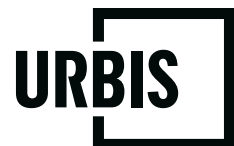




OPERATIONAL TRANSPORT AND ACCESS MANAGEMENT PLAN

Pymble Ladies' College,
Pymble

Prepared for
PYMBLE LADIES' COLLEGE
16 May 2025



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Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River
Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

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1. INTRODUCTION

1.1. OVERVIEW

This Operational Transport and Access Management Report has been prepared by Urbis Pty Ltd (Urbis) on behalf of Pymble Ladies' College (Pymble) to detail the current operational transport and access management of the school.

This report also responds to the following three development applications:

- Development application (DA) eDA0041/23 for an increase in student capacity.
- State Significant Development (SSD) Application (SSD-17424905) for the Grey House Precinct Development.
- SSD-79146716 for the Secondary Innovation Precinct Development.

1.2. SCOPE OF WORKS

This scope of works is to address the items issued by the following government agency requests:

- Ku-Ring-Gai Local Council for the Development Application (DA) eDA0041/23, Condition 2 and 6 for the provision of an Operational Transport and Access Management (OTAMP) to increase the enrolment capacity of the school to 2,550 students. The requirements are shown in **Table 1**.
- Department of Planning, Housing and Infrastructure (DPHI) for SSD-17424905, Condition F14 for the provision of an Operational Transport and Access Management (OTAMP) for the development of the Grey House Precinct. The requirements are shown in **Table 3**.
- DPHI for SSD-79146716, Issue 9 in the Planning Secretary's Environmental Assessment Requirements (SEARs) requires an OTAMP for the provision of the Secondary Innovation Precinct development within the school. The requirements are shown in **Table 3**.

Table 1 DA-eDA0041/23, Condition 2 for OTAMP

Requirement	Section
Conditions to be satisfied within a certain time period:	
2. Within 12 months of this consent becoming operational, an Operational Transport and Access Management Plan (OTAMP) must be prepared by a suitably qualified person, in consultation with Council, and submitted to the satisfaction of Council. The OTAMP must address the following:	
(a) detailed pedestrian analysis, including the identification of safe route options to access the site from any of the Pymble Ladies' College (PLC) entry points and the railway station;	3.1
(b) the location and operational management procedures of the pick-up and drop-off parking located within the designated areas on the PLC site including staff management/traffic controller arrangements;	3.5
(c) traffic marshals are implemented for proper management of pedestrian routes, school crossings and all formalised drop off and pick up areas outside the PLC site;	3.2
(d) access control arrangements, including any swipe card access for students, are in place at the PLC campus entry from Grey House Walk and a marshal is present to ensure this access route use is not intensified with the increase in student enrolment numbers at PLC;	3.3

Requirement	Section
(f) measures to minimise traffic congestion and illegal parking on Avon Road and Pymble Avenue to access PLC;	3.6.1
(g) measures to discourage Year 12 students from driving to school; and	3.6.2
(h) the requirement for any traffic calming measures along any of the surrounding streets; and	3.6.3
(i) a monitoring and review program include a monitoring regime to review the effectiveness of the OTAMP on the pick-up and drop-off operations at Avon Road/Pymble Avenue in consultation with Council and NSW Police.	3.8
The OTAMP may include other matters such as those set out in Condition F14 of the Grey House Precinct Consent (SSD – 174424905).	
Conditions to be satisfied at all times:	
6. The Green Travel Plan (GTP) and Operational Transport and Access Management Plan (OTAMP) approved as part of this consent (as amended from time to time) shall be generally consistent with any GTP or OTAMP approved as part of any earlier consent/s in association with the Pymble Ladies' College. The GTP and OTAMP must be implemented at all times.	

