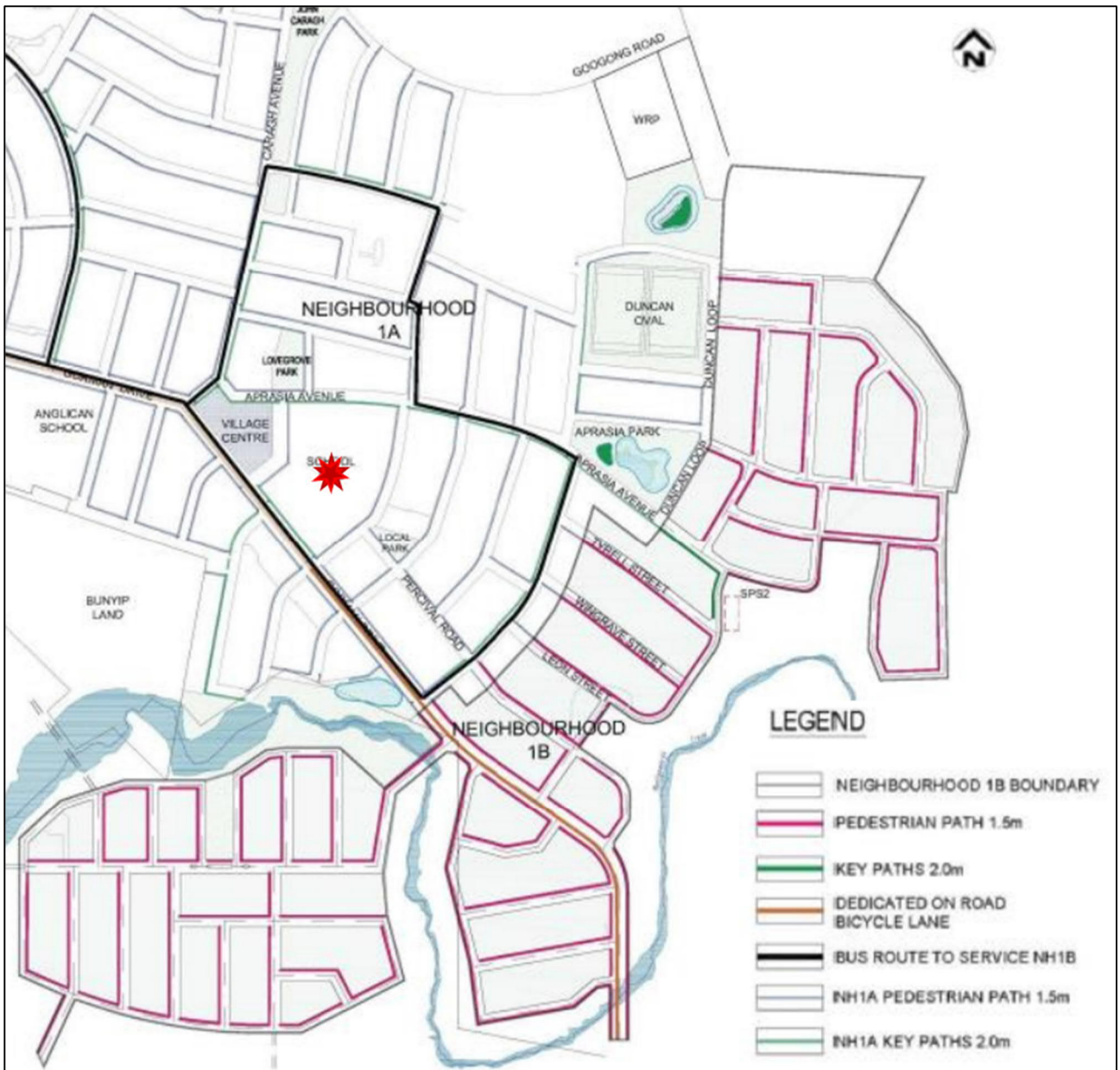


Figure 8: Pedestrian and Key Path Locations

2.5.2 Cycling Network

With reference to the wider cycling goals for the Googong township highlighted in the Masterplan and DCP documents, the locale generally demonstrates good cycling network coverage connecting the main neighbourhood centres of the town, as well as interlinking through residential areas via wider 'shared paths' joining local roads to the major cycling infrastructure. Figure 9 is extracted from the Googong DCP documentation and captures the dedicated cycling loop (blue), with adjoining shared paths (yellow).

A desktop assessment of the currently constructed on-road and shared path infrastructure demonstrate consistency with the below figure.



Figure 9: Cycling Network

2.6 Catchment Analysis

In consideration of the school being constructed as a new development, SINSW have provided indicative student locations based on existing student catchments of schools in the region. The following figure demonstrates the priority areas of student density relative to the new primary school in Googong. For the purposes of reporting, student information has been 'anonymised' for assessment.

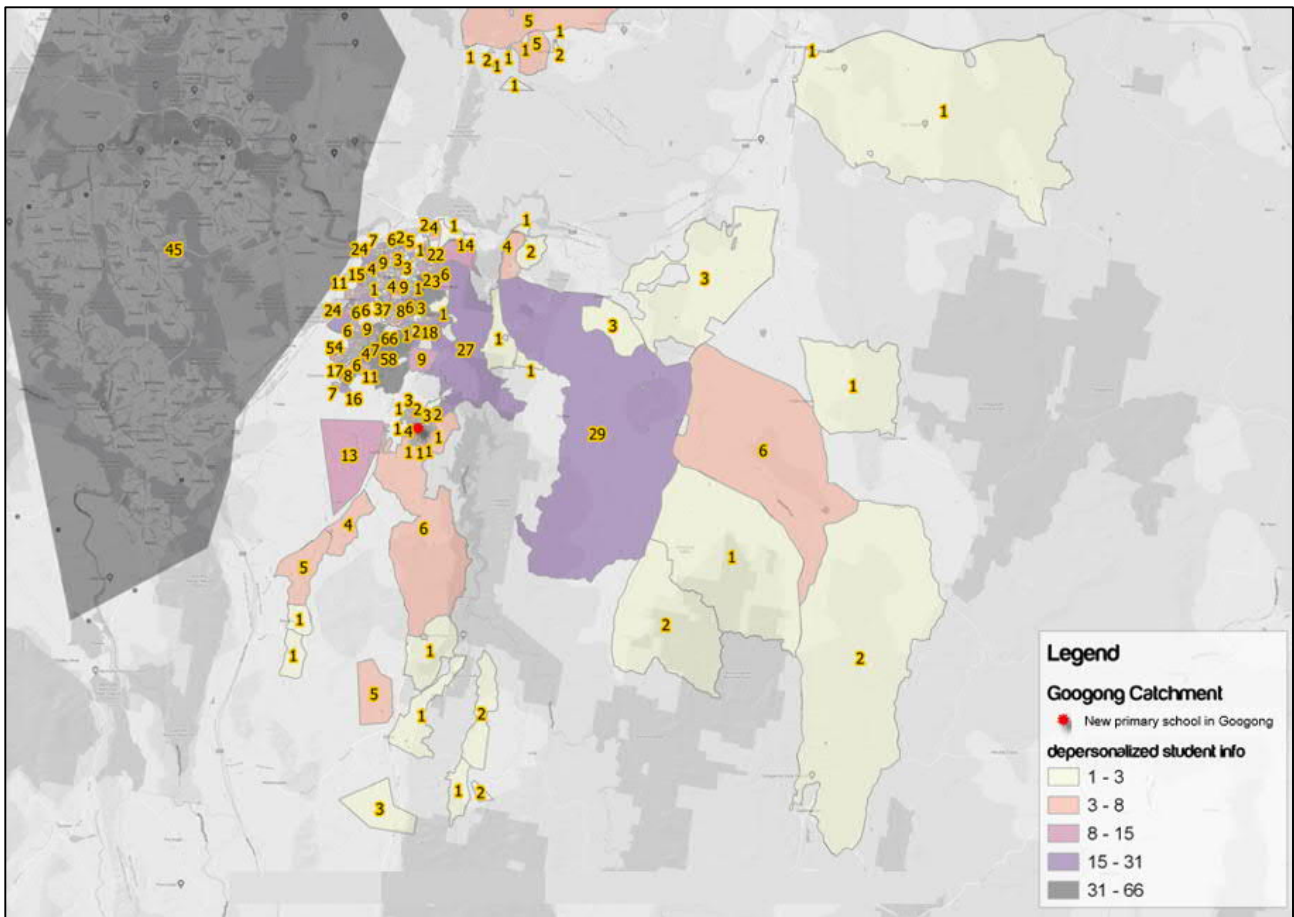


Figure 10: Queanbeyan Student Catchment (K-6)

