



OPERATIONAL TRANSPORT AND ACCESS MANAGEMENT PLAN

**SCEGGS Darlinghurst
215 Forbes Street, Darlinghurst**

Reference: 17.312r08v05
Date: November 2021

TRAFFIX
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DOCUMENT VERIFICATION

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Revision	Date	Prepared By	Checked By	Signed
v05	10 November 2021	Neil Caga Timothy Le	Ben Liddell	

TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Ben Liddell	Certificate No.	0051952767



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1. INTRODUCTION

TRAFFIX has been commissioned by SCEGGS Darlinghurst to prepare an Operational Transport and Access Management Plan (OTAMP) in support of a State Development Application (SSD – 19989744) relating to the adaptive re-use of Wilkinson House, located on the existing main school ground at 215 Forbes Street, Darlinghurst.

To provide context for this SSD, Conditional Development Consent was granted by the Independent Planning Commission on 22 May 2020 to the Concept DA (Concept SSD - 8993) for the redevelopment of SCEGGS at its main campus located at 215 Forbes Street, Darlinghurst, excluding St Peter's Precinct and 217 Forbes Street.

As part of the SSD Applicant process, the Secretary's Environmental Assessment Requirements (SEARs) have been issued for the proposal. This OTAMP has been prepared to respond to the relevant SEARs, in particular to satisfy condition B12 (C) of the Concept SSDA – 8993. In addition, it provides response to ongoing discussions between SCEGGS, the City of Sydney and local residents to address on-street parking arrangements, in particular the bus parking and movements along Forbes Street.

The report is structured as follows:

- Section 2: Outlines SEARs responses
- Section 3: Outlines the Concept Masterplan conditions
- Section 4: Background information
- Section 5: Site operations
- Section 6: Monitoring and review
- Section 7: Summarises the findings



2. SEARS RESPONSES

A response to each relevant requirement of the Secretary's Environmental Assessment Requirements (SEARs) is provided below, including references to sections of this report where applicable. Reference should also be made to the SEARs and the below matters relate specifically to Item 6.

SEARS	Report Reference
6. Transport and Accessibility Include a transport and accessibility impact assessment, which details, but not limited to the following:	
<ul style="list-style-type: none">• Address the Traffic, Access, Car and Bicycle Parking conditions imposed under SSD-8993.• Analysis of the impacts due to the operation of the proposed development, including:<ul style="list-style-type: none">◦ proposed modal split for all users of the development including vehicle, pedestrian, bicycle riders, public transport and other sustainable travel modes.◦ adequacy of the existing / proposed pedestrian infrastructure to enable convenient and safe access to and from the site for all users.◦ a clear explanation and justification of the:<ul style="list-style-type: none">▪ assumed growth rate applied.▪ volume and distribution of proposed trips to be generated.▪ type and frequency of vehicles accessing the site.	<p>Reference should be made to the Traffic Impact Assessment (Ref: 17.312r09v03 dated 10 November 2021) and this report.</p>
<ul style="list-style-type: none">• Analysis of the impacts of the traffic generated during construction (if any) of the proposed development, including:<ul style="list-style-type: none">◦ construction vehicle routes, types and volumes.◦ construction program (duration and milestones).◦ on-site car parking and access arrangements for construction, emergency and construction worker vehicles.◦ cumulative impacts associated with other construction activities in the locality (if any).◦ road safety at identified intersections and level crossings near the site due to conflicts between construction vehicles and existing traffic in the locality.◦ measures to mitigate impacts, including to ensure the safety of pedestrian and cyclists during construction.	<p>Reference should be made to the Preliminary Construction Traffic and Pedestrian Management Plan (Ref: 17.312r10v03 dated 10 November 2021).</p>
<ul style="list-style-type: none">• A preliminary Construction Traffic and Pedestrian Management Plan.	



SEARs	Report Reference
<ul style="list-style-type: none">● Relevant Policies and Guidelines:<ul style="list-style-type: none">○ Guide to Traffic Generating Developments (Roads and Maritime Services, 2002).○ EIS Guidelines - Road and Related Facilities (Department of Urban Affairs and Planning (DUAP), 1996).○ Cycling Aspects of Austroads Guides.○ NSW Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004).○ Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (Austroads, 2020).○ Australian Standard 2890.3 Parking facilities, Part 3: Bicycle parking (AS2890.3).	<p>The relevant policies and guidelines are referenced as applicable throughout this assessment.</p>



3. CONCEPT MASTERPLAN CONDITIONS

It is noteworthy that the SCEGGS Concept Masterplan (SSD – 8993) was approved by an Independent Planning Commission on the 22 May 2020. Condition B12 of the Conditions of Consent specifies the following requirements for all future built form development applications:

"B12. All future development applications for new built form must be accompanied by:

- (a) A Traffic Impact Assessment that considered the traffic, transport and parking impacts associated with the construction and operation of the proposed development;*
- (b) An updated Green Travel Plan outlining the measures to reduce private vehicle usage;*
- (c) An Operational Transport and Access Management Plan; and*
- (d) A Road Safety Evaluation."*

The reports prepared in accordance with Condition of Consent B12 are listed below:

- Traffic Impact Assessment (Ref: 17.312r09v03)
- Updated Green Travel Plan (Ref: within 17.312r09v03 as per SSD – 8993)
- Operation Transport and Access Management Plan (this document)
- Road Safety Audit (Ref: TRF-PROJ-0034-01 ES RSA SCEGGS REV 3)

It should be noted that this OTAMP is suitable to accompany future developments at SCEGGS Darlinghurst as it includes access and transport measures that apply to the wider SCEGGS campus.