Table 2 SSD-17424905, Condition F14 and G10

Requirement	Section
F14. Prior to the issue of any relevant occupation certificate or at least one month prior to the commencement of operation of the development (whichever occurs earlier), an OTAMP must be prepared by a suitably qualified person, in consultation with Council, and submitted to the satisfaction of the Planning Secretary. The OTAMP must address the following:	
(a) detailed pedestrian analysis including the identification of safe route options to access the site from the main campus entry points or Avon Road and the railway station;	3.1
(b) the location of all car parking spaces within the PLC campus and their allocation (i.e. staff, visitor, accessible, emergency, etc.);	3.4
(c) the location and operational management procedures of the pick-up and drop-off parking located within Centenary Car park, including staff management/traffic controller arrangements;	3.5
(d) details to ensure that 37 car spaces are available for ELC use during the operating hours, within the Centenary Car park;	3.4.2
(e) details to ensure that 212 car spaces are available within the Centenary Car Park for use by visitors at all time and not by ELC users;	3.4.2

(f) include management measures for effective use of concurrent activities within the Centenary Car Park (such as the learn to swim classes, co-curricular school activities and ELC use);	3.4.2
(g) traffic marshals are implemented for proper management of pedestrian routes, school crossings and all formalised DOPU areas outside the school campus;	3.2
(h) access control arrangements are in place at the PLC campus entry from Grey House Walk and a marshal is present to ensure this access route use is not intensified in the future;	3.3
(i) provision of safe and accessible walking routes from the car park to the building;	3.4.3
(j) measures to minimise traffic congestion and illegal parking on Pymble Avenue to access the junior school;	3.6.1
(k) measures to discourage Year 12 students from driving to school to complement the GTP;	3.6.2
(l) car parking arrangements and management associated with the proposed use of the building by community members; and	3.7
(m) a monitoring and review program include a monitoring regime to review the effectiveness of the OTAMP on the pick-up and drop-off operations at Avon Road/Pymble Avenue in consultation with Council and police.	3.8
G10. The OTAMP(s) approved under condition F14 as revised from time to time must be implemented by the Applicant for the life of the development.	

Table 3 SSD-79146716, Issue 9

Requirement	Section
9. Traffic, Transport and Accessibility	
Provide a transport and accessibility impact assessment, which includes:	
A preliminary operational traffic and access management plan for the development, including drop-off/pick-up zones, bus bays and their operations.	This document

2. EXISTING CONDITIONS

2.1. THE SCHOOL

The Pymble Ladies' College is located at 20 Avon Road within the Ku-ring-gai Council Local Government Area (LGA) in northern Sydney. The school occupies a total area of approximately 20 hectares with street frontages to Avon Road to the north and west, Pymble Avenue to the east and Avondale Golf Course to the south.

The site is in the Ku-Ring-Gai Council local government area in New South Wales. The site is located approximately 15 km northwest of the Sydney Central Business District and 14 km northeast of the Parramatta Central Business District. The site is also situated 1.2 km from Pymble's town centre where there is a range of mixed-use businesses as well as health and medical facilities.

Pymble accommodates students from Kindergarten to Year 12. Given its existing land use as a school, the site features a variety of education buildings, halls, sporting and recreation centres, and open green space.

Figure 1 shows an aerial image of the school and highlights the location of the Secondary Innovation Precinct and Grey House Precinct developments.

Pedestrian access to the site is available via four (4) gates situated on the northeast, northwest, and western boundaries of the site, which are also depicted in **Figure 1**. Staff car parking is also accessible on campus via these gates. Deliveries and goods vehicles have access to the school via gate three (3).

Figure 1 Site Location



Source: Urbis

2.2 EXISTING PUBLIC TRANSPORT

Pymble currently has very good access to public transport.

The closest existing railway connection is Pymble train station, located 180 metres to the east of the school's main pedestrian entrance. The station is serviced by the T1 North Shore & Western line providing connections to Hornsby in the north and Central via Chatswood in the south.

Trains run frequently through Pymble train station with approximately one service every 5-10 minutes during the typical commuter peak periods and one service every 15 minutes outside of commuter peak periods.

