



Upgrade to North Sydney Public School

Preliminary School Travel Plan

182 Pacific Highway, North Sydney

26/08/2021

Ref: P1723r01 Issue V

Document Control

Project No	P1723
Project	Upgrade to North Sydney Public School
Client	School Infrastructure NSW
File Reference	P1723r01 SSDA PSTP North Sydney Public School; Issue V

Revision History

Revision No.	Date	Details	Author	Approved by
Rep01	6/08/2021	Draft	T. Chen & M. Tangonan	D. Choi
Rep01	10/08/2021	Issue I	T. Chen & M. Tangonan	D. Choi
Rep01	13/08/2021	Issue II	T. Chen & M. Tangonan	D. Choi
Rep01	19/08/2021	Issue III	T. Chen	D. Choi
Rep01	20/08/2021	Issue IV	T. Chen	D. Choi
Rep01	26/08/2021	Issue V	T. Chen	D. Choi

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Appendix A. Parking Restrictions Plan

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Glossary

Acronym	Description
AGRD	Austroads Guide to Road Design
AGTM	Austroads Guide to Traffic Management
CC	Construction Certificate
Council	North Sydney Council
DCP	Development Control Plan
DoS	Degree of Saturation
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EP&A	Environmental Planning and Assessment
EPPDM	Education Precinct Public Domain Masterplan
FSR	Floor space ratio
GFA	Gross Floor Area
HRV	Heavy Rigid Vehicle (as defined by AS2890.2:2018)
LEP	Local Environmental Plan
LGA	Local Government Area
LoS	Level of Service
MRV	Medium Rigid Vehicle (as defined by AS2890.2:2018)
NHVR	National Heavy Vehicle Regulator
NSDCP	North Sydney Development Contributions Plan
OC	Occupation Certificate
OSHC	Out of School Hours Care
OTAMP	Operational Transport and Access Management Plan
RMS Guide	Transport for NSW (formerly Roads and Traffic Authority), Guide to Traffic Generating Developments, 2002
SEAR	Secretary's Environmental Assessment Requirements
SINSW	School Infrastructure New South Wales
SRV	Small Rigid Vehicle (as defined by AS2890.2:2018)
SSDA	State Significant Development Application
STP	School Travel Plan
TDT 2013/04a	TfNSW Technical Direction, Guide to Traffic Generating Developments – Updated traffic surveys, August 2013
TfNSW	Transport for New South Wales
TA	Transport Assessment
veh/hr	Vehicle movements per hour (1 vehicle in & out = 2 movements)

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 - 11869481).

The development is for upgrades to North Sydney Public School, located on land at 182 Pacific Highway, North Sydney.

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 upgrades to the School development. These items include site transport amenities, existing conditions of the site, provision of measures to improve and encourage sustainable travel modes, and the operational traffic and access management for the site, pedestrian entries, the drop-off/ pick-up zones(s) and bus bay(s).

1.2 The School

This SSDA seeks consent for alterations and additions to the existing North Sydney Public School. The proposal entails:

- Demolition of the existing hall (building B), haven building (building C) and 6 temporary buildings;
- Construction of a three storey building comprising:
 - staff administration rooms;
 - 16 homebases
 - a new library;
 - hall;
 - out of school hours care facilities;
 - covered outdoor learning area;
 - 63 bicycle parking spaces;
 - End of trip facilities for staff; and
 - services, amenities and access.
- New entry gate and forecourt from Bay Road;
- Internal refurbishment of building G ground floor from the existing library to 3 homebases;
- Capacity for an increase in student numbers from 869 to 1,012;
- Increase of 7 staff members, for a total of 87 staff members; and
- Associated tree removal, landscaping and excavation.

The proposal maintains:

- The gates and fence of former Crows Nest House including the entrance from the Pacific Highway and Bay Road;
- Existing gate along McHatton Street;

- The outdoor play area to the east of Building A;
- Existing covered outdoor learning area adjacent to Building A;
- The basketball courts and staff carpark in the western portion of the site;
- The significant tree planting on all school boundaries;
- Buildings A, D and F noting minor internal refurbishments are being undertaken outside of the SSDA scope of work (exempt development) to improve student amenities and canteen; and
- Building G noting ground floor internal refurbishment is proposed in the SSDA.

Notably, the upgrades do not propose changes to following traffic and transport elements:

- On-site at-grade car parking providing 50 car parking spaces, including two accessible car spaces, accessed via McHatton Street
- Existing pedestrian access locations, as follows:
 - Three (3) pedestrian access points from McHatton Street (and associated school signage at two of the entrances);
 - One (1) pedestrian access point from the Pacific Highway; and
 - One (1) pedestrian access point from Bay Road.

Reference should be made to the reduced plans provided in the **Figure 1**.

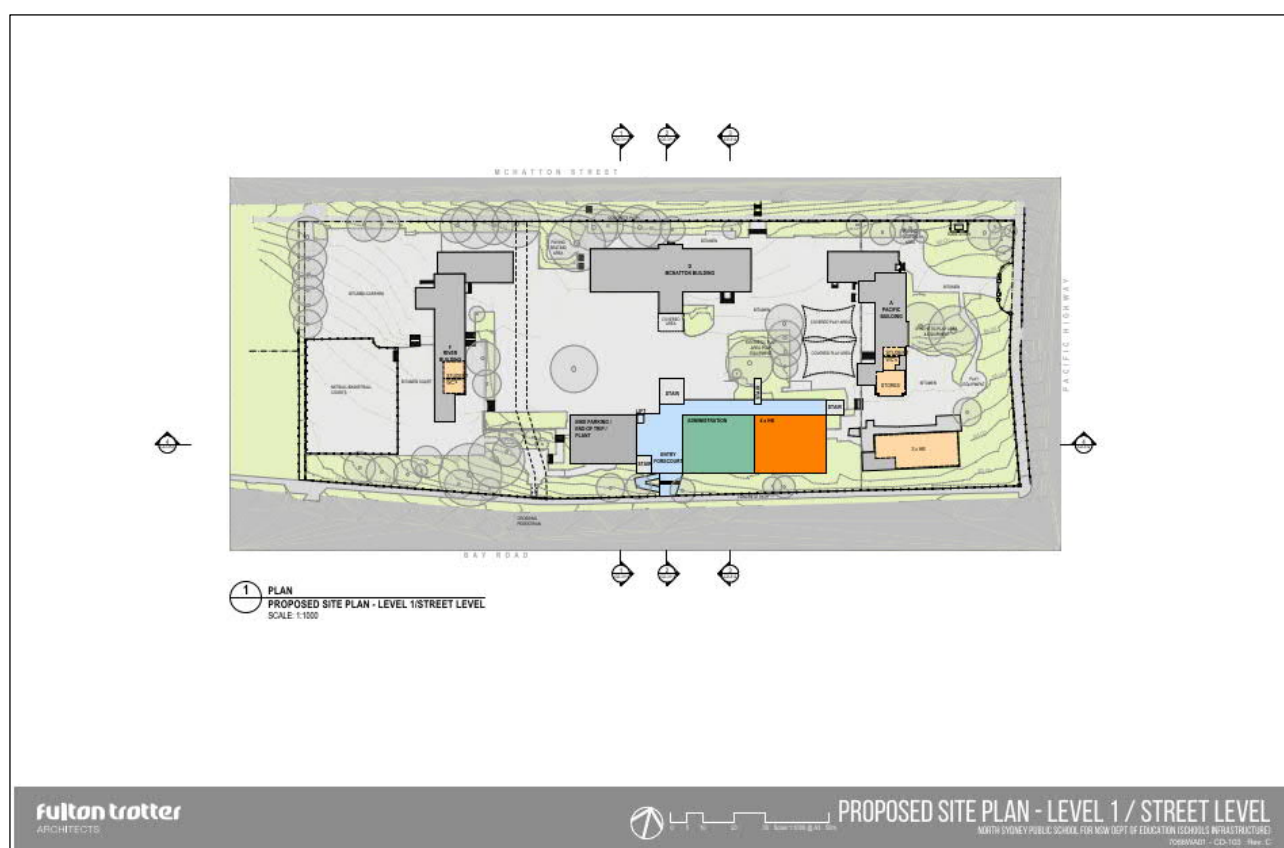


Figure 1: Site Plan (received 2 August 2021)

1.3 Background

Ason Group has been commissioned by School Infrastructure NSW (SINSW) to prepare a Preliminary School Transport Plan (PSTP) to accompany a State Significant Development Application (SSDA) to the NSW Department of Planning, Industry and Environment (DPIE) for upgrades to the existing North Sydney Public School.

The works subject to the proposal involve upgrades to the existing school facility located at 182 Pacific Highway, North Sydney (the Site).

On 24th December 2020, the Secretary of the DPIE issued Secretary's Environmental Assessment Requirements (SEARs) for SSDA Application No. SSD-11869481. This report has been prepared to address the SEARs requirements, as outlined below:

'A preliminary school transport plan detailing an operational traffic and access management plan for the site, pedestrian entries, the drop-off / pick-up zone(s) and bus bay(s).'

1.3.1 Site Amenities and Existing Conditions

Section 2 of this Plan details the location and amenities of the site, i.e., bicycle parking, carparking, 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 upgrade works are completed. Details regarding the public transport within the area and pedestrian accessibility are also provided.

1.3.2 Preliminary School Travel Plan

Section 3 of this Plan, describes the School Travel Plan (STP) 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 cycling.

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 choices 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 (OTAMP) 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), North Sydney Council, Sydney Buses, the Deputy School Principal 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

TRANSPORT WORKING GROUP MEETING 01	
Date	22/07/2021
Time	14:00 to 14:45
Location	MS Teams
Purpose	To form the Transport Working Group and to discuss the transport related elements relating to the proposed upgrades to the North Sydney Public School.
Attendance	<div><div><ul style="list-style-type: none">• North Sydney Council<ul style="list-style-type: none">– Iman Mohammadi (IM)• TfNSW<ul style="list-style-type: none">– Pahee Rathan (PR)– Joanna Lau (JL)– Steven Finnan (SF)– Zhaleh Najari Alamouti (ZNA)– Emma Burke (EB)• SINSW<ul style="list-style-type: none">– Alfred Jury (AJ)– Rebecca Lehman (RL)</div><div><ul style="list-style-type: none">• Sydney Buses<ul style="list-style-type: none">– Egwin Herbert (EH)• Turner & Townsend<ul style="list-style-type: none">– Tarini Pathak (TP)• Ason Group<ul style="list-style-type: none">– Dora Choi (DC)– Tanya Chen (TC)<p>Apologies</p><ul style="list-style-type: none">• North Sydney Council<ul style="list-style-type: none">– Michaela Kemp (MK)• TfNSW<ul style="list-style-type: none">– Sarah McKay (SM)</div></div>

ACTIONS	
01	MK/ IM to review Council's Survey Data and if available, issue tube counts data for McHatton Street and Bay Road to Ason
02	IM/MK to review the decal installations and provide feedback if they were a Council funded program
03	DC/TC to send existing decal photo's to IM/MK
04	DC/TC to issue email to PR to confirm the SIDRA growth rate to be adopted
05	SF to confirm if bus route figures can be provided in GIS and to provide if possible.
06	TR to circulate power point slides and contacts details to the TWG
NOTES	
<ol style="list-style-type: none"> 1) RL explained the purpose of the Terms and Reference document, highlighting the confidential nature and that it is yet to be signed but we are assuming that it will be. 2) DC provided a project overview and the relevant traffic and transport elements 3) DC explained that due to the current Covid -19 restrictions Ason is unable to commission survey data. As such, we have purchased SCATS data for the Pacific Highway/ McLaren Street and the Pacific Highway/ Bay Road intersections as well as previous TMC counts at those intersections from April 2018 and September 2017, respectively. 4) DC noted that in our discussion with MK on 21/07/2021, MK would check if Council had any previous tube counts for McHatton Street and Bay Road, and if so they would be issued to Ason. 5) IM queried the accessibility from the existing Kiss and Ride along McHatton Street to the school. TP acknowledged the existing situation and whilst the project team is not in a position to rectify this situation along McHatton Street, proposes to relocate the main access to Bay Road and create an accessible entrance to/from Bay Road. This will also result in the kiss and ride being partially relocated from McHatton Street to Bay Road, subject to further discussions. 6) DC queried EH/SF on the need to increase the length of the existing bus bay to service the existing school bus and if they knew of any current operational issues. EH/SF both indicated that during the school pick-up/drop-off periods access to the bus zone was not an issue. Issues arise outside of these periods when the bus bay is not available and buses arrive for school excursions/ sports etc. IM indicated that if the bus zone length were to increase, there would need to be no net loss to the surrounding car parking, ie loss of pick-up/ drop off spaces (No Parking, 5m P or ¼ P) and not 1P or 2P spaces. 7) RL noted that North Sydney Oval could be used as a remote pick-up/drop off zone for buses, with supervised travel between the school and the oval for students. 8) DC queried IM on the previous installation of directional pavement decals surrounding the school and if they were a Council funded program. If so, would it be possible to refurbish these decals? 9) DC queried PR on the background growth rate to be adopted for the SIDRA modelling. Indicatively a 1% increase should be adopted. 10) RL asked SF if the existing bus route figures could be issued to Ason in GIS for analysis. SF to confirm 11) RL queried if there were any planned bus routes upgrades for the area. JL indicated that the bus network is not expected to change until the Metro is constructed, which is expected to be in 2024. SF confirmed that there would be limited to no changes to the existing school bus routes. 12) DC queried if there was a way to validate the bus usage by students, as Ason had been informed that the bus usage was relatively low. SF indicated that school children rarely tap on and off and hence it is difficult to capture who is using the bus. EH/SF stated a more accurate indication would be to count of the number of students when the bus arrives at the school. 13) DC noted that approximately 60 students are transferred by Bus to an off-site Out of School Hours Care (OSHC) facility. 14) RL noted that the Preliminary School Travel Plan (STP) should include a campaign to encourage students to tap on and off. 15) DC noted that discussions with the deputy school principal indicated very limited active travel focus. RL queried IM if there is a Sustainable Transport Contact within Council who could assist. IM to send over the Sustainable Transport Contact who will be invited to the next Transport Working Group (TWG) meeting. 16) DC noted that the school is currently working collaboratively with Council with respect to an off-site OSHC program. Currently the Leisure Centre operates an off-site OSHC facility, with leisure centre staff walking the students between the school and the OSHC facility. 17) The next TWG Meeting (02) is to be held on 9 August 2021. 	

Table 2: Engagement 2

TRANSPORT WORKING GROUP MEETING 02	
Date	09/08/2021
Time	16:00 to 16:45
Location	MS Teams
Purpose	To discuss the transport related elements relating to the proposed upgrades to the North Sydney Public School.

Attendance	<ul style="list-style-type: none"> North Sydney Council <ul style="list-style-type: none"> Michaela Kemp (MK) TfNSW <ul style="list-style-type: none"> Steven Finnan (SF) Zhaleh Najari Alamouti (ZNA) SINSW <ul style="list-style-type: none"> Alfred Jury (AJ) Rebecca Lehman (RL) Turner & Townsend <ul style="list-style-type: none"> Tarini Pathak (TP) Ason Group <ul style="list-style-type: none"> Dora Choi (DC) Tanya Chen (TC) Apologies TfNSW <ul style="list-style-type: none"> Pahee Rathan (PR) Joanna Lau (JL) Sarah McKay (SM) Sydney Buses <ul style="list-style-type: none"> Egwin Herbert (EH)
ACTIONS	
01	MK to review Council pedestrian data for McHatton Street. Send over counts as soon as possible.
02	DC/TC to circulate Draft TA for comment on the SIDRA assumptions. Comments required to be received prior to 12/08/2021.
03	SF to provide future bus contact details once known
04	ZNA to provide TWG with TfNSW Ops contact
05	RL to circulate Parramatta Council Pedestrian Warrants Assessment Document
06	DC/TC circulate power point slides and meeting minutes.
NOTES	
<ol style="list-style-type: none"> DC provided a project update to the traffic and transport elements, including that Ason had issued Draft TA and PSTP's to the internal project team. DC mentioned that the student surveys currently indicate a high proportion of walking as the primary mode of travel, with approximately 25% of students arriving/departing via private vehicle. There was also a very low reliance on bus travel. DC noted that the proposal will include a new pedestrian entry and forecourt along Bay Road. DC noted that the proposal seeks to modify some of the car parking restrictions along the Bay Road and McHatton Street frontages, to provide a Kiss and Ride (No Parking) area along Bay Road and reduce the length of the Kiss and Ride (No Parking) along McHatton Street. Overall, the provision of Kiss and Ride spaces remains consistent with the current provision. It was noted that any parking signage changes requires approval from Council. DC noted that there is currently one on-street accessible space along McHatton Street. As part of the proposal, Ason was looking at what would be required to provide an on-street space along Bay Road. Again, it was acknowledged that any parking restriction changes would require Council approval. DC explained that due to the current Covid -19 restrictions Ason is unable to commission survey data. As such, we have purchased SCATS data for the Pacific Highway/ McLaren Street and Pacific Highway/ Bay Road intersections as well as previous TMC counts at those intersections from April 2018 and September 2017, respectively. DC noted that we have received email confirmation for PR to adopt a 1% growth rate. DC explained that due to the high pedestrian volumes expected in the area, Ason have assumed the following with respect to the pedestrian inputs and therefore seek clarification from Council and TfNSW regarding these assumptions and figures: <ul style="list-style-type: none"> SCATS does not provide pedestrian volumes and therefore we have adopted 300 pedestrian movements for the 'base case'. A 1% growth factor has been added to analysed scenarios A minimum pedestrian green time of 10 seconds has been adopted (increased from the default 5 second allowance). SIDRA provides an option to optimise the timing. However, the Ason analysis has been reviewed to ensure that the optimisations do not reduce the current pedestrian timings. <p>NOTE: Any changes to the signal phasing/timing to improve the level of service will require approval from TfNSW.</p> RL noted that to assist in providing Ason with the above clarifications, the Draft TA would be shared with Council and TfNSW for comment. ZNA noted that any changes to the signal phasing would require consent from the TfNSW Operations Team. ZNA to find out who is the best contact for the Signal Phasing discussion and provide this to the team. This has been provided. ZNA noted that any changes due to the re-allocation of Kiss and Ride to Bay Street will need to be incorporated into the SIDRA Analysis. DC noted that the main driver for the new pedestrian access is to provide accessible access. The parking restrictions around the school (Bay Road and McHatton Street frontages) during school pick-up/drop-off times are typically high turnover (Kiss and Ride, 5m P and 1/4P) with pick-up/drop-off already utilising these areas. RL queried SF on the bus usage and any feedback. SF mentioned no negative feedback, also noting that within the next 12 to 24 months the entire bus network will be reviewed and therefore any feedback can be reviewed as part of that. 	

13. SF also indicated that the bus network will soon be 'franchised' with private operators to manage the bus network on behalf of TfNSW.
14. RL noted that the STP, as a live document, will need to be updated with the new bus contact once received.
15. MK noted that the previously installed pavement markings were installed as part of a one off Council run program. There might be future opportunities for Council to refresh these markings, however it will be dependent on future Council funding and opportunities.
16. DC queried MK if she is aware of any Council pedestrian upgrades or crossing for McHatton Street. MK mentioned that Council have previously reviewed the pedestrian warrants (prior to 2020) and at that time, the pedestrian numbers did not meet the warrants. DC and RL mentioned that revised pedestrian warrants were introduced in March 2021, and thus the warrants may be met. 2015 pedestrian counts received from Council.
17. RL mentioned that Parramatta Council have prepared a pedestrian warrants assessment document. RL to circulate to the team.
18. RL noted that the TWG initiative is a new concept and thus any feedback on the process is welcome. Please forward any feedback to improve the process.

Table 3: Engagement 3

TRANSPORT WORKING GROUP MEETING 02	
Date	25/08/2021
Time	15:00 to 15:30
Location	MS Teams
Purpose	To discuss the transport related elements relating to the proposed upgrades to the North Sydney Public School.
Attendance	<ul style="list-style-type: none"> • North Sydney Council <ul style="list-style-type: none"> – Michaela Kemp (MK) • SINSW <ul style="list-style-type: none"> – Alfred Jury (AJ) – Jeremy Farrington (JF) – Rebecca Lehman (RL) • Turner & Townsend <ul style="list-style-type: none"> – Tarini Pathak (TP) – Stephanie Leaper (SL) • Ason Group <ul style="list-style-type: none"> – Dora Choi (DC) – Tanya Chen (TC)
ACTIONS	
01	DC/TC circulate meeting minutes.
02	North Sydney Public School SSDA to be submitted
NOTES	
<ol style="list-style-type: none"> 1. TP provided an introduction to the meeting and presented the agenda, being: <ul style="list-style-type: none"> • Comments relating to the draft SSDA TA and PSTP, red flags. • CTMP requirements. 2. DC and RL reiterated that the purpose of the TWG's was to try and work collaboratively with Council regarding the traffic elements of the proposal. 3. MK was asked if she had any comments regarding the draft TA and STP received. MK noted that she predominately focused on the previous queries posed, ie any issues with the assumptions for the pedestrian modelling. A high level review of the reports have not raised any 'red flags'. 4. TP indicated that some minor changes had been made to both the TA and STP, as a result of client feedback. These modifications will be included in the TA and STP submitted as part of the SSDA Submission. 5. TP queried MK on the general process for Construction Management Plans and Timing. 6. MK mentioned that CTMP's are required to be submitted to the Local Traffic Committee (LTC) for review. It was also noted that CTMP's and work zone signage restriction plans and approvals did not have to wait for the LTC meetings, they could be sent to the committee, as soon as submitted. Note: Signage restriction changes require approval from the LTC. 7. MK outlined the basic CTMP requirements, as per the DCP requirements. 8. DC noted that the project team is aware of this, and that the Preliminary CTMP with the SSDA TA gives high level consideration to these elements. 9. TP provided a brief overview of the proposed Construction Plan, highlighting the following: <ul style="list-style-type: none"> • The School is to remain open during the construction period. • Truck movements to be outside of the peak school periods. • Proposed work zone along the Bay Road frontage. 	

- Potential to provide a gantry and site accommodation above the footpath.
- Truck routes as follows:
 - Entry – Pacific Highway, Berry Street, Edward Street and then onto Bay Road.
 - Exit Bay Road onto Pacific Highway.

This route was chosen as it is the shortest and is expected to impact on the least amount of residents,

10. MK noted that residents will have the opportunity to review the truck routes and provide comment, in particular those residing in Edward Street.
11. MK noted that different permits and costs are associated with the different CTMP approaches.
12. DC queried if the preparation of the CTMP can be prepared concurrently with the SSDA Application, due to the timing pressures, and if Council/ LTC would be able to provide comment/ review if the SSDA Application has not been decided.
13. MK stated that any CTMP prepared would not be referred to the LTC or internally within Council until a decision had been granted for the application. This was to also ensure that any CTMP meets the relevant requirements of the decision.
14. RL asked if it would help if the team sent across the most recent CTMP conditions, as they appear to remain quite consistent across the different Council areas.
15. MK stated that at this stage, Council would stick to the standard procedures, being that the CTMP would only be referred once a decision and any relevant conditions were approved.

1.5 Key References

In preparing this Plan, Ason Group has made reference to the following key planning documents:

- North Sydney Development Contributions Plan 2013, Amended 17 November 2020;
- Education Precinct Public Domain Masterplan, prepared by Oculus for North Sydney Council;
- North Sydney Council Cycling Guide and Map;
- North Sydney Integrated Cycling Strategy, Final (Post Exhibition) 18 June 2014;
- North Sydney Council Walking Map; 2009
- NSW Department of Education, *Master planning guidelines for schools*, October 2020
- NSW Department of Education, SINSW Community of Practice Architects + Transport Planners, 29th October 2020
- NSW Department of Education, Educational Facilities Standards and Guidelines (EFSG Guide)
- NSW Government, Planning Guidelines for Walking and Cycling, November 2019;
- Supplement to Australian Standard AS 1742.10-2009, Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection Version 3.1 (21.039 – 16 March 2021)

2 Existing Conditions

2.1 Site Location

The site, Lot 1 in DP 183591 and Lot 1 in DP 184559, is located at 182 Pacific Highway, North Sydney NSW 2060. The site is bounded by the Pacific Highway to the east, McHatton Street to the north, low density residential land to the west and Bay Road to the south, is essentially rectangular in shape and has an approximate area of 1.93 hectares.

The site is currently occupied by North Sydney Public School, located adjacent to the North Sydney CBD and within proximity to a number of educational establishments including the North Sydney campus of the Australian Catholic University, Shore's preparatory and senior schools, Monte Sant'Angelo Mercy College and Cammeraygal High School.

The North Sydney Public School is currently a primary school and includes the following building and facilities:

- Five (5) existing buildings;
- Six (6) demountable single-storey buildings;
- A number of outdoor spaces;
- At-grade car parking accommodating 50 car parking spaces, inclusive of 2 accessible car spaces, accessed via McHatton Street;
- Five (5) pedestrian accesses, including three (3) along the McHatton Street frontage and one (1) along each of the frontages to Bay Road and the Pacific Highway; and
- 20 on-site bicycle/ scooter parking spaces.

The Site and surrounding context is demonstrated in **Figure 2** and **Figure 3**, below.

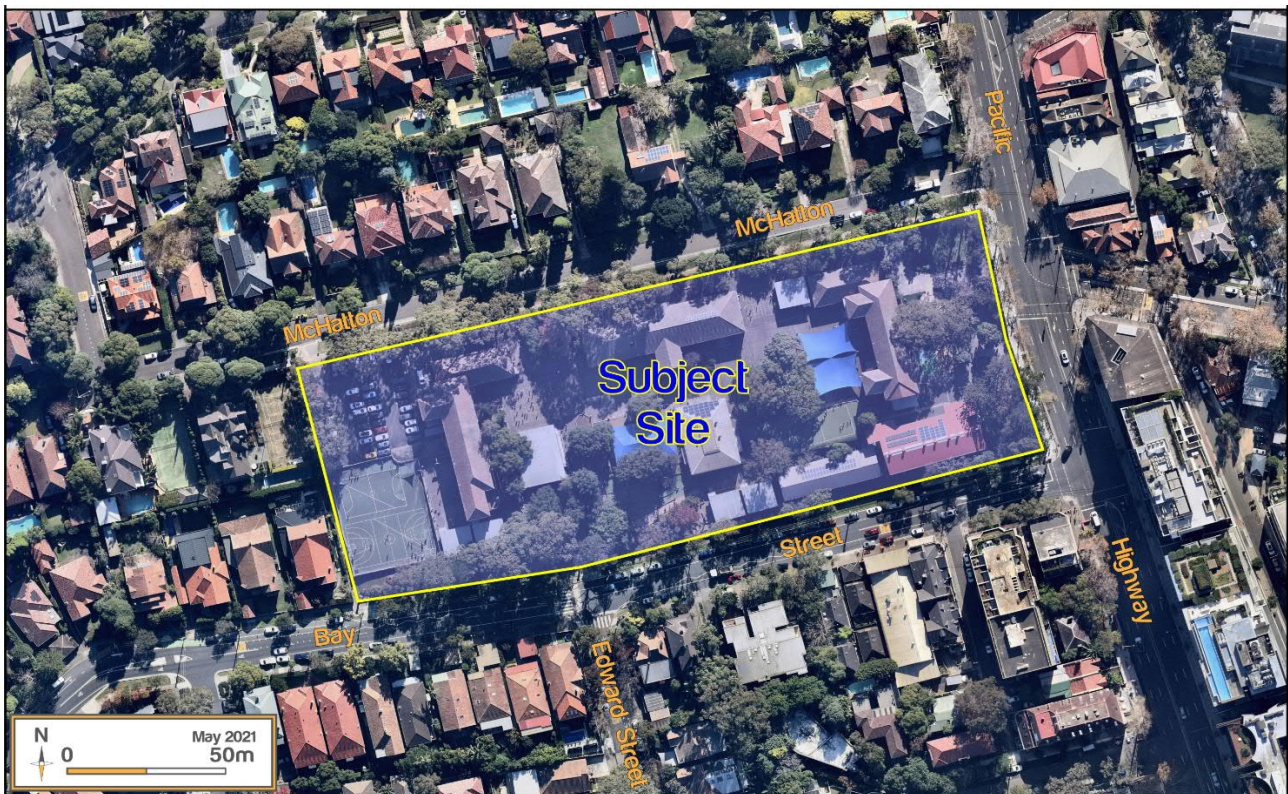


Figure 2: Site Location

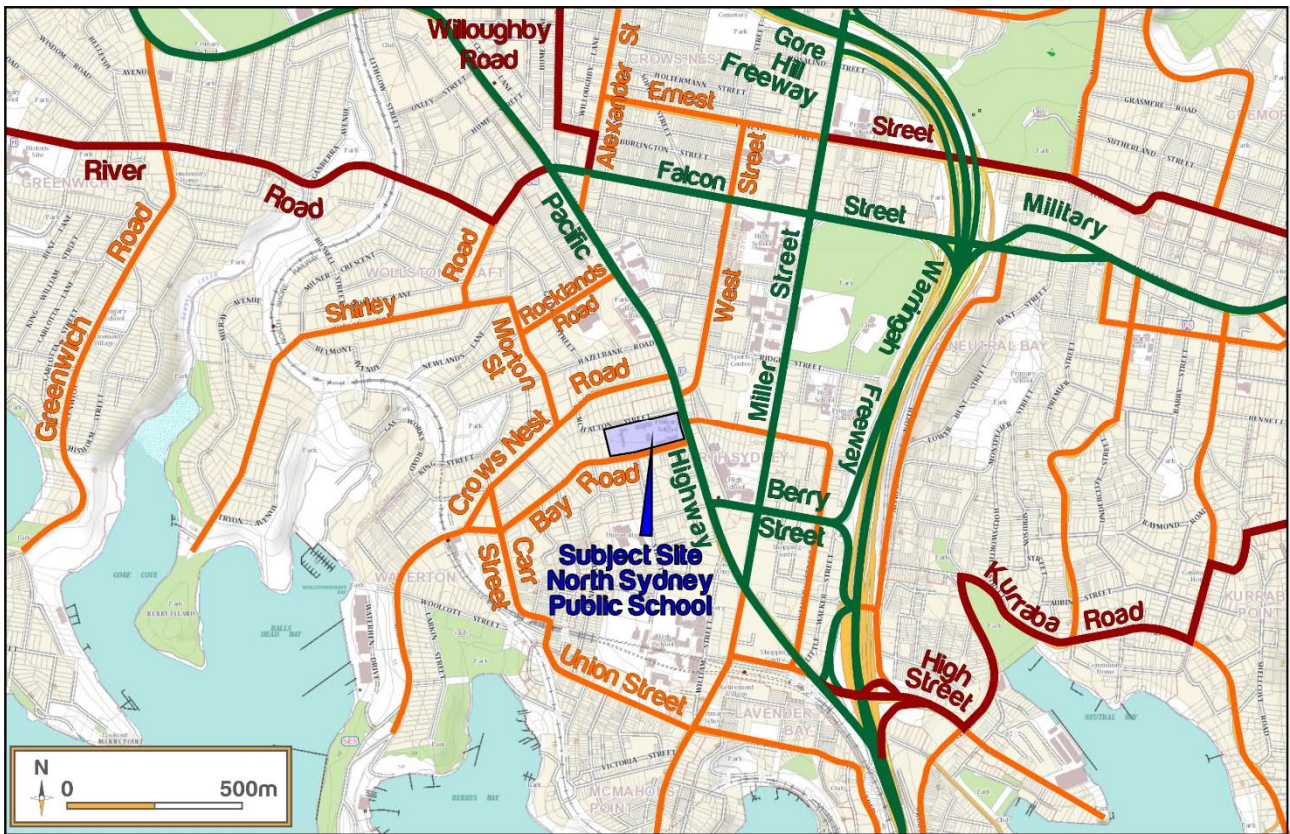


Figure 3: Site Context and Road Hierarchy

2.2 Site Transport Facilities

As it relates to travel planning, the School and immediate surroundings of the School Site provide the following transport facilities:

- 20 on-site bicycle parking rails;
- 50 on-site car parking spaces for staff;
- A time restricted on-street Kiss and Ride area along McHatton Street which can accommodate approximately 10 vehicles.
- A single bus bay on Bay Road along the School frontage (northern side) between the school crossing and the Pacific Highway.
- Constructed concrete footpaths surrounding the school along McHatton Street, Princess Highway and Bay Road;
- Constructed shared path along the western boundary of the site, linking McHatton Street and Bay Road;
- Existing school crossing on Bay Road.