The above figure demonstrates the density of student locations around the Googong and Queanbeyan area with reference to broader catchment areas for other schools in the locale, specifically centred around the Queanbeyan locale. Accordingly, with the delivery of a new school in Googong combined with the anticipated development and population growth, demand for primary school places are anticipated to be largely generated within the Googong Township.

The catchment figure demonstrates moderate student density within the Googong township, with future land releases in Googong South expecting to increase the local catchment for the new primary school in Googong. Further to the south of Googong – in the suburbs of Royalla and Burra – currently there are potential students that maybe commuting to Queanbeyan. It should be considered that these areas also form ideal catchment areas for the new primary school in Googong, as the school provides closer, more convenient access than Queanbeyan.

Alternatively, a large area of the student catchment exists to the east of Googong in the Carwoola - Hoskinstown regions. While the area demonstrates a significant density of students, geographical constraints and a lack of direct access limit potential student attendance to the new primary school in Googong from these areas, with schools situated in Queanbeyan providing better alternatives.

In addition to the above, future strategic Council strategy refers to several land release areas in the locale. As these areas come online, it is anticipated that the new primary school in Googong catchment area will include residential developments in closer proximity to Googong from the north, west, as well as the south.

2.6.1 Public Transport Catchment

In line with guidelines outlines by the NSW Government and Transport for NSW, the School Student Transport Scheme (SSTS) provides catchment guidelines to provide eligibility for school public transport. For grades 3 – 6, the following eligibility criteria applies –

- They are a resident of NSW, or an overseas student eligible for free government education.
- The straight line distance from their home address to school is more than 1.6 km.
- The walking distance from home to school is 2.3 km or further.

As defined above, the figure below demonstrates the catchment areas with reference to the new primary school development in Googong.

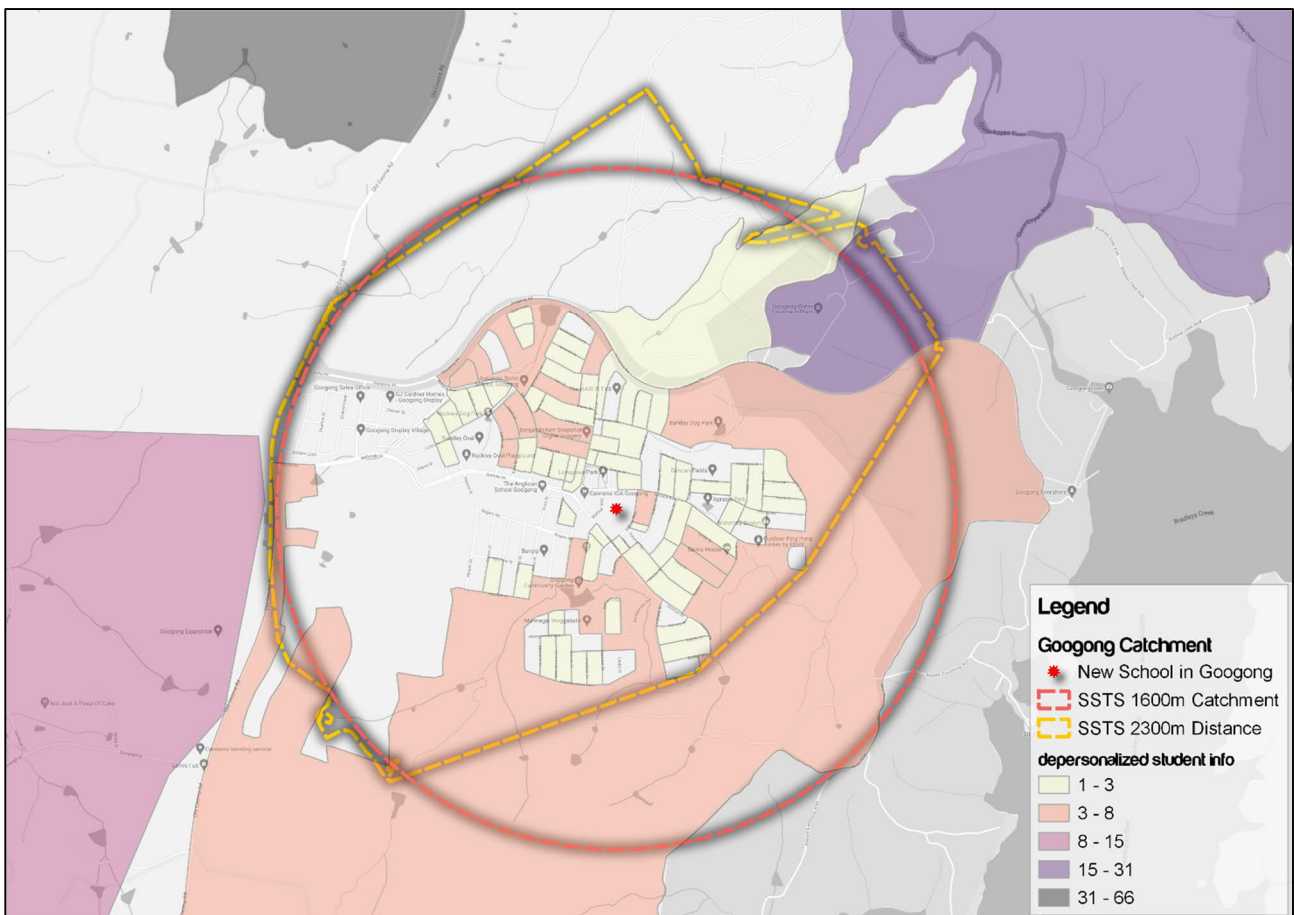


Figure 11: SSTS Exclusion Zones

The boundaries above demonstrates that both the 1.6km radius and 2.3km distance capture the entirety of Googong North within the exclusion zone, indicating ineligibility for free bus travel.

2.6.2 Active Transport Catchment

- Pedestrian Catchment

SINSW have characterised the walking catchment of a school within 5, 10 and 15-minute walking distance increments of the school, representing desirability for the catchment area. The figure below demonstrates the walking distance isochrones relative to the Site.