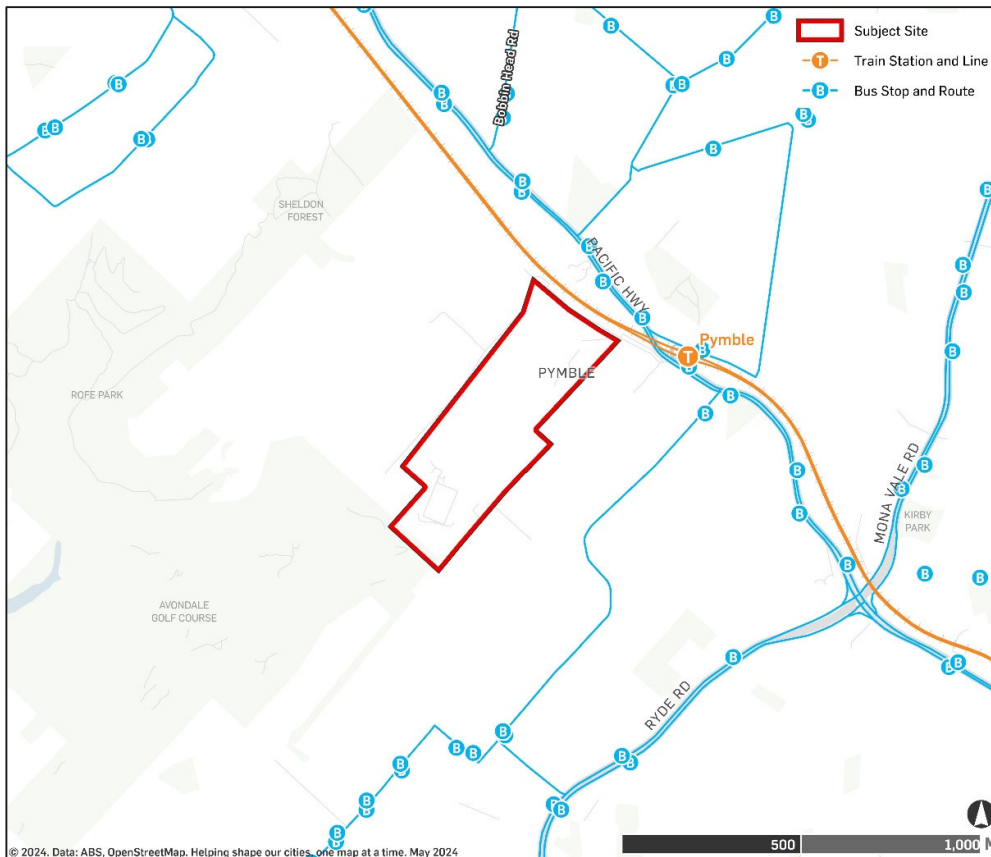
Pymble is also well-served by buses, with bus routes and bus stops located on Pacific Highway and Livingstone Avenue. The bus stops on Pacific Highway can be accessed directly via the walkway next to the Avon Road / Pymble Avenue / Everton Street roundabout. The closest bus services are the 575 and 579 which has bus stops along Pacific Highway.

Other services that operate in the vicinity of the school are:

- Service 575 – Hornsby to Macquarie University
- Service 579 – Pymble to East Turramurra
- Service 560 – Gordon to West Pymble (Loop Service)

Figure 2 shows the public transport routes within the vicinity of the school.

Figure 2 Bus and Train Connectivity to the school



Source: GTFS data, TfNSW Open Data Hub

2.3. EXISTING PRIVATE BUS

Pymble provides five privately operated bus services for daily use by all school students. The bus services drop off all students by 9:00am and depart in the afternoon after 3:30pm. This is facilitated via the bus bays adjacent to Gate 2 (refer to **Figure 12** in section 3.5.1). The bus routes include:

- **Route 1:** Hunters Hill via Lane Cove, Hunters Hill, Gladesville, East Ryde, Ryde, North Ryde and Macquarie Park.
- **Route 2:** Lower North Shore via Mosman, Cremorne, Cammeray, Northbridge, Castlecrag, North Willoughby, Roseville.
- **Route 3:** North-west via Dural, Glenhaven, Castle Hill, Cherrybrook, West Pennant hills, Beecroft, Epping, Marsfield, Macquarie Park.
- **Route 4:** Northern Beaches via Avalon, Newport, Mona Vale, Ingleside, Terrey Hills, St Ives.
- **Route 5:** Lower Northern Beaches via Cromer, Dee Why, Manly, Fairlight, Balgowlah, Seaforth, Frenchs Forest, Belrose.

Figure 3 Private bus routes



Source: Pymble Ladies College, Private School Bus Map

2.4. EXISTING PEDESTRIAN NETWORK

2.4.1. Main Pedestrian Gate (northern Avon Road)

There is one pedestrian access gate to enter the school along the northern Avon Road frontage, which is Gate 0 shown in **Figure 1**.