The existing arrangements are presented in **Figure 4**, **Figure 5** and **Figure 6**.

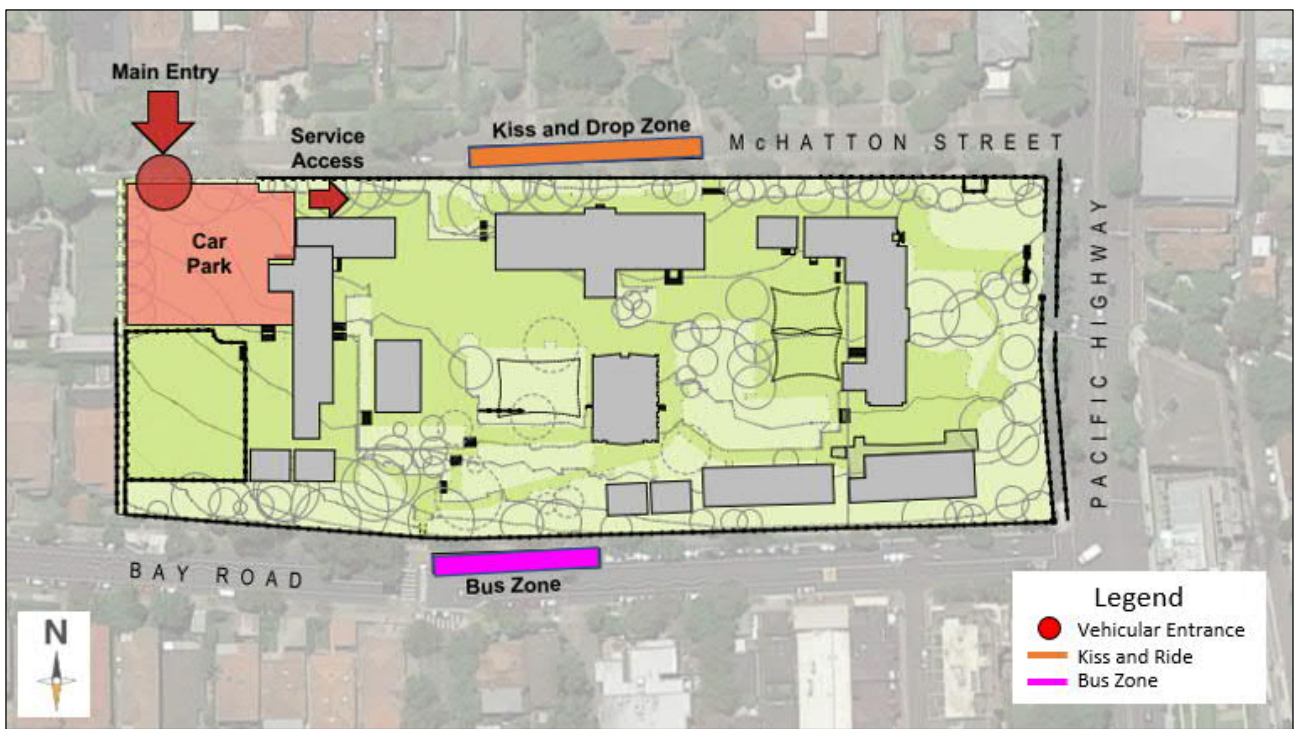


Figure 4: Existing Transport Facilities¹

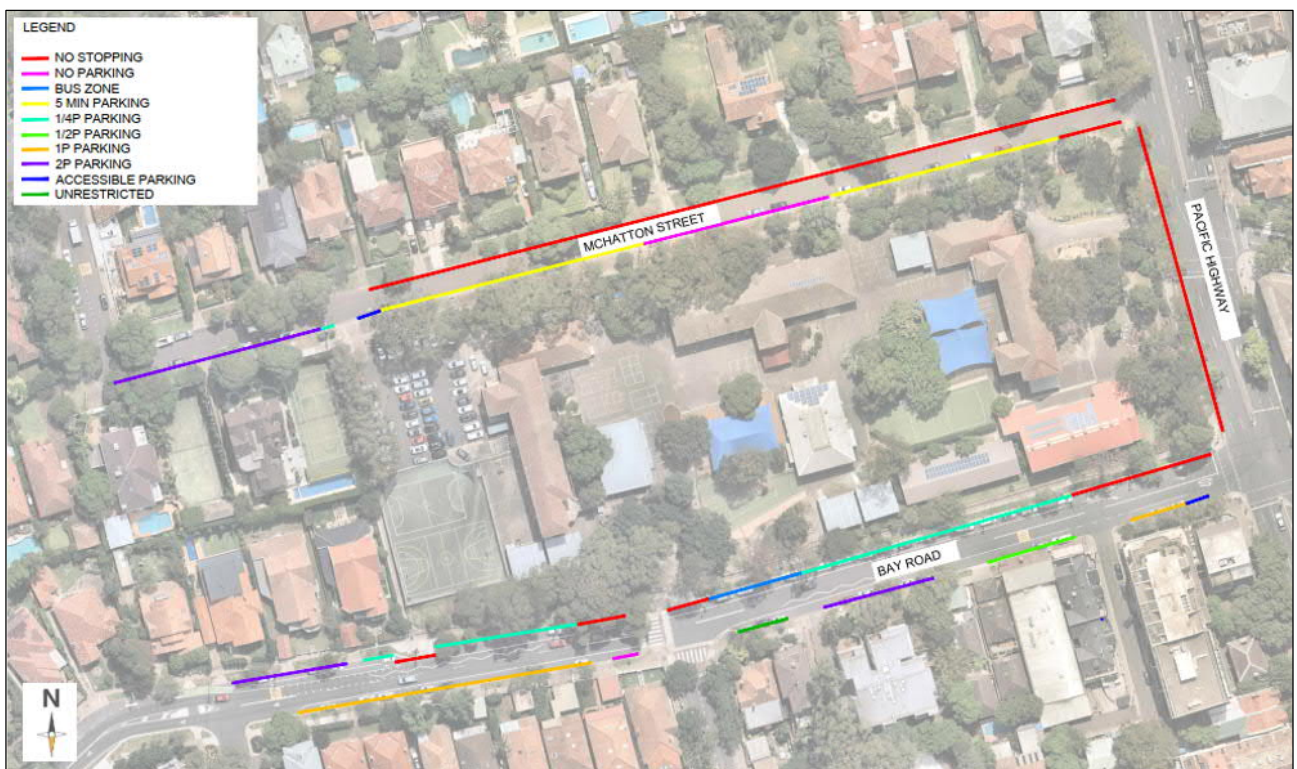


Figure 5: Existing Parking Restrictions

¹ Source: Fulton Trotter Architects

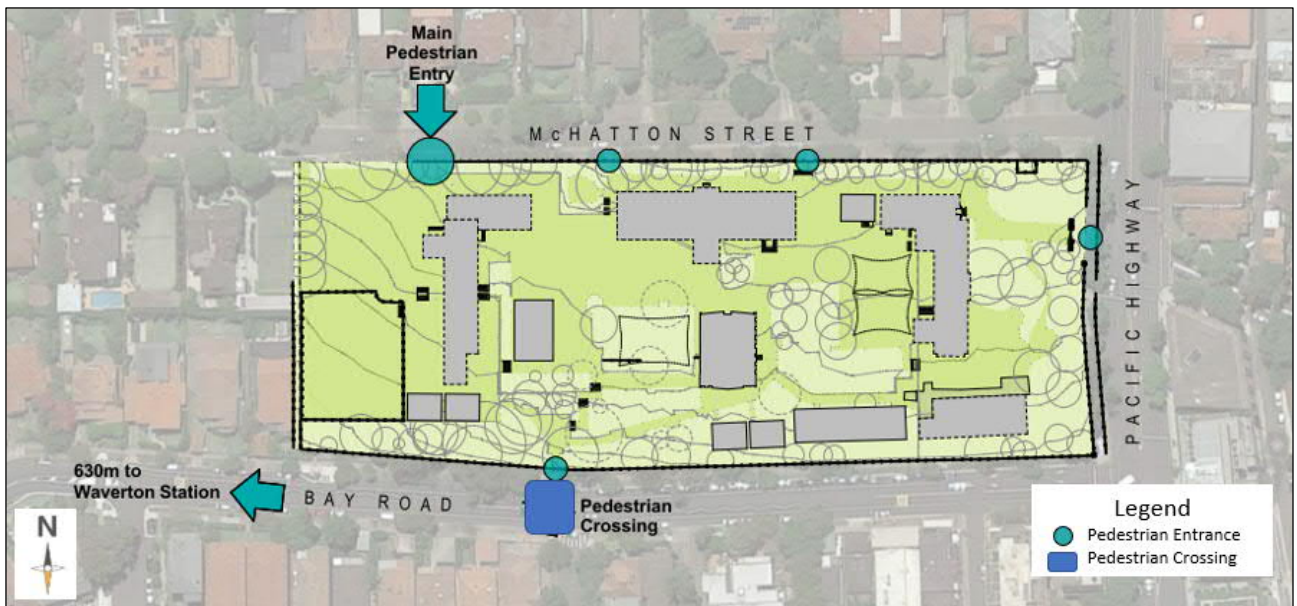


Figure 6: Existing Pedestrian Facilities²

With consideration for these facilities, Ason Group has prepared a Parking Restrictions Plan to detail the proposed parking restriction surrounding the Site. This is detailed in **Figure 7** and has also been attached in **Appendix A** for further information.

This Parking Restrictions Plan details the proposed parking restrictions for the school, which seeks to provide a kiss and ride facility along Bay Road, whilst reducing the capacity of the kiss and ride facility along McHatton Street.

² Source: Fulton Trotter Architects



Figure 7: Proposed Parking Restrictions

2.3 Public Transport

2.3.1 Train Connectivity

The Public School is situated in proximity of several existing train stations, being Waverton Station (approximately 650m) and North Sydney Station (~950m), with Waverton Station being the preferred option relating to walking distance.

Key serviceability details are provided in **Table 4**, with reference to **Figure 8** below.

Table 4: Existing Train Services

LINE	NAME	FREQUENCY
T1	North Shore & Western Line	Moderate Frequency (5-10 services per hour)
T9	Northern Line	Low Frequency (2-4 services per hour)
CCN	Central Coast & Newcastle Line	Low Frequency (1-2 services per hour)

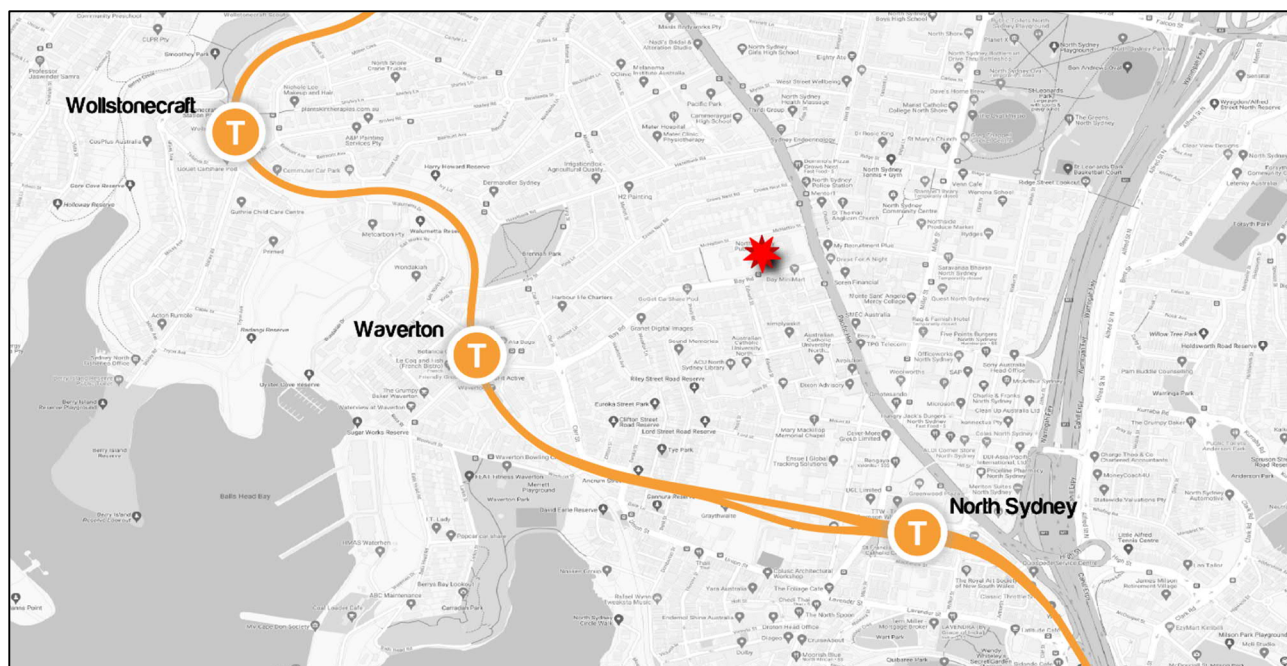


Figure 8: Train Stations

2.3.2 Public Bus Connectivity

With reference to existing public bus service connectivity for the area, immediate to the Site is a bus stop along Bay Road servicing the school and provides access for a single route during the AM Peak. Route details for the 265 are provided below in **Table 5** and **Figure 9**.

It is considered that broadly, the route largely operates as a public route, with only a single AM service modified for the AM School Peak (arriving at the school 8:24am).

Table 5: Existing Public Bus Connectivity

ROUTE	DESCRIPTION	SERVICE
265	Lane Cove to North Sydney via Greenwich	1 modified bus route for school service during AM Peak

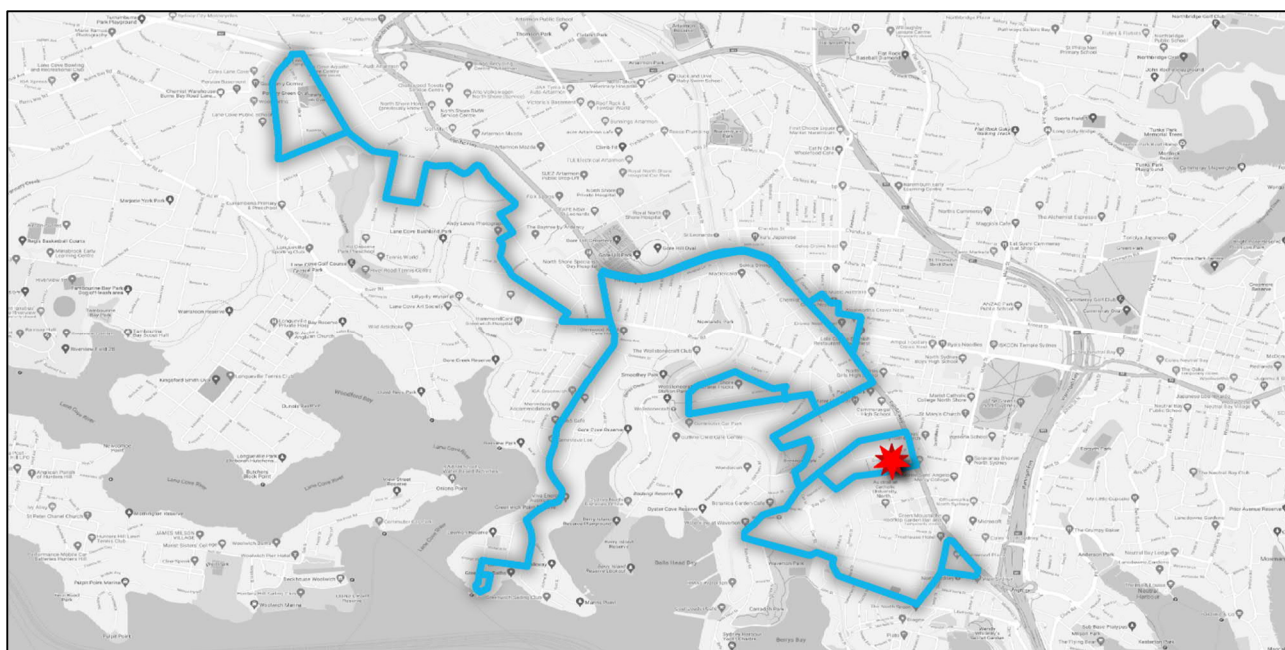


Figure 9: Route 265 (School Service)

In addition to the above, a bus stop location situated 100m north of the school along the Pacific Highway provides for a number of key routes throughout greater North Sydney and the Sydney CBD area. A summary of these routes are captured in **Table 6**, with mapping extents of the routes and general connectivity broadly demonstrated in **Figure 10**.

Table 6: Existing Bus Routes

ROUTE	DESCRIPTION	ROUTE	DESCRIPTION
115	Chatswood to City Bridge St via North Sydney	287	Ryde to Milsons Point via St Leonards & North Sydney
200	Gore Hill to Bondi Junction	290	Epping to City Erskine St via Macquarie University & North Sydney
252	Gladesville to City King Street Wharf via North Sydney	291	Epping to McMahon's Pt
254	Riverview to McMahon's Point	320	Gore Hill to Mascot
261	Lane Cove to City King Street Wharf via Longueville	N90	Hornsby to City Town Hall via Chatswood (Night Service)
286	Denistone East to Milsons Point via St Leonards & North Sydney	N91	Macquarie Park to Bondi Junction via City Town Hall (Night Service)

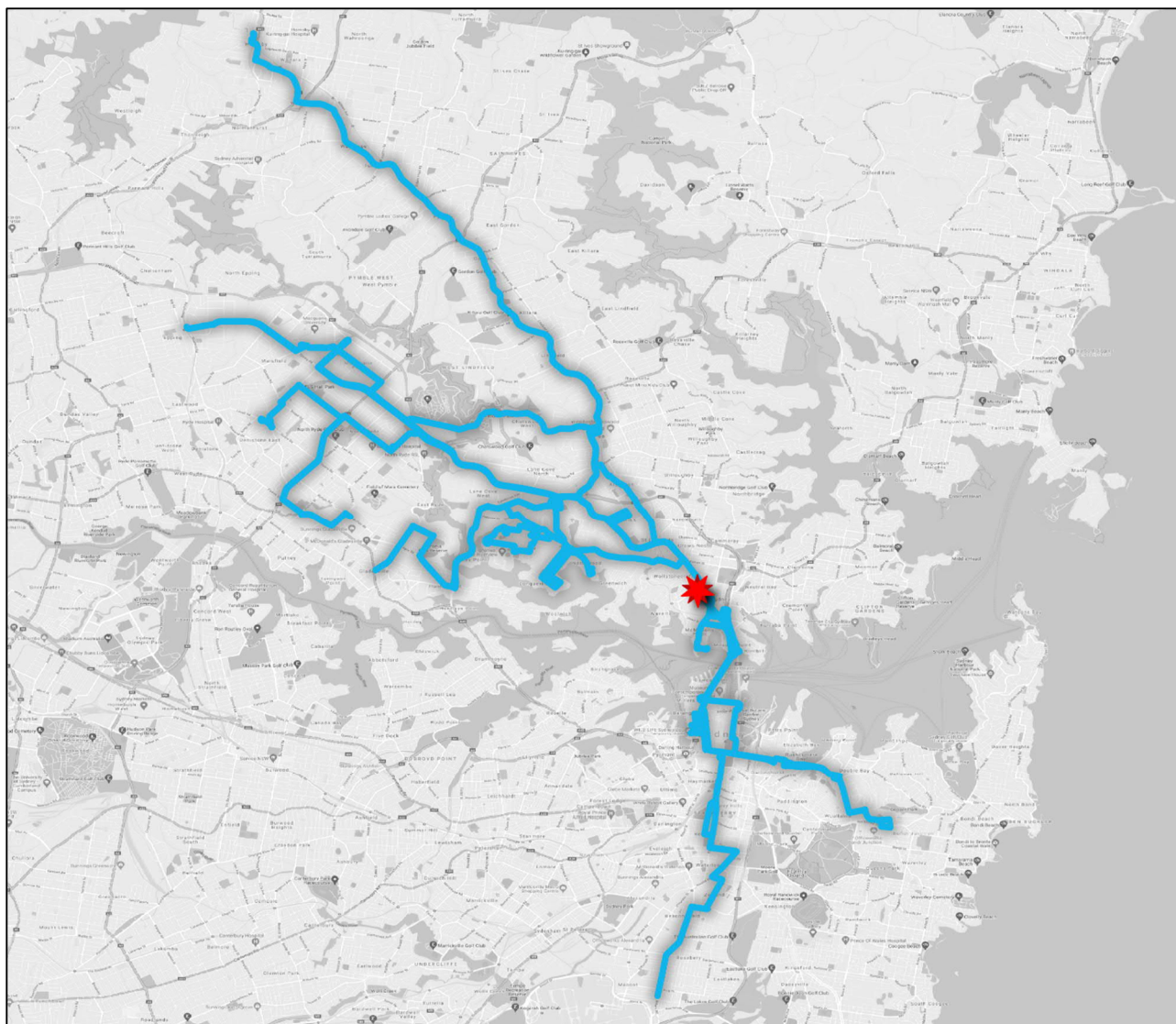


Figure 10: Public Bus Service Extents

2.3.3 Existing School Bus Connectivity

In addition to the modified 265 route during the AM Peak, the school is additionally serviced by a further 3 dedicated school routes, as captured in **Figure 11** and **Table 7**.

Table 7: Existing School Bus Connectivity

ROUTE	DESCRIPTION	SERVICE
265	Lane Cove to North Sydney via Greenwich	1 modified bus route for school service during AM Peak
664W	North Sydney Demonstration School to Milsons Point	AM and School PM services
665W	Milsons Point to Crows Nest	AM and School PM services
667W	North Sydney Demonstration School to McMahon's Point	AM and School PM services

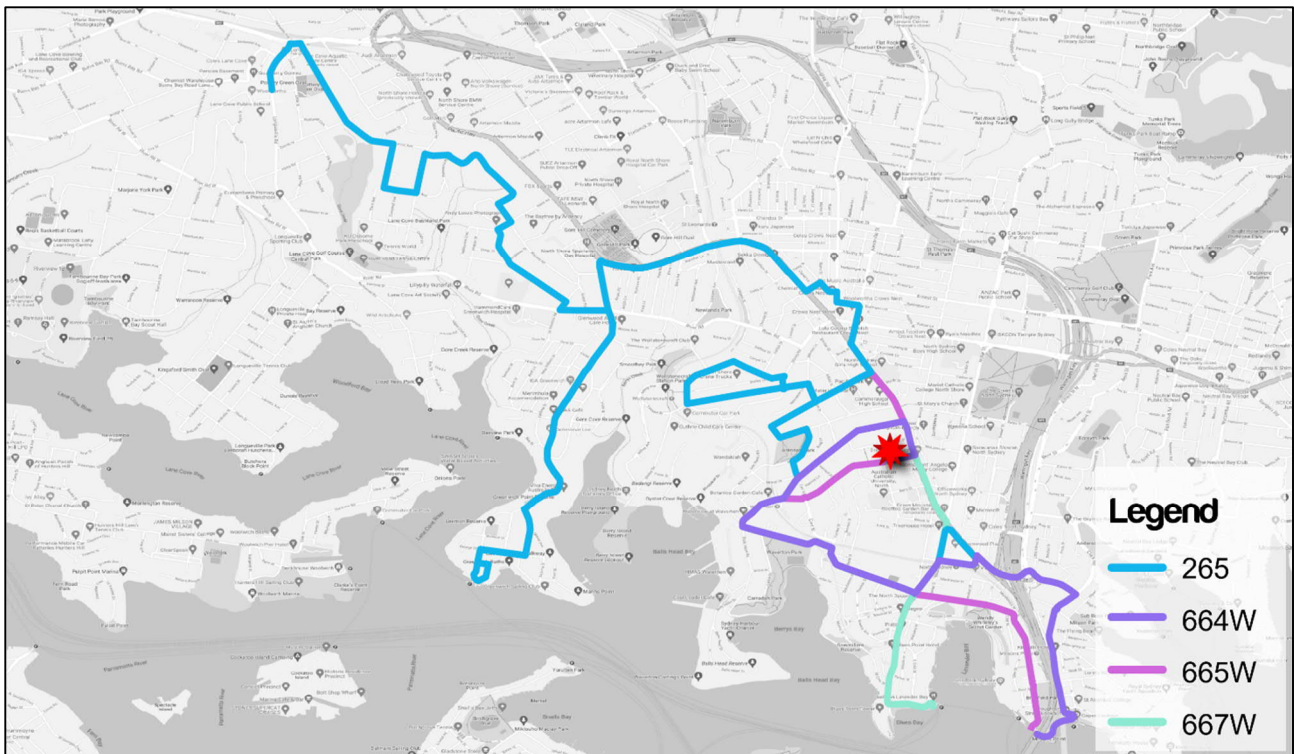


Figure 11: Existing School Bus Routes

The 664W, 665W and 667W routes demonstrate predominant serviceability towards the School south and south-east and operates within the schools' catchment zone.

2.3.4 Future Opportunities for Services

As demonstrated above, the Site demonstrates adequate and broad serviceability by public transport and accordingly, is not anticipated to require the identification of additional bus services.

It is noted that TfNSW has advised that the entire bus network will be reviewed within the next 12 to 24 months, with any changes to the existing bus routes and timetabling communicated to the public via appropriate channels.

2.4 Active Transport

2.4.1 Pedestrian Network & Connectivity

The Site is situated within an established suburb adjacent to a developed business centre in the North Sydney CBD. With reference to the pedestrian network, desktop studies as well and on-site observations confirm that the broader road network is accompanied by pedestrian footpaths, either on one or both sides of all streets.

Immediate to the Schools' frontage on Bay Road, a raised zebra crossing provides a safe location for students to access the school. To the frontage along the Pacific Highway, full movements for pedestrian crossings at the traffic signals are provided. A throughfare also exists to the west between Bay Road and McHatton Street. These locations provide broader catchment to the wider pedestrian network.

Figure 12 below shows Council's Walking Map within the context of the Public School, having regard for defined "walking routes" separate to the provision of pedestrian pathways/ footpaths.

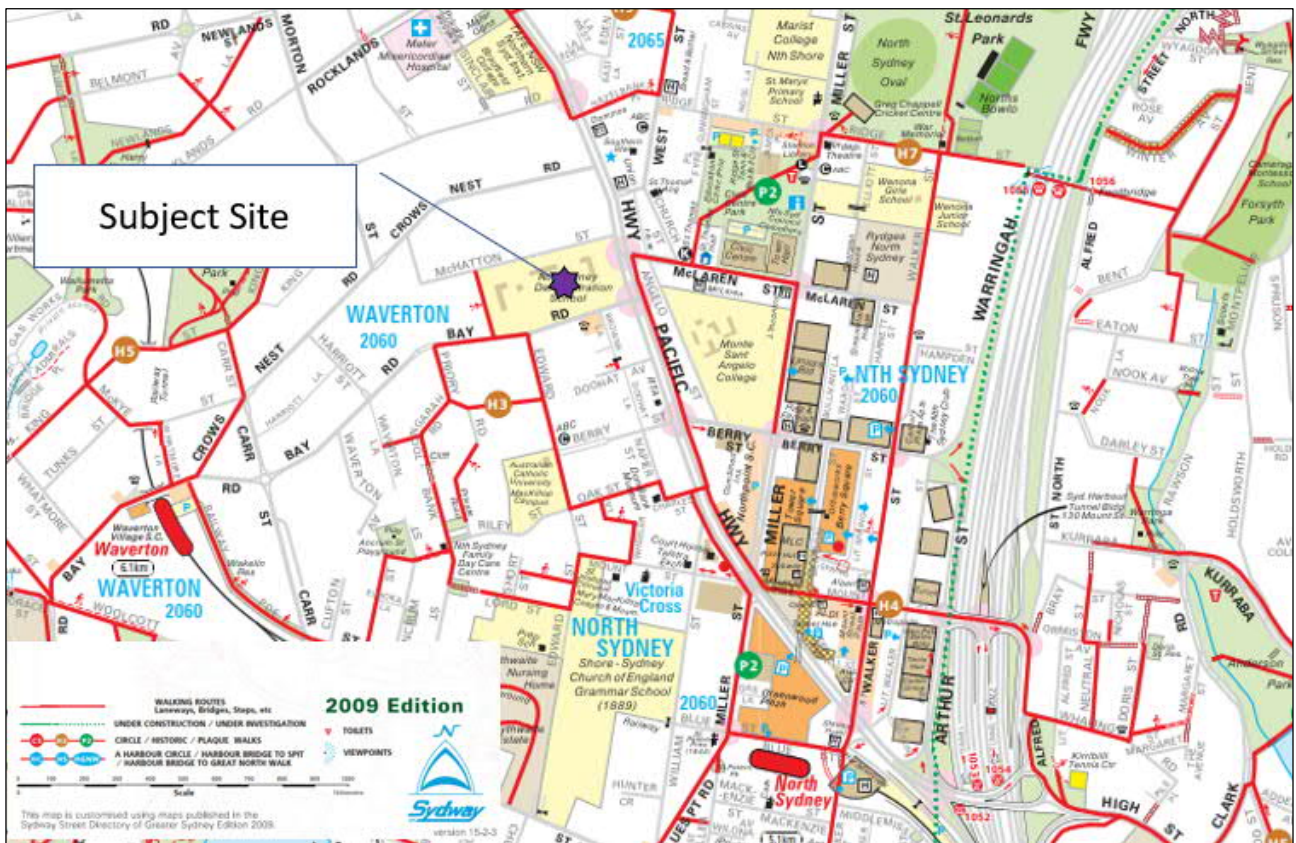


Figure 12: North Sydney Walking Map³

In addition, the Education Precinct Public Domain Masterplan (EPPDM) has identified the following pedestrian access improvements surrounding the Site, as shown in Figure 13.

These pedestrian access improvements are predominately focussed to the south of the Site, along Berry Street, Oak Street and Mount Street.