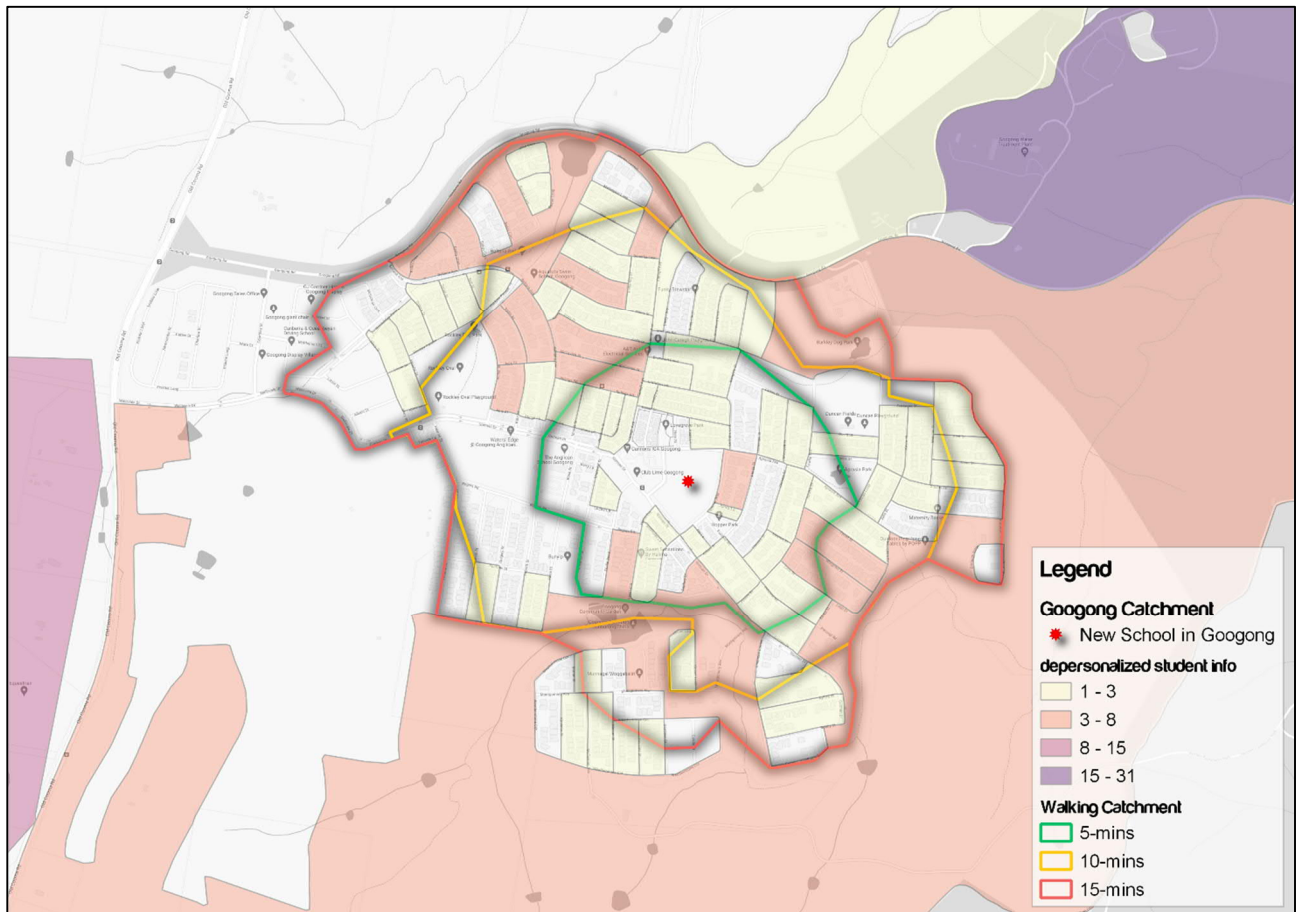


Figure 12: Pedestrian Catchment Zones

The walking catchment for Googong generally demonstrates adequate coverage of a large proportion of the township, indicating beneficial proximity to the surrounding residential areas. A summary of the catchment assessment is provided in the catchment analysis section below.

- Cycling Catchment

In addition to the pedestrian catchment guidelines described by SINSW, the catchment areas for cycling are defined in a similar format of 5-minute increments.

However, in the context of the Googong area, it has been considered that a variety of geographical constraints demonstrate notable impacts to the cycling catchment area, including elevation changes and gradients that limit feasibility for cycling catchment primarily in the eastern direction towards the Queanbeyan River area, as well as inadequate crossing provisions for students under 16 years of age on Old Cooma Road. Accordingly, the cycling catchment has been limited to a 5-minute travel time area in cognizance of the abovementioned constraints.

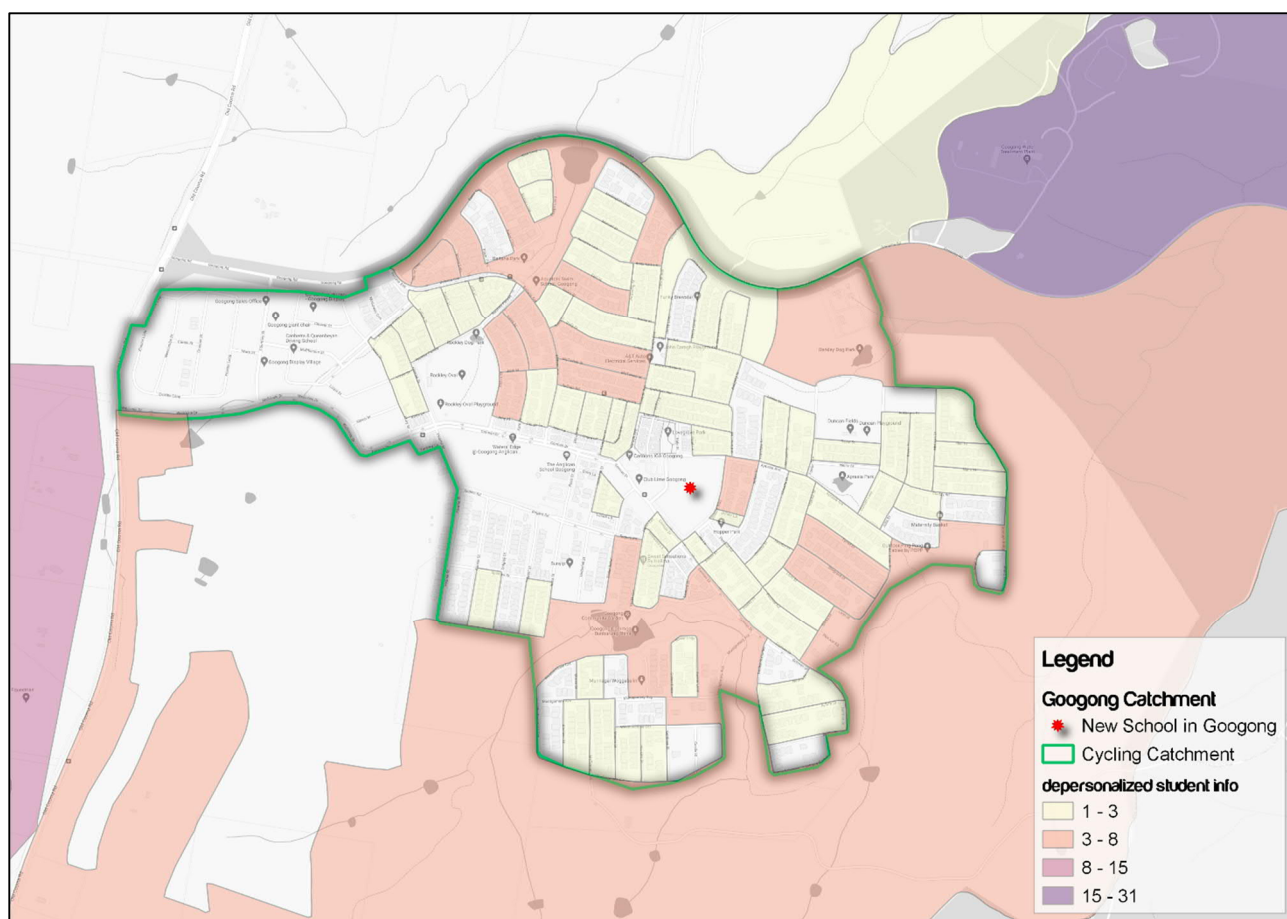


Figure 13: Cycling Catchment Zones

The cycling catchment for Googong demonstrated above captures almost the entirety of the Googong north township area, demonstrating complete catchment for the locale.