The primary pedestrian access is via the main pedestrian gate, labelled as Gate 0 in **Figure 1**.

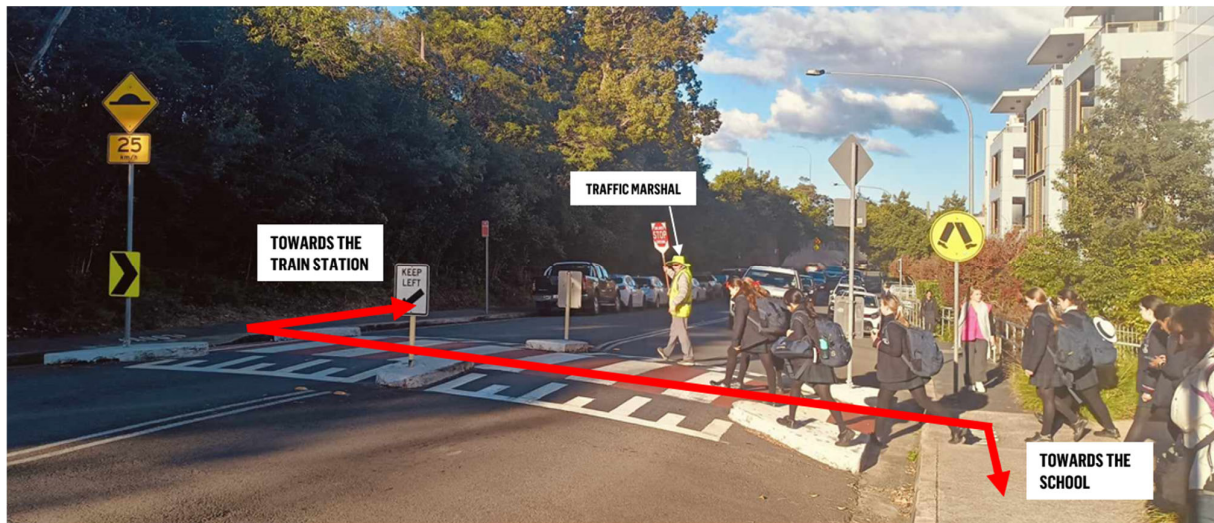
The primary route of access to the school grounds are students coming from the public transport stops north-east of the school, which includes the Pymble Train Station and bus stops along Pacific Highway / Livingstone Avenue.

Students and staff walking to and from the school are accessing Pymble Train Station via the pedestrian tunnel under the Pacific Highway. Students are required by the school to use the northern footpath along Avon Road and then use the raised zebra crossing adjacent to the pedestrian gate shown in **Figure 4**, the crossing is managed by a traffic controller during school drop-off and pick-up periods.

Along the northern Avon Road frontage of the school, there are footpaths along the entire southern side of Avon Road; the northern side of Avon Road only exhibits sections of footpaths near the pedestrian tunnel to facilitate access to the raised zebra crossing.

Another zebra crossing is located adjacent to the pedestrian tunnel just north of the Avon Road / Pymble Avenue / Everton Street roundabout shown in **Figure 5**. This zebra crossing is not managed by Pymble, and therefore, students are not recommended to use this unattended crossing.

Figure 4 Raised pedestrian crossing between the school and Pymble station



Source: Urbis, dated 18 June 2024

Figure 5 Zebra crossing adjacent to pedestrian tunnel



Source: Urbis, dated 18 June 2024

2.4.2. Secondary Pedestrian Access (Grey House Walk)

A secondary pedestrian access, named as the Grey House Walk is located on Pymble Avenue, between 57 and 59 Pymble Avenue. The walkway is relatively narrow and mostly used by local area students. It is not intended to be used as a key pedestrian access from the school's perspective.

There is a raised zebra crossing across Pymble Avenue adjacent to the Grey House Walk access to facilitate safe pedestrian access to the school. The raised crossing currently has a traffic controller.

Along the Pymble Avenue frontage of the school, there are footpaths along the entire southern side of Pymble Avenue, while the northern side of Pymble Avenue has discontinuous sections of footpaths.