³ North Sydney Council. *North Sydney Walking Map 2009*

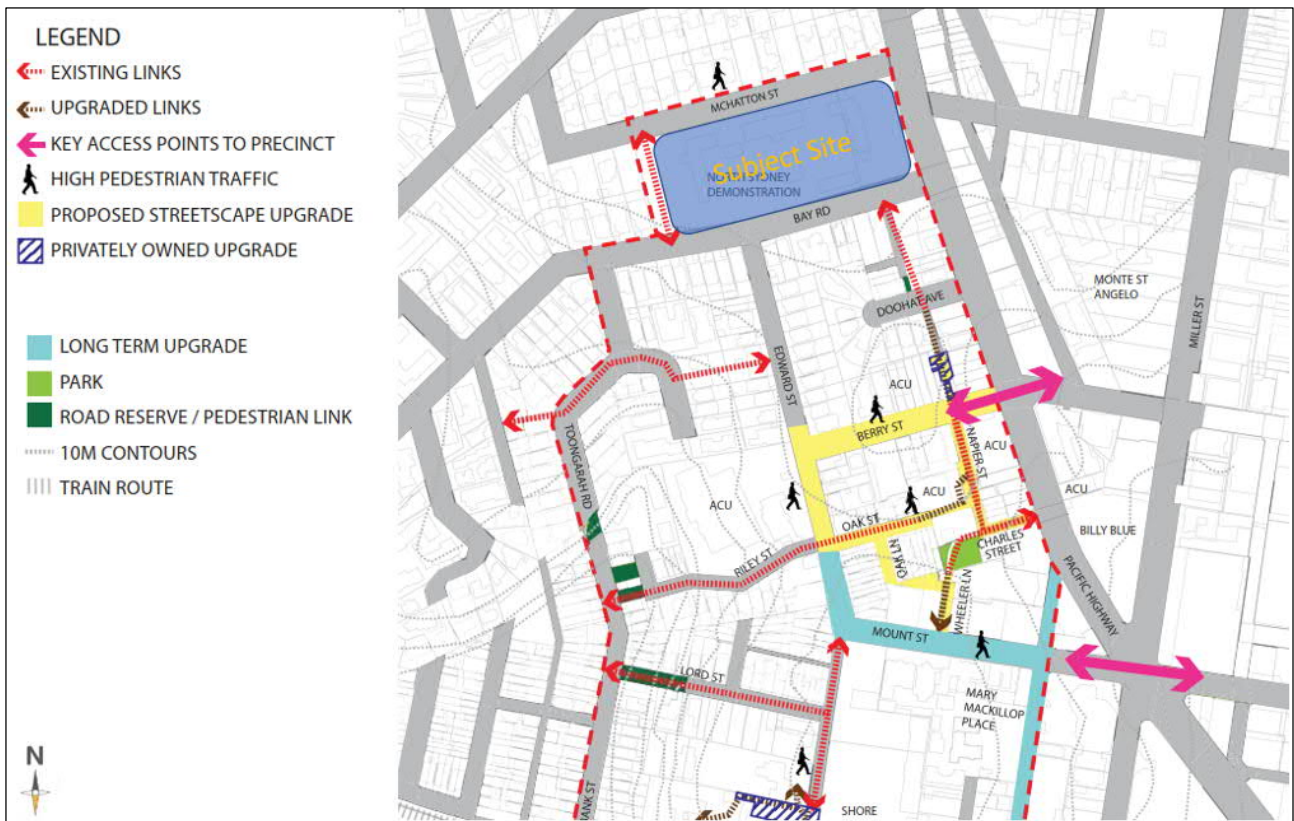


Figure 13: Pedestrian Access Improvements⁴

2.4.2 Cycling Network

With reference to existing cycling infrastructure within the Council area, **Figure 14** below captures the extents of the North Sydney Bike Map in proximity of the School. Surrounding the school includes a mix of shared user paths, and on-road bicycle routes.

Specifically, the Council map identifies the Pacific Highway as a “High Current Bicycle Use” corridor. It is considered that this is defined by usage of both on and off-road cyclists accessing the corridor.

⁴ Education Precinct Public Domain Masterplan - Location Precinct Public Domain Masterplan

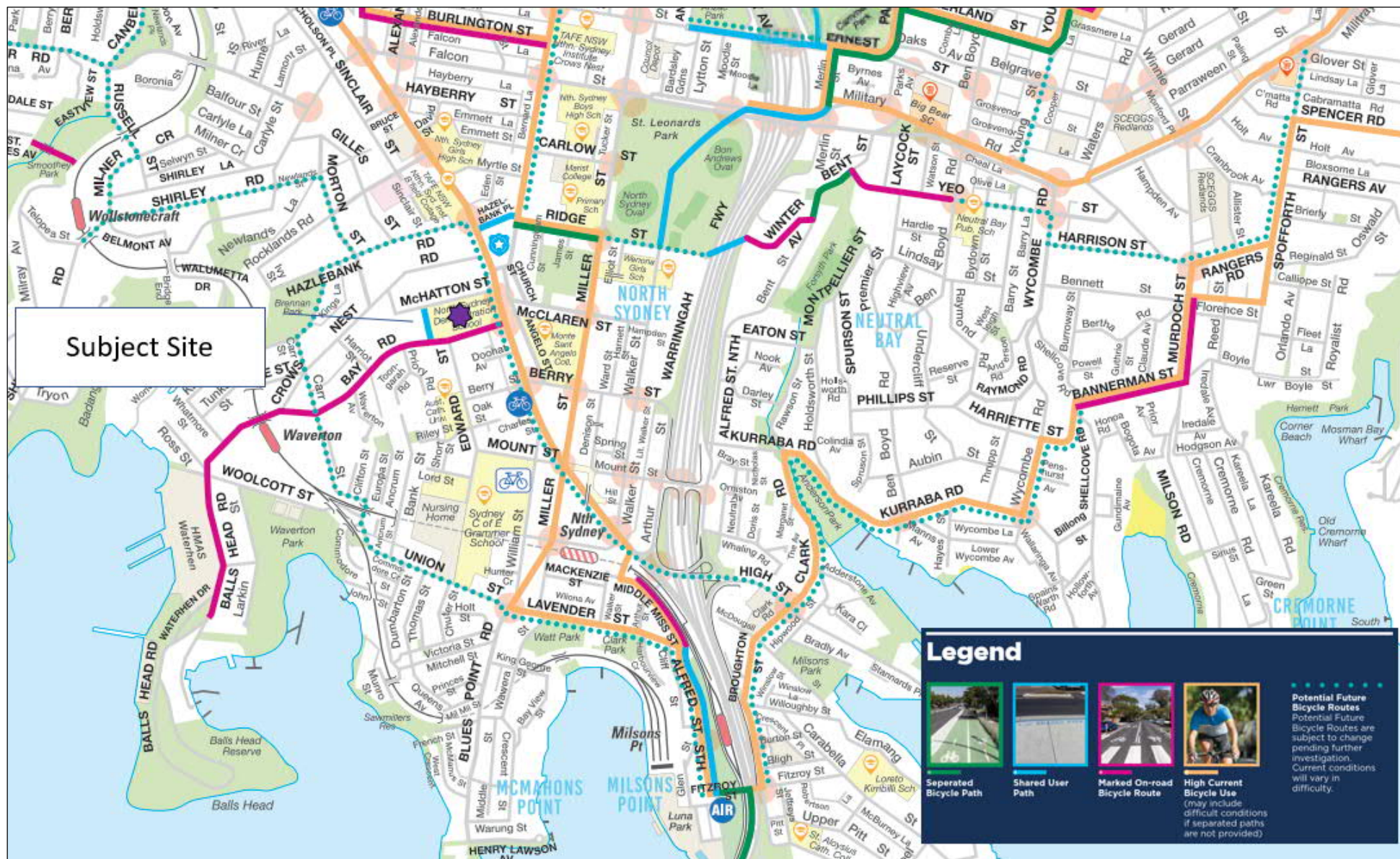


Figure 14: North Sydney Bicycle Path Network⁵

In addition to Council's cycling map, Service NSW provides a Cycleway Finder map for the locality and characterises specific bicycle routes and infrastructure by the degree of difficulty to which the route can be traversed. Based on the figure below, the school is generally surrounded by 'moderate difficulty' routes, which effectively captures on-road cycling provisions.

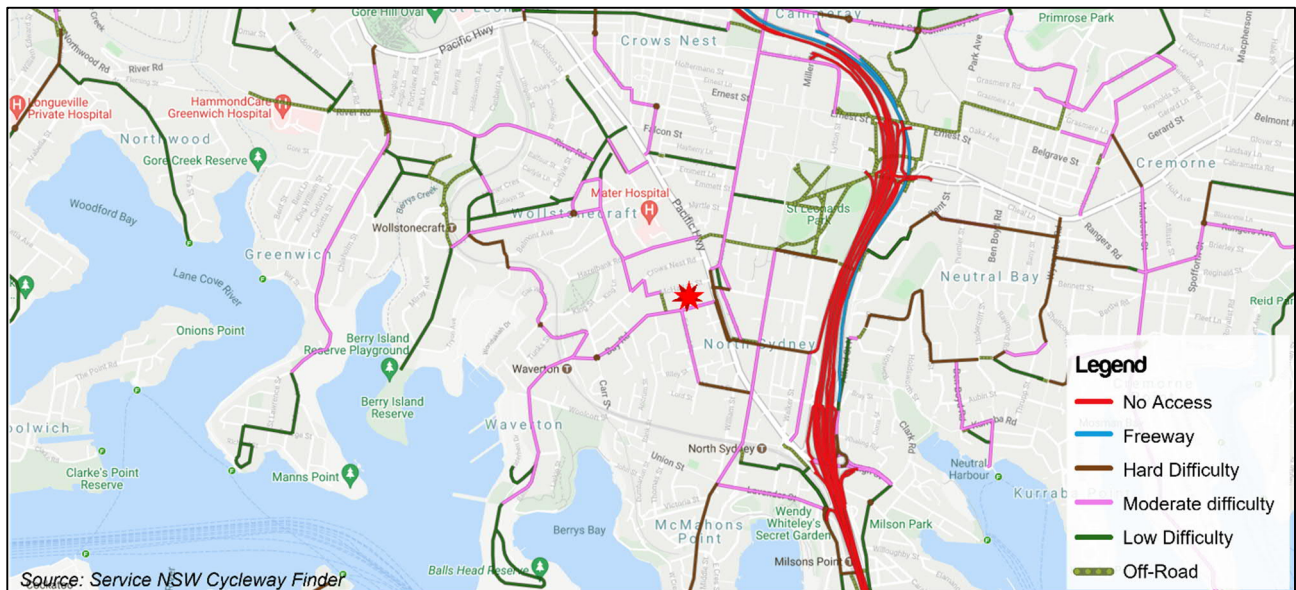


Figure 15: North Sydney Cycleway Finder Map

2.5 Catchment Analysis

The school itself is situated within a metropolitan area in close proximity to the North Sydney and Sydney CBD's. In this regard, the high population density of this area is underpinned by several primary schools in proximity servicing the wider locality. **Figure 16** below demonstrates the existing North Sydney Public School Catchment, and defines its catchment borders with Greenwich Public School, Anzac Park Public School, and Neutral Bay Public School, amongst more distant catchment zones.

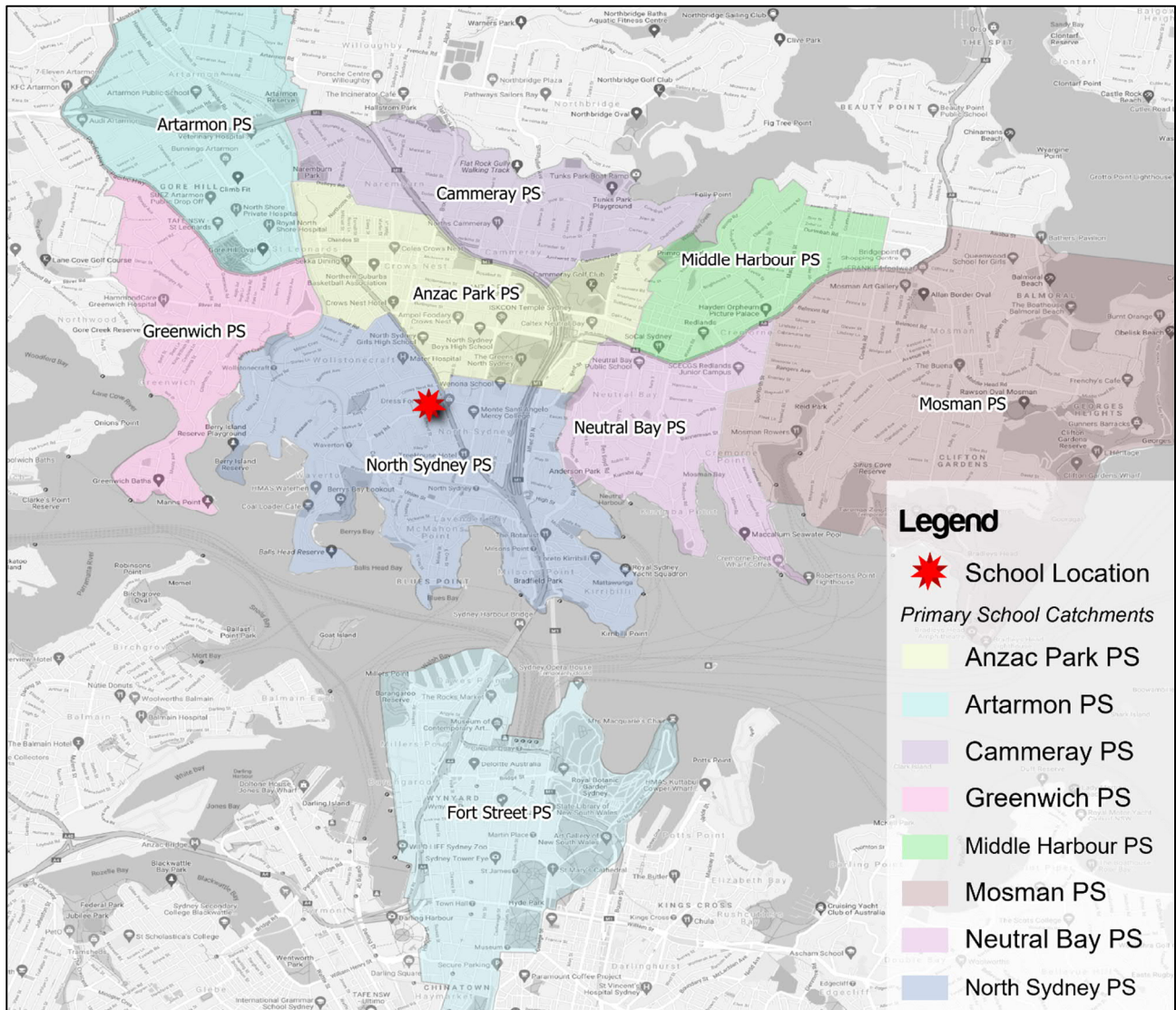


Figure 16: Public School Catchment Areas

With consideration for the school as an existing development, it is anticipated that the increased student capacity for North Sydney Public School will likely come from a combination of factors, including increasing density to the region in future years, as well as from adjacent catchment zones.

Accordingly, SINSW have provided student location data based on the above catchment areas, which in turn provides spatial indication for where additional growth to the public school may be originating from.

Figure 17 below demonstrates an anonymized distribution for the existing student population of the School in its current form. While additional students are anticipated to come from adjacent catchments, it is anticipated that the school will consolidate the locality of its existing population, predominantly within the areas south-west of the school, as demonstrated below.

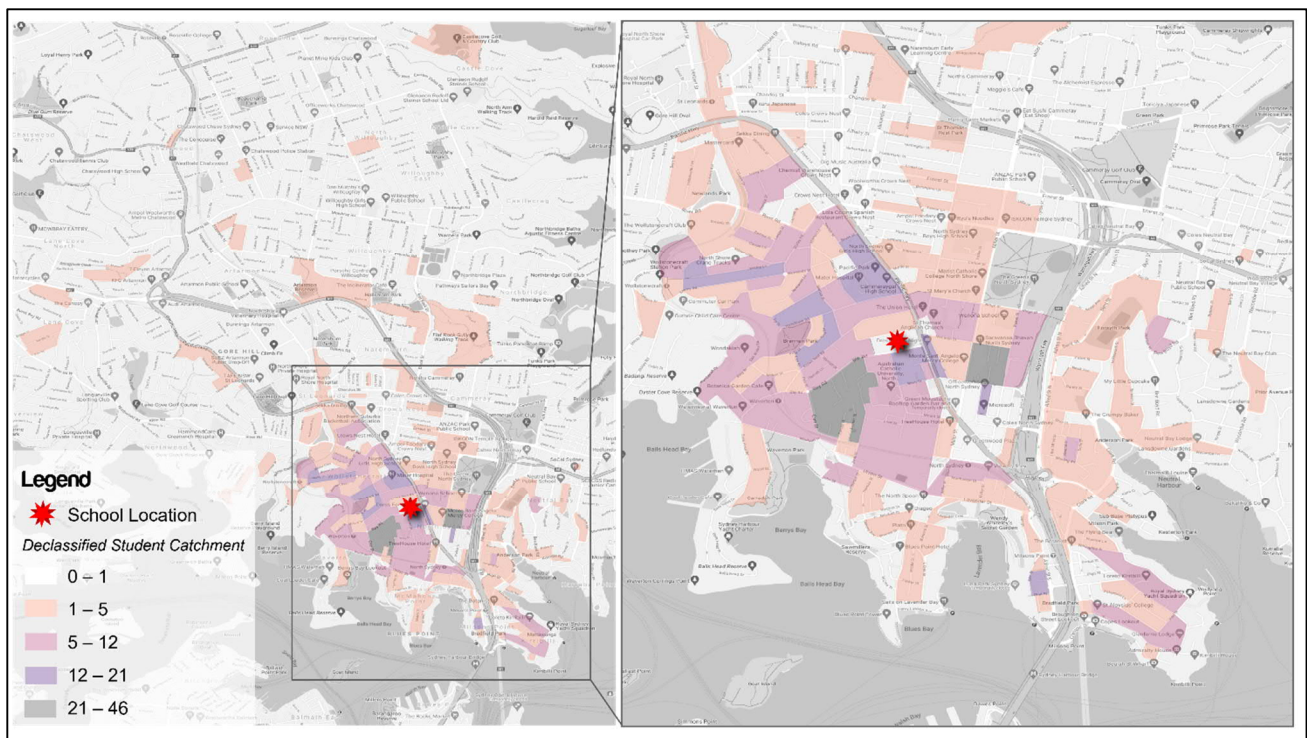


Figure 17: North Sydney Public School (Grade K – 6)

The abovementioned figure demonstrates that there is a lower degree of student density residing north-east of the Pacific Highway and east of the M1. This broadly indicates a degree of geographic separation resultant from main roads, as well as isolation from adjacent public school catchment zones.

Further northwards, there are fewer students in attendance residing in the Castle Cove, Willoughby and Lane Cove areas, with an even smaller degree of students residing south of the Harbour Bridge.

When considered in conjunction with the catchment map in **Figure 16** above, it can be deduced that potential growth centres for the North Sydney Public School are more like to originate in proximity of the location, maintaining local connectivity and geographical separation. Specifically, these areas are more likely to be from the Gore Hill, Greenwich and Northwood areas, with Cammeray and Neutral Bay to a lesser degree.

2.5.1 Public Transport Catchment

In line with guidelines outlined by the NSW Government and TfNSW, the School Student Transport Scheme (SSTS) provides catchment guidelines to provide eligibility for school public transport.

For grades K-2, the following eligibility criteria applies:

- They are a resident of NSW, or an overseas student eligible for free government education.
- Aged 4 years 6 months, or older.
- No minimum walking distance criteria applies to these students.

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, **Figure 18** below demonstrates the catchment exclusion zones for Grades 3-6 with reference to the Public Schools' location.

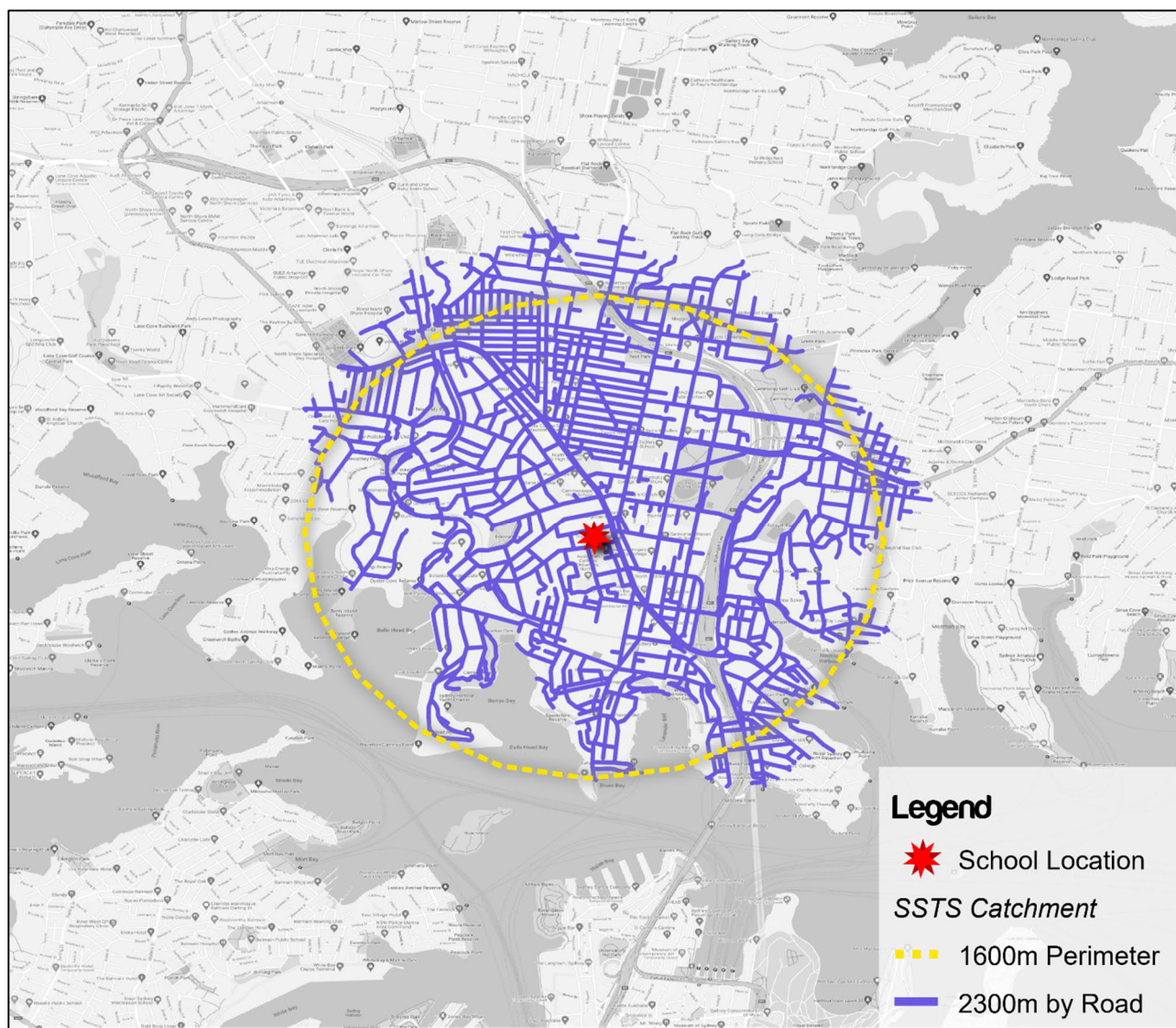


Figure 18: SSTS Exclusion Zones

The exclusion zones above demonstrate that both the 1.6km radius and 2.3km distance capture the wider proportion of the local area to which the majority of the student population are currently residing.

2.5.2 Active Transport Catchment

- Pedestrian Catchment

SINSW have characterised the walking catchment of a school within 5, 10 and 15-minute walking distance increments (approximately 400m increments) of the school, representing desirability for the catchment area. **Figure 19** demonstrates the walking distances relative to the Site.

In its existing form, the pedestrian network for the North Sydney area exhibits a high degree of pedestrian connectivity, with adequate provision of footpaths on either one or both sides of all roads. The span of the Pacific Highway additionally provides adequate and safe crossing opportunities for pedestrians, approximately every hundred metres.

It is noted that there are substantially less crossing opportunities between the east and west sides of the M1 Highway, indicating a lower degree of pedestrian permeability from the Neutral Bay side.

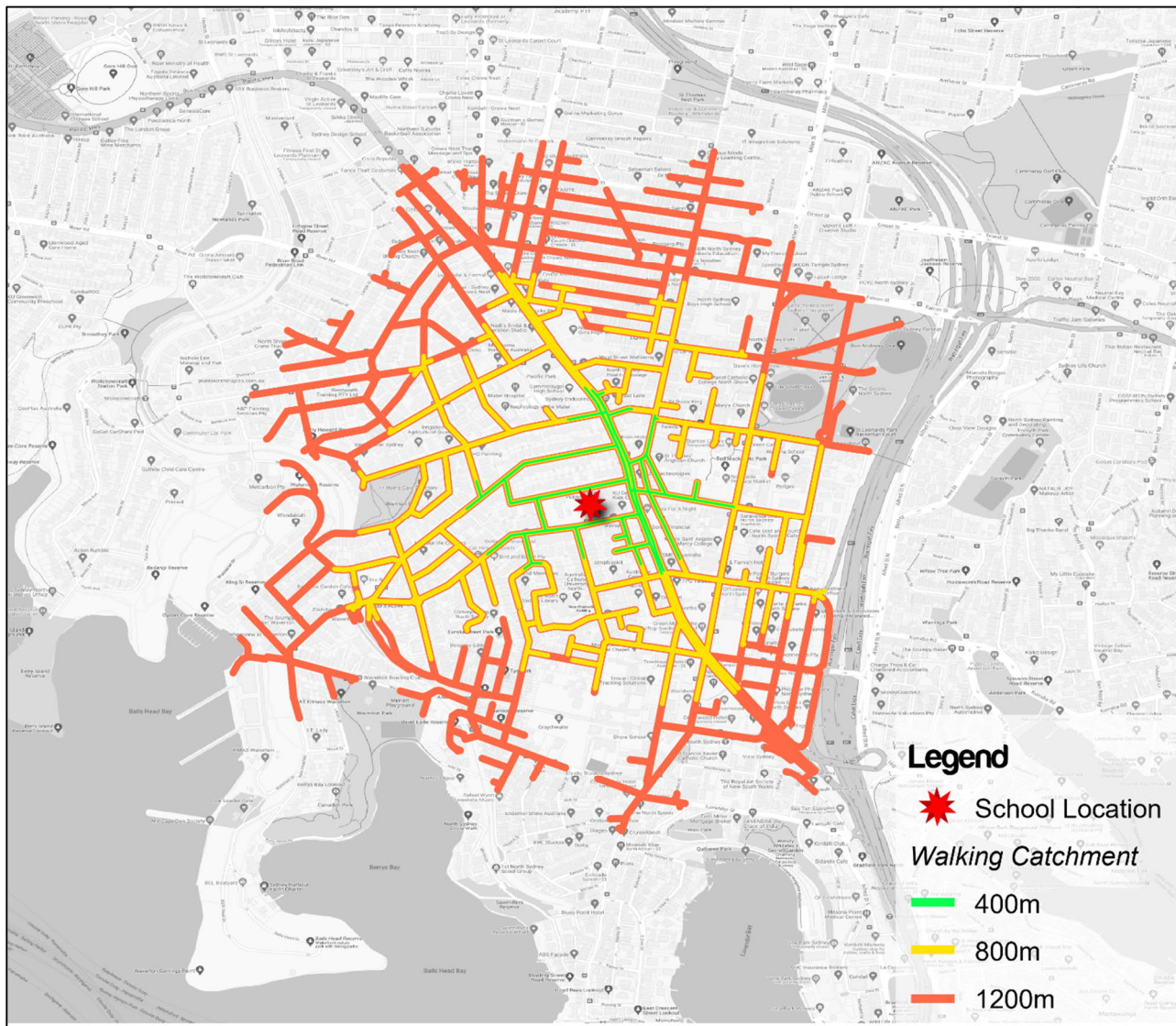


Figure 19: Pedestrian Catchment Zone

● Cycling Catchment

In addition to the pedestrian catchment guidelines described by SINSW, the catchment areas for cycling are defined in a similar format based from 5-minute increments (approximately 1.2km increments). **Figure 20** illustrates the maximum extents of the cycling catchment zone.

With reference to the figure, the M1 forms a geographic barrier and is particularly prevalent in the cycling map with limited crossing opportunities across the road.

While the catchment map exhibits farther reaching extents particularly towards the north and east, it should be broadly noted that certain elements of cycling infrastructure – specifically relating to on-road cycling lanes – may not be applicable particularly for younger students as safe provisioning.

Accordingly, the extents of the catchment captures cycling movements as applicable to usage of pedestrian and shared pathways.

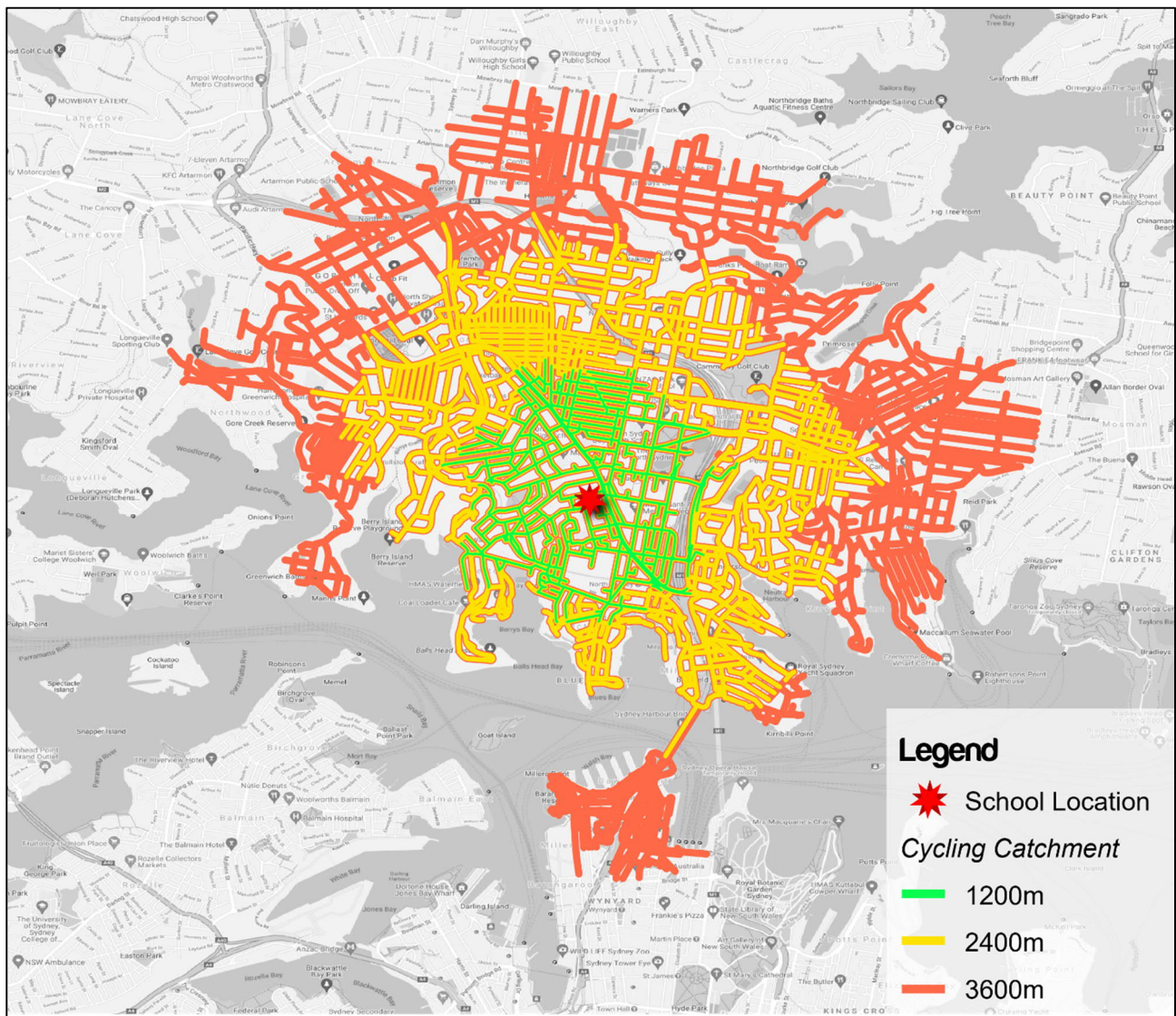


Figure 20: Cycling Catchment Zones

2.5.3 Catchment Summary

In the context of public and active transport catchment areas relating to the school, the table below captures the extents of students within the respective zones and summarised as follows:

- Approximately 91% of students reside within the SSTS exclusion zones, with only 9% of students living outside of the zones and hence eligible for free public transport. While the majority of students are located within the exclusion zone, they may be eligible for School Term Bus Passes, which provides discounted travel during the school term.
- Approximately 96% of students reside within the 15-minute cycling distance to the school, and 62% live within the 15-minutes walking distance.