2.6.3 Catchment Summary

An assessment of the student catchment information provided by SINSW in the context of public and active transport catchment areas has been conducted, with the assessment results summarised in the below table.

As with the above assessments, that the below information captures information of students across a wider catchment area associated with several schools in the region. As such, the results of the table can be considered 'indicative' for the new primary school in Googong.

TABLE 5: CATCHMENT ANALYSIS

Catchment Analysis	Notional (within crow flies)		Actual (on path / using road network as a proxy)	
1-400m (5-min walk)	44	2%	48	2%
400-800m (10-min walk)	87	3%	66	2%
800-1200m (15-min walk)	20	1%	31	1%
5-min cycling	151	5%	150	5%

Catchment Analysis	Notional (within crow flies)		Actual (on path / using road network as a proxy)	
10-min cycling	3	0%	0	0%
15-min cycling	10	0%	0	0%
1-1600m crow flies / 2300m on path (excl from SSTS Primary)	151	5%	151	5%
Within 400m of public transport stop / station / wharf that brings them closer to school	0	0%	0	0%
Within 800m of public transport that brings them closer to school	0	0%	0	0%
# outside SSTS zone, with PT access with no PT option	-	-	109	4%
# outside SSTS zone, with PT access	-	-	2464	89%
OSHC placements				
Total students (2020) enrolments	2757		2757	

The key points of the catchment analysis are summarised below –

- The potential catchment area for the new primary school in Googong development largely spans the Googong township as well as communities' southwards of Googong and Queanbeyan in the Royalla and Burra areas. In addition, as additional land releases come online in the region, the Catchment is anticipated to further grow northwards and westwards.
- There is substantial active and transport infrastructure currently developed and in development that readily provide ease of access for pedestrians and cyclists to the new primary school in Googong within the active transport catchment zones. These zones are demonstrated to cover a large proportion of the Googong township, indicating substantial opportunity for walking and cycling to the school by residents in the area.
- Similarly, the larger proportion of the Googong Township is situated within the SSTS exclusion zones, representing ineligibility for free school bus travel. Accordingly, the key focus for school buses servicing the school will be to prioritise more distant neighbourhoods (Jerrabomberra, Royalla, Burra, Yarrow) in lieu of running local services within Googong town.
- There is opportunity to provide shared school bus service arrangements with The Anglican School, Googong – a neighbouring K-12 private catholic school east of the new primary school in Googong – to provide access across the student catchment. Currently, there are already bus routes that are servicing the abovementioned neighbourhoods that can readily be amended and consolidated to service the new primary school in Googong.

3 School Travel Plan Framework

3.1 Transport Objectives

The primary objectives of this Plan are to:

- Reduce the environmental footprint of the school,
- Promote the use of 'active transport' modes such walking and cycling, particularly for short-medium distance journeys,
- Promote the use of 'public transport' modes including a bus network with full coverage of the catchment area,
- Reduce reliance on the use of private vehicles for travel to / from the School, and
- Encourage a healthier, happier, and more active social culture.

Having regard for the above, this Plan adopts the following movement hierarchy with priority given to 'active transport' followed by mass public transport and lastly the use of cars and other private vehicles. This hierarchy is reflected in the recently released Road User Space Allocation Policy, January 2021 prepared by TfNSW.

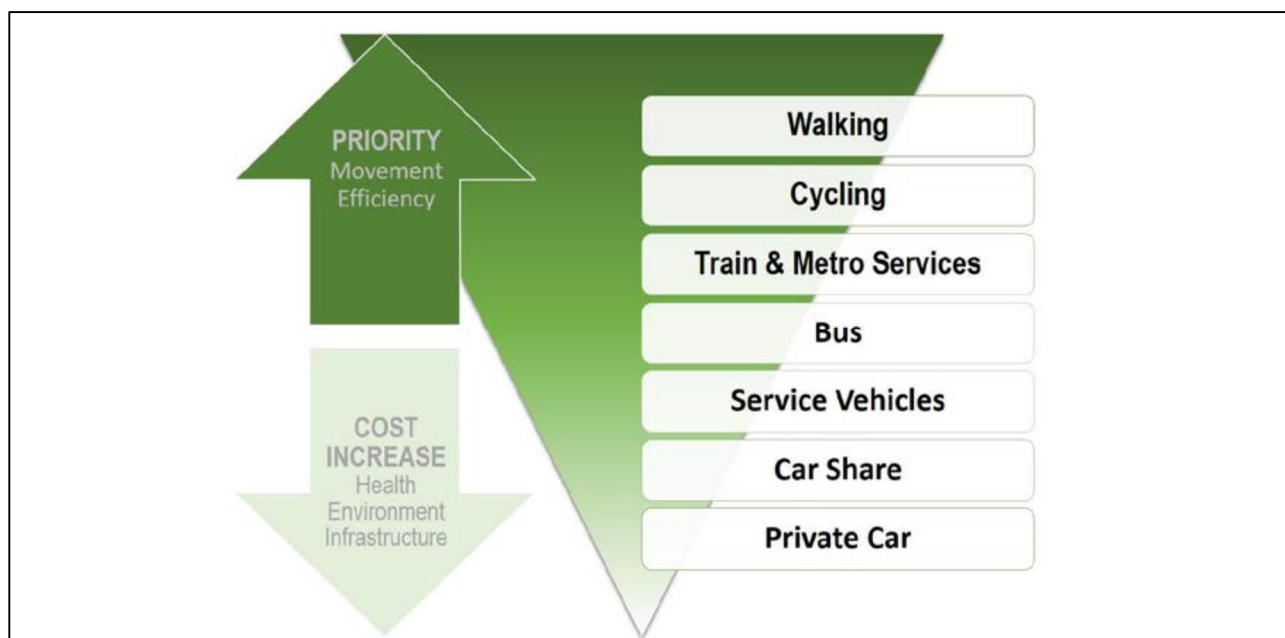


Figure 14: Movement Hierarchy

In a broad sense, this Plan is intended to encourage the use of active transport thereby reducing the overall distance travelled by private vehicles.

3.1 Action Plan

3.1.1 Action Plan Measures

The following specific actions have been identified to aid achievement of the STP targets. These identified strategies include promotion of some event or day-specific activities. In isolation, these may not dramatically

alter the day-to-day travel of staff. However, there are benefits of such activities whereby participation can increase awareness of alternative modes of travel that can then form the basis of future travel patterns.