4. BACKGROUND INFORMATION

4.1 Location and Site

SCEGGS Darlinghurst is located at 165-215 Forbes Street in Darlinghurst, approximately 400 metres southwest of Kings Cross Railway Station. More specifically, it is situated on the southern side of St Peters Street and bounded by the area between Forbes Street and Bourke Street.

The site is irregular shaped in configuration with a total area of 13,676.2m². It has a northern frontage to St Peters Street of approximately 62 metres in length, and a southern boundary to neighbouring residential properties of approximately 86 metres in length. The eastern frontage to Forbes Street and western frontage to Bourke Street measure approximately 133 metres and 84 metres in length, respectively.

The site is presently served by five (5) existing vehicular accesses, comprising three (3) driveways on Forbes Street, one (1) driveway on Bourke Street and one (1) driveway on St Peters Street. The SCEGGS Darlinghurst School is partitioned between a primary school (Kindergarten to Year 6) and the secondary school (Year 7 to Year 12). The main pedestrian access for the primary school component is on Bourke Street, whilst the secondary school component mainly utilises two (2) pedestrian accesses on Forbes Street and a single pedestrian access on St Peters Street. It is noted that St Peters Street is typically only open during the AM and PM peak periods, with a remote operated gate closed at both ends during other times.

A Location Plan is presented in **Figure 1** with a Site Plan included in **Figure 2**.