A more detailed breakdown for the 5-minute, 10-minute, and 15-minute walking and cycling distances is presented in **Table 8**.

Table 8: Cycling and Walking Catchment Summary

CATCHMENT	TRAVEL MODE	
	Walking	Cycling
5-Minute	9%	64%
10-Minute	41%	93%
15-Minute	62%	96%

2.6 Travel Mode Surveys

Ason Group has undertaken a travel mode survey for current staff and students of the School. The purpose of the survey is to determine key traffic and parking characteristics of existing school population, including:

- Travel mode for both the arrival and departure trips;
- Vehicle occupancy;
- Out of Hours School Care;
- Car Pooling, and
- Interest in different green travel strategies and initiatives.

The travel mode survey results to date are provided in **Appendix B**. The results are discussed in further detail below.

2.7 Student Surveys

At this current time, a total 106 responses have been received for the issued student surveys, representing approximately 12% of the 869 enrolled students. As the STP is intended to be a live document, this student survey information will be appropriately updated as responses to the surveys increase.

Notwithstanding, the results of the surveys are discussed below.

2.7.1 Student Travel Mode

As part of the undertaken student surveys, an appreciation for modal travel has been obtained to provide indicators for travel behaviour and interactions with the School. Accordingly, **Figure 21** below demonstrates the modal breakdown of student trips to the Primary School.

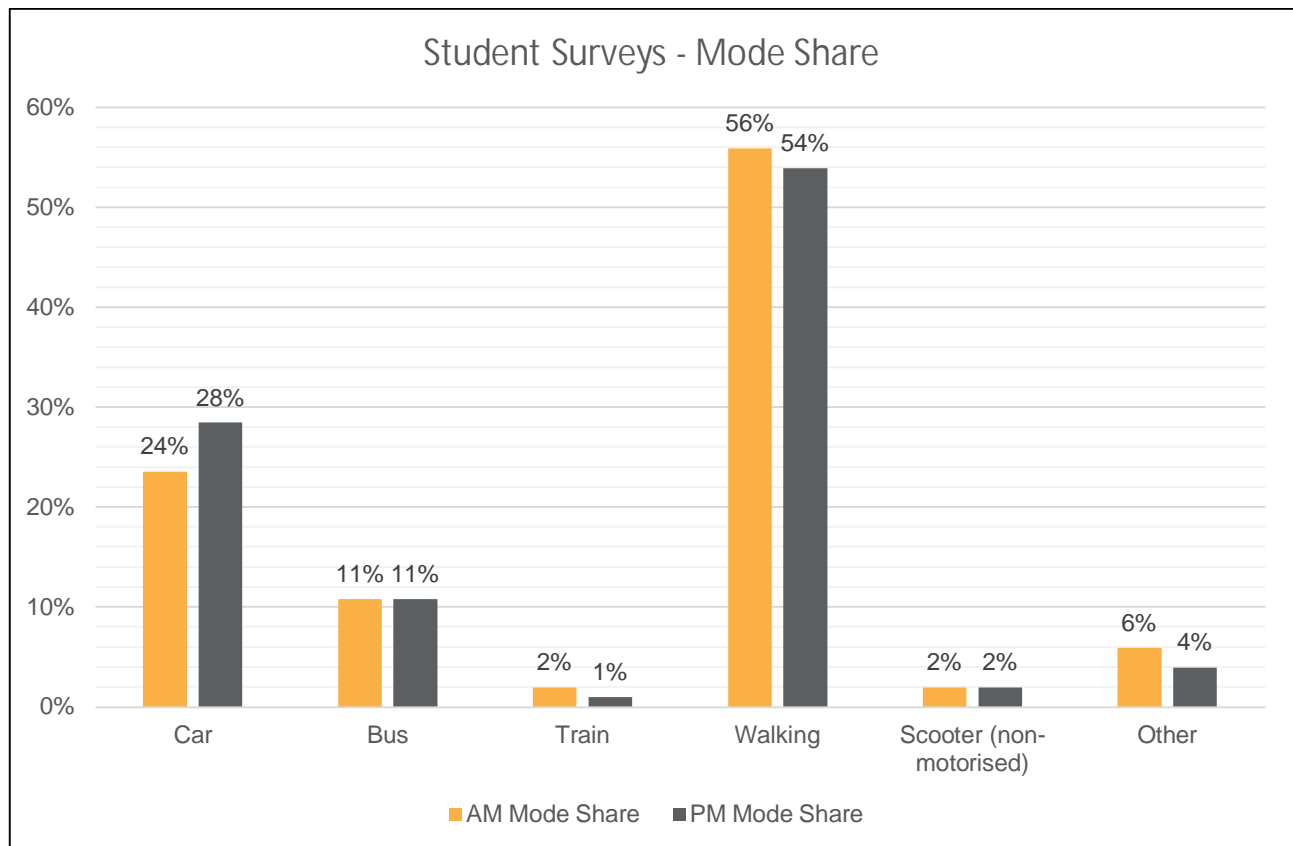


Figure 21: Student Survey Mode Share

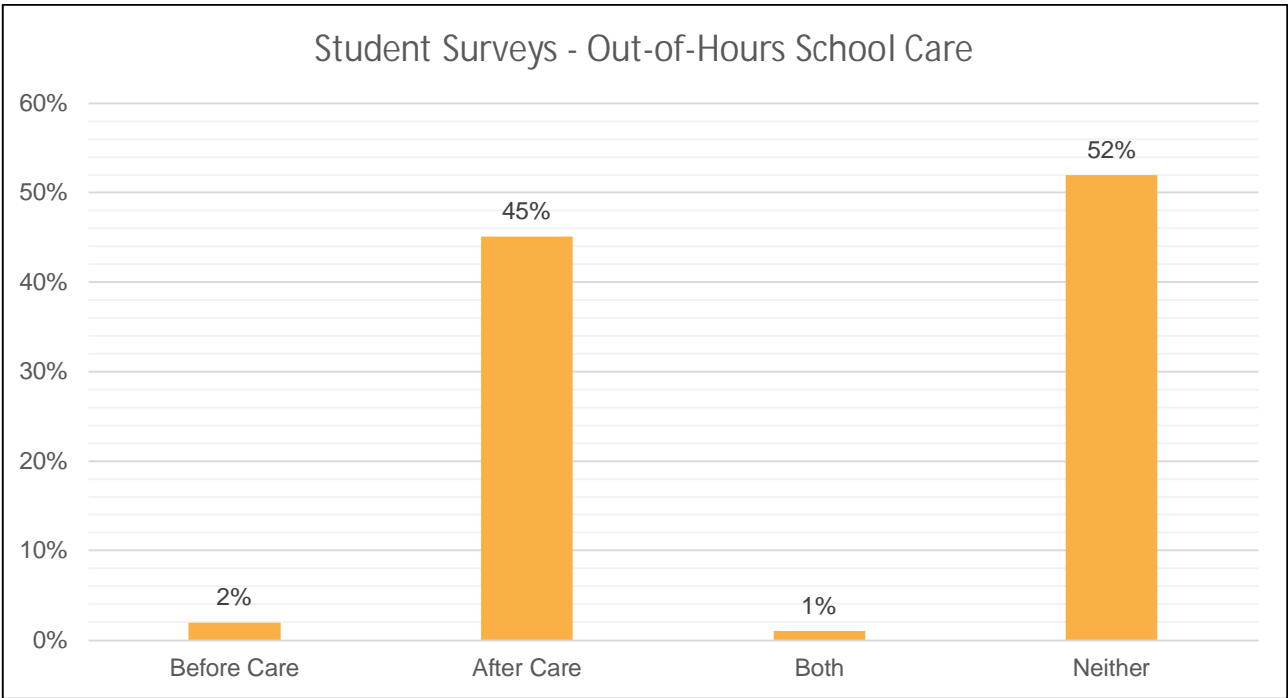
It is noted that the 'other' category effectively captures the effects of multi-modal trips, such as being driven to a bus stop before continuing by bus to the School. Accordingly, it is considered that "other" trips would generally not include private vehicle trips directly to the school itself.

Summarising the results, the following key points are concluded:

- The school demonstrates a high dependency on walking to and from the School both before and after school, capturing between 54% and 56%.
- Active Travel Modes (Walking, Scooter Riding and Bicycle Riding) constitute approximately 56% - 58% of total trips to and from the School.
- Public transport modes (accounting for Bus, Train, as well as 'Other') account for 16% - 19%, with bus usage forming the highest proportion of public transit trips to/from the school.
- Vehicle ridership accounts for approximately a quarter (24% - 28%) of total trips to the School.

2.7.2 Out of School Hours Care

As part of the student surveys, the proportion of students utilising Out-of-Hours School Care was assessed to gain an appreciation for potential impacts to traffic generation. Based on the results, the following table defines the proportion of students in attendance of OSHC.



The figure demonstrates that approximately 47% of students attend OSHC programs during the AM or the PM session, with a further 1% indicating attendance of both. Of the 47%, the vast majority (45%) of students indicated attendance of after hours care only.

Further to the survey responses, Ason has engaged in discussion with the school, who have indicated that the OSHC programs are highly utilised during the PM (typically above 90% capacity) with a slightly lower usage during the AM period.

2.7.3 Car Pooling

With reference to multi-passenger vehicle trips, the initial results demonstrate that degree of vehicle trips with more than one student is an uncommon occurrence, constituting only 1% of total private vehicle trips. Thus, early results indicate that car pooling is not prevalent in this instance.

2.7.4 Transport Initiatives

In addition to travel behaviour, the student survey included a feedback format with the provision of suggestions relating to improvements for public and active transport. The survey was designed to gauge community interest and direct the efficacy of future transport plans for the School.

A summary of the results provided for the transport initiatives is provided below in **Figure 22**.

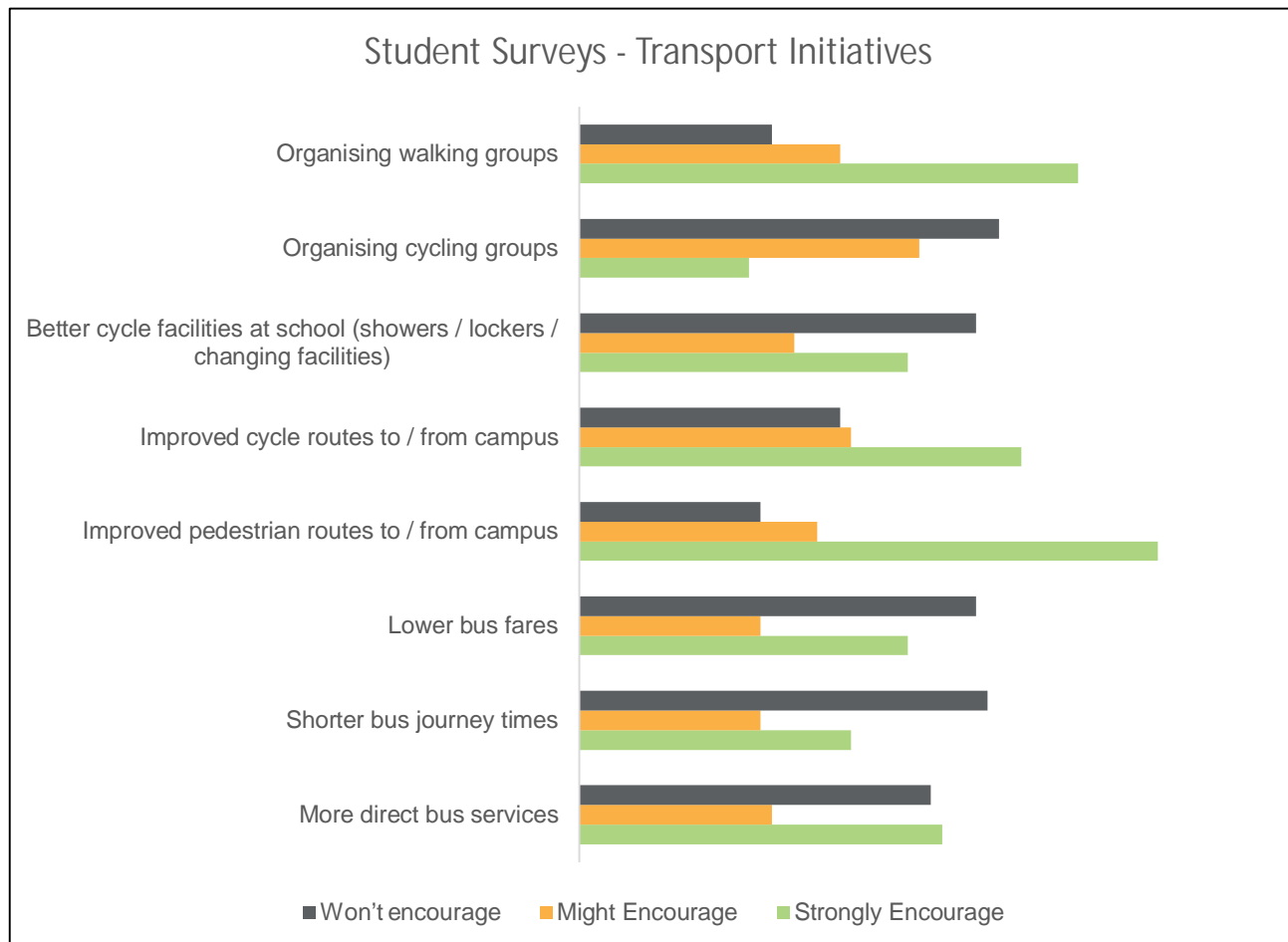


Figure 22: Transport Initiatives Feedback

Having regard for the feedback above, the transport initiatives more likely to be supported by parents of students in attendance of the School are predominantly suggestions related to pedestrian infrastructure improvements, or active community programs to promote walking.

Broadly, suggestions relating to public transport – specifically buses – demonstrated more cautionary or less encouraging feedback.

2.8 Staff Surveys

At this current time, a total 35 responses have been received from staff, representing approximately 44% of the 80 staff members. As the STP is intended to be a live document, this staff survey information will be appropriately updated as responses to the surveys increase.

Having regard for modal travel, the staff survey captures both the primary and secondary travel mode preferences for the Site, with the secondary mode preference indicating situations when the primary mode is currently unavailable.

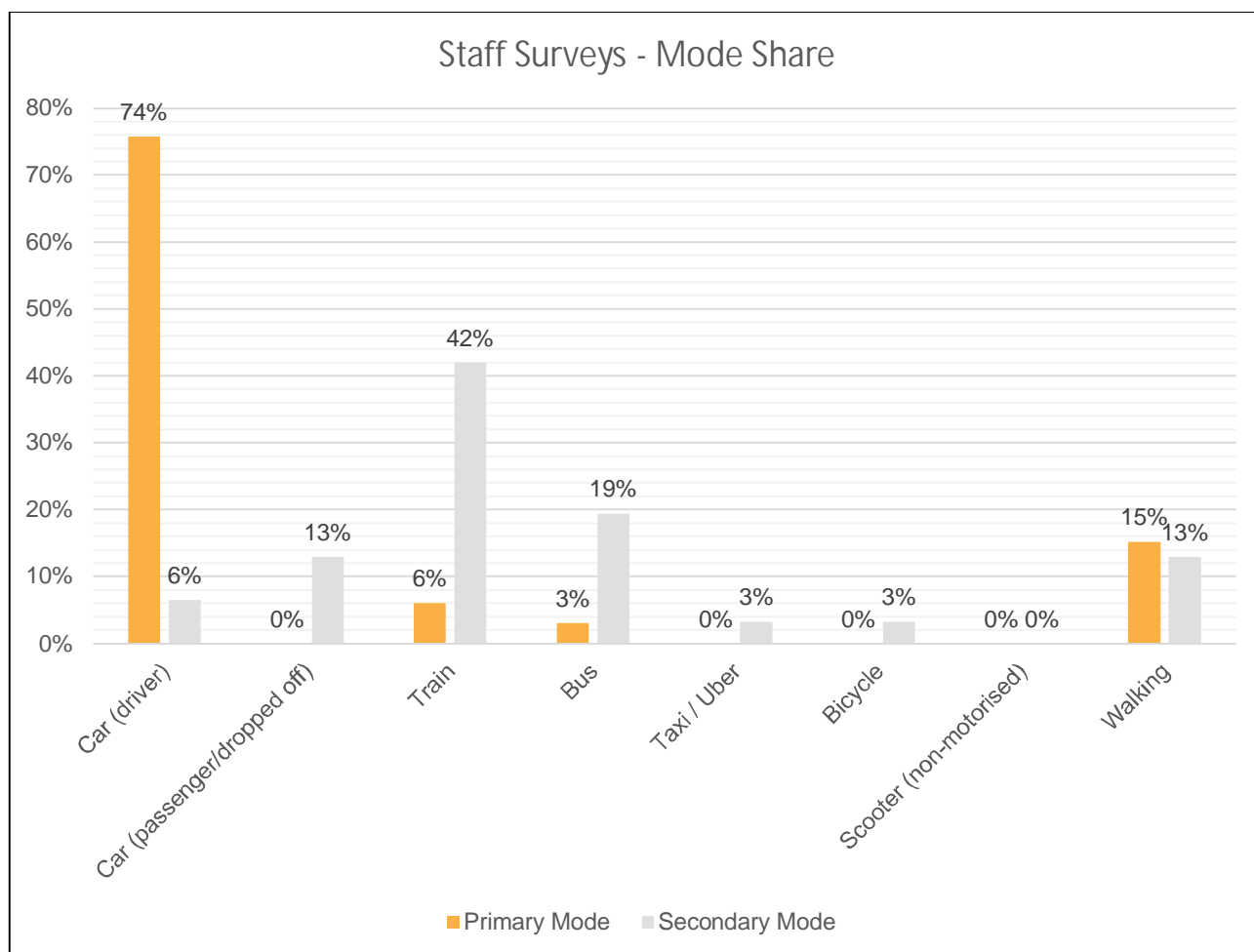


Figure 23: Staff Surveys Mode Share

The above figure demonstrates a typically higher dependency on car ridership (predominantly as driver), with a secondary dependency on walking. In our experience, teachers within NSW exhibit lower dependency on public transport modes and private vehicle (as passenger) as they are generally required to bring equipment and materials to and from the workplace. This is further supported by the majority of staff (62.5%) having access to dedicated on-site parking spaces. As such, these factors are likely to impact the viability of modal shift towards public and active travel modes, which do not necessarily accommodate staff requirements.

The predominant secondary mode of travel is demonstrated to be train or bus to the School.

2.8.1 Arrival and Departure Times

The below figure defines the typical arrival and departure timing for staff to and from the Site.

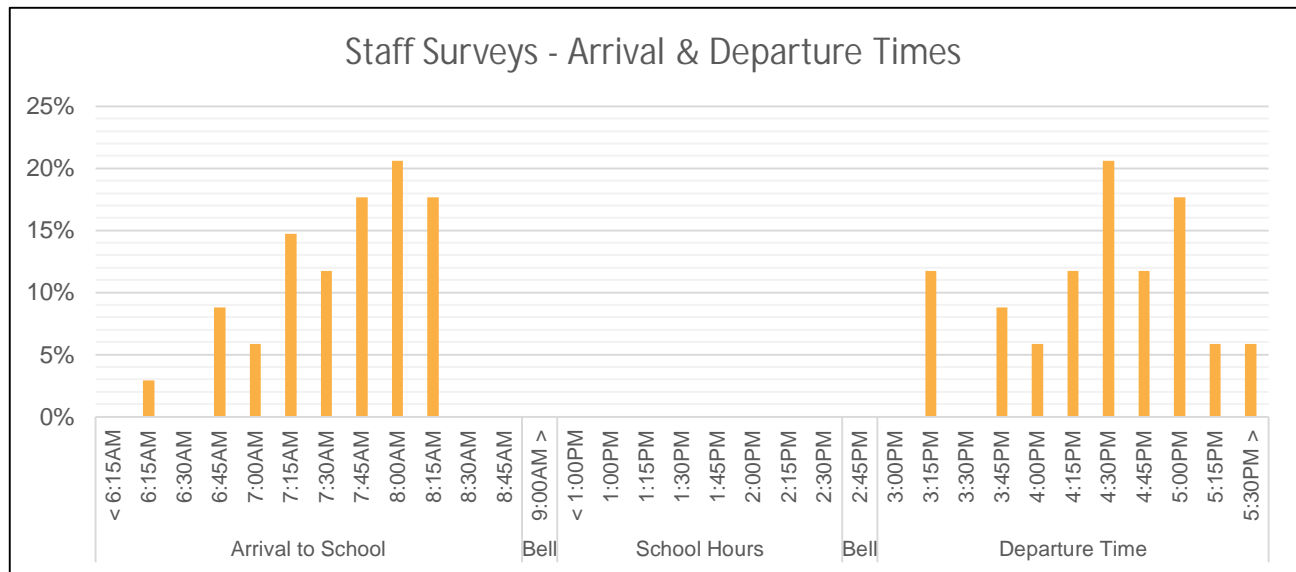


Figure 24: Staff Arrival & Departure Times

The above figure captures 15-minute peak periods for arrival and departure for 8:00AM – 8:15AM and 4:30 – 4:45PM. It is noted that generally, these periods align with typical road network peaks, particularly during the PM Peak which denotes a staggered leaving time between 3:45PM and 5:30PM.

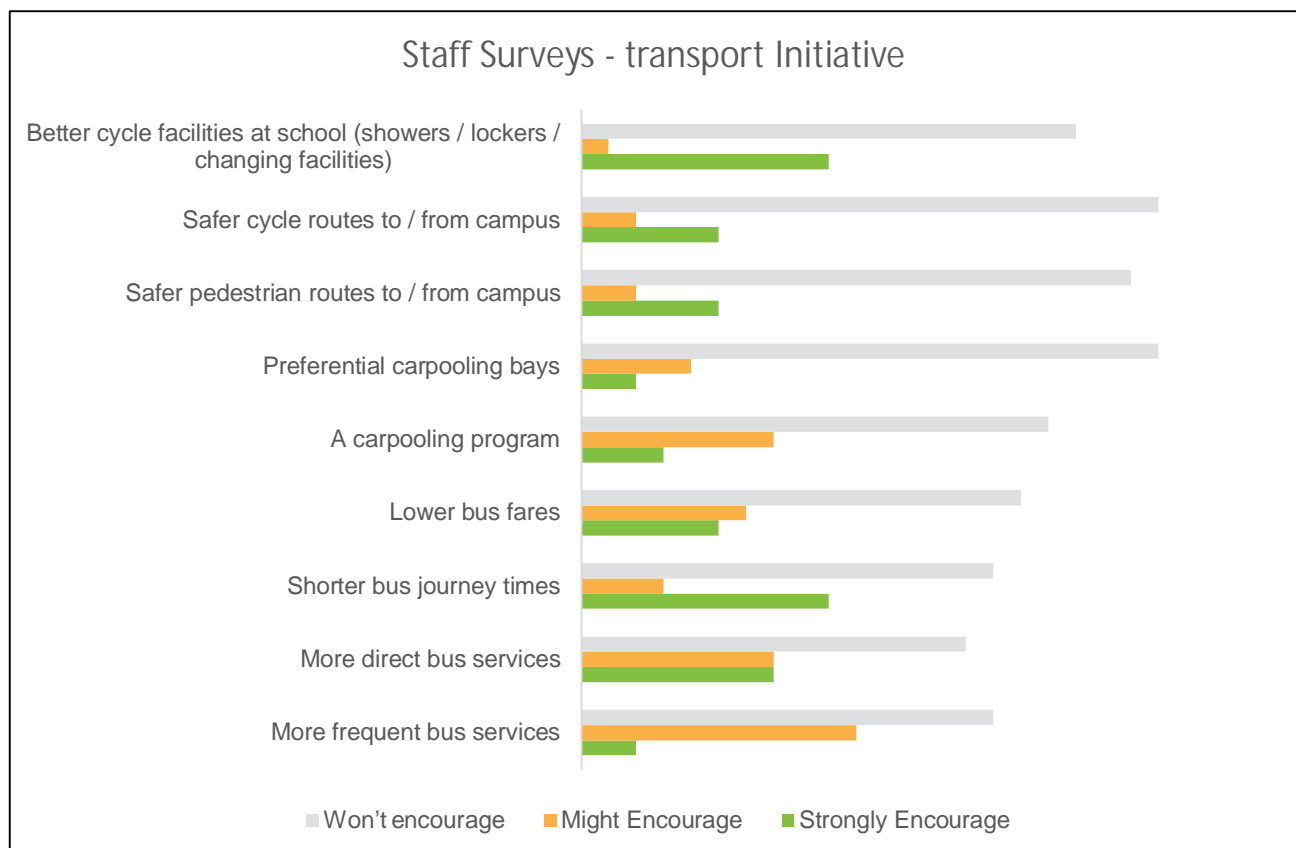


Figure 25: Staff Surveys - Transport Initiative Feedback

Having regard for the abovementioned feedback, the results demonstrate that the staff population typically do not see broader benefits based from improvements to public and active transport provisions for the Site.

Summarising the abovementioned assessments, key takeaways include:

- Car Driver is the primary mode of choice for staff travelling to and from the school. This is underpinned by the requirements to bring heavy materials and equipment to and from the workplace, as well as the adequate provisions of on-site parking.
- Typically, ingress and egress to the school generally aligns with the road network peak periods, more traditionally defined by core business hours. Key peak periods for arrival and departure from the school occur between 8:00AM – 8:15AM and 4:30 – 4:45PM.
- The staff population have generally indicated that there is no desire for modal shift towards active and public transport modes, despite suggestions to improve public and active infrastructure and site provisions.

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.

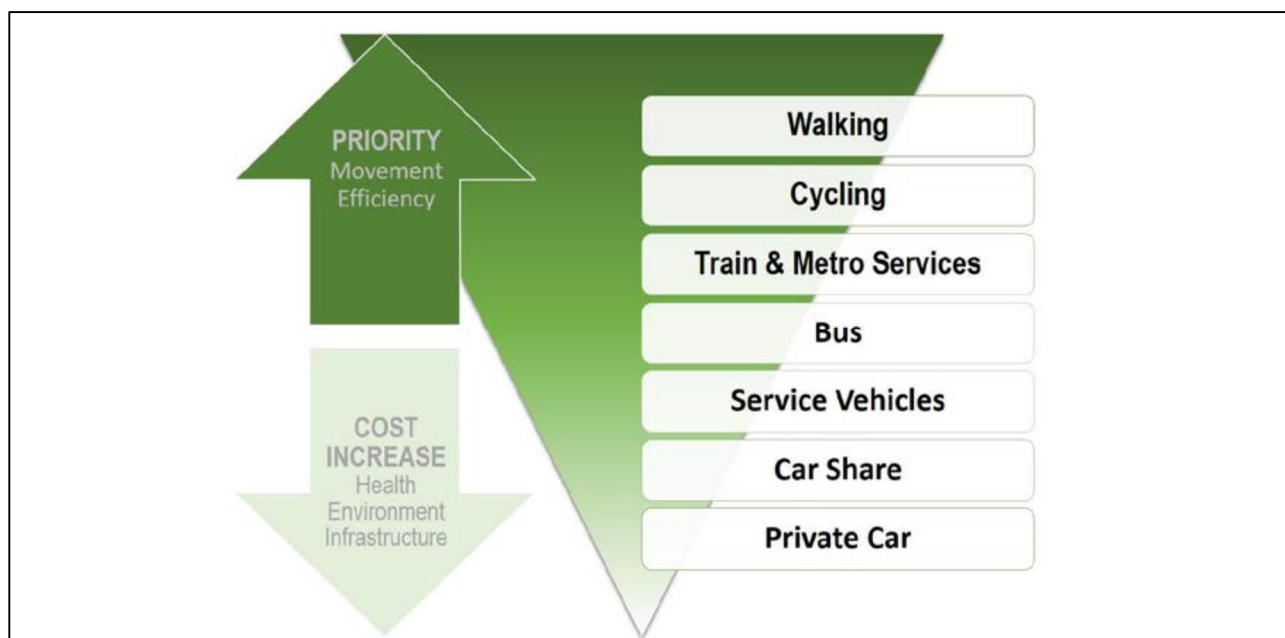


Figure 26: Movement Hierarchy

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

3.2 Action Plan

3.2.1 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 9: 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	Prior to the occupation of the school upgrades	Department of Education
1.2	Provide 'Travel Welcome Pack' for staff, highlighting alternate modes of transport other than use of a private vehicle.	Staff	Prior to the occupation of the school upgrades 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	Prior to the occupation of the school upgrades and ongoing	TPC
1.5	Preparation of Kid Friendly TAG's, similar to that produced as part of the North Sydney Make your Move campaign	Staff, Students, and Parents	Prior to the occupation of the school upgrades and ongoing	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 or the introduction of the 'Make your Move' campaign, which provided students with a 'Travel Passport' which can be stamped every time they walk, ride, skate or scoot to school.	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
2.7	Refresh the pavement marking surrounding the school. Estimated budget of \$20,000 excl. GST	Students and Parents	As required	Department of Education
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	Update this Plan and TAG to reflect changes to any bus routes and service times.	Staff and Students	On-going	TPC
4.3	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
4.4	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
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 the occupation of the school upgrades	TPC
5.2	If required, introduce and enforcement 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 the occupation of the school upgrades	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 the occupation of the school upgrades	TPC

3.3 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 10: Communications Strategy

WHAT	WHEN	METHOD	TARGET	RESPONSIBILITY
Share objectives and goals with the student body and staff	Prior to the commencement of 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 commencement of term. 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 term commencement 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 term commencement. 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 term commencement. 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 term commencement. This information is to be	<ul style="list-style-type: none"> - Welcome packs to new families. 	Parents	TPC

	available always and presented every term.	<ul style="list-style-type: none"> - Social Media - Website. - Skool Bag App - E-newsletters. 		
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3.3.1 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 Transport Access Guide and other information in relation to sustainable transport choices. This pack shall include a copy of the Transport Access Guide 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.