TABLE 6: ACTION PLAN MEASURES

Item No.	Action / Description	Target	Timeframe	Responsibility
1. General				
1.1	Establish a centralised Travel Plan Coordinator (TPC) which is to take responsibility for the ongoing review and monitoring of this Plan. This person(s) shall also provide direction to staff / parents in relation to specific requirements arising from the Plan. Estimated annual budget for a TPC assuming 10 weeks per term, 4 terms, and 4 hours per week is \$50,000 excl. GST	School Administration / Department of Education	By operational commencement date	Department of Education
1.2	Provide 'Travel Welcome Pack' for newly employed staff, highlighting alternate modes of transport other than use of a private vehicle.	Staff	By operational commencement date and ongoing	TPC
1.3	Review of Plan as a regular item on the agenda of staff / management meetings.	Staff	Annually	TPC
1.4	Preparation of a Transport Access Guide (TAG) and review following changes stipulated by the TPC	Staff, Students, and Parents	By operational commencement date and opening	TPC
2. Walking & Cycling				
2.1	Promote National Ride2Work Day and coincide with participation in Ride-To-School Day. This provides an opportunity for students, parents, and staff to try riding to school as well as celebrating those that currently utilise bicycles.	Staff, Student, and Parents	Annual	TPC
2.2	Promote Walk to Work Day and coincide with participation in "Walk Safely to School" Day. Similar to the above, it would encourage alternative modes of transport. Older students can be paired with younger students who live close together to walk to school as a pair or group	Staff, Students, and Parents	Annual	TPC
2.3	Develop further school-specific activities designed to get people moving with a reward participation. For example, a competition to see which staff and/or student in each year can get the most 'steps' in a given time period; similar to Steptember activities.	Staff, Students, and Parents	Annual	TPC
2.4	Encourage volunteers to organise a 'walking school bus'. This allows for students to travel to school in an organised group guided by two adults. This would require liaising with the TPC.	Students and Parents	Weekly, Monthly, Annually	TPC / Parents

2.5	Advocate, provide, and maintain safe pedestrian and bicycle facilities to and from the school.	Staff and Students	On-going	TPC / Council
2.6	In accordance with the cycling mode share targets identified, sufficient secure parking spaces and 'EoJ' facilities shall be provided and maintained.	Staff and Students	On-going	TPC
3. Education Initiatives				
3.1	For Year K-2 students include education programs teaching road awareness using play-based learning	Students	On-going	TPC
3.2	For Year 3 students include education programs teaching road safety with a focus on walking independently to school.	Students	On-going	TPC
3.3	For Year 4 students include education programs to teach road safety with a focus on cycling independently to school. This may include an experience or an excursion.	Students	On-going	TPC
3.4	For Year 5-6 students include education programs to teach how to travel independently on the public bus system in preparation for travelling to high school and other destinations.	Students	On-going	TPC
4. Public Transport				
4.1	Display route maps and timetables (for services within 10 minutes walking distance) in high trafficable areas within the school.	Staff and Students	On-going	TPC / DoE
4.2	Advocate for TfNSW to improve public transport services in response to increased development within the surrounding area.	Staff and Students	On-going	TPC / DoE
4.3	Update this Plan and TAG to reflect changes to any bus routes and service times.	Staff and Students	On-going	TPC
4.4	Undertake a review to promote initiatives for staff using public transport. This may include a review of potential tax incentives for Government employees that use public transport.	Staff	On-going	TPC
4.5	Promote use of public transport for students with a rewards scheme. i.e. students are provided incentives to travel to and from the school.	Students	On-going	TPC
4.6	Liaise and discuss with TfNSW the feasibility of providing bus services for students outside of the 2.3km driving distance from the School.	Students	To be undertaken prior to school opening	TfNSW / Project Team
5. Reducing Car Travel				
5.1	Review initiatives for staff and parents to promote car-pooling. This may include (but not limited to) the provision of online services or forums to facilitate ease of finding carpooling scheme participants.	Staff and Parents	To be undertaken prior to school opening	TPC

5.2	Potentially introduce and enforce of parking restrictions around the school. This is to be discussed and implemented in collaboration with Council's Road Safety Officer	Staff and Parents	To be undertaken prior to school opening	TPC
5.3	Liaise with staff to discuss the feasibility of a parking management scheme which would discourage the use of single occupant car travel to the site while incentivising employees to travel by alternative modes of transport.	Staff	To be undertaken prior to school opening	TPC

3.2 Communications Strategy

With consideration to the above measures, a communication strategy has been developed that can be adopted by the future school administration and TPC to communicate the measures detailed above. It should be noted that this communication strategy is subject to review following further discussions with the School administration.

TABLE 7: COMMUNICATIONS STRATEGY

What	When	Method	Target	Responsibility
Share objectives and goals with the student body and staff	Prior to school opening and every term during operation	<ul style="list-style-type: none"> - Welcome packs to new staff and families. - Social media. - Website. 	Staff, Students, Parents	TPC
Provide information regarding transport options to and from the school, and on-site end-of-trip facilities.	Prior to school opening. This information is to be available always and presented every term	<ul style="list-style-type: none"> - Welcome packs to new staff and families. - Website. - Information boards within school grounds. 	Staff, Students, Parents	TPC
Provide details regarding school promoted initiative that encourage alternative modes of transport, such as: Ride-To-School Day, Walk-To-School Day, September, etc.	Annually prior to the event	<ul style="list-style-type: none"> - Social Media. - Website. - Skool Bag App - E-newsletters. 	Staff, Students, Parents	TCP
Provide details regarding the safety and volunteer process to manage a walking school bus	This information is to be available always and presented every term	<ul style="list-style-type: none"> - Welcome packs to new families. - Website. - Skool Bag App - E-newsletters. 	Students and Parents	TCP
Provide details regarding availability of student bus passes	Prior to, and at school opening. This information is to be available always and presented every term	<ul style="list-style-type: none"> - Welcome packs to new families. - Website. 	Students and Parents	TCP

Liaise with parents regarding the education programs provided by the school that encourage alternative transport modes	Prior to school opening. This information is to be available always and presented every term	<ul style="list-style-type: none"> - Welcome packs to new families. - Website. 	Students and Parents	TCP
Link key resources regarding operation of school zones, road safety, and parking restrictions within the local area.	Prior to, and at school opening. This information is to be available always and presented every term.	<ul style="list-style-type: none"> - Welcome packs to new families. - Social Media - Website. - Skool Bag App - E-newsletters. 	Parents	TPC
Detail information regarding operation of drop-off / pick-up area	Prior to, and at school opening. This information is to be available always and presented every term.	<ul style="list-style-type: none"> - Welcome packs to new families. - Social Media - Website. - Skool Bag App - E-newsletters. 	Parents	TPC

3.2.1 Welcome Packs

As detailed above, new staff and families shall be provided with a 'welcome pack' as part of the on-site induction process which includes the Plan and other information in relation to sustainable transport choices. This pack shall include a copy of the Plan as well as general information regarding the health and social benefits of active transport. Advice on where to find further information should also be included.

3.2.2 Accurate Transport Information

In addition to these 'welcome packs', a Travel Access Guide (TAG) shall be provided to all staff.

A copy of the TAG should also be displayed prominently in staff areas, such as lunchrooms and foyer areas, and information boards throughout the school for parents and students. The TAG shall be presented in a form that is reflective of the commitment to achieving positive transport objectives.

This TAG will be prepared upon completion of school bus route planning with TfNSW and the local bus operator.

3.3 Mode Share Targets

With consideration for the above Action Plan and the communication strategy, the following target mode shares have been identified. It is expected that further travel mode surveys would be undertaken once the School is operational to establish baseline figures from which progress can be measured.

TABLE 8: MODE SHARE TARGETS

Travel Mode	Staff	Students
Car (as driver)	65%	-
Car (as passenger)	20%	60%
Bus	5%	10%
Walking	5%	25%
Cycling	5%	5%

4 School Transport Operations and Access Management Plan

4.1 Operational management Measures

4.1.1 Plan of Management

The School can and will coordinate pedestrian and vehicle on-site and within the local road network to meet operational requirements and ensure the safety of students with maintaining efficiency on-street. The following management measures are proposed.

4.1.2 Key Responsibilities of management

Management shall:

- Ensure all staff are provided with sufficient training to undertake the required tasks. This includes responsibility for measures to ensure that all staff, parents/carers, visitors, and students are familiar with site specific rules through appropriate site induction procedures.
- Be familiar with and address their respective duty of care requirements in accordance with the applicable state Work Health and Safety legislation.
- Ensure WHS Incident logbooks are maintained and undertake necessary action(s) in relation to any reported issues.