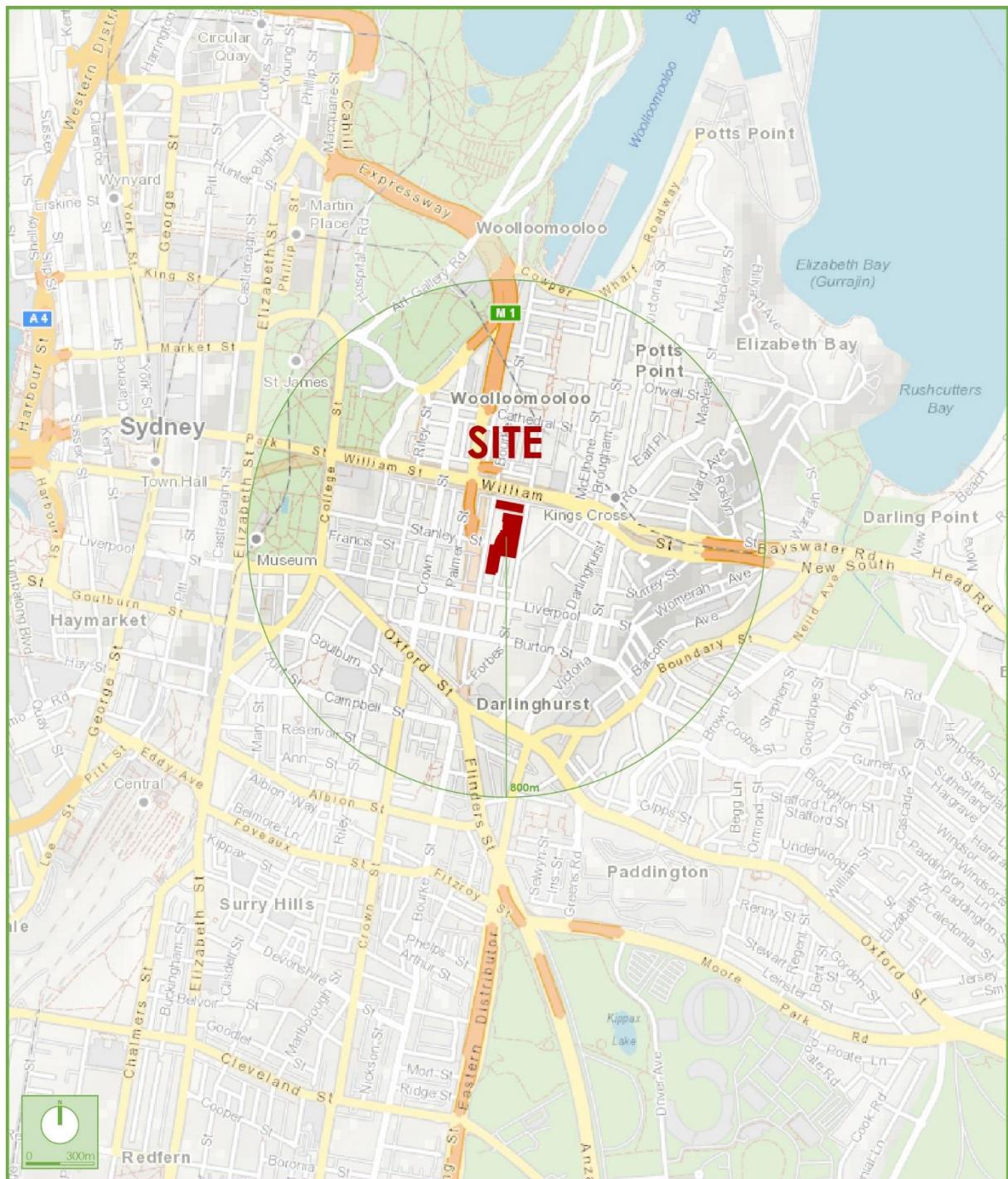


Figure 1: Location Plan



Figure 2: Site Plan



4.2 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- William Street: an RMS Main Road (MR173) that traverses in an east-west direction between New South Head Road in the east and Park Street in the west. It is generally subject to 50km/hr speed zoning and accommodates two (2) lanes of traffic in each direction. William Street generally provides a pedestrian footpath along both sides of the road. In addition, there are dedicated bicycle lanes provided along both sides of the road between Palmer Street and Park Street.
- Forbes Street: a local road that traverses in a north-south direction between a no through road at Cowper Wharf Road in the north and Bourke Street in the south. Locally, Forbes Street is bisected by the Chard Stairs located 30m north of St Peters Street. Within the vicinity of the site, it is subject to 40km/hr speed zoning at all times and accommodates a single lane of traffic in each direction. Forbes Street provides pedestrian footpaths along both sides of the road, as well as a pedestrian crossing at the eastern frontage of the site, near the Clapton Place intersection.
- Bourke Street: a local road that traverses in a north-south direction between Cowper Wharf Road in the north and Forbes Street in the south. Within the vicinity of the site, it is subject to 40km/hr speed zoning at all times and accommodates a single lane of traffic in each direction. Bourke Street provides pedestrian footpaths along both sides of the road, as well as a pedestrian crossing at the western frontage of the site, near the Stanley Street intersection. In addition, there are dedicated bicycle lanes along the western side of the road that generally span the length of Bourke Street.



- ➊ Liverpool Street: a local road that traverses in an east-west direction between Boundary Street in the east and Harbour Street in the west. Within the vicinity of the site, it is subject to 40km/hr speed zoning at all times and accommodates a single lane of traffic in each direction. Liverpool Street provides pedestrian footpaths along both sides of the road, as well as a pedestrian crossing near the Forbes Street intersection. In addition, this road has been identified as a low-traffic on-road quiet bicycle route.
- ➋ St Peters Street: a local street that traverses in an east-west direction between Forbes Street in the east and Bourke Street in the west. It is subject to 40km/hr speed zoning and accommodates westbound traffic via single one-way lane. St Peters Street provides pedestrian footpaths along both sides of the road, as well as a pedestrian crossing midway through the street. In addition, this street is typically only open during the AM and PM peak periods of the school, with a remotely operated gate closed at both ends during other times.