3.3.2 Accurate Transport Information

In addition to these 'welcome packs', a Transport 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.

The TAG is currently being completed and will provided as part of the School Travel Plan.

3.4 Mode Share Targets

With consideration for the existing site and surrounds, the current travel modes and the proposed Action Plan and the communication strategy, the following target mode shares have been identified.

Table 11: Mode Share Targets

TRAVEL MODE	STAFF	STUDENTS
Private Vehicle	70%	20%
Bus	4%	15%
Train	7%	3%
Walking	17%	60%
Other Active Modes (Cycling, Scooter)	2%	2%

Travel mode surveys would be undertaken once the School is operational to establish baseline figures from which progress can be measured.

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

- Start Time: 8:55 AM
- Finish Time: 2:55 PM

The school also offers on and off-site Out of School Hours Care (OSHC) services between the following times:

- Before School: 7:00 AM to 8:55 AM
- After School: 3:00 PM to 6:00 PM

The current OSHC facilities operate as follows:

- 60 place Kindergarten at North Sydney Oval (off-site). Students are transported by bus to the off-site facility, with the bus departing the school at 3:45 PM
- 60 place Year 1 to 2 (on-site);
- 60 place Years 3-6 operated by KU (on-site).
- 60 places at the North Sydney Leisure Centre, typically Years 3-6 (off-site). Staff from the centre walk to the school and collect the students, walking the group of students across the road to the North Sydney Leisure Centre site.

4.1.4 Pedestrian Access

A new forecourt and main entrance to the school is to be provided along Bay Road, which shall be designed to accommodate accessible access.

Due to the current Covid-19 restrictions, at the time of the preparation of this report, no pedestrian surveys were able to be commissioned.

A review of previous Council pedestrian and vehicular movements, conducted in 2015, at two locations along McHatton Street has been conducted against the latest pedestrian warrants assessment as provided in *Supplement to Australian Standard AS 1742.10-2009, Manual of Uniform Traffic Control Devices – Part 10: Pedestrian control and protection Version 3.1*. Based on the 2015 volumes, the volumes do not meet the current warrants to provide a pedestrian crossing.

If deemed appropriate, traffic counts can be commissioned approximately 6 months following Day 1 operations of the upgraded school to review and validate whether the level of pedestrian / traffic activities are sufficient, to meet the latest pedestrian crossing warrants.

4.1.5 Visitor Access

Visitor access to the school will be via the new main access gate on Bay Road.

As per the current arrangements, all gates to/from the school except the main gate shall be locked between 9:30 AM and 2:30 PM, with all visitors required to enter via the main gate and proceed directly to the school office to sign in.

Consistent with the existing arrangements, visitors to the school will utilise on-street parking.

4.1.6 Out of Hours Access

The on-site OSHC hours are expected to continue as per the current operations, with the following operational hours of between 7:00 AM and 6:00 PM. Regarding the general site as a whole; access will be restricted to between the times:

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

4.1.7 Vehicle Access

Given the nature of the Site, different vehicle types will be required to access the School and will also utilise the drop-off / pick-up areas. The School proposes to provide two drop-off / pick-up locations along the Bay Road and McHatton Road frontages, as well as maintaining the bus bay along Bay Road. Service Vehicles will continue to service the site from within the staff car park, as per the current arrangements.

These arrangements are shown in **Figure 27** below, with the management procedures of these amenities discussed below.



Figure 27: Vehicular Access

4.1.8 Kiss and Ride

Two Drop-Off / Pick-Up (DOPU) otherwise known as Kiss & Ride facilities will be provided along McHatton Street and Bay Road, as shown in **Figure 27**.

The overall provision of kiss and ride spaces for the site is similar to the existing provision, however has been split between Bay Road and McHatton Street due to the new accessible main pedestrian entrance along Bay Road. The proposed Bay Road kiss and ride locations, including in front of No. 11 Bay Road effectively replaces the existing 1/4P parking restrictions during school pick-up and drop-off periods.

As part of the Indicative Parking Restrictions Plan prepared by Ason Group, the kiss and ride locations shown in **Figure 27** will be signposted as “No Parking” between specific operational hours during the day. As per the typical ‘No Parking’ restrictions, parents must remain within 3 metres of their vehicle and are unable to 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 C**.

It is noted that any changes to the surrounding parking restrictions requires Council consent and approval. Based on initial discussion, Council is not opposed to the changes, subject to the overall changes not resulting in a net loss to the number of on-street car parking spaces.

4.1.9 Staff Carpark

Access to the staff carpark remains unchanged, with access via a double width crossover to/from McHatton Street at the western end of the site. The car park accommodates 50 parking spaces including 2 accessible spaces. Parking allocation is to be determined by the School administration.

4.1.10 Bus Stops

Consistent with the current arrangements, the school shall utilise the existing bus stop along the Bay Road, frontage, as shown in **Figure 28**.

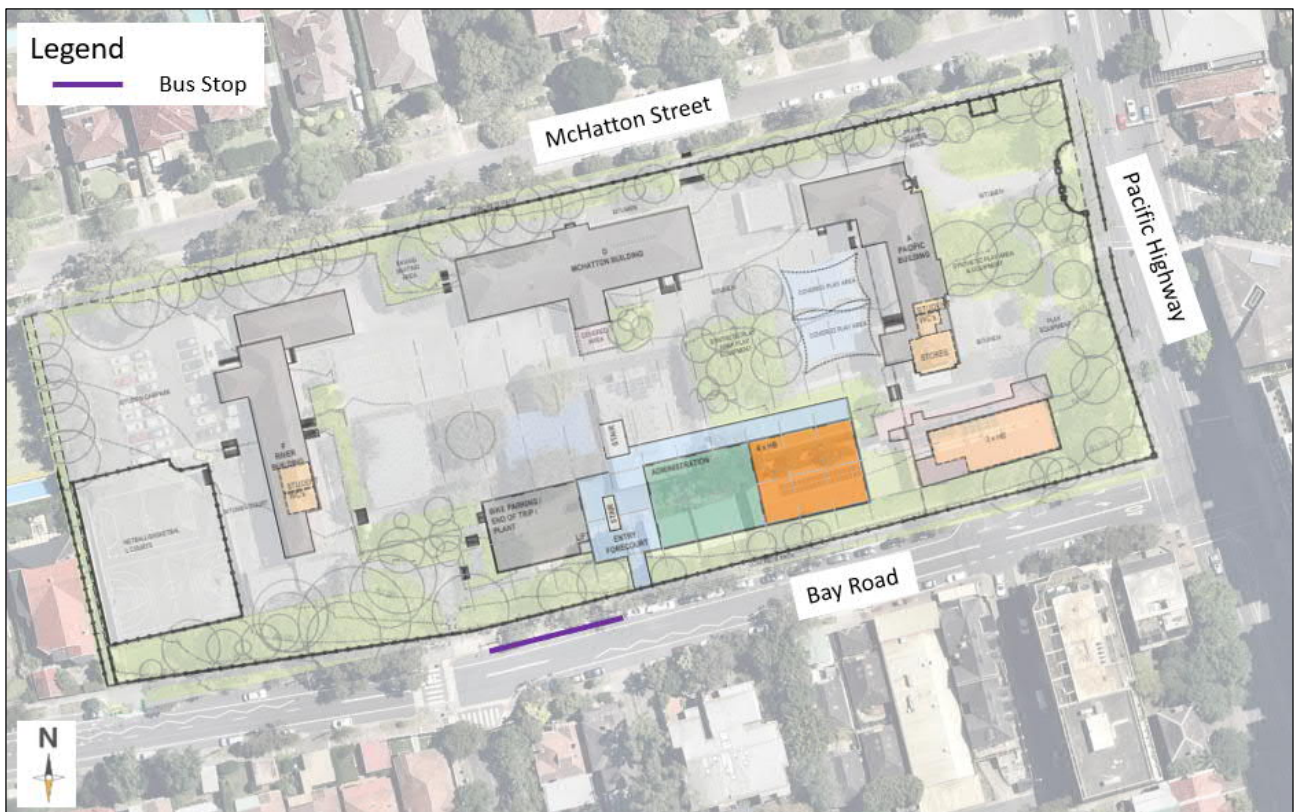


Figure 28: Bus Stop Location

Based on current discussion between the school and bus operators, the current bus stop design is sufficient to cater for the current and future bus requirements during peak pick-up and drop-off periods.

4.1.11 Servicing

All major deliveries and waste collection will occur within the staff car park, as per the current arrangements. It is noted that the proposed upgrades (including additional students and staff population) are not anticipated to significantly alter the servicing requirements for the school.

It is understood that that waste is currently collected as follows:

- General Waste – Twice weekly on Wednesday (before 7:00am) and Saturdays; and

- Recycling – Weekly between Friday evening and Sunday evening.

It is noted that 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 D**.

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 PSTP, 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 occupation of the upgraded school to establish baseline mode share as early as possible.

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. Parking Restrictions Plan



Notes:		
This drawing is provided for information purposes only and should not be used for construction.		

Document Info:	Drawn by: Tanya Chen
	File name: AG1723 - 01 - v01.dwg
Client:	SCHOOL INFRASTRUCTURE NSW

Project:	1723
	182 PACIFIC HIGHWAY, NORTH SYDNEY
Drawing Title:	EXISTING PARKING RESTRICTIONS

Date:	19-Aug-21
Scale @ A3:	1:1000
Drawing Number:	AG01



Notes:

This drawing is provided for information purposes only and should not be used for construction.

Document Info:

Drawn by: Tanya Chen

File name: AG1723 - 01 - v01.dwg

Client:

SCHOOL INFRASTRUCTURE NSW

Project:

1723

182 PACIFIC HIGHWAY, NORTH SYDNEY

Drawing Title:

PROPOSED PARKING RESTRICTIONS

Date:

19-Aug-21

Scale @ A3:

1:1000

Drawing Number:

AG02

asongroup

Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

SIGN SCHEDULE



LEGEND

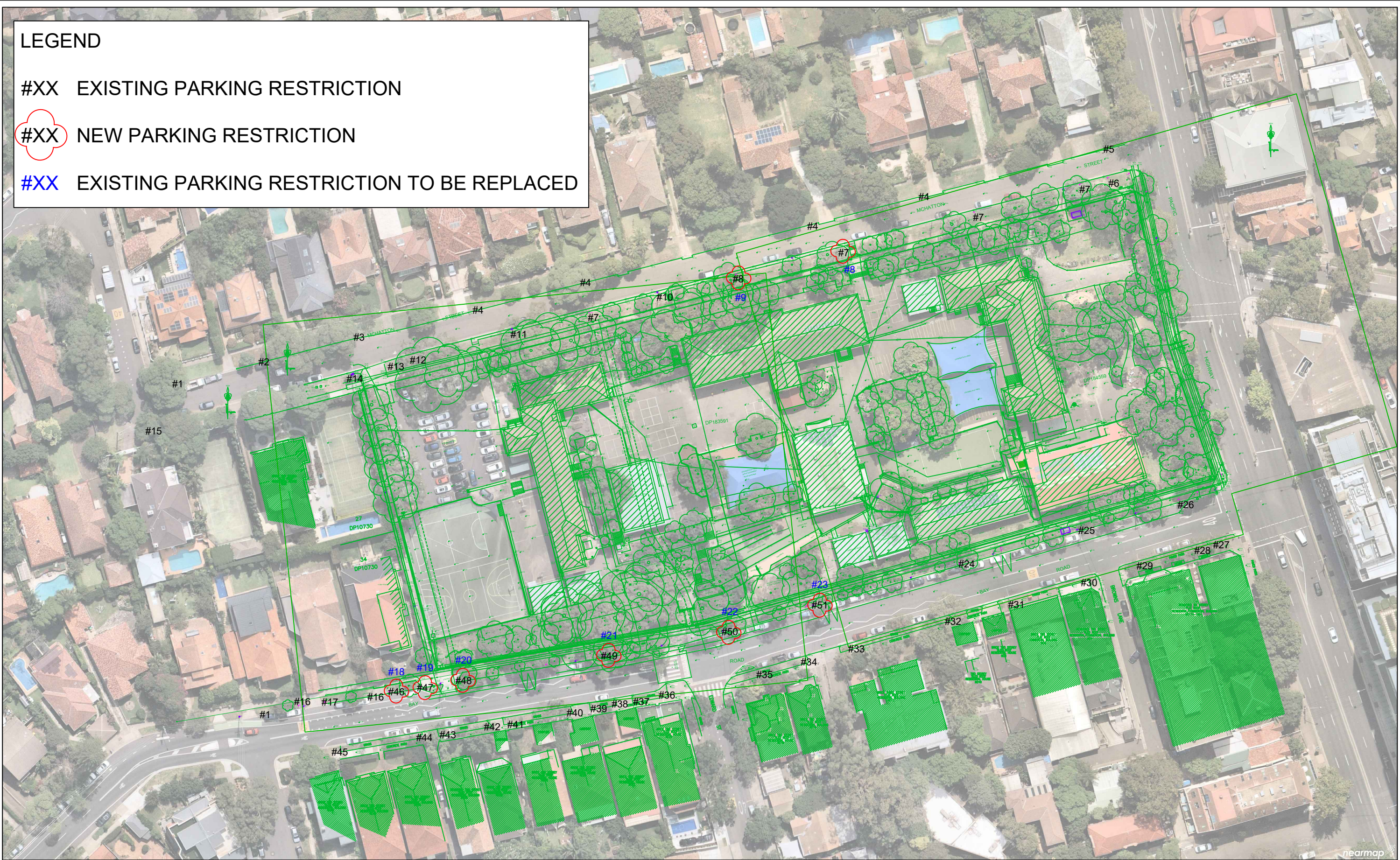
#XX EXISTING PARKING RESTRICTION


#XX

NEW PARKING RESTRICTION

#XX

EXISTING PARKING RESTRICTION TO BE REPLACED

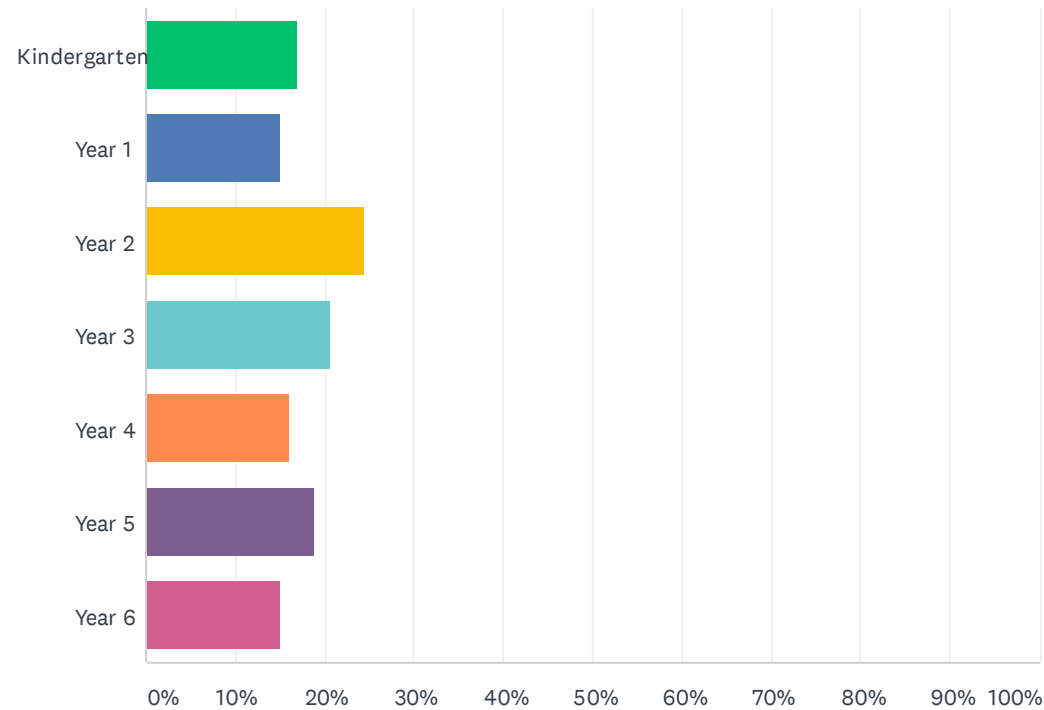


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	<div>Client:</div> <div>SINSW</div>	<div>Drawing Title:</div> <div>PUBLIC RELM CAR PARKING RESTRICTIONS</div>	<div>Scale @ A3:</div> <div>1:1000</div>	
			<div>Drawing Number:</div> <div>02</div>	

Appendix B. Travel Mode Survey Questionnaire

Q1 What school year is your child/children currently in? Select all that are applicable.

Answered: 106 Skipped: 0



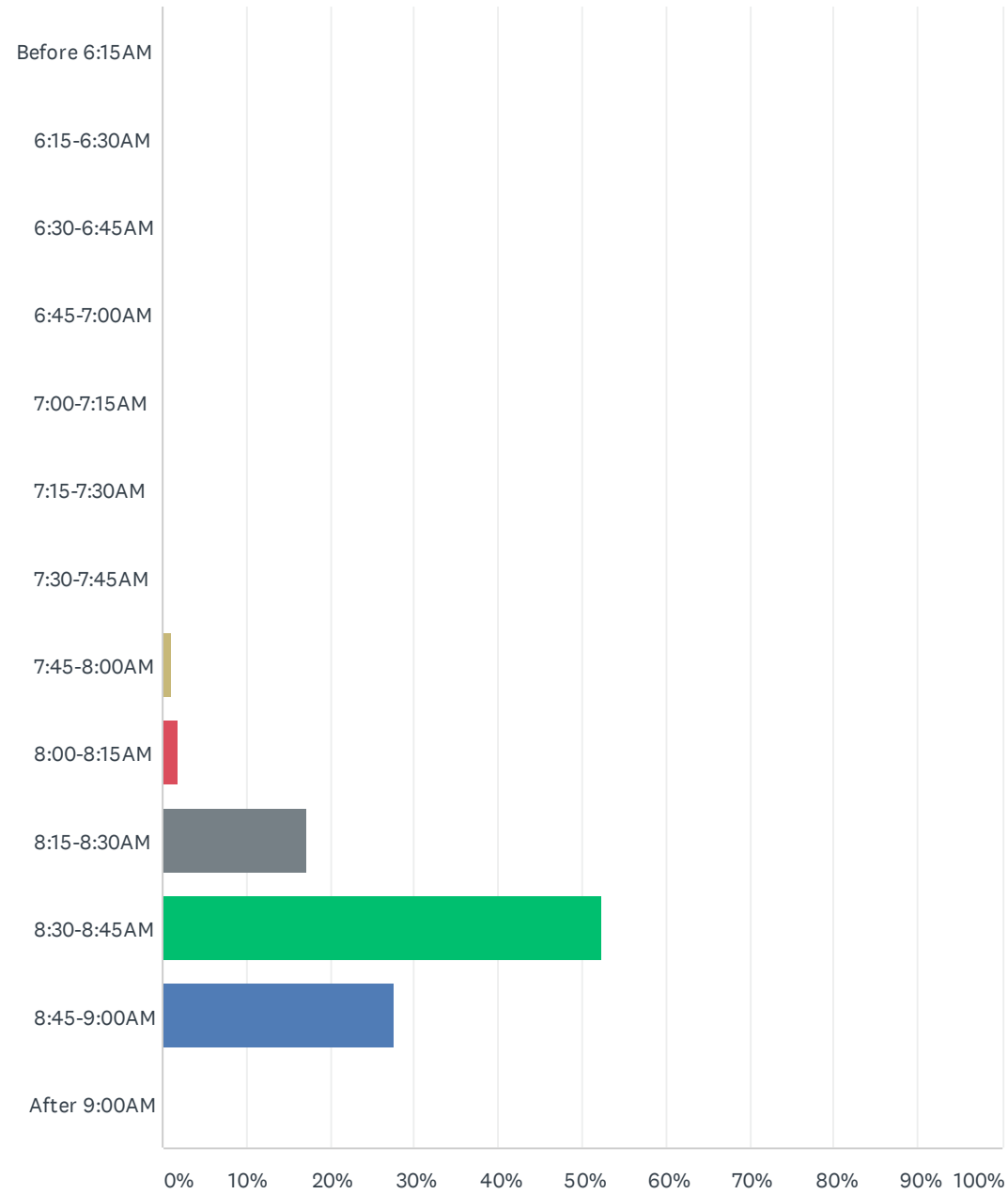
ANSWER CHOICES	RESPONSES	
Kindergarten	16.98%	18
Year 1	15.09%	16
Year 2	24.53%	26
Year 3	20.75%	22
Year 4	16.04%	17
Year 5	18.87%	20
Year 6	15.09%	16
Total Respondents: 106		

Q2 What is the postcode of the suburb you live in?

Answered: 105 Skipped: 1

Q3 On a normal school day, what is the usual arrival time for your child/children at school?

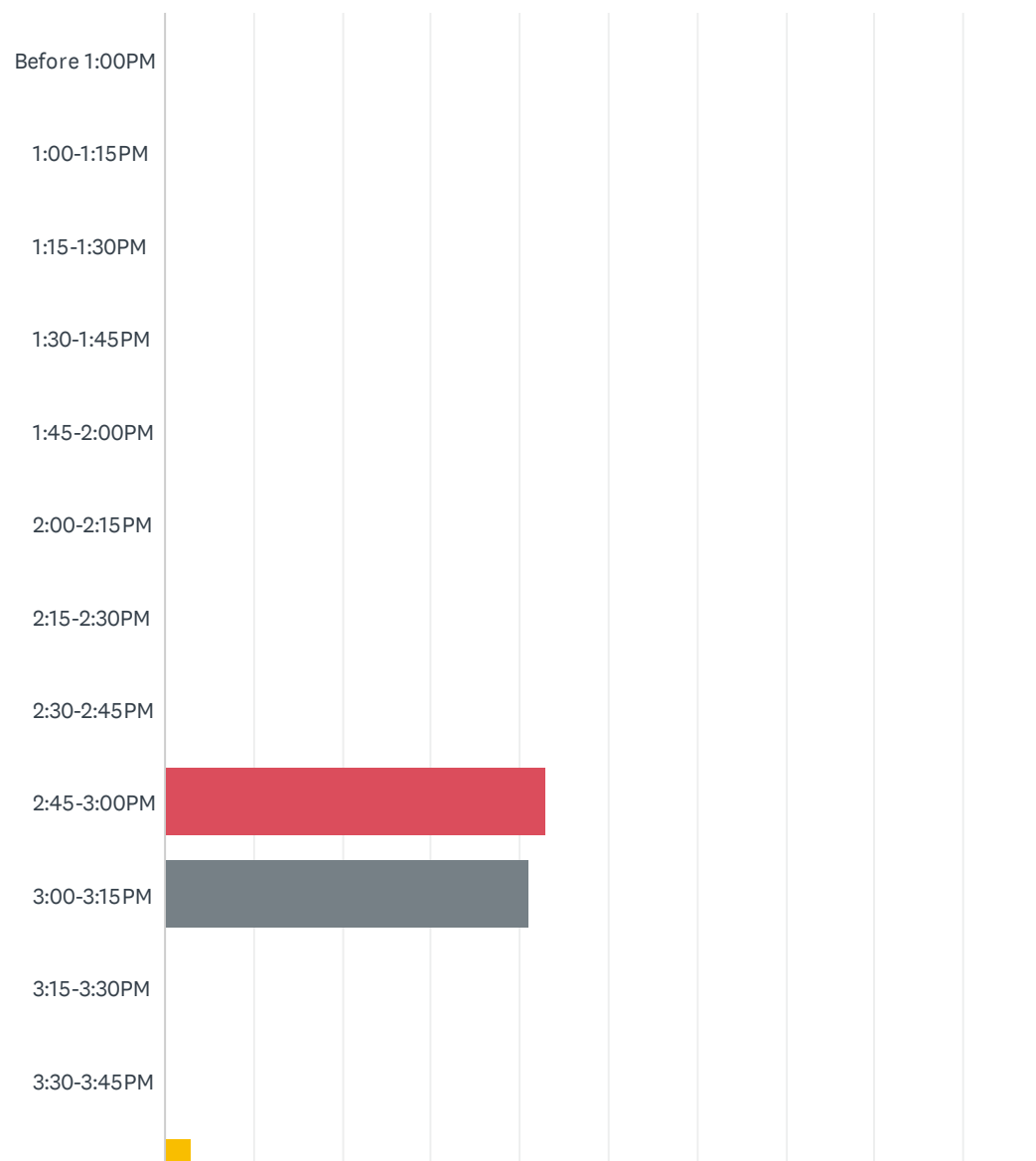
Answered: 105 Skipped: 1

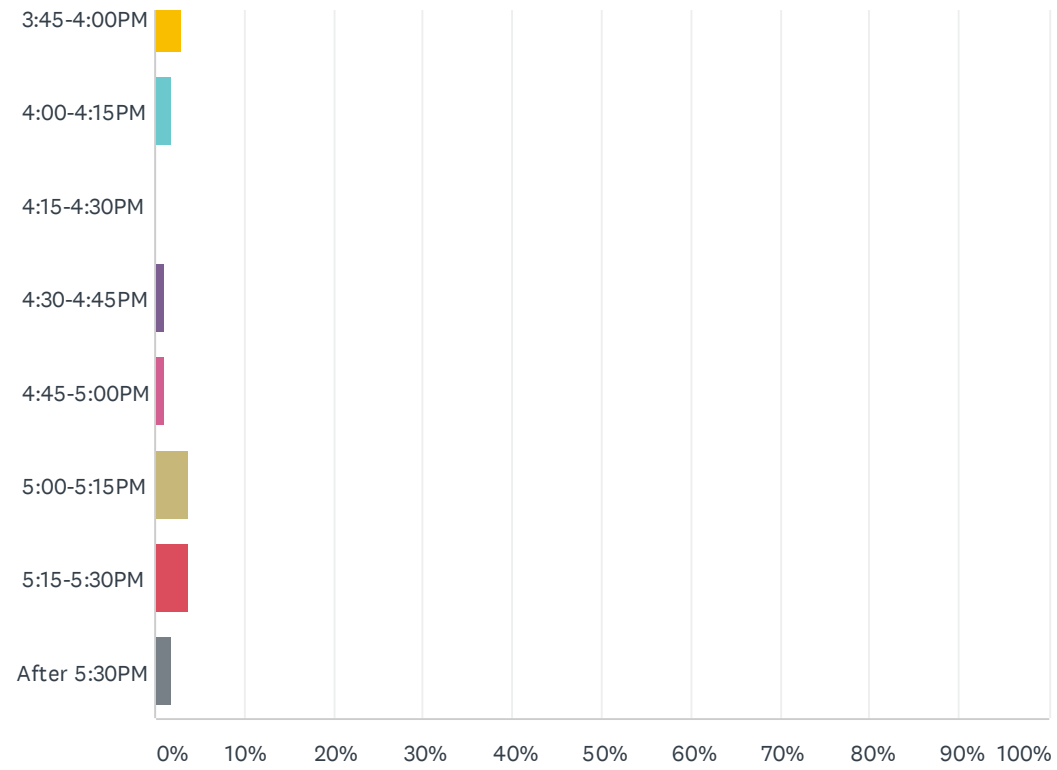


ANSWER CHOICES	RESPONSES	
Before 6:15AM	0.00%	0
6:15-6:30AM	0.00%	0
6:30-6:45AM	0.00%	0
6:45-7:00AM	0.00%	0
7:00-7:15AM	0.00%	0
7:15-7:30AM	0.00%	0
7:30-7:45AM	0.00%	0
7:45-8:00AM	0.95%	1
8:00-8:15AM	1.90%	2
8:15-8:30AM	17.14%	18
8:30-8:45AM	52.38%	55
8:45-9:00AM	27.62%	29
After 9:00AM	0.00%	0
TOTAL		105

Q4 On a normal school day, what is the usual departure time for your child/children from school?

Answered: 105 Skipped: 1

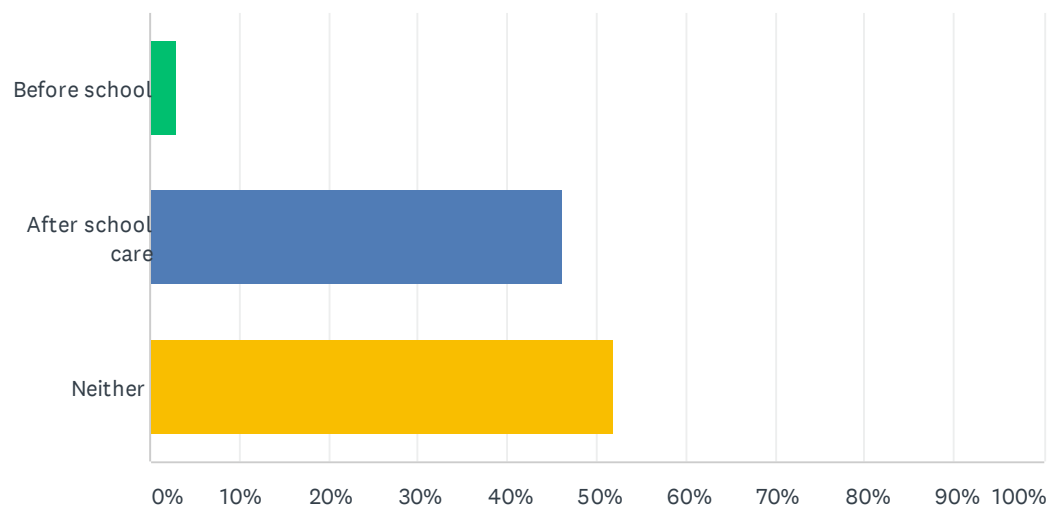




ANSWER CHOICES	RESPONSES	
Before 1:00PM	0.00%	0
1:00-1:15PM	0.00%	0
1:15-1:30PM	0.00%	0
1:30-1:45PM	0.00%	0
1:45-2:00PM	0.00%	0
2:00-2:15PM	0.00%	0
2:15-2:30PM	0.00%	0
2:30-2:45PM	0.00%	0
2:45-3:00PM	42.86%	45
3:00-3:15PM	40.95%	43
3:15-3:30PM	0.00%	0
3:30-3:45PM	0.00%	0
3:45-4:00PM	2.86%	3
4:00-4:15PM	1.90%	2
4:15-4:30PM	0.00%	0
4:30-4:45PM	0.95%	1
4:45-5:00PM	0.95%	1
5:00-5:15PM	3.81%	4
5:15-5:30PM	3.81%	4
After 5:30PM	1.90%	2
TOTAL		105

Q5 Does your child/children attend Out of School Hours care on school grounds?