4.1.3 Hours of Operations

The School is anticipated to be accessible from 6:30AM – 6:30PM on weekdays with restricted access outside of these hours. The bell times are as follows:

- Start Time: 9:00AM
- Finish Time: 3:00PM

In addition to standard school hours, the school provides Out of School Hours Care (OSHC) services between the following times:

- Before School: 7:00 AM to 9:00 AM
- After School: 3:00 PM to 6:00 PM

4.1.4 Pedestrian Access

As detailed in Section 2.2, there are a number of different proposed pedestrian access points. It shall be liaised with the school administration that all pedestrian access points surrounding the Site would be monitored by staff during the morning and afternoon peak periods.

With consideration for the Indicative Parking Restrictions Plan attached in Appendix A, it is noted that pedestrian crossings / children's crossings are proposed at the following locations:

- Pedestrian crossings on corner of Gorman Drive and McPhail Way
- Pedestrian crossings on corner of Gorman Drive and Wilkins Way
- Pedestrian crossings on corner of Aprasia Avenue and McPhail Way

It is noted that these crossings are currently under consideration with Council and with consultation to be undertaken with TfNSW following receipt of Council's advice.

On recommendation from Council for Children's Crossings in particular, these will require management by an authorised School Crossing Supervisor or the School Principal, who will need to install the flags to establish that the crossing is in operation as per NSW Road Rules.

The applicable TfNSW criteria for the request of a funded School Crossing Supervisor are:

- The site must have an existing children's crossing, pedestrian crossing (zebra) or combined crossing (children's and zebra)
- The crossing must be used by infant and / or primary school children
- The site must be located within a 40km/h school zone
- In the morning or afternoon, the crossing must register counts of either:
 - 50 or more unaccompanied infant and / or primary school children, or
 - 300 or more passenger car units (heavy vehicles over three tonnes unladen are counted as two passenger car units)
- The site must be considered a safe working environment for a School Crossing Supervisor.

It is noted that the criteria applicable requires metric warrants be met prior to an application being able to be made for a TfNSW funded school crossing supervisor. To encourage walking to / from the school from operational commencement, it is recommended that School Infrastructure NSW provide initial funding for the provision of a School Crossing Supervisor for the initial two years of operations of the School.

The application for the school crossing supervisor will be submitted after the School is in operation to determine that the above warrants are met.

It is recommended that traffic counts be commissioned initially at 6 months following Day 1 operations to review and validate whether the level of pedestrian / traffic activities meet the criteria. These surveys will be organised by the Travel Plan Coordinator.

The below table demonstrates a warrant assessment against TfNSW Supplement to AS1742.10:2009 (Version 3.1) based on existing conditions (traffic and pedestrian survey counts undertaken for the site) of the proposed crossing locations. The data presented are existing conditions, whereby the school is currently undeveloped.

TABLE 9: CROSSING WARRANT ASSESSMENT

Warrant Type	Reduced Warrant (Children)		Special Warrant			Children's Crossing		
Location	Ped => 30	Veh => 200	Ped => 30	Veh => 500	PV => 45,000	Ped => 20	Veh => 50 (per direction)	Spd <= 60 km/h
Gorman Dr (adj. Wilkins Wy)	M	Y	M	N	N	M	Y	Y
Wilkins Wy (adj. Gorman Dr)	M	N	M	N	N	Y	N	Y
Gorman Dr (adj. McPhail Way)	M	Y	M	N	N	M	Y	Y
McPhail Way (adj. Gorman Dr)	M	N	M	N	N	Y	M	Y
Aprasia Ave (adj. McPhail Way)	M	M	M	N	N	M	M	Y
McPhail Way (Adj. Aprasia Ave)	M	N	M	N	N	M	M	Y

Note: "M", or orange scores indicate that based on existing surveys, the current numbers do not meet volume requirements; however there is potential for growth as the School development occurs and future land releases and continued development within Googong occurs.

The above table demonstrates that while most of the crossing locations demonstrate potential for the implementation of a Children's or pedestrian crossing based on reduced warrants, it should be considered that primary crossing locations – specifically, crossing locations on Gorman Drive and McPhail Way – have been identified and demonstrate potential for future zebra crossing implementation. In particular, a pedestrian (zebra) crossing may assist in consolidating multiple crossing locations on Gorman Drive into a single location.

During consultation with Council, concerns were raised regarding the speed of drivers along the school frontages where crossings have been proposed. Monitoring is recommended after implementation to determine whether speeding is an issue and if it is, mitigation measures such as raising the crossing will be considered.

4.1.5 Visitor Access

Visitor access to the school will be via the main access gate on Gorman Drive. In summary:

- The intercom, gate control panel (GCP) and video monitor will be located and controlled from the administration office or an alternate central location.
- Key FOBs or proximity cards will be provided to staff who have access to the car park. Others will need to use the intercom to be granted access.
- Visitors to the school will utilise on-street parking and access the School via the main gate.

4.1.6 Out of Hours Access

As established above, indicative OSHC hours are anticipated between the hours of 7:00 AM and 6:00 PM. Regarding the general site as a whole, access will be restricted at these times:

- weekdays: before 6:00am and after 6:30pm
- weekends and public holidays: before 8:00am and after 6:00pm

Notwithstanding the above, prior to any larger scale out-of-school-hours activities (fete, sporting events, carnivals, community use of school hall, church groups, etc), an Event Traffic Management Plan specific to the activity should be prepared to address traffic and parking management matters.

4.1.7 Vehicle Access

Given the nature of the Site, different vehicle types will be required to access the School and will utilise the drop-off / pick-up areas. As detailed in Section 2.2, the school intends to provide 4 drop-off / pick-up facilities along the Aprasia Avenue, McPhail Way and Gorman Drive road frontages and a staff carpark with access off Aprasia Avenue. Access to the staff car park is shown in Figure 15.

Service vehicles will access the servicing area via the staff carpark access. The internal car park is for exclusive use of staff and service vehicles only.



Figure 15: Vehicular Access

The management procedures of these amenities are discussed below.

4.1.8 Drop-off / Pick-up Facilities

As detailed in Section 2.2, the school intends to provide 4 drop-off / pick-up facilities along the Aprasia Avenue, McPhail Way and Gorman Drive road frontages. Figure 16 below demonstrates the kiss & ride locations.