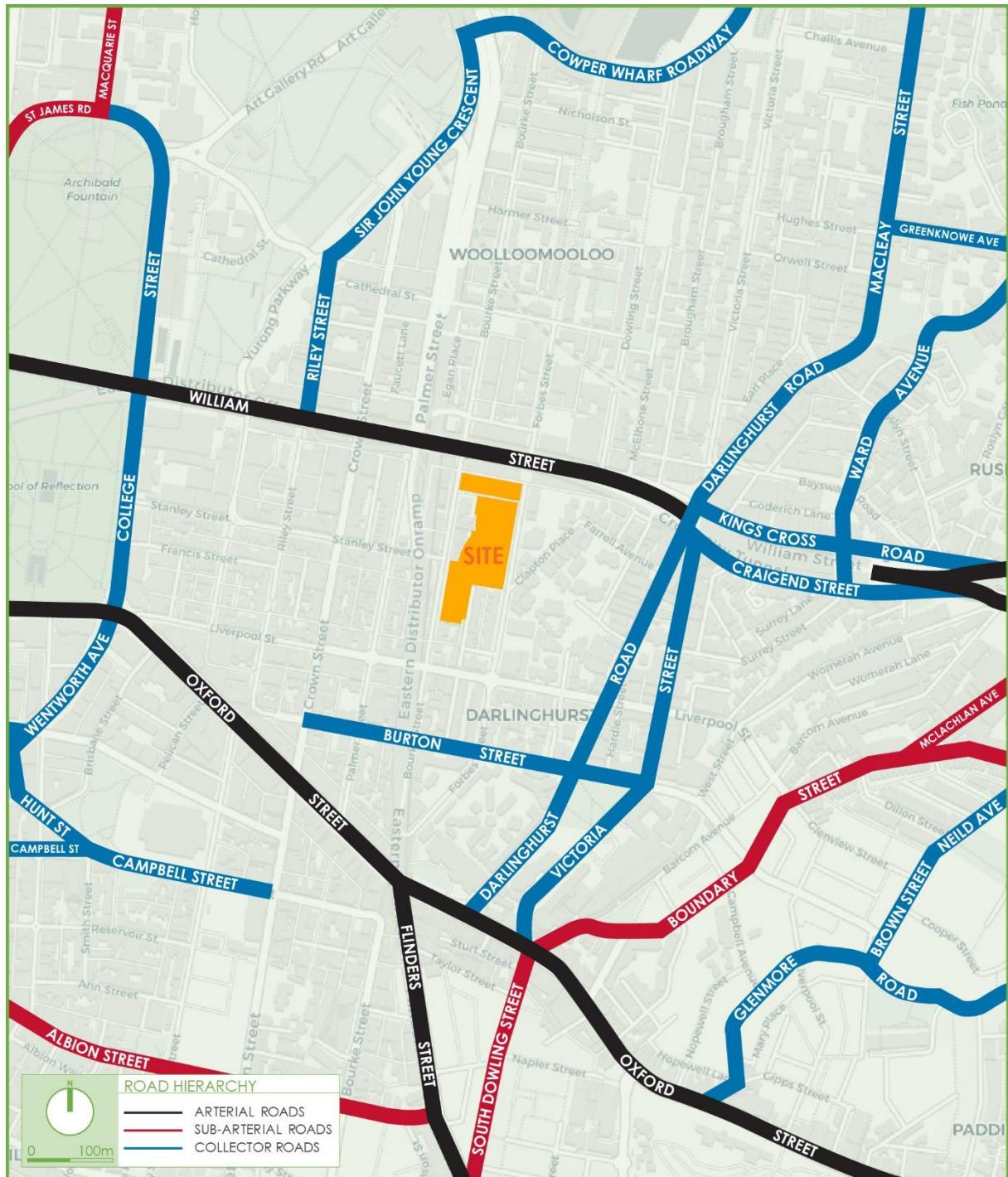


Figure 3: Road Hierarchy



5. SITE OPERATIONS

5.1 School Population

As of May 2021, the school has a total population comprising:

- 130 full-time staff
- 55 part-time staff; and
- 931 students.

5.2 Sustainable Transport Options

5.2.1 Public Transport Services

The existing public transport services operating within 400m of the school are presented in **Figure 4**, with the bus routes and weekday service frequencies summarised in **Table 1** below.

Table 1: Bus Routes and Weekday Service Frequency

Bus No.	Route	Service Frequency
200	Bondi Junction to Gore Hill	Every 15-30 minutes
311	Millers Point to Central Railway Square via Darlinghurst and Potts Point	Every 15 minutes
324	Watsons Bay to Walsh Bay via Old South Head Road	Every 30 minutes
325	Watsons Bay to Walsh Bay via Vaucluse Road	Every 30 minutes
389	Bondi Junction to Pyrmont	Every 10 minutes
L24	Vaucluse to City Wynyard	Every 20 minutes

It is noted that a large number of students utilise other bus services along Oxford Street (near Taylor Square), which is located approximately 650m south of the school. Bus stops within an 800m walk of the school service the following bus routes:

- 304 - Rosebery to City Circular Quay
- 333 - North Bondi to City Circular Quay
- 339 - Clovelly to City Phillip St
- 352 - Marrickville Metro to Bondi Junction
- 373 - Coogee to City Circular Quay
- 374 - Coogee to City Circular Quay
- 500X - West Ryde to City Hyde Park
- 504 - Chiswick to City Domain
- 506 - Macquarie University to City Domain
- 507 - Meadowbank to Gladesville & City Hyde Park
- L94 - La Perouse to City Circular Quay
- X39 - Clovelly to City Martin Place



- 377 - Maroubra Beach to City Circular Quay
- 392 - Little Bay to City Circular Quay
- 394 - City Circular Quay to La Perouse
- 396 - Maroubra Beach to City Circular Quay
- 397 - South Maroubra to City Circular Quay
- 399 - La Perouse to City Circular Quay
- 440 - Bondi Junction to Rozelle
- 461X - Burwood to City Domain
- X73 - Coogee to City Museum
- X74 - Coogee to City Museum
- X77 - Maroubra Beach to City Museum
- X92 - Little Bay to City Museum
- X94 - La Perouse to City Museum
- X96 - Maroubra Beach to City Museum
- X97 - South Maroubra to City Museum

In addition to the above, the school is also situated approximately 400 metres southwest of Kings Cross railway station, which provides train services along the following lines:

- T4 – Eastern Suburbs and Illawarra Line; and
- SCO – South Coast Line.

No changes to the aforementioned bus routes and services are proposed. Accordingly, these bus services and facilities are considered appropriate to cater for the current staff and student population of the school.