Figure 6 Grey House Walk (looking from Pymble Avenue)



Source: Google Street Maps

Figure 7 Raised zebra crossing adjacent to Grey House Walk



Source: Google maps, September 2020

2.4.3. Gate 3 Pedestrian Activity (western Avon Road)

There is minor pedestrian activity observed at Gate 3 located at the southern end of the western Avon Road frontage at the pedestrian gate, next to the vehicular access to the Centenary Carpark.

2.5. EXISTING CYCLING NETWORK

The Transport for New South Wales (TfNSW) Cycleway Finder indicates that there are no existing cycle paths within the vicinity of the school, the closest cycle path is along Bobbin Head Road, 900 metres north of the school.

However, as per the TfNSW road rules, children under the age of 16 years can ride on footpaths unless there is a “NO BICYCLES” sign.

3. OTAMP CONDITIONS

3.1. PEDESTRIAN ANALYSIS AND SAFE ROUTE OPTIONS

DA Condition 2 states: (a) Detailed pedestrian analysis, including the identification of safe route options to access the site from any of the school's entry points and the railway station.

SSD Condition F14 states: (a) Detailed pedestrian analysis including the identification of safe route options to access the site from the main campus entry points or Avon Road and the railway station.

3.1.1. Safe Pedestrian Routes

Pedestrian access to the school grounds is mainly through two pedestrian gates described in the section below. The existing pedestrian footpaths, pedestrian accesses to school grounds and existing pedestrian crossings surrounding the school are shown in **Figure 8**.

The main pedestrian route for students accessing the railway station is via the main pedestrian gate and raised pedestrian crossing on Avon Road. There is an additional pedestrian crossing adjacent to the roundabout which the school does not encourage students to use.

Figure 8 Pedestrian footpaths, accesses and crossings surrounding the school



Source: Nearmaps, formatted by Urbis.

The school is well positioned in terms of public transport, with Pymble train station located 180 metres to the east of Pymble's main pedestrian entrance. The school is also well serviced by buses, with bus routes and bus stops located on Pacific Highway and Livingstone Avenue.

3.1.2. Pedestrian Counts

Pedestrian count surveys were undertaken at the pedestrian crossing facilities on Avon Road northern frontage labelled as site A and B, and at the crossing facility on Pymble Avenue adjacent to Grey House Walk. The surveys were undertaken on the 31st July 2024 coinciding with the start and finish times of the school, between 7:00 am to 9:00 am, and 2:30 pm to 4:30 pm. **Table 4** provides a summary of the surveyed pedestrian crossing movements.

Table 4 Existing Pedestrian Movements

Crossing Facility	AM (Ped / hr)			PM (Ped / hr)		
	Adults	Children	Total	Adults	Children	Total
Site A: Raised Zebra Crossing	52	484	536	47	464	511
Site B: Zebra Crossing adjacent to Roundabout	178	6	184	94	54	148
Site C: Raised Zebra Crossing at Grey House Walk Entrance	25	72	97	25	35	60
Total	255	562	817	166	553	719

Source: Matrix, Intersection Pedestrian Count data, 8 August 2024

Table 4 shows that a low proportion of students walk to and from the school, the number of students is reflective of the low proportion (9% of students) who live within a suitable walking distance of the school, shown in the Green Travel Plan (GTP) prepared by Urbis in 2024 ¹.

3.1.3. School Crossing Supervisors

Transport for New South Wales (TfNSW), NSW Centre for Road Safety² states that pedestrian crossings on a public road exceeding 50 or more unaccompanied infant and/or primary school children crossing per hour are eligible for a school crossing supervisor.

The school crossing supervisor is a statewide program run by TfNSW. This crossing supervisor shall be in place during the school zone hours as required. In the event this allocated person is unable to attend on the school day, arrangements wherever possible should be made for a temporary replacement as long as that temporary person holds the necessary traffic control qualifications to undertake the work.

Sites A and C already have traffic controllers in place for supervision (see section 2.4.1). During the site visit, it was observed that there is a traffic controller managing the raised pedestrian crossing at Site A during both the morning and afternoon peaks, as shown in section 2.4.1. During the site visit, the crossing procedures were operating smoothly.

Site B adjacent to the roundabout marginally exceeds the threshold for a traffic supervisor, with 54 students crossing in the afternoon peak. Therefore, his crossing may also be eligible for a crossing supervisor. In the absence of a traffic controller, students are encouraged to use the supervised crossing.