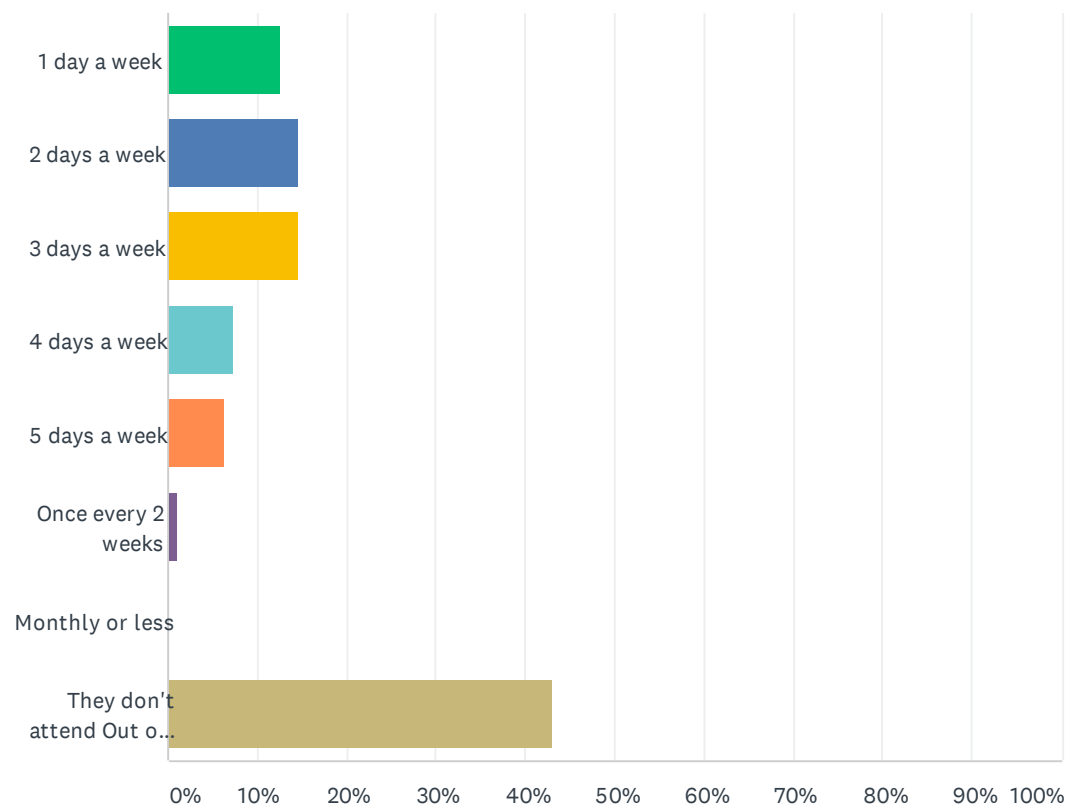
Answered: 104 Skipped: 2



ANSWER CHOICES	RESPONSES	
Before school	2.88%	3
After school care	46.15%	48
Neither	51.92%	54
Total Respondents: 104		

Q6 If they do attend Out of School Hours care, how frequently?

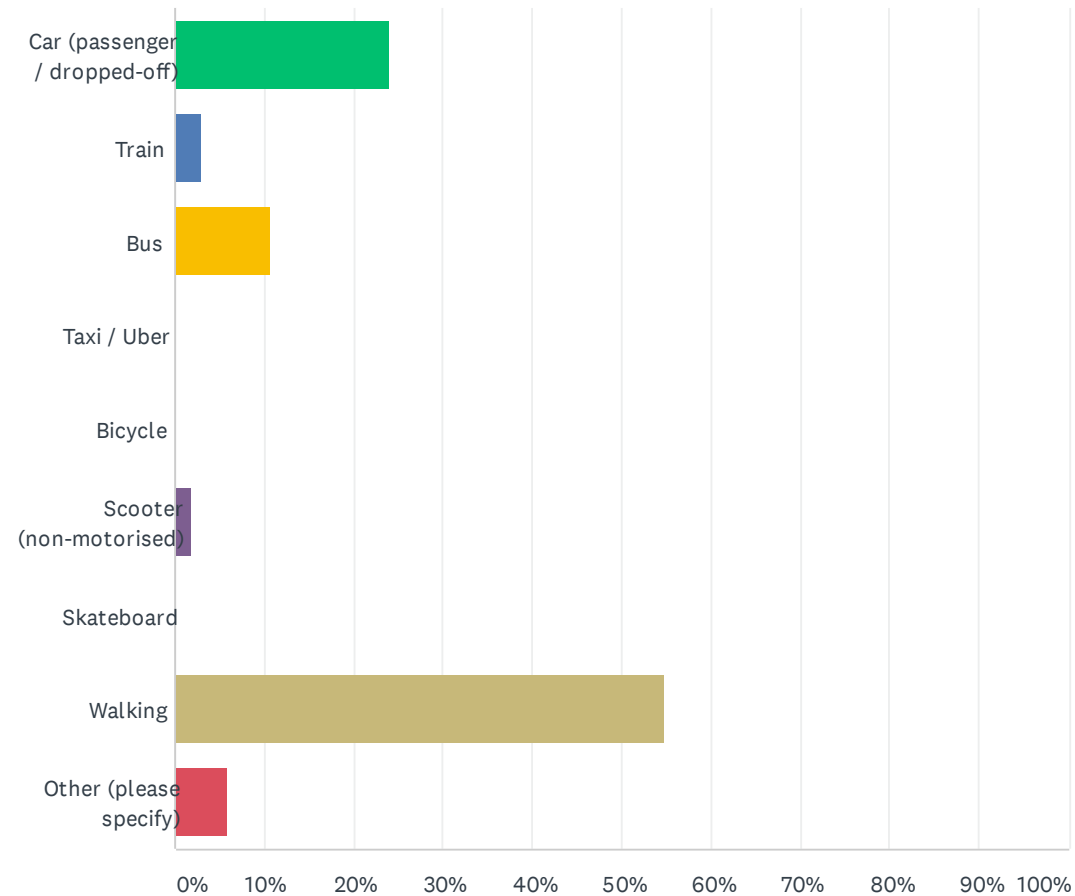
Answered: 95 Skipped: 11



ANSWER CHOICES	RESPONSES	
1 day a week	12.63%	12
2 days a week	14.74%	14
3 days a week	14.74%	14
4 days a week	7.37%	7
5 days a week	6.32%	6
Once every 2 weeks	1.05%	1
Monthly or less	0.00%	0
They don't attend Out of School Hours care	43.16%	41
TOTAL		95

Q7 How does your child/children travel to school?

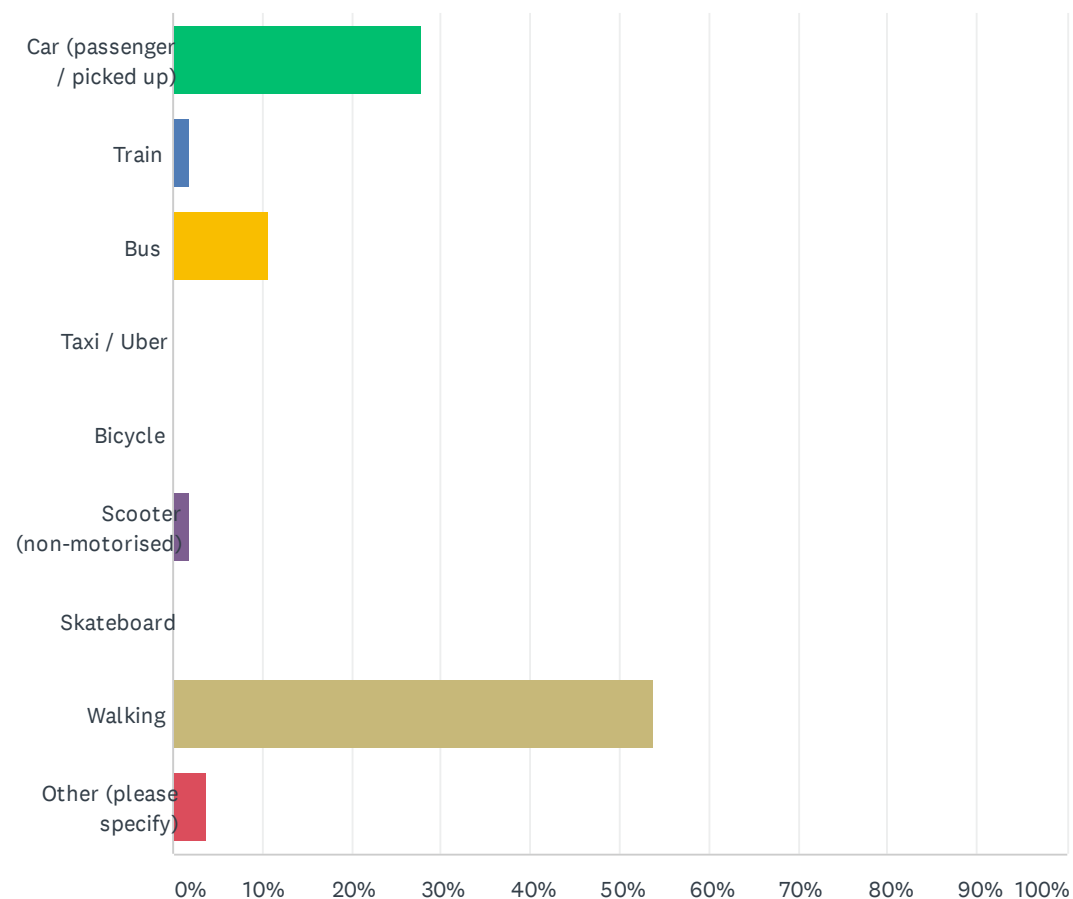
Answered: 104 Skipped: 2



ANSWER CHOICES	RESPONSES	
Car (passenger / dropped-off)	24.04%	25
Train	2.88%	3
Bus	10.58%	11
Taxi / Uber	0.00%	0
Bicycle	0.00%	0
Scooter (non-motorised)	1.92%	2
Skateboard	0.00%	0
Walking	54.81%	57
Other (please specify)	5.77%	6
TOTAL		104

Q8 How does your child/children travel from school?

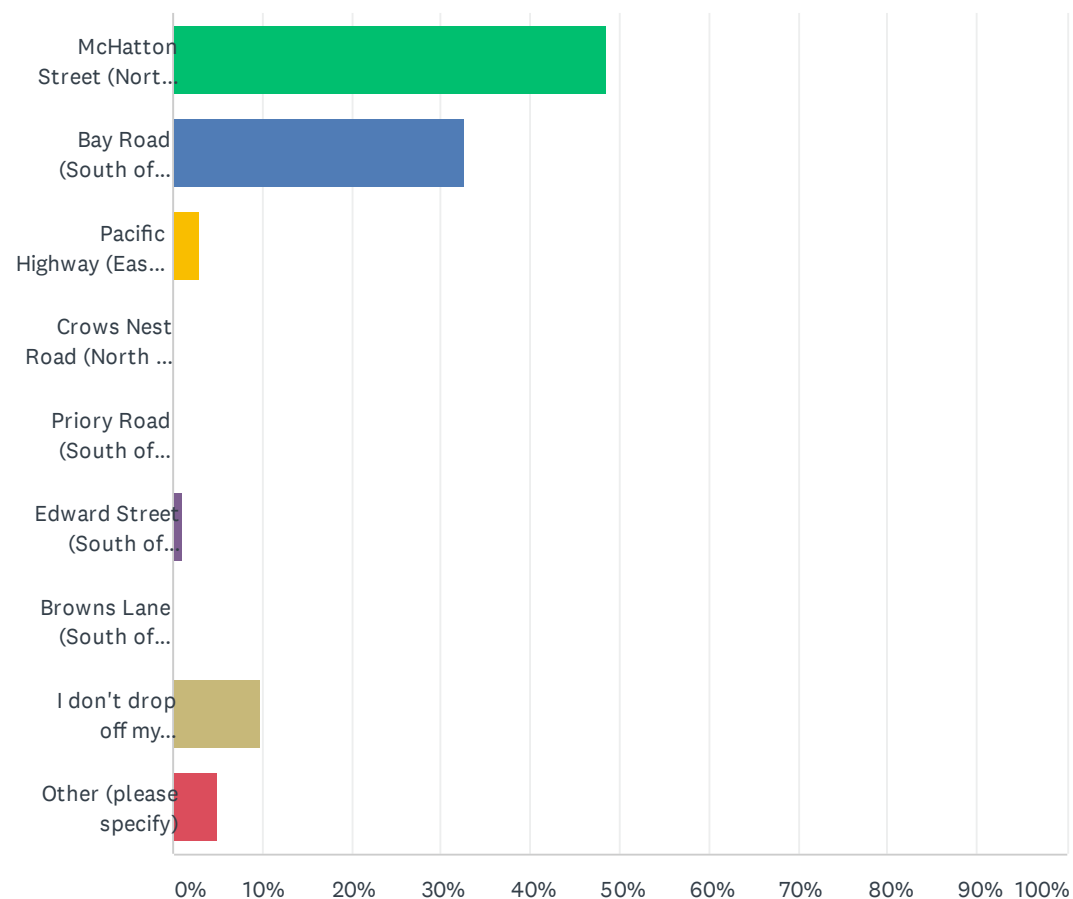
Answered: 104 Skipped: 2



ANSWER CHOICES	RESPONSES	
Car (passenger / picked up)	27.88%	29
Train	1.92%	2
Bus	10.58%	11
Taxi / Uber	0.00%	0
Bicycle	0.00%	0
Scooter (non-motorised)	1.92%	2
Skateboard	0.00%	0
Walking	53.85%	56
Other (please specify)	3.85%	4
TOTAL		104

Q9 If you drop off your child/children, where do you drop them off?

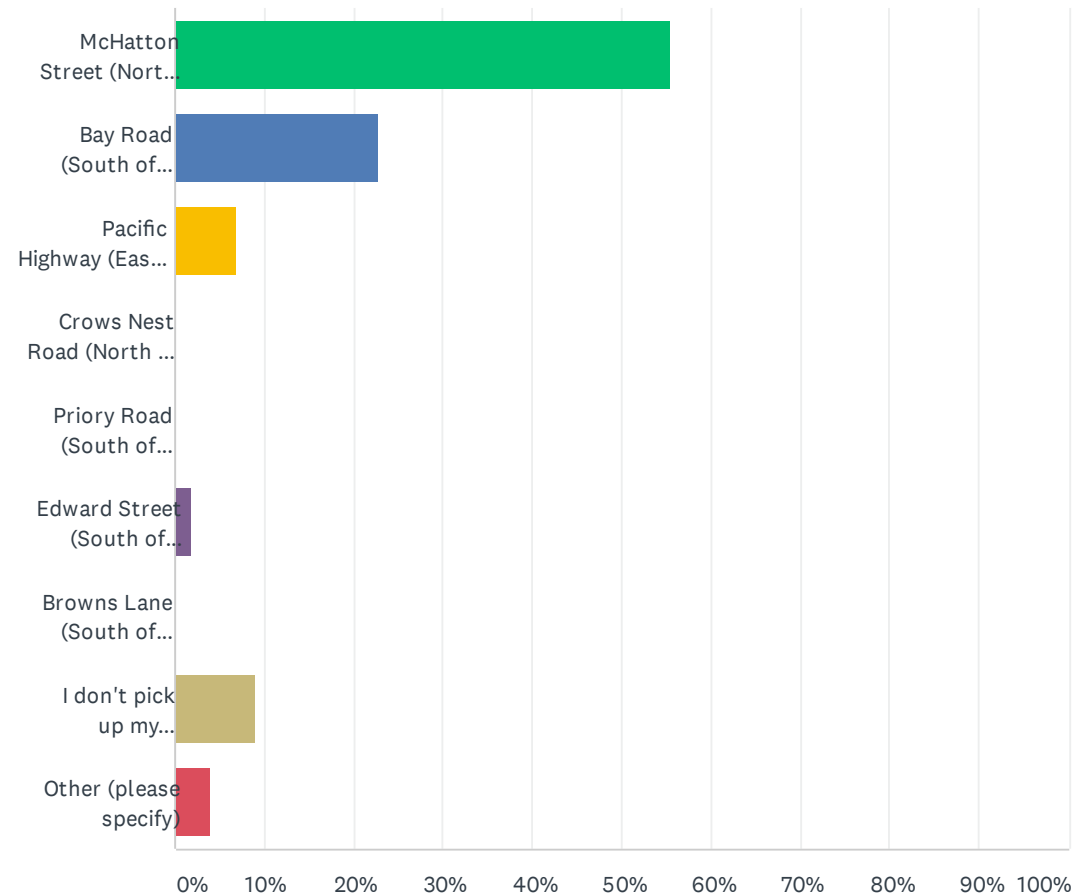
Answered: 101 Skipped: 5



ANSWER CHOICES	RESPONSES	
McHatton Street (North of School)	48.51%	49
Bay Road (South of School)	32.67%	33
Pacific Highway (East of School)	2.97%	3
Crows Nest Road (North of School)	0.00%	0
Priory Road (South of School)	0.00%	0
Edward Street (South of School)	0.99%	1
Browns Lane (South of School)	0.00%	0
I don't drop off my child/children	9.90%	10
Other (please specify)	4.95%	5
TOTAL		101

Q10 If you pick up your child/children, where do you pick them up?

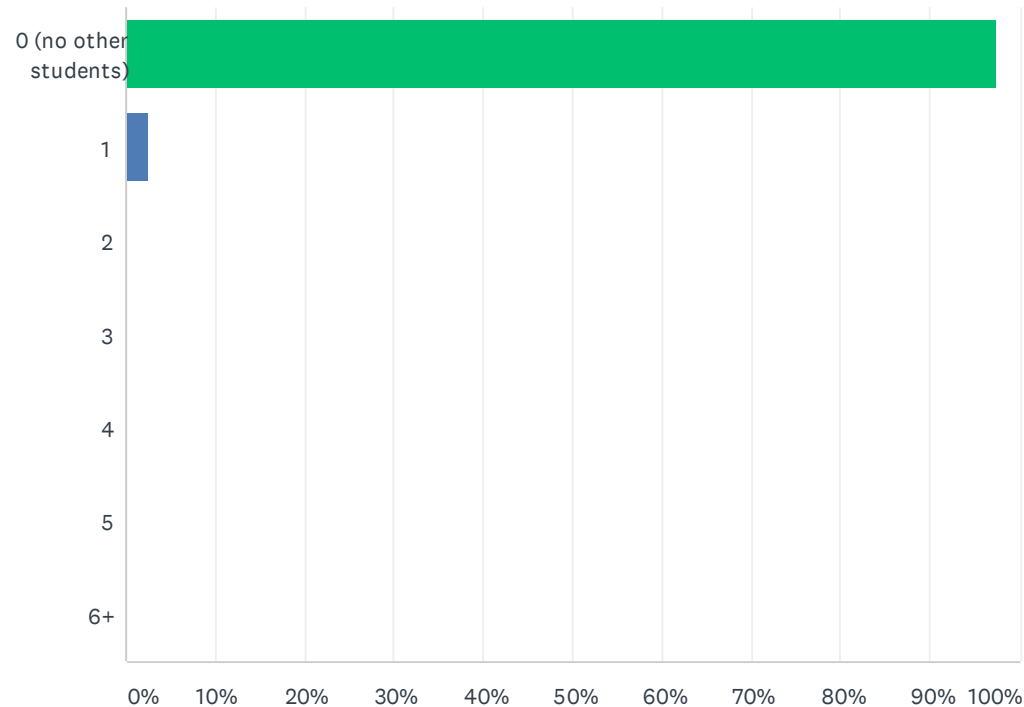
Answered: 101 Skipped: 5



ANSWER CHOICES	RESPONSES	
McHatton Street (North of School)	55.45%	56
Bay Road (South of School)	22.77%	23
Pacific Highway (East of School)	6.93%	7
Crows Nest Road (North of School)	0.00%	0
Priory Road (South of School)	0.00%	0
Edward Street (South of School)	1.98%	2
Browns Lane (South of School)	0.00%	0
I don't pick up my child/children	8.91%	9
Other (please specify)	3.96%	4
TOTAL		101

Q11 Do you carpool and travel with additional students; if yes, how many additional students are normally in the vehicle?

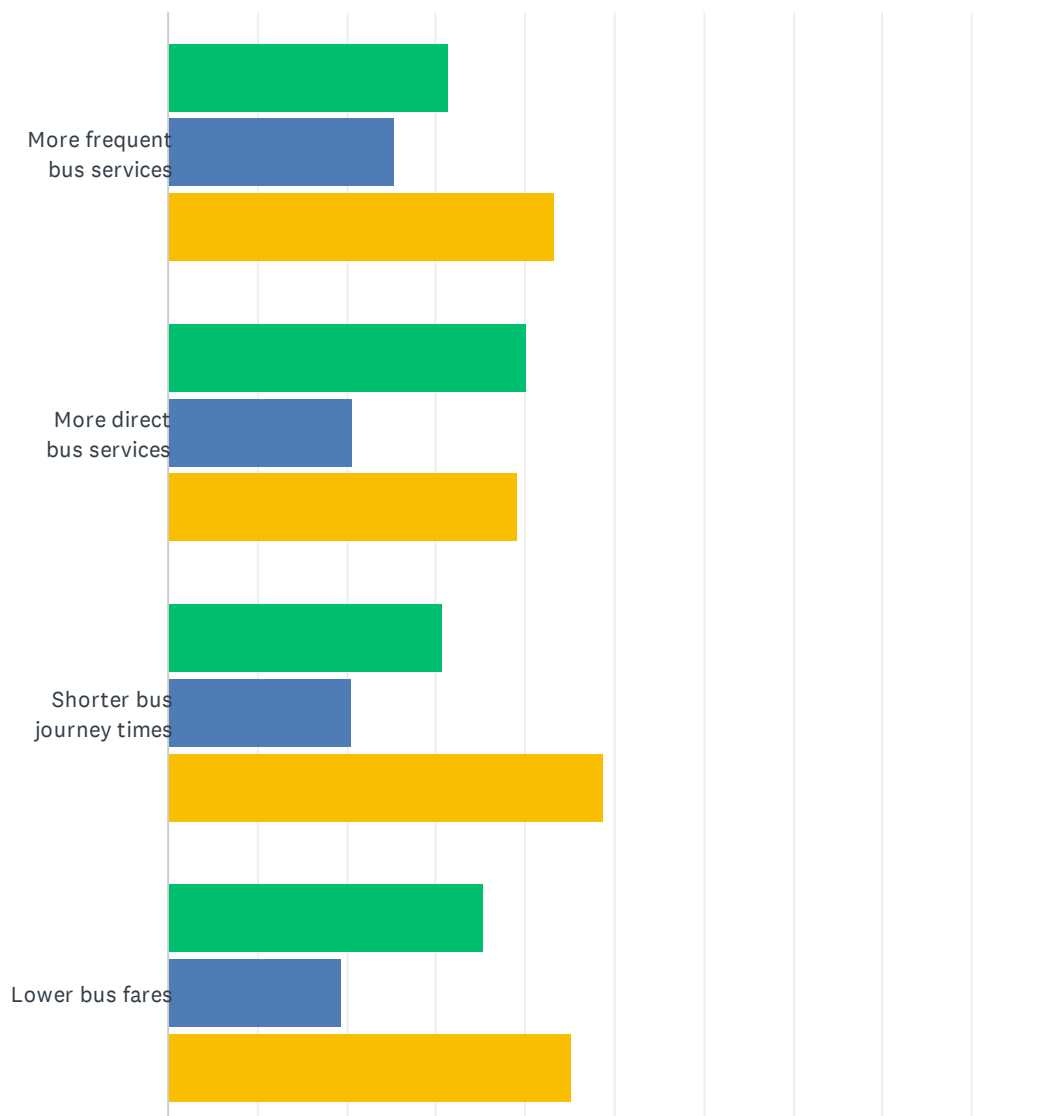
Answered: 82 Skipped: 24

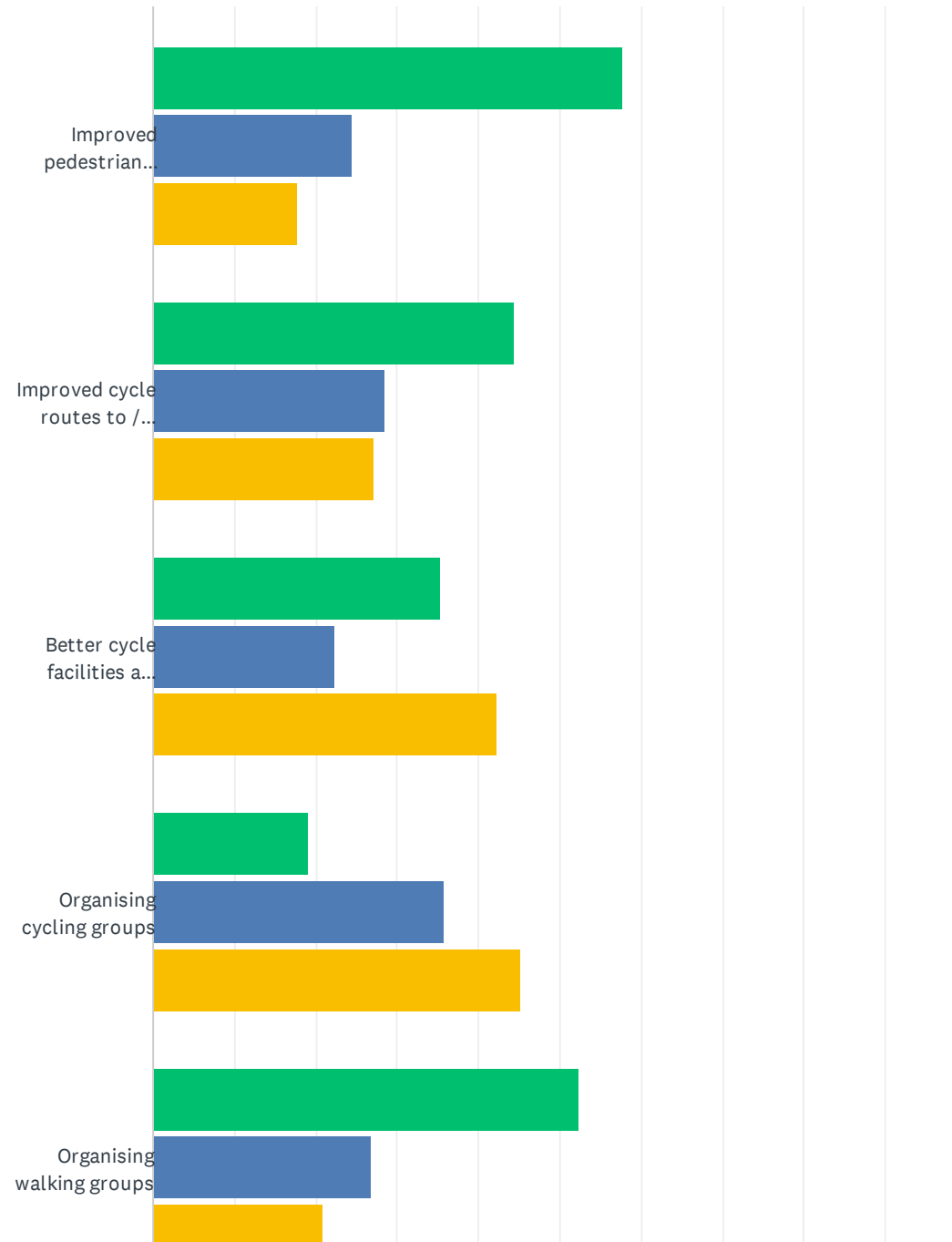


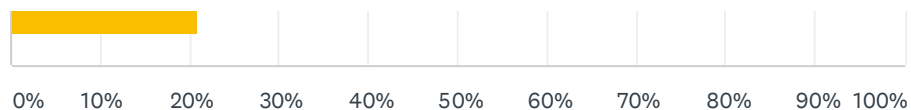
ANSWER CHOICES	RESPONSES	
0 (no other students)	97.56%	80
1	2.44%	2
2	0.00%	0
3	0.00%	0
4	0.00%	0
5	0.00%	0
6+	0.00%	0
TOTAL		82

Q12 Please indicate how likely it is that the following measures would encourage you to use an alternative mode of travel to the car:

Answered: 94 Skipped: 12







■ Strongly Encourage
 ■ Might Encourage
 ■ Won't encourage

	STRONGLY ENCOURAGE	MIGHT ENCOURAGE	WON'T ENCOURAGE	TOTAL	WEIGHTED AVERAGE
More frequent bus services	31.33% 26	25.30% 21	43.37% 36	83	1.88
More direct bus services	40.24% 33	20.73% 17	39.02% 32	82	2.01
Shorter bus journey times	30.77% 24	20.51% 16	48.72% 38	78	1.82
Lower bus fares	35.37% 29	19.51% 16	45.12% 37	82	1.90
Improved pedestrian routes to / from campus	57.78% 52	24.44% 22	17.78% 16	90	2.40
Improved cycle routes to / from campus	44.32% 39	28.41% 25	27.27% 24	88	2.17
Better cycle facilities at school (showers / lockers / changing facilities)	35.29% 30	22.35% 19	42.35% 36	85	1.93
Organising cycling groups	19.05% 16	35.71% 30	45.24% 38	84	1.74
Organising walking groups	52.33% 45	26.74% 23	20.93% 18	86	2.31

Q13 Are there any transport initiatives you would like to see implemented?

Answered: 31 Skipped: 75

Q1 What is the postcode of the suburb you live in?