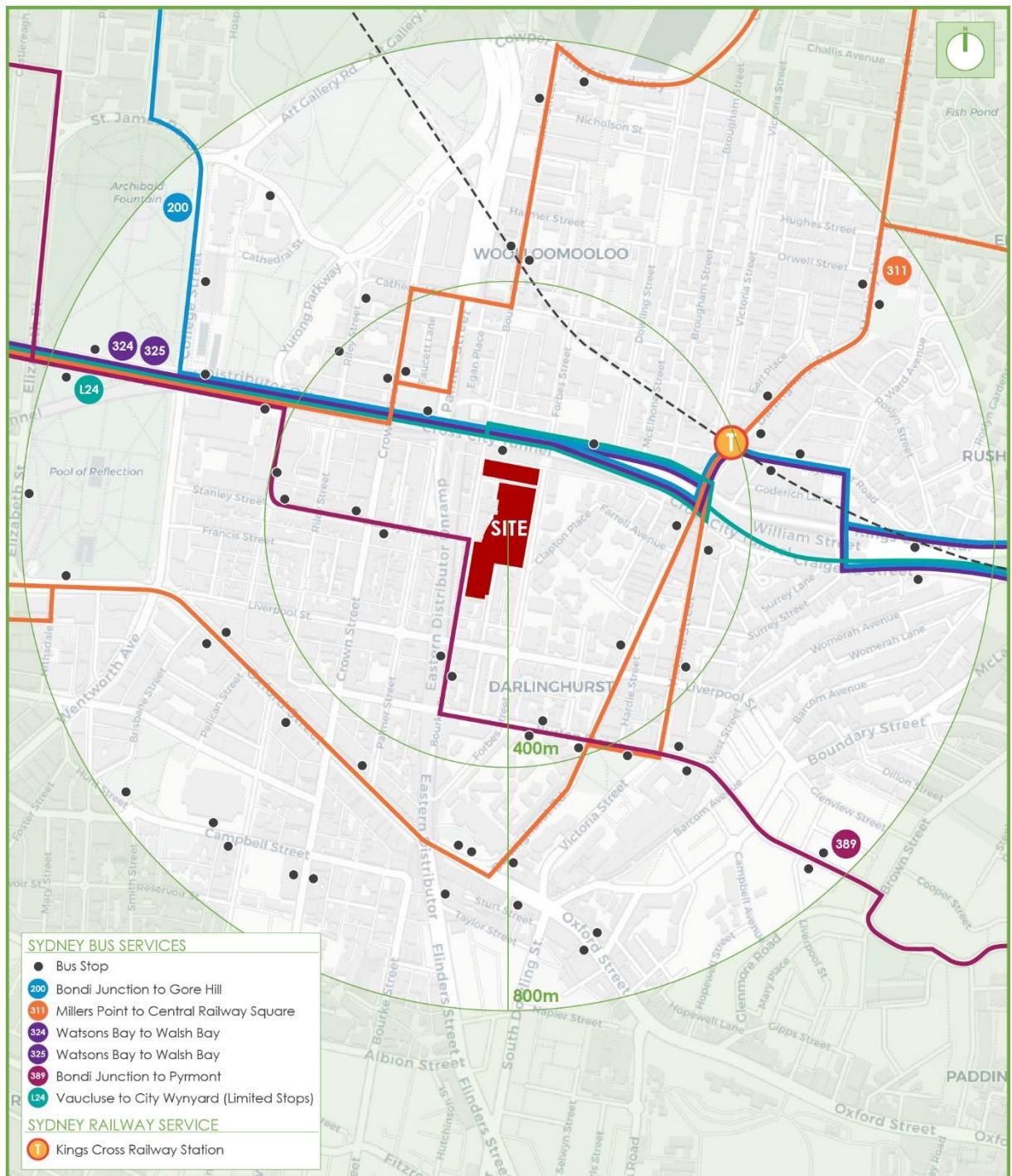


Figure 4: Public Transport



5.2.2 Bicycle Facilities

The school is located within several separated off-road cycleways, off-road shared paths, direct routes with higher traffic routes and low-traffic on-road routes in the surrounding area, with the primary cycleways outlined as follows:

- Separated off-road cycleways: Available throughout the entire length of Bourke Street.
- Off-road shared paths: Available on some sections of William Street and various areas in Hyde Park.
- Direct routes with higher traffic: Along the eastern end of William Street, Darlinghurst Road, Victoria Street and Oxford Street.
- Low-traffic on-road routes: Along the western end of William Street, Forbes Street, Liverpool Street, Burton Street, Crown Street, Riley Street and Clapton Place.

5.3 Active Travel

5.3.1 School Zones and Crossings

The surrounding roads of the school are generally subject to 40km/h speed zoning, with the location of the formal 'School Zones' applicable at 8:00am-9:30am and 2:30pm-4:00pm on school days summarised below:

- Forbes Street between Clapton Place and St Peters Street;
- Bourke Street between Sutton Lane and Liverpool Street; and
- Sections of Clapton Place and Stanley Street in proximity of the school.