¹ Green Travel Plan – Pymble Ladies' College, Urbis, August 2024.

² School crossing supervisors, Transport for NSW, retrieved 2 Aug 2024 from: <https://www.transport.nsw.gov.au/roadsafety/community/schools/school-crossing-supervisors#:~:text=The%20site%20must%20be%20within,as%20two%20passenger%20car%20units>

3.2. TRAFFIC CONTROLLERS

DA Condition 2 states: (c) Traffic marshals are implemented for proper management of pedestrian routes, school crossings and all formalised drop off and pick up areas outside the Pymble site.

SSD Condition F14 states: (g) Traffic marshals are implemented for proper management of pedestrian routes, school crossings and all formalised DOPU areas outside the school campus.

Traffic controllers at school crossings are detailed in section 3.1.3.

In addition, Pymble deploys staff to supervise students using the pedestrian tunnel, supporting those who travels along the main pedestrian route.

The pick-up and drop-off zones within Pymble grounds are well managed by traffic controllers, as specified in section 3.5.

There are no formalised pick-up and drop-off zones outside of Pymble grounds. The pick-up and drop-off zones are allocated within the school to reduce the traffic and parking impacts on the surrounding road network.

3.3. ACCESS CONTROL ARRANGEMENTS – GREY HOUSE WALK

DA Condition 2 states: (d) Access control arrangements, including any swipe card access for students, are in place at the school campus entry from Grey House Walk and a marshal is present to ensure this access route use is not intensified with the increase in student enrolment numbers at Pymble.

SSD Condition F14 states: (h) Access control arrangements are in place at the school campus entry from Grey House Walk and a marshal is present to ensure this access route use is not intensified in the future.

There is currently a traffic controller managing the existing raised pedestrian crossing adjacent to Grey House Walk.

Pymble is planning the installation of a swipe-card system at the Grey House Walk gate to monitor and limit the use of the gate. The swipe cards will only be available to students who live within walking distance of the Grey House Walk gate. This is planned to be implemented within 24 months following the completion of the Grey House Precinct Development.

The restricted access will assist in reducing car drop-off and pick-up adjacent to this walkway on Pymble Avenue, as access will only be available to walking students. This will assist in improving pedestrian safety at this walkway and pedestrian crossing.

3.4. PARKING

3.4.1. On-site parking

SSD Condition F14 states: (b) The location of all car parking spaces within the Pymble campus and their allocation (i.e. staff, visitor, accessible, emergency, etc.).

Table 5 and **Figure 9** show the number and location of on-site car parking spaces and their allocation within the Pymble campus. **Table 6** shows the operating times of the traffic controllers around the campus. There are a total of 421 formal car parking spaces located inside the college. Additionally, there are several unmarked and informal car parking areas available.