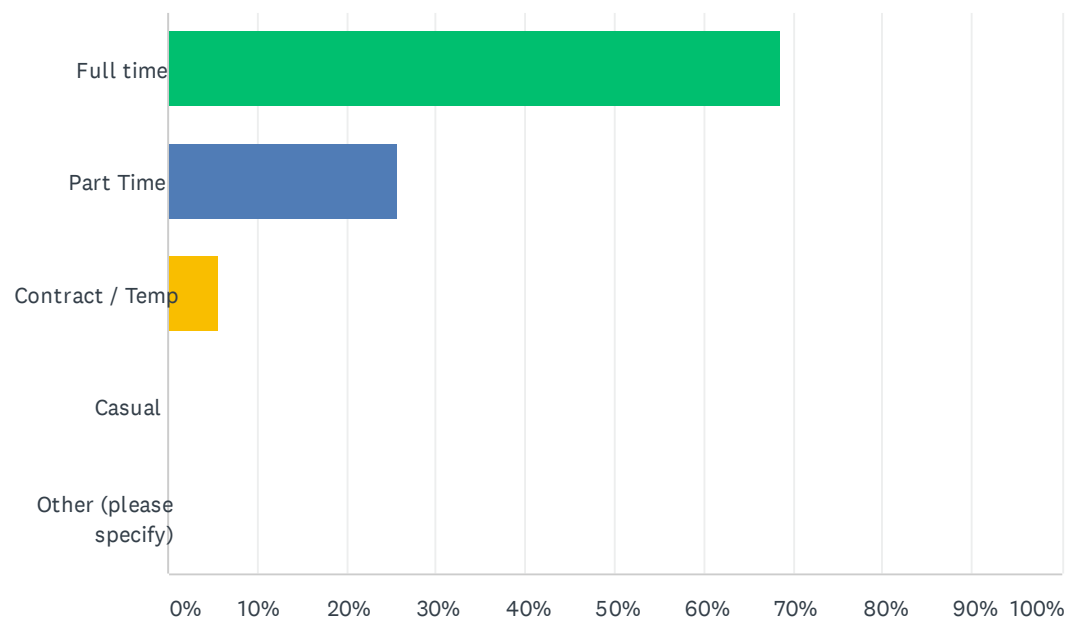
Answered: 35 Skipped: 0

#	RESPONSES	DATE
1	2135	8/10/2021 7:33 PM
2	2074	8/10/2021 1:07 PM
3	2065	8/9/2021 12:53 PM
4	2060	8/9/2021 11:39 AM
5	2217	8/9/2021 9:38 AM
6	2042	8/9/2021 9:23 AM
7	2227	8/9/2021 9:01 AM
8	2068	8/9/2021 8:59 AM
9	2067	8/9/2021 8:30 AM
10	2019	8/9/2021 8:27 AM
11	2060	8/9/2021 7:51 AM
12	2131	8/9/2021 7:18 AM
13	2065	8/8/2021 9:27 PM
14	2122	8/8/2021 9:12 PM
15	2073	8/8/2021 4:03 PM
16	2073	8/8/2021 3:36 PM
17	2060	8/8/2021 3:13 PM
18	2064	8/8/2021 2:06 PM
19	2060	8/8/2021 1:31 PM
20	2114	8/8/2021 1:08 PM
21	2068	8/8/2021 12:50 PM

22	2085	8/8/2021 12:23 PM
23	2019	8/8/2021 11:56 AM
24	2092	8/8/2021 11:29 AM
25	2093	8/8/2021 11:10 AM
26	2099	8/8/2021 10:58 AM
27	2134	8/8/2021 10:23 AM
28	2040	8/8/2021 10:06 AM
29	2042	8/8/2021 9:36 AM
30	2137	8/8/2021 8:50 AM
31	2088	8/8/2021 8:44 AM
32	2065	8/8/2021 8:42 AM
33	2060	8/8/2021 8:31 AM
34	2088	8/7/2021 3:43 PM
35	2026	8/7/2021 7:45 AM

Q2 Do you work:

Answered: 35 Skipped: 0



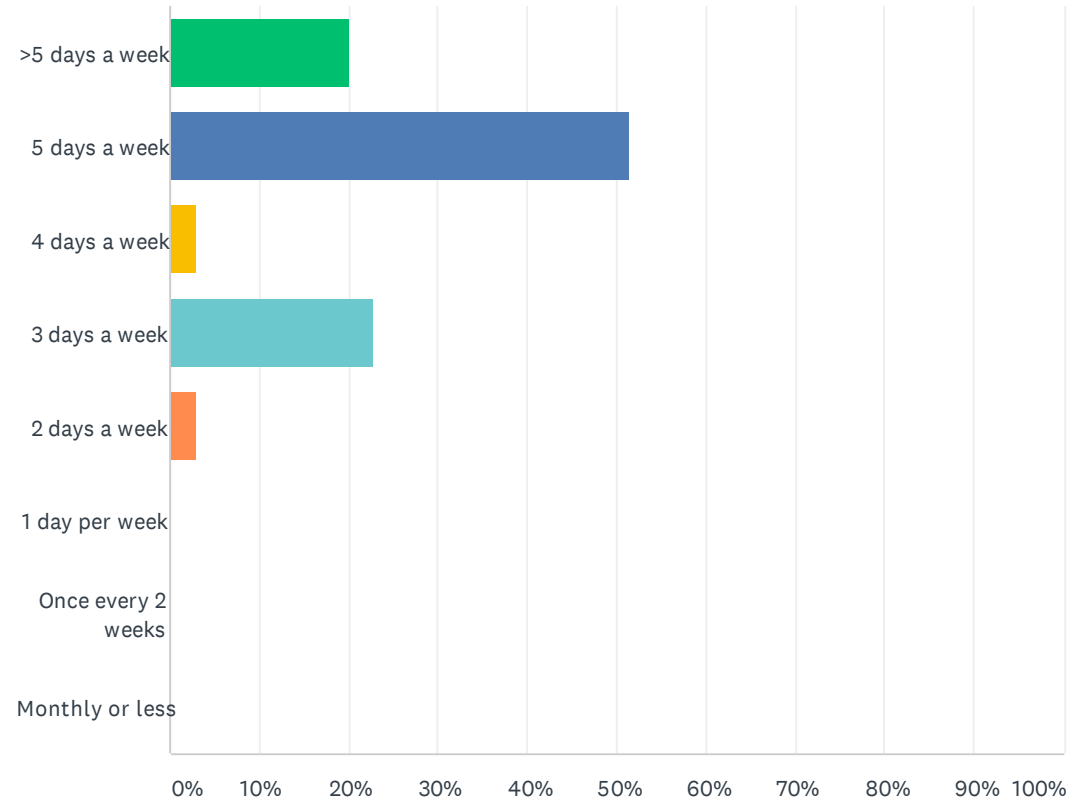
ANSWER CHOICES	RESPONSES	
Full time	68.57%	24
Part Time	25.71%	9
Contract / Temp	5.71%	2
Casual	0.00%	0
Other (please specify)	0.00%	0
TOTAL		35

#	OTHER (PLEASE SPECIFY)	DATE
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There are no responses.

Q3 How often do you travel to School?

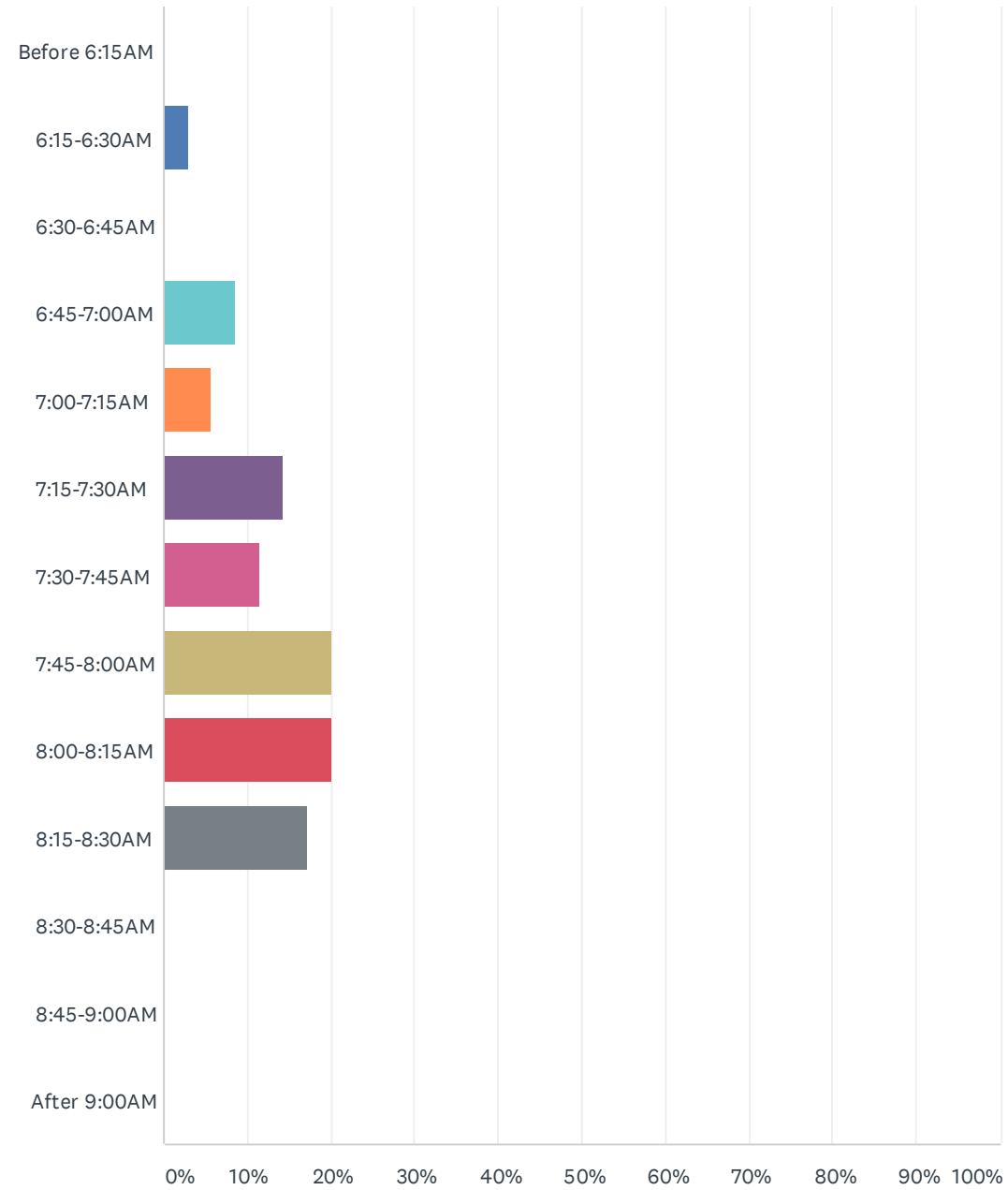
Answered: 35 Skipped: 0



ANSWER CHOICES	RESPONSES	
>5 days a week	20.00%	7
5 days a week	51.43%	18
4 days a week	2.86%	1
3 days a week	22.86%	8
2 days a week	2.86%	1
1 day per week	0.00%	0
Once every 2 weeks	0.00%	0
Monthly or less	0.00%	0
TOTAL		35

Q4 What is your usual time of arrival?

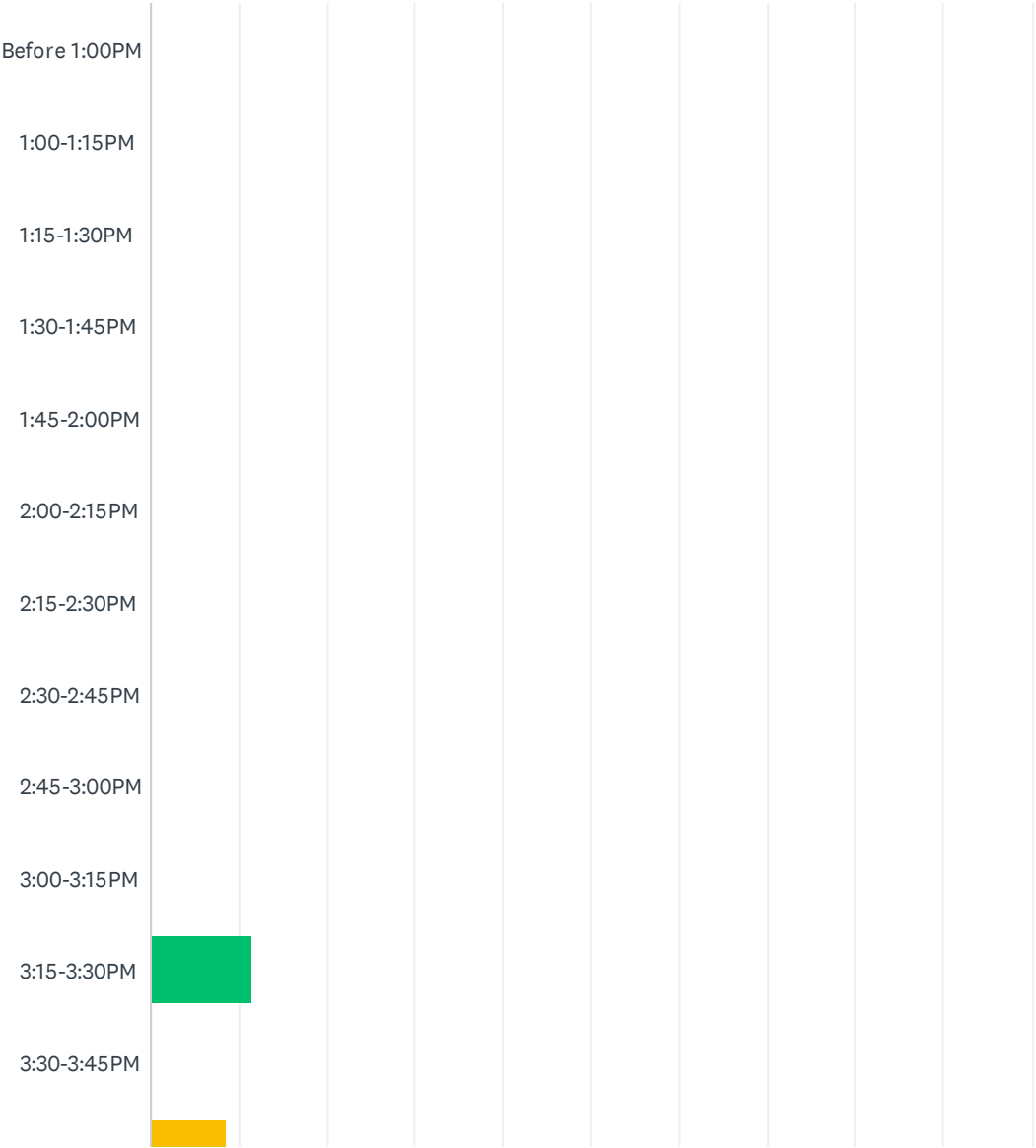
Answered: 35 Skipped: 0

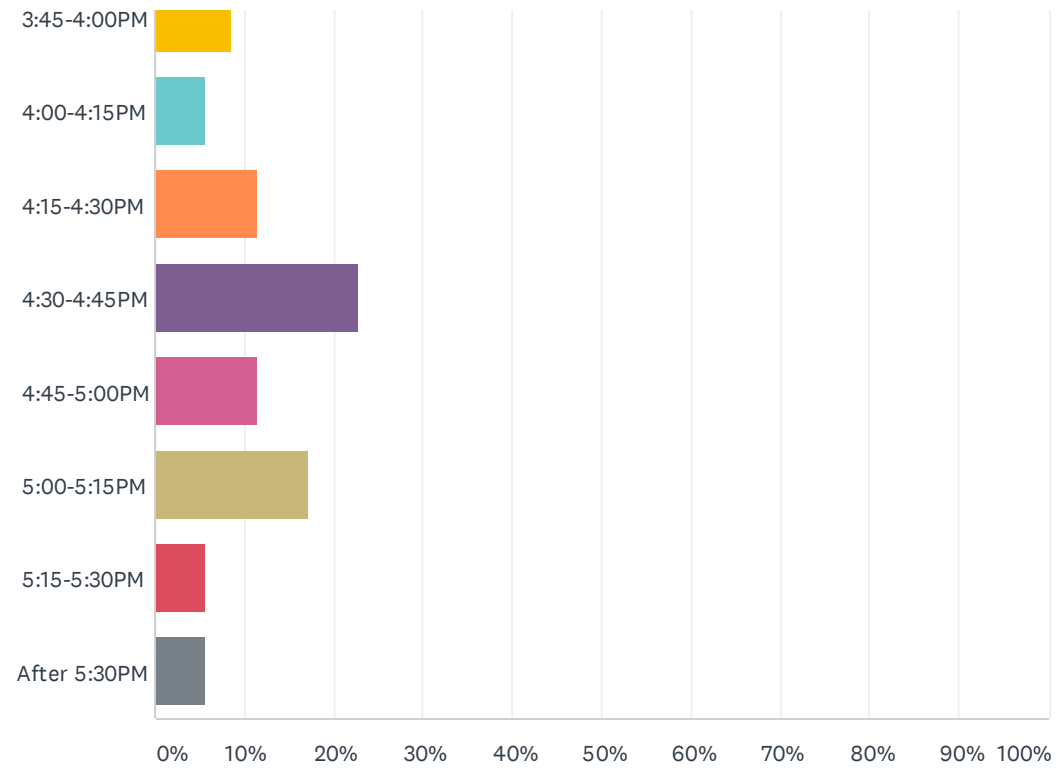


ANSWER CHOICES	RESPONSES	
Before 6:15AM	0.00%	0
6:15-6:30AM	2.86%	1
6:30-6:45AM	0.00%	0
6:45-7:00AM	8.57%	3
7:00-7:15AM	5.71%	2
7:15-7:30AM	14.29%	5
7:30-7:45AM	11.43%	4
7:45-8:00AM	20.00%	7
8:00-8:15AM	20.00%	7
8:15-8:30AM	17.14%	6
8:30-8:45AM	0.00%	0
8:45-9:00AM	0.00%	0
After 9:00AM	0.00%	0
TOTAL		35

Q5 What is your usual time of departure?

Answered: 35 Skipped: 0

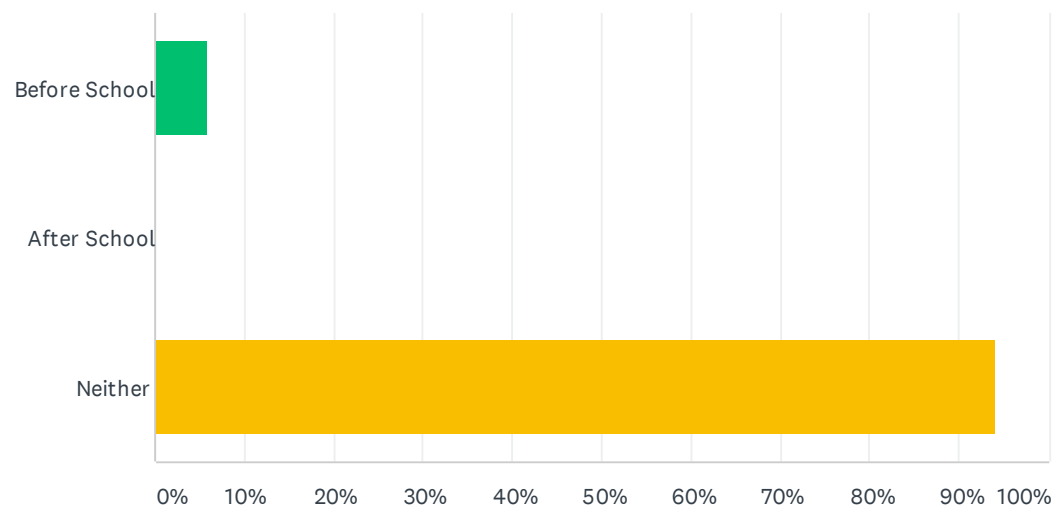




ANSWER CHOICES	RESPONSES	
Before 1:00PM	0.00%	0
1:00-1:15PM	0.00%	0
1:15-1:30PM	0.00%	0
1:30-1:45PM	0.00%	0
1:45-2:00PM	0.00%	0
2:00-2:15PM	0.00%	0
2:15-2:30PM	0.00%	0
2:30-2:45PM	0.00%	0
2:45-3:00PM	0.00%	0
3:00-3:15PM	0.00%	0
3:15-3:30PM	11.43%	4
3:30-3:45PM	0.00%	0
3:45-4:00PM	8.57%	3
4:00-4:15PM	5.71%	2
4:15-4:30PM	11.43%	4
4:30-4:45PM	22.86%	8
4:45-5:00PM	11.43%	4
5:00-5:15PM	17.14%	6
5:15-5:30PM	5.71%	2
After 5:30PM	5.71%	2
TOTAL		35

Q6 Do you normally participate in any sport or co-curricular activity on school grounds?

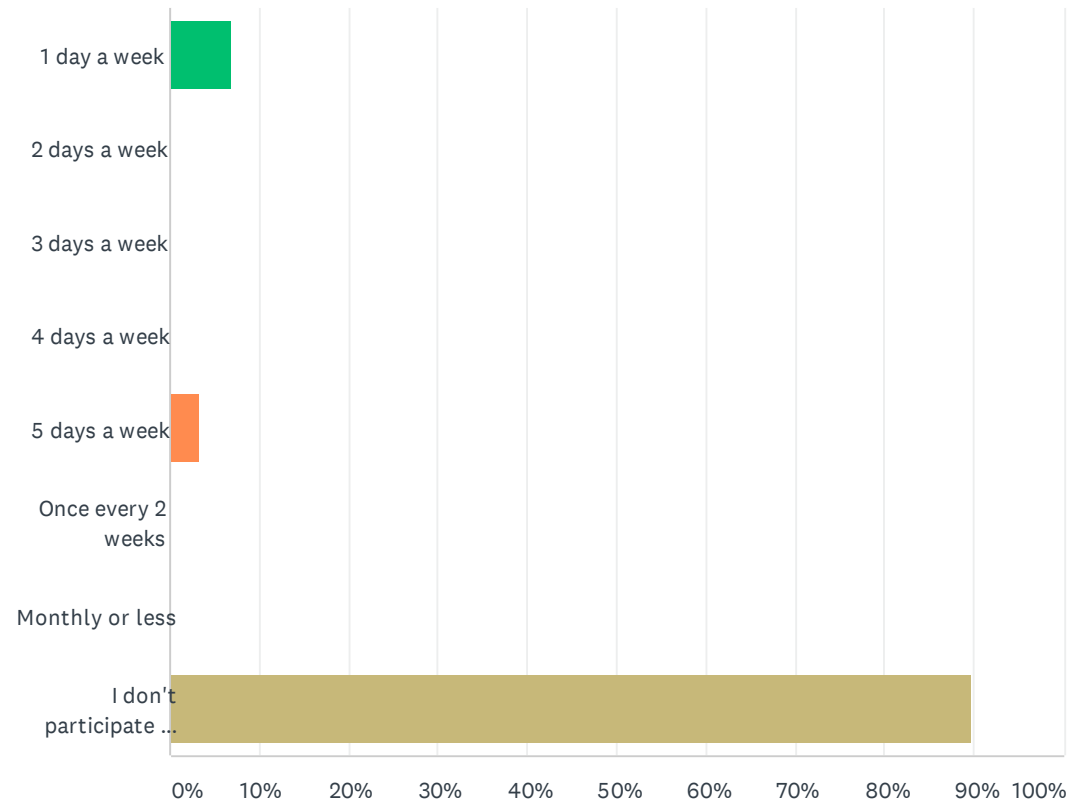
Answered: 34 Skipped: 1



ANSWER CHOICES	RESPONSES	
Before School	5.88%	2
After School	0.00%	0
Neither	94.12%	32
Total Respondents: 34		

Q7 If you do participate in co-curricular activities, how frequently?

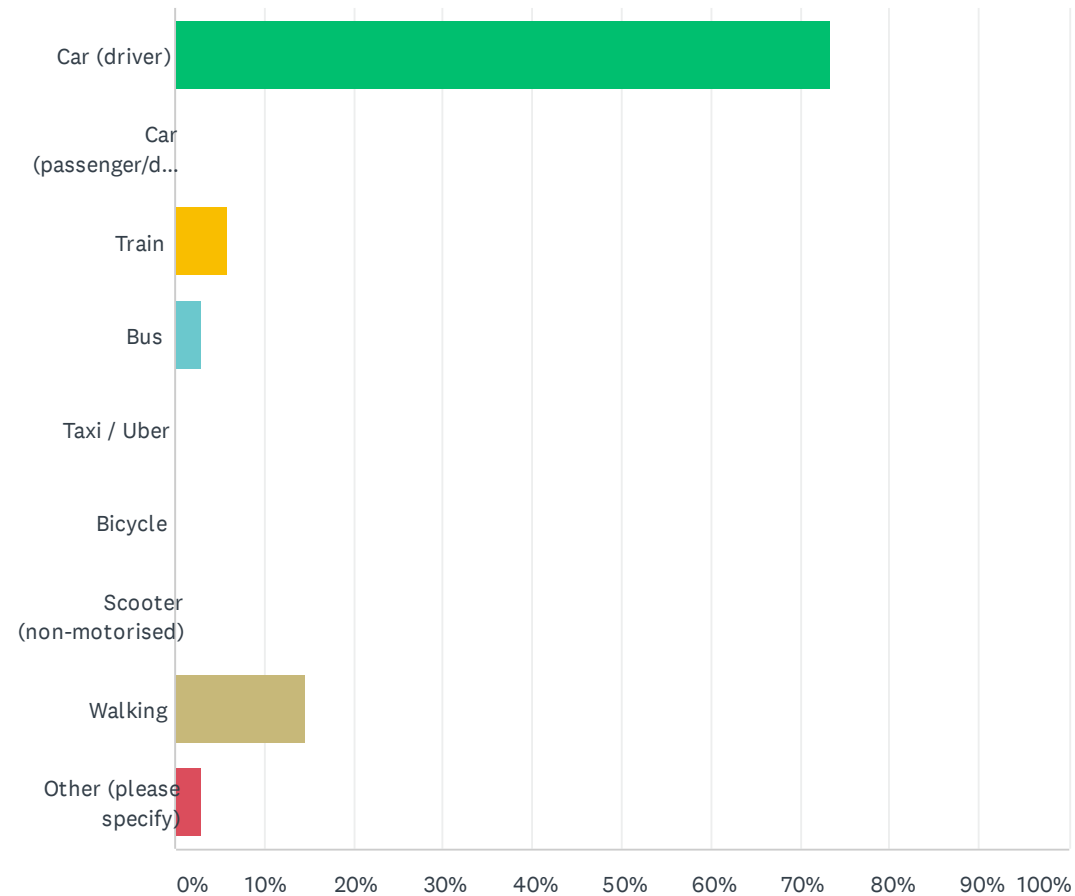
Answered: 29 Skipped: 6



ANSWER CHOICES	RESPONSES	
1 day a week	6.90%	2
2 days a week	0.00%	0
3 days a week	0.00%	0
4 days a week	0.00%	0
5 days a week	3.45%	1
Once every 2 weeks	0.00%	0
Monthly or less	0.00%	0
I don't participate in co-curricular activities	89.66%	26
TOTAL		29

Q8 What is your usual main mode of travel to school?

Answered: 34 Skipped: 1

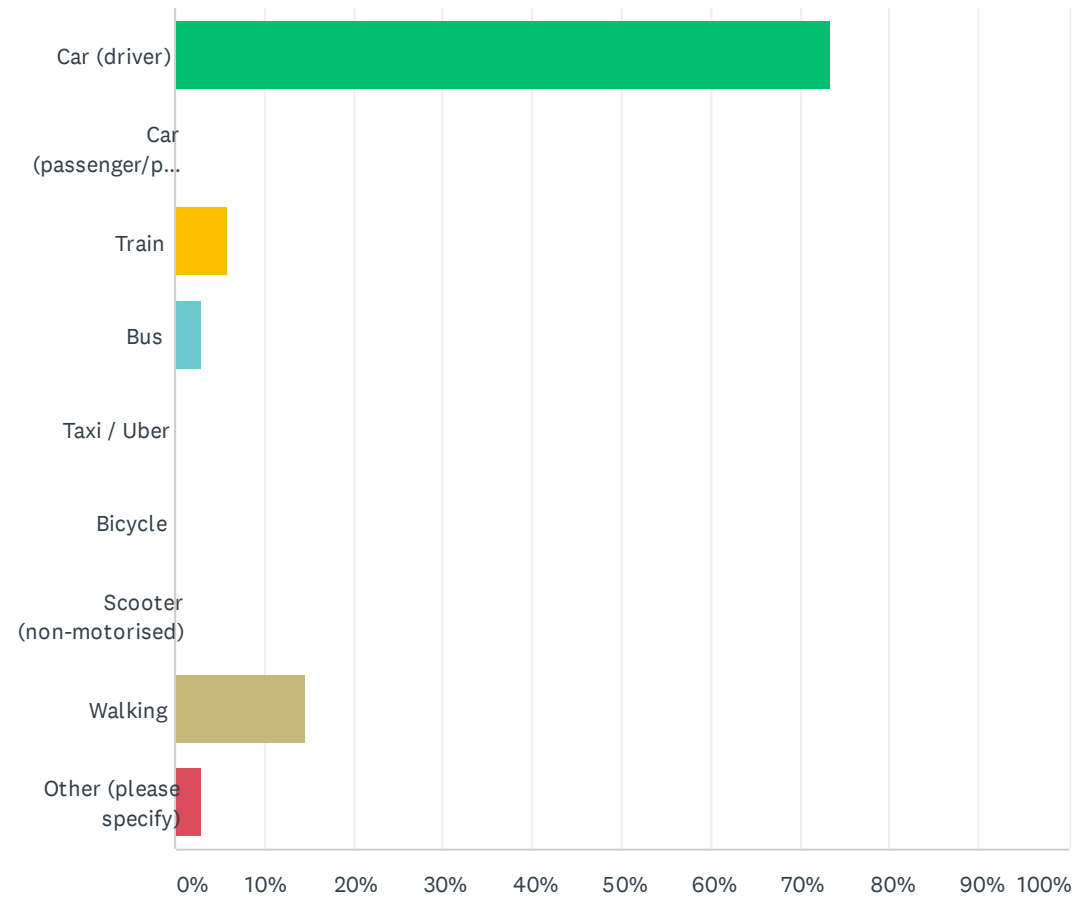


ANSWER CHOICES	RESPONSES	
Car (driver)	73.53%	25
Car (passenger/dropped off)	0.00%	0
Train	5.88%	2
Bus	2.94%	1
Taxi / Uber	0.00%	0
Bicycle	0.00%	0
Scooter (non-motorised)	0.00%	0
Walking	14.71%	5
Other (please specify)	2.94%	1
TOTAL		34

#	OTHER (PLEASE SPECIFY)	DATE
1	Train except during COVID when I drive	8/8/2021 1:12 PM

Q9 What is your usual main mode of travel from school?