In addition to the above, there are several pedestrian 'Wombat Crossings' surrounding the school which are presented in **Figure 5** and summarised as follows:

- Forbes Street, north of Clapton Place;
- St Peters Street, midway of Forbes Street and Bourke Street;
- Bourke Street, north of Stanley Street; and
- Stanley Street, west of Bourke Street.



5.3.2 Pedestrian Accesses

The school provides four (4) student pedestrian entry and exit points as presented in **Figure 5** and as summarised below:

- 2 x pedestrian access on Forbes Street, near the pedestrian crossing;
- 1 x pedestrian access on Bourke Street, south of Stanley Street; and
- 1 x pedestrian access on St. Peters Street, mid-block between Forbes Street and Bourke Street. This access provides a connection to the Diana Bowman building.

In addition to the above, St Peters Street is closed to general traffic by remote operating gates during school hours. All students are required to enter and leave the school through these accesses, which provide connections to the existing footpaths surrounding the school, as well as the designated drop-off / pick-up and bus stop areas along Forbes Street, Bourke Street and St Peters Street. In addition, the entrance to Wilkinson House on Forbes Street will be used on rare occasions (e.g. school open day).

5.3.3 Bicycle Facilities

The school provides the following bicycle facilities throughout the school:

- Dedicated lockable bike storage areas:
 - 1 x car bay dedicated for bike storage for staff;
 - 1 x lockable bike cupboard adjacent to the old gym that can accommodate 12 student bicycles; and
 - 4 x mobile bike racks for the junior school.
- Shower locations:
 - 5 x in the sports hall;
 - 4 x in the Joan Freeman building, including 1 x accessible;
 - 1 x in the old gym;
 - 1 x in Barham;
 - 1 x in the Diana Bowman building for accessible use;
 - 2 x in the primary school, including 1 x accessible; and
 - 4 x in Wilkinson House.



5.4 Existing Parking Provisions

5.4.1 Off-Street Parking

The school currently provides a total of 112 off-street car parking spaces within three (3) car park areas, comprising:

- 22 x parking spaces for the Primary School within a car park off Bourke Street;
- 83 x parking spaces for the Secondary School within a car park off St Peters Street; and
- 7 x parking spaces within an alternate car park off Forbes Street.

5.4.2 On-Street Parking

As of May 2021, the local roads of Forbes Street (Chard Stairs to Liverpool St) and Bourke Street (St. Peters St to Liverpool St) provide on-street parking spaces, as summarised below.

- Forbes Street, with a total of 74 on-street spaces, including:
 - 65 x time restricted spaces, comprising 56 angled spaces and 9 kerbside spaces; and
 - 9 x time restricted kerbside spaces available outside school peak periods.
- Bourke Street, with a total of 65 on-street spaces, including:
 - 55 x time restricted kerbside spaces; and
 - 10 x time restricted kerbside spaces available outside school peak periods.

5.5 Existing School Drop-off and Pick-up

5.5.1 Parking Capacity

The local roads surrounding the school also provide a total of 27 on-street drop-off and pick-up spaces signposted with 'No Parking 7:30am-9:30am, 2:30pm-3:30pm School Days Only' restrictions during school peak periods as presented in **Figure 5** and summarised as follows:

- 9 x kerbside spaces along the Forbes Street frontage;
- 3 x kerbside spaces along Forbes Street, which also serves as a bus zone for the school;
- 10 x kerbside spaces along the Bourke Street frontage; and
- 5 x kerbside spaces on the northwest corner of St Peters Street.



5.5.2 Operational Management Arrangements

The school implements the following measures to improve the efficiency of drop-off and pick-up activities during the peak morning and afternoon periods, noting that these measures are carried out on the school's own accord (i.e. not required from any existing approval or conditions). The 'No Parking 7:30am-9:30am, 2:30pm-3:30pm School Days Only' parking restrictions on Bourke Street and Forbes Street are utilised for drop-off and pick-up activities. These measures are outlined below:

- The school operates a staggered pick-up scheme during the afternoon peak period, as summarised below:
 - Kindergarten to Year 2 students – Collected from 2:55pm;
 - Year 3 to Year 6 – Collected from 3:10pm; and
 - Year 6 to Year 12 students are picked up from Forbes Street to alleviate traffic congestion on Bourke Street.
- During morning drop-off period on Forbes Street, the school employs the following:
 - Dedicated crossing supervisor.
- During morning drop-off period for the primary school on Bourke Street, the school employs the following:
 - Dedicated crossing supervisor;
 - Traffic warden to monitor pick-up and drop-off zones; and
 - A single primary school staff to provide assistance.
- During afternoon pick-up periods on Bourke Street, the school employs a traffic controller to monitor and ensure smooth flow of traffic and two (2) primary school staff to assist with student lining up and entering cars.
- Student Tags are displayed in vehicles for students in Kindergarten to Year 5 for staff to efficiently identify and match students with their respective vehicle. Where the student is not ready for pick-up, vehicles will be directed to re-join the queue so as to keep the pick-up area available for other vehicles.
- The school also schedules extracurricular activities (e.g., sports) across all weekdays in order to dilute and reduce pick-up activities during the afternoon. Staff also supervise student movements between the school grounds and buses.
- The school distributes informative documentation (Traffic and Pedestrian Management brochures), which aim to provide parents/carers the following information:



- Designated pick-up and drop-off areas and times;
- Existing driveways and pedestrian crossings;
- Parking restrictions and possible penalties; and
- Road safety information.