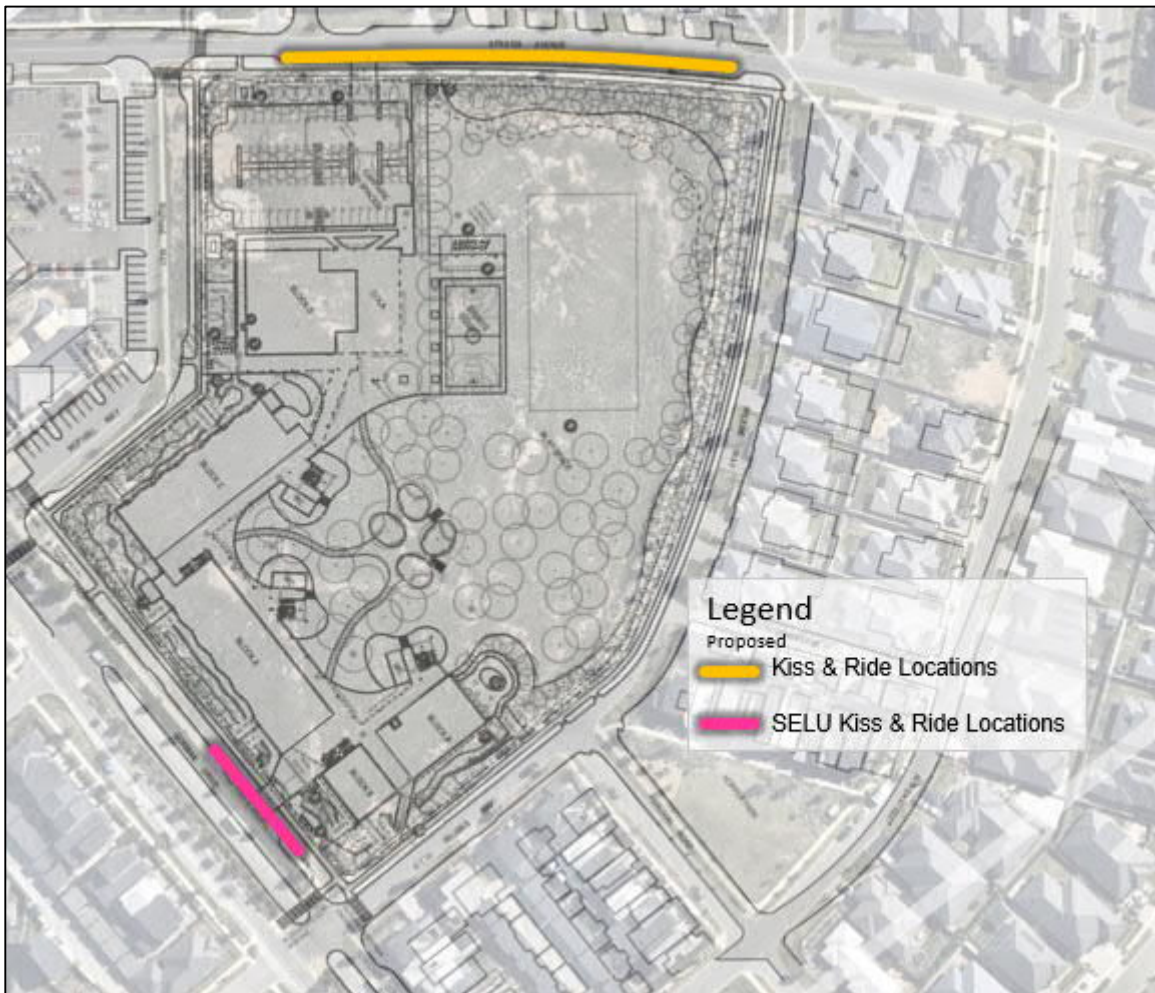


Figure 16: Kiss & Ride Locations

As part of the Indicative Parking Restrictions Plan prepared by Ason Group (see Appendix A), these areas (shown in Figure 16) are designated as “Kiss & Ride Area” between operational hours during the day. These will essentially operate as “No Parking” zones where parents are unable to leave 3m from the vehicle or stay for longer than 2 minutes.

TfNSW has prepared information documentation titled School Drop-off and Pick-up; Organising the Initiative details additional methods that can be adopted to assist in a safe and efficient management system for drop-off / pick-up areas. This has been attached in Appendix B.

4.1.9 Staff Carpark

Access to the staff carpark is provided on-site with an access on Aprasia Avenue and accommodates 60 parking spaces including 2 accessible spaces. Parking allocation is to be determined by the School administration.

4.1.10 Bus Access

As per Section 2.3.4, the bus stops servicing the School are located to the Sites' southern frontage along Gorman Drive. These bus stops will be operational during the School peak periods to allow students to travel to and from the School. It is anticipated that for both morning and afternoon services, bus services will loop around the school in a counter-clockwise direction. The bus bay can accommodate up to 2 buses at any given time.

For special events such as excursions, these bus stops will also be utilised. Students would be escorted to and from the bus stops and traffic will be managed by a school crossing supervisor when students are using the crossings.

4.1.11 Servicing

All major deliveries and waste collection will occur at the servicing area within the staff carpark. Delivery times would be strictly managed, whereby regular services are subject to strict timelines that to ensure the minimum movements possible and these occur outside of the school peak periods. Deliveries will be managed by the School's administration and management staff and will ensure that drivers are familiar with the details of the Plan, as well as the Code of Conduct discussed below.

4.1.12 Driver Code of Conduct

All drivers are to operate in a manner consistent with the requirements of applicable Work Health and Safety (WHS) legislation and other business specific policies.

All commercial vehicle drivers are to be familiar with the Driver Code of Conduct before attending the Site. A copy of the Code is included in Appendix C.

5 Governance and Support

5.1 Travel Plan Coordinator

To assist with the management of the School Travel Plan, a person(s) shall be nominated as the Travel Plan Coordinator (TPC) and be responsible for:

- Engagement with the staff and parent bodies,
- Implementation and promotion of the School Travel Plan actions,
- Monitoring the effectiveness of the Plan (refer to monitoring requirements outlined in **Section 6**) and ongoing maintenance of the School Travel Plan,
- Provide advice in relation to transport-related subjects to staff, management, and visitors, as required, and
- Liaise with external parties (i.e., Council, public transport, and car share operators) in relation to Travel Plan matters.

This role does not necessarily require a full-time position; however, it should be clearly designated among the key responsibilities of the building management group.

This may include financial incentives for staff to use active transport and public transport to travel to work. However, this is not a mandatory requirement and would be subject to the management discretion.

5.2 Resourcing

It is not anticipated that the maintenance of this Plan will have significant ongoing cost implications and shall be reviewed on an annual basis by the TPC in order for the best outcome. To fund the monitoring of the STP, it is recommended that \$5k per year is allocated by DoE beyond the initial 13 months of implementation of the School Travel Plan.

6 Monitoring and Review Process

6.1 Plan Maintenance

This Plan shall be subject to ongoing review, ideally biennially, and will be updated accordingly. Regular reviews will be undertaken by the TPC, as required.

Key considerations regarding the review of the Plan shall be:

- Updating baseline conditions to reflect any changes to the transport environment in the vicinity of the Site such as changes to bus services, new cycle routes, new roads, etc. In this regard, review of the Plan – and associated TAG in particular – may be undertaken on a more frequent basis,
- Tracking progress against proposed travel mode targets,
- To identify any shortfalls and develop an updated action plan to address issues, and
- To ensure travel mode targets are updated (if necessary) to ensure they remain realistic but also ambitious.

6.2 Monitoring and Review Actions

To assess the efficacy of the Plan strategies, the following actions are to be undertaken by the TPC:

- Review updated de-personalised data from the Department of Education with a GIS analysis.
- Travel mode surveys to determine the proportion of persons travelling to/from the site by each transport mode. This will be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the Site, as far as practicable. This survey may be undertaken online or in-person at the discretion of the TPC.
- Review information regarding participation in active travel programs.
- Undertake community consultation to gauge feedback regarding implemented strategies and areas for improvement to further encourage use of alternative modes of transport.
- Periodic on-site review of facilities such as the drop-off / pick-up area, bicycle racks.

It is recommended that an initial audit be undertaken within 6-months of the school opening to establish baseline mode share as early as possible.

Following the review process, the Plan would be updated with consideration for the findings and resubmitted to DPIE. It should be noted that the initial review of the STP will be undertaken shortly after operational commencement of the School on Day 1, Term 1, 2023.