Answered: 34 Skipped: 1

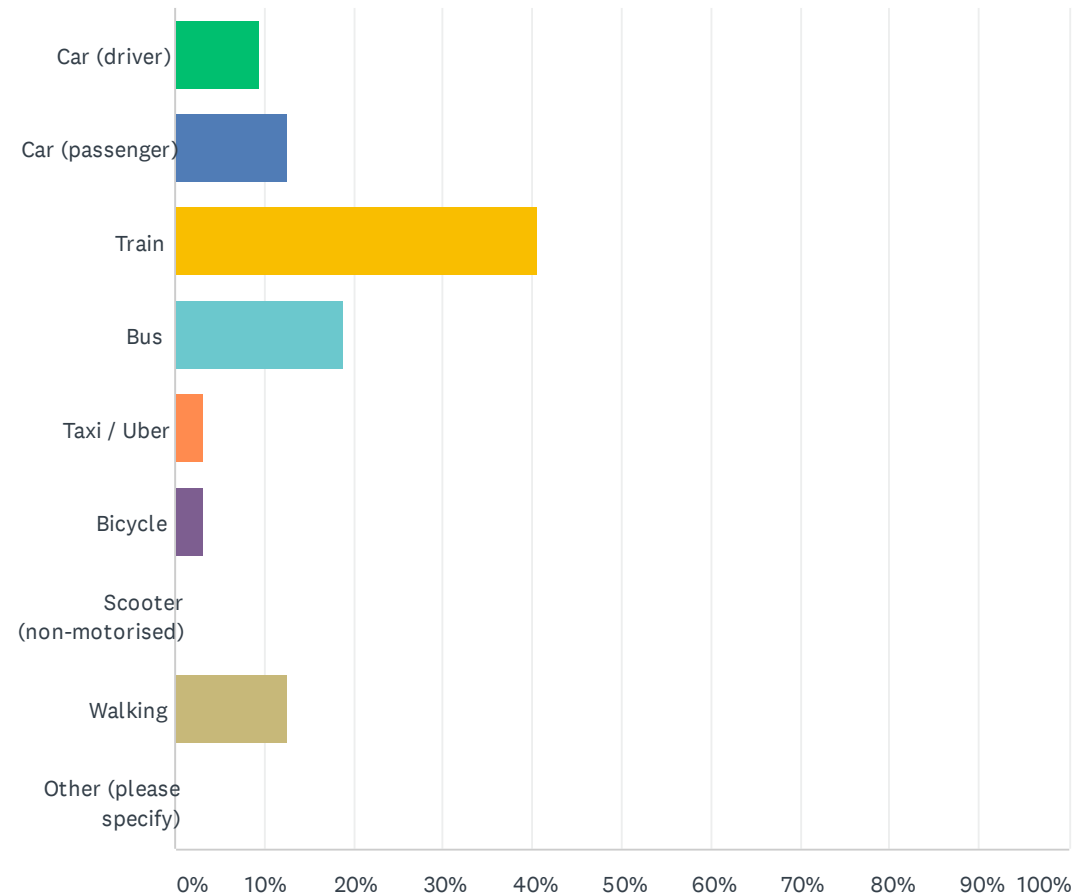


ANSWER CHOICES	RESPONSES	
Car (driver)	73.53%	25
Car (passenger/picked up)	0.00%	0
Train	5.88%	2
Bus	2.94%	1
Taxi / Uber	0.00%	0
Bicycle	0.00%	0
Scooter (non-motorised)	0.00%	0
Walking	14.71%	5
Other (please specify)	2.94%	1
TOTAL		34

#	OTHER (PLEASE SPECIFY)	DATE
1	Train except during COVID when I drive	8/8/2021 1:12 PM

Q10 If your usual mode of travel is not available, what alternative mode would you use?

Answered: 32 Skipped: 3

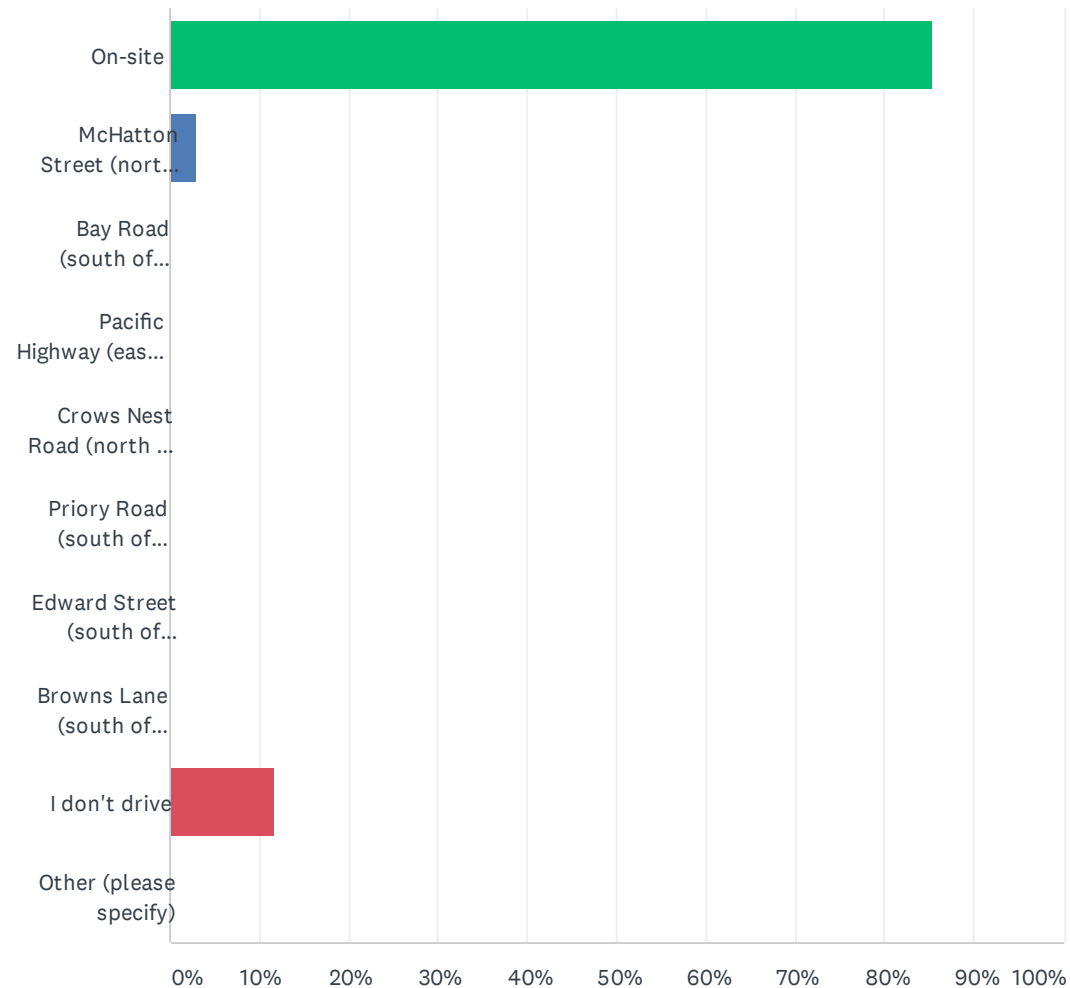


ANSWER CHOICES	RESPONSES	
Car (driver)	9.38%	3
Car (passenger)	12.50%	4
Train	40.63%	13
Bus	18.75%	6
Taxi / Uber	3.13%	1
Bicycle	3.13%	1
Scooter (non-motorised)	0.00%	0
Walking	12.50%	4
Other (please specify)	0.00%	0
TOTAL		32

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q11 If you drive, where do you normally park?

Answered: 34 Skipped: 1

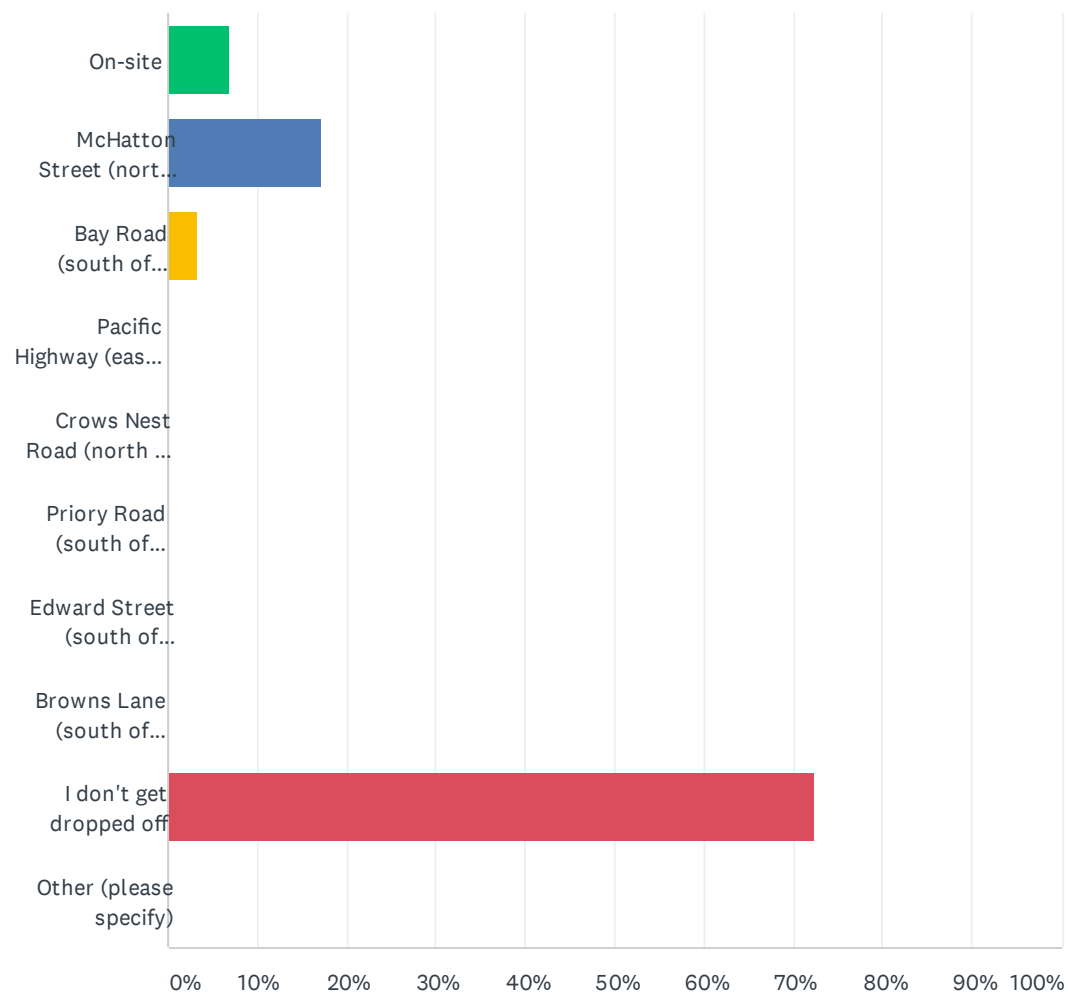


ANSWER CHOICES	RESPONSES	
On-site	85.29%	29
McHatton Street (north of School)	2.94%	1
Bay Road (south of School)	0.00%	0
Pacific Highway (east of School)	0.00%	0
Crows Nest Road (north of School)	0.00%	0
Priory Road (south of School)	0.00%	0
Edward Street (south of School)	0.00%	0
Browns Lane (south of School)	0.00%	0
I don't drive	11.76%	4
Other (please specify)	0.00%	0
TOTAL		34

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q12 If you are normally dropped-off, where are you dropped-off?

Answered: 29 Skipped: 6

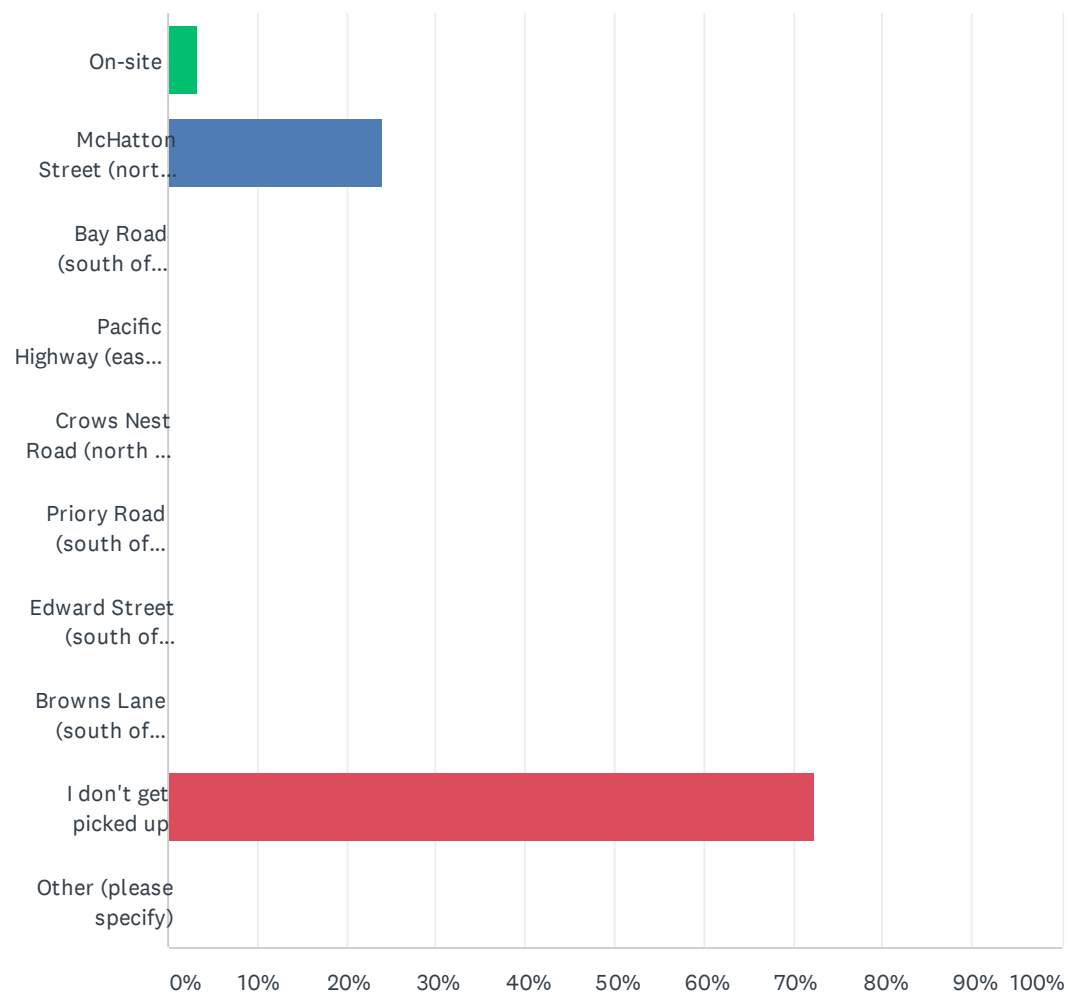


ANSWER CHOICES	RESPONSES	
On-site	6.90%	2
McHatton Street (north of School)	17.24%	5
Bay Road (south of School)	3.45%	1
Pacific Highway (east of School)	0.00%	0
Crows Nest Road (north of School)	0.00%	0
Priory Road (south of School)	0.00%	0
Edward Street (south of School)	0.00%	0
Browns Lane (south of School)	0.00%	0
I don't get dropped off	72.41%	21
Other (please specify)	0.00%	0
TOTAL		29

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q13 If you are normally picked-up, where are you picked-up?

Answered: 29 Skipped: 6

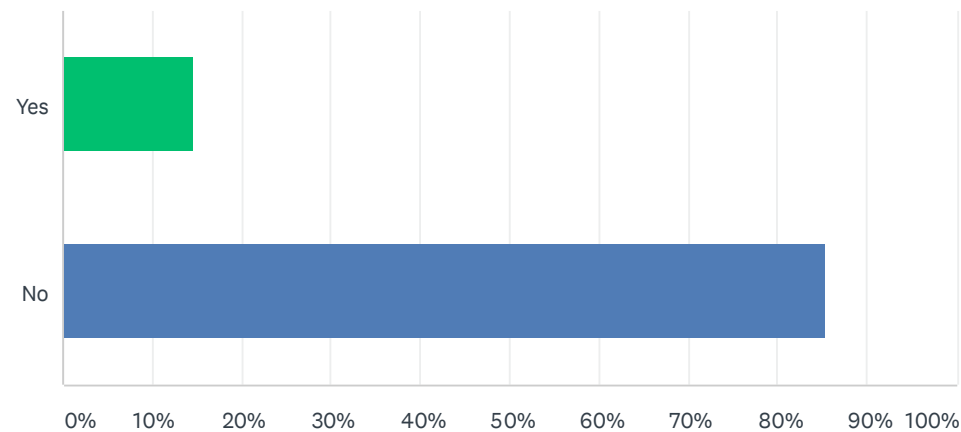


ANSWER CHOICES	RESPONSES	
On-site	3.45%	1
McHatton Street (north of School)	24.14%	7
Bay Road (south of School)	0.00%	0
Pacific Highway (east of School)	0.00%	0
Crows Nest Road (north of School)	0.00%	0
Priory Road (south of School)	0.00%	0
Edward Street (south of School)	0.00%	0
Browns Lane (south of School)	0.00%	0
I don't get picked up	72.41%	21
Other (please specify)	0.00%	0
TOTAL		29

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q14 Do you have at least 1 child enrolled at the North Sydney Public School?

Answered: 34 Skipped: 1



ANSWER CHOICES		RESPONSES	
Yes		14.71%	5
No		85.29%	29
TOTAL			34

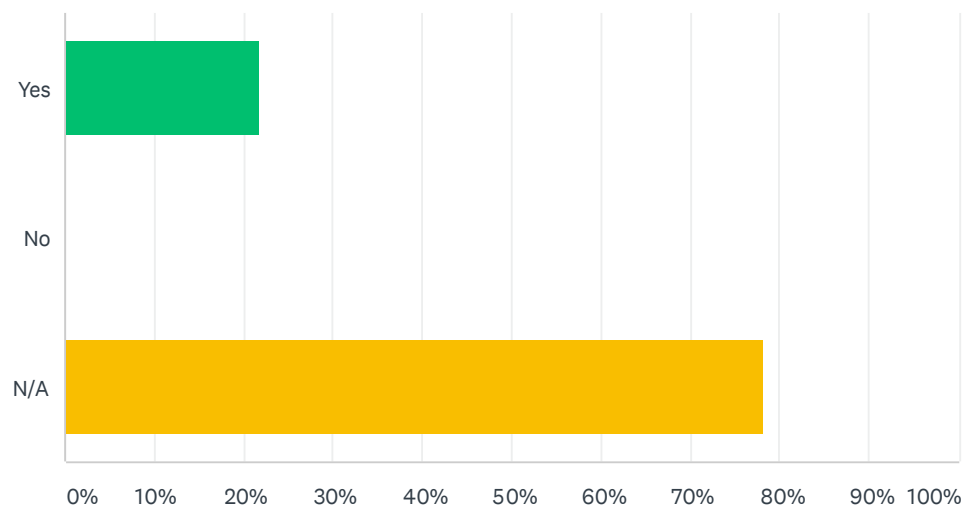
Q15 If you answered "Yes" to Question 14, how many of your children are attending North Sydney Public School?

Answered: 5 Skipped: 30

#	RESPONSES	DATE
1	2	8/9/2021 11:44 AM
2	1	8/8/2021 9:14 PM
3	1	8/8/2021 2:09 PM
4	1	8/8/2021 12:52 PM
5	1	8/8/2021 8:32 AM

Q16 If you answered "Yes" to Question 14, does your child/children travel with you?

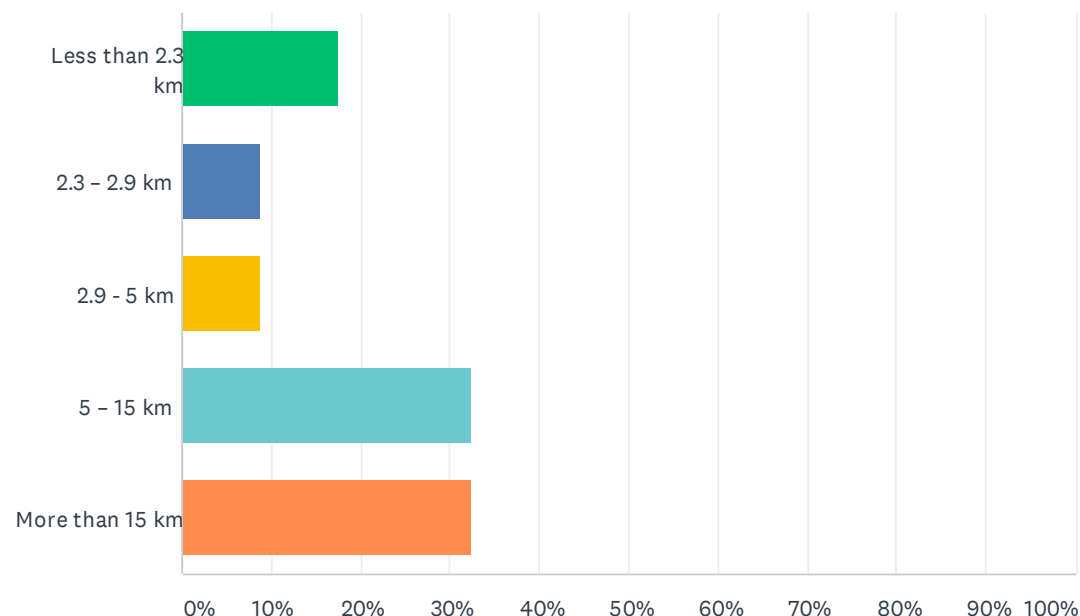
Answered: 23 Skipped: 12



ANSWER CHOICES		RESPONSES	
Yes		21.74%	5
No		0.00%	0
N/A		78.26%	18
TOTAL			23

Q17 What is your approximate travel distance between your place of residence and school?

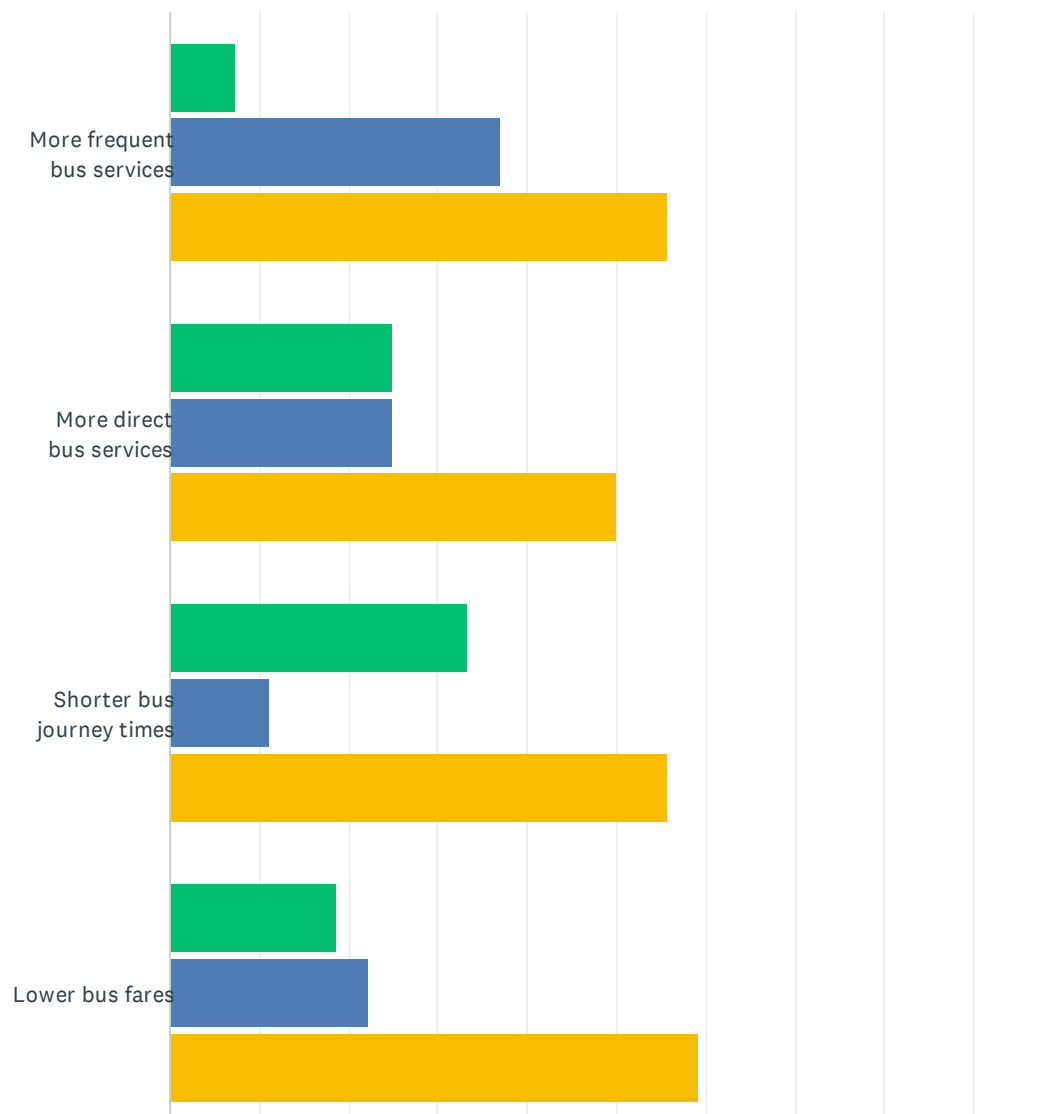
Answered: 34 Skipped: 1

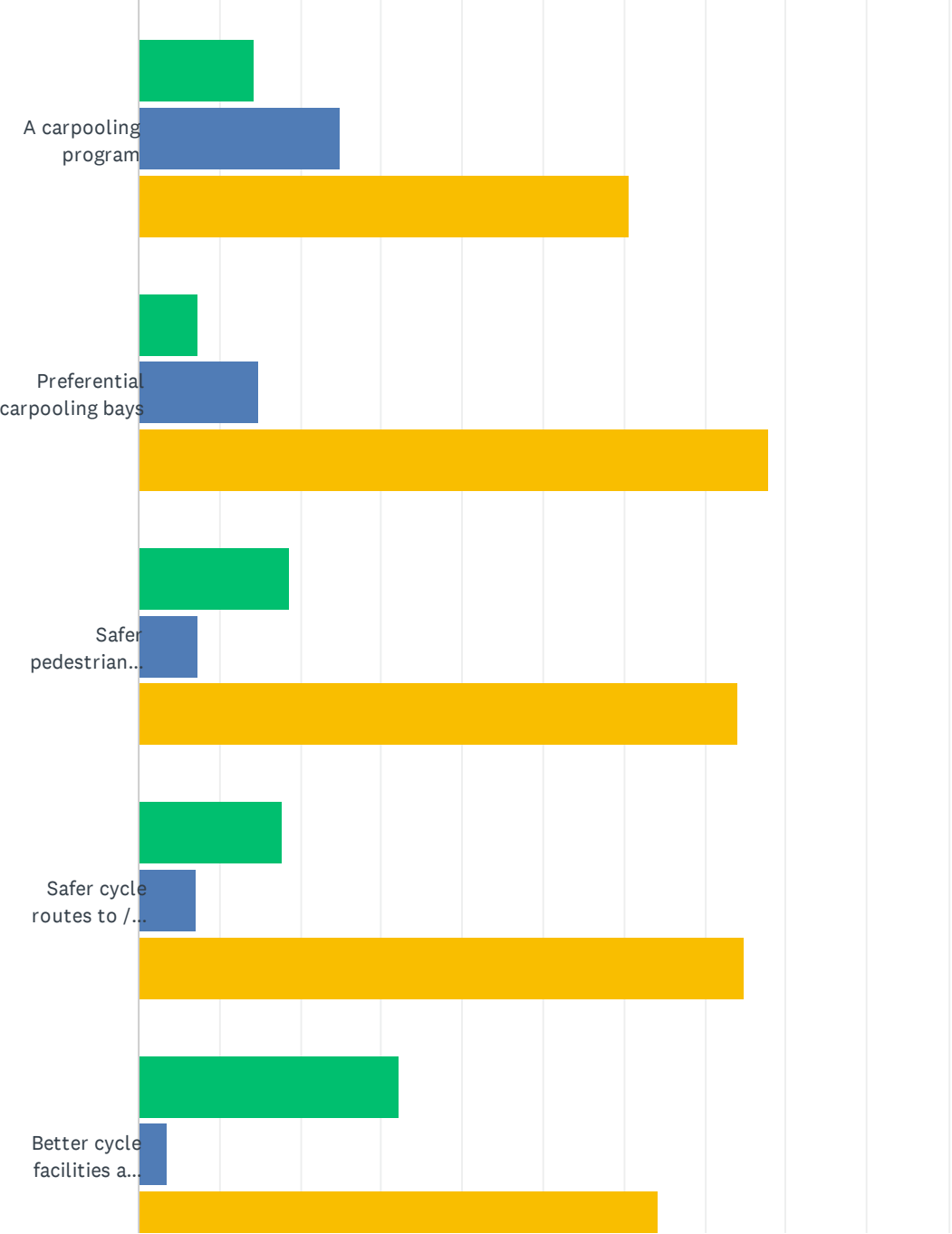


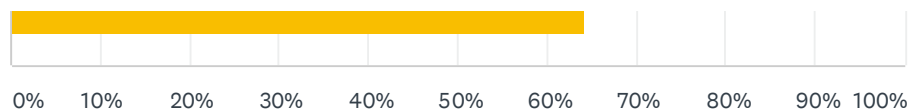
ANSWER CHOICES	RESPONSES	
Less than 2.3 km	17.65%	6
2.3 – 2.9 km	8.82%	3
2.9 - 5 km	8.82%	3
5 – 15 km	32.35%	11
More than 15 km	32.35%	11
TOTAL		34

Q18 Please indicate how likely it is that the following measures would encourage you to use an alternative mode of travel to the car or to encourage you to car share:

Answered: 30 Skipped: 5







■ Strongly Encourage
 ■ Might Encourage
 ■ Won't encourage

	STRONGLY ENCOURAGE	MIGHT ENCOURAGE	WON'T ENCOURAGE	TOTAL	WEIGHTED AVERAGE
More frequent bus services	7.41% 2	37.04% 10	55.56% 15	27	2.48
More direct bus services	25.00% 7	25.00% 7	50.00% 14	28	2.25
Shorter bus journey times	33.33% 9	11.11% 3	55.56% 15	27	2.22
Lower bus fares	18.52% 5	22.22% 6	59.26% 16	27	2.41
A carpooling program	14.29% 4	25.00% 7	60.71% 17	28	2.46
Preferential carpooling bays	7.41% 2	14.81% 4	77.78% 21	27	2.70
Safer pedestrian routes to / from campus	18.52% 5	7.41% 2	74.07% 20	27	2.56
Safer cycle routes to / from campus	17.86% 5	7.14% 2	75.00% 21	28	2.57
Better cycle facilities at school (showers / lockers / changing facilities)	32.14% 9	3.57% 1	64.29% 18	28	2.32

Q19 Are there any transport initiatives you would like to see implemented?

Answered: 7 Skipped: 28

#	RESPONSES	DATE
1	Train fare rebates!	8/10/2021 7:36 PM
2	Car spaces onsite	8/10/2021 1:11 PM
3	More local pedestrian road crossings - T junction of Ridge St at West St + McHatton St at the Pacific Highway	8/9/2021 11:49 AM
4	DoE pays for public transport fees or a subsidy if teachers travel by public transport	8/8/2021 2:13 PM
5	Better facilities at school for staff would help encourage us to walk/run or cycle to work. Currently, there is no shower / change room and toilet facilities are minimal and derelict.	8/8/2021 11:36 AM
6	Some kind of incentive for staff to make the change to greener modes of travel - public transport, cycling, carpooling etc.	8/8/2021 9:40 AM
7	Staggering work times for the rest of citizens to minimise traffic	8/8/2021 8:53 AM

Appendix C. TfNSW School Drop-off and Pick-up: Organising the Initiative

School Drop-off and Pick-up

Organising the initiative

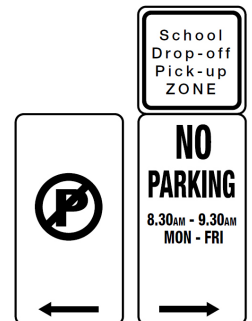
What is a school Drop-off and Pick-up zone?

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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Centre for Road Safety

Appendix D. Drivers Code of Conduct

- Driver Code of Conduct -

Drivers Code of Conduct

Safe Driving Policy for the North Sydney Public School Upgrade

Objectives of the Drivers Code of conduct

- Minimise conflict with other road users;
- Minimise road traffic noise; and
- Ensure minibuss 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.