➤ The school actively promotes road safety to parents, carers and visitors of the school through the newsletter and other forms of media.

In light of the above, these operational arrangements are considered appropriate and minimise the potential queuing impacts along the surrounding roads.



Figure 5: Existing Arrangements Adjacent SCEGGS



5.6 Bus Parking

5.6.1 Bus Operations

Typical Events

The school utilises a number of private bus companies to transport students between campus and extra-curricular/sporting events. These companies include Kingsford Smith Transport and Good Az Gold. These companies utilise varying sized buses ranging from 12.5m long to smaller 7m long shuttle buses. The most commonly used bus is 12.5m long that can accommodate approximately 50 students. It should be noted that the school does not operate any private school buses and that the on-site sports hall is utilised to maximum capacity during the week, thus external facilities are required to accommodate student activities.

It is understood that on Mondays, Wednesdays, Thursdays, and Fridays there is an average of five (5) buses during the morning and afternoon peak periods associated with transporting students to/from the school campus and extra-curricular activities. On Tuesdays, this increases to an average of 7-10 buses during the morning and afternoon peak periods due to attendance at external sporting events. During a typical weekday (outside of peaks), there is an average of two (2) buses at any one time picking up or dropping off students for off-campus activities. Drivers typically arrive to the site 20-30mins prior to picking up the students, subject to local traffic conditions and utilise available on-street parking on Forbes Street.

Buses also arrive back to the site after sporting events between 5-6pm and it is understood that there are typically two (2) buses arriving at any one time during this period as bus departures from sporting events are usually staggered.

During the morning and afternoon drop-off and pick-up periods, the school provides a staff member to monitor bus arrivals and departures.

Extraordinary Events

The school undertakes approximately four (4) extraordinary events per year associated with whole school events such as swimming carnivals, sports carnivals etc. These events require 14 coaches to transport the senior school and eight (8) coaches to transport the junior school.



5.6.2 Existing Bus Parking Arrangements

Forbes Street currently provides an on-street bus parking area during school days that is signposted 'No Parking 8am-6pm School Days Buses Excepted'. The following aspects should be noted when reviewing the existing bus parking arrangements:

- Forbes Street provides a frontage length of approximately 97.5 metres, including the 'No Stopping' restriction at the corner of St Peters Street;
- The existing bus area measures approximately 18 metres in length and can only accommodate a single 12.5 metre long bus;
- Current bus parking restriction enables other vehicles to undertake drop-off and pick-up activities within the bus area, potentially preventing buses from utilising this area; and
- There are no known bus layover areas in proximity of the school.

5.6.3 Issues with Current Existing Parking Arrangements

At a meeting in March 2021, the City of Sydney and members of the local community raised concerns relating to bus set-down and pick-up operations along Forbes Street. Issues raised by the residents include buses parking within parent/caregiver term drop-off/pick-up areas, buses double parking and general road safety issues during peak operating hours.

In response, remedial measures have been explored, with the main focus relating to bus drop-off and pick-up arrangements along Forbes Street, prioritising bus parking generally and improving student safety. The proposed remedial measures are discussed in **Section 5.6.4**.

In addition to the above, the following points should be noted with regards to parking in the area generally:

- Nearby construction works on Liverpool Street have increased the demand for parking along Forbes Street; and
- Angled parking on the eastern side of Forbes Street requires drivers to complete a 3-point turn to access the spaces, thus impeding traffic flow during peak periods.

5.6.4 Remedial Measures

TRAFFIX has reviewed the parking restrictions along the Forbes Street frontage and proposes the following changes to improve student drop-off and pick-up. It is emphasised that the



proposed changes aim to prioritise bus parking to improve efficiency and safety during drop-off and pick-up periods. A proposed signage plan is presented in **Appendix A**.