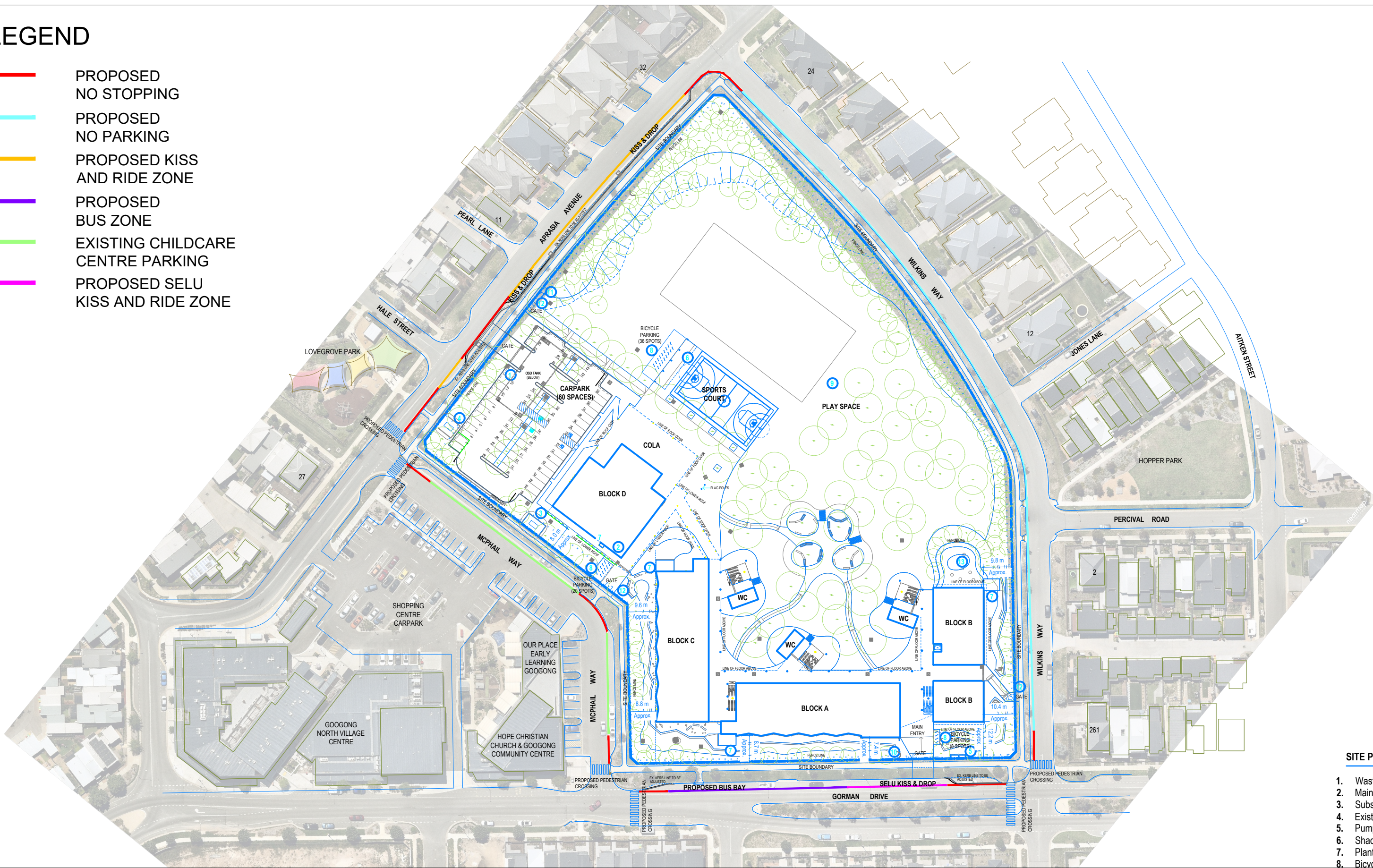
6.3 Feedback Framework

Following the actions undertaken as part of the review process, feedback is to be provided to key stakeholders including: the community, TfNSW, Council, and the Department of Education, detailing the efficacy of the strategies. The strategies and Plan will be adapted accordingly.

Appendix A. Indicative Parking Restrictions Plan

LEGEND

- PROPOSED NO STOPPING
- PROPOSED NO PARKING
- PROPOSED KISS AND RIDE ZONE
- PROPOSED BUS ZONE
- EXISTING CHILDCARE CENTRE PARKING
- PROPOSED SELU KISS AND RIDE ZONE



SITE PLAN

- 1. Waste
- 2. Main S
- 3. Substa
- 4. Existin
- 5. Pumps
- 6. Shade
- 7. Plant v
- 8. Bicycle

Notes:
This drawing is provided for information purposes only and should not be used for construction.
Note that the plan assessed was issued by Pedavoli Architects on 27.05.2021

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Appendix B. School Drop-off and Pick-up

School Drop-off and Pick-up

Organising the initiative

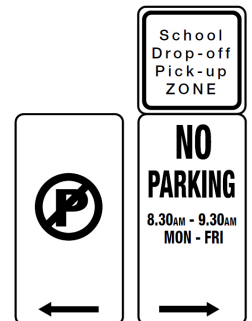
What is a school Drop-off and Pick-up zone?

Some schools and councils use No Parking areas, signed as Drop-off and Pick-up, Kiss and Ride, or Kiss and Drop zones.

These areas are always on the school side of the road and are designated by “No Parking” signs.

They provide a safe spot for parents and carers to drop off and collect their children from school by car.

Drivers may drop off and pick up passengers legally within a two-minute timeframe.



What is a school Drop-off and Pick-up initiative?

This strategy allows the efficient use of the Drop-off and Pick-up area during busy times at the beginning and end of the school day.

A driver pulls into the kerb and remains in control of the vehicle while an identified supervising adult from the school community assists students to exit or enter the vehicle.



Kids and Traffic
Safety Door sticker
RTA45091021K

What must be planned?

The school community needs to:

- Consult with the local council to consider whether the traffic environment outside the school would support the initiative without disrupting traffic flow.
- Consider existing school access points and school entry and exit procedures.
- Confirm school community support for the initiative.
- Fully understand all legal issues regarding liability in respect of students and volunteers.

How to implement the initiative

The school community needs to:

- Consider relevant insurance policies and child protection guidelines.
- Determine the operating times of the initiative.
- Develop a system for matching the child to the correct vehicle at pick-up times.
- Develop a roster of those adults approved by the school community to supervise students as they exit or enter a vehicle.
- Communicate details of the initiative's operation and safety procedures to drivers, students, supervising adults and the general school community.
- [Keeping our kids safe around schools](#) has information for principals, parents and members of the school community. Order Safety Door stickers from our [online catalogue](#).

roadsafety.transport.nsw.gov.au

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Appendix C. Drivers' Code of Conduct

- Driver Code of Conduct -

Drivers Code of Conduct

Safe Driving Policy for the new primary school in Googong.

Objectives of the Drivers Code of conduct

- Minimise conflict with other road users;
- Minimise road traffic noise; and
- Ensure minibuses and bus drivers use specified routes.

Code of Conduct

All vehicle operators accessing the site must:

- Take reasonable care for his or her own personal health and safety.
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons.
- Notify their employer if they are not fit for duty prior to commencing their shift.
- Obey all applicable road rules and laws at all times.
- In the event an emergency vehicle behind your vehicle, pull over and allow the emergency vehicle to pass immediately.
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness.
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas.
- Ensure all loads are safely restrained, as necessary.
- Operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Hold a current Australian State or Territory issued driver's licence.
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way.
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs.
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device.
- Advise management of any situations in which you know, or think may, present a threat to workplace health and safety.
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary.
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the site, as necessary, to avoid unnecessary delays to other vehicles.

Crash or incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:
- Details of the other vehicles and registration numbers
- Names and addresses of the other vehicle drivers

- Names and addresses of witnesses
- Insurers details
- Give the following information to the involved parties:
 - Name, address, and company details
 - If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
 - If there is a disagreement over the cause of the crash.
 - If there are injuries.
 - If you damage property other than your own.
- As soon as reasonably practical, report all details gathered to your manager.