Forbes Street

- Provision of a 54m long dedicated 'Bus Zone between 7:30-9am and 2:30-4pm SCHOOL DAYS' to provide buses with unhindered kerbside parking, noting the existing arrangement allows parents/caregivers to park for up to 2 minutes. It is noted that this restriction will extend across the driveway crossover adjacent to the sports hall entrance. The school has confirmed that driveway crossover only services a storage room used for sporting equipment and no vehicle access is required during bus operating periods. The proposed 54m bus zone can accommodate approximately 3-4 buses.
- Amending the existing bus parking area to provide 31m of 'No Parking 9am-2:30pm and 4-6pm SCHOOL DAYS BUSES EXCEPTED'. It is also proposed to extend this restriction to replace the existing 'No Parking' area adjacent the sports hall driveway crossover. This will provide sufficient parking for buses returning to the site after sporting events, whilst still allowing parents/caregivers to park for up to 2 minutes.
- Reduction in the 'No Parking 7:30-9am and 2:30-3:30pm SCHOOL DAYS' restriction from 39m to 16m to accommodate the proposed bus zone.
- Retention of the existing '2P 9am-2:30pm Mon-Fri' parking restriction. It is noted that the school welcomes an investigation to alternative timeframes such as a 1P parking limit, noting the Horizon building provides 50 dedicated on-site visitor parking spaces.
- Retention of the existing parking restrictions south of the southern driveway crossover.

The above remedial measures would involve a reduction to the on-street drop-off and pick-up provision, however, considered acceptable given the following:

- Remedial measures prioritise bus parking and movements, as well as the safety of students;
- Parents and carers are able to utilise other available on-street parking spaces for drop-off and pick-up activities.

Bourke Street

- The school welcomes investigations to extend the existing 'No Parking 7:30-9am and 2:30-3:30pm SCHOOL DAYS' restriction along Bourke Street to increase the short-term parking capacity for the junior school. The school is in discussions with the City of Sydney regarding this option.



Whilst the proposed bus parking arrangements will be able to accommodate 3-4 buses at any one time, there may be incidences when the kerbside is at capacity. If this should occur, bus drivers will be instructed to re-circulate around St Peters Street, Bourke Street and Liverpool Street and will be instructed not to double park at any time. The bus companies are also encouraged to stagger arrival times as much as possible to reduce the number of buses on Forbes Street at any one time.

In light of the above, the proposed parking arrangements are considered acceptable to accommodate the bus parking demands of the school. It is noted that the proposed measures are required to be approved by the City of Sydney Local Pedestrian, Cycling and Traffic Calming Committee.

5.7 Promotional Information

In the lead up to any major events to be conducted at the school, promotional information is to be provided to staff and parents of the school via the school's newsletter/website. This promotional information will include:

- Date and time of the event;
- Description of the event;
- Contact details of event organiser or link to website for further information; and
- School contact information.

In addition to the above, nearby residents wanting to be informed of upcoming events are encouraged to access the school's website where event schedules are details.



6. MONITORING AND REVIEW

A monitoring and review process for the OTAMP will be set out by school management, noting that on-street operations are currently monitored by the school daily to assist in alleviating congestion. It is proposed that an initial review be undertaken 6-months after the proposed changes outlined in Section 3.6.4 have been implemented, noting these changes are subject to approval and implementation by Council. At the 3-month period, post implementation, the school will seek feedback from residents along Forbes Street. The OTAMP may be required to be updated to reflect any improvements or changes to the following:

- Student drop-off and pick-up activities and operation; and
- Bus drop-off and pick-up operations.

This evaluation will also provide a reliable overview of the areas in which the OTAMP is operating effectively, and which areas require more attention, with revisions of the OTAMP considering any feedback received by the school.



7. SUMMARY

This OTAMP report has been prepared for SCEGGS, located at 165-215 Forbes Street, Darlinghurst in order to address the Concept Masterplan DA Conditions (Condition B12 (c)) and improve the existing bus drop-off and pick-up parking arrangements along Forbes Street.

At a meeting in March 2021, SCEGGS met with the City of Sydney and residents to discuss concerns relating to the parking arrangements along Forbes Street, in particular, the existing bus drop-off and pick-up arrangements. The concerns raised related to buses parking within parent/caregiver parking areas, buses double parking and student safety in general.

In order to address these concerns and to prioritise bus parking for the school, a number of changes are proposed to the on-street parking restrictions on the western side of Forbes Street. The main change relates to the provision of a 54m long Bus Zone, which will provide buses with unhindered kerbside parking during school drop-off/pick-up times whilst providing additional capacity for a total of 3-4 buses. Should buses arrive whilst the kerbside Bus Zone is full, drivers are instructed to re-circulate around the block until a space is free. Whilst the proposal will reduce the short-term parking for parents/caregivers, it will prioritise public transport and encourage the use of an alternative mode of travel to/from the school. Parents/caregivers will be required to re-circulate around the block much like the existing arrangement.

The proposed on-street parking changes are considered appropriate to address the concerns raised by Council and residents and are subject to approval by the City of Sydney Local Pedestrian, Cycling and Traffic Calming Committee.

APPENDIX A

Proposed Signage Plan



Proposed Signage Plan				TRAFFIC & TRANSPORT PLANNERS
Project:	SCEGGS Darlinghurst	Date:	17.05.2021	Suite 2.08 50 Holt Street Surry Hills NSW 2010 (02) 8324 8700 info@traffix.com.au
Project Number:	17.312	Prepared By:	Neil Caga	
Client:	SCEGGS Darlinghurst	Approved By:	Ben Liddell	