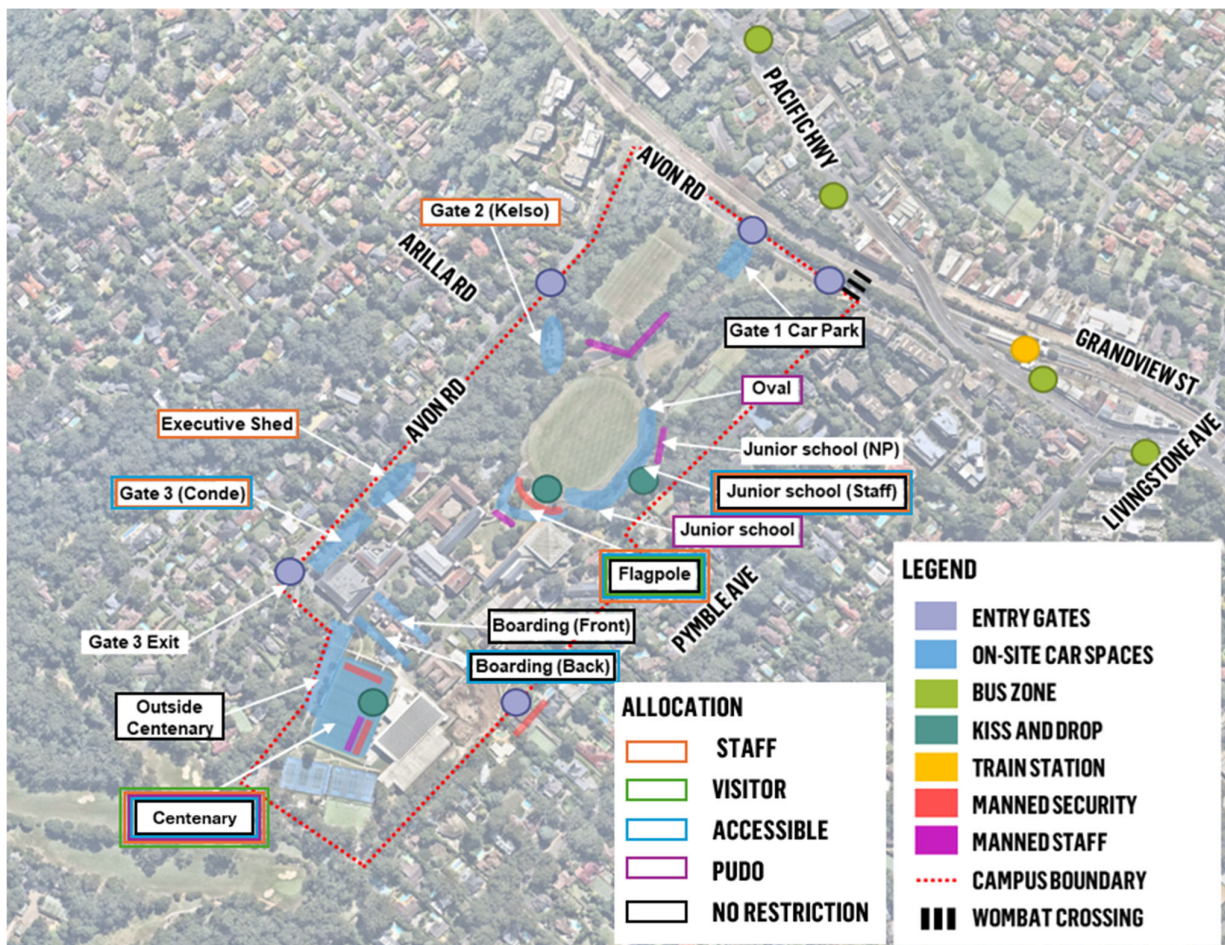
Table 5 Car parking spaces and allocation within the Pymble campus

Area	No. Parking Spaces	Staff Parking	Visitor Parking	No Restriction	Accessible Parking	Motorbike Parking	PUDO	College Bus Parking
Boarding (back)	10	0	0	9	1	0	0	0
Flagpole	18	6	6	4	2	0	0	0
Gate 1 (Car Park)	25	0	0	25	0	0	0	0
Gate 2	40	40	0	0	0	2	0	0
Gate 3	59	58	0	0	1	0	0	0
Gate 3 Exit	0	0	0	0	0	0	0	4
Junior School	0	0	0	0	0	0	5	0
Junior School (NP)	0	0	0	0	0	0	0	0
Junior School (Staff)	15	2	0	12	1	0	0	0
Oval Car Park	0	0	0	0	0	0	4	0
Centenary	224	27	1	194	2	0	7	0
Outside Centenary	30	0	0	30	0	0	0	4
Total	421	141	9	244	7	2	16	4

Source: Matrix, Parking Survey, 8 August 2024, modified by Urbis*

*SSD-79146716 involved the net loss of four parking spaces at the college since the Matrix Parking Survey on 8 August 2024. These four spaces are removed from the flagpole area. Additionally, six spaces are removed from the executive shed and proposed to be relocated and co-shared with the staff and visitor spaces around the flagpole, such that no net loss is noted for this use.

Figure 9 Parking spaces within the Pymble campus



Source: Nearmaps, formatted by Urbis.

Table 6 Traffic Controller location and times

Location	AM Staff Hours	PM Staff Hours	AM Security Hours	PM Security Hours
Kelso Pavilion	-	3PM - 4PM	-	-
Flagpole	7:30AM - 8:30AM	3PM - 3:30PM	7:30AM - 8:30AM	3PM - 6PM
Grey House Walk	7AM - 9:30AM	2PM - 6PM	-	-
Centenary Car Park	7:30AM - 8:30AM	3PM - 3:30PM	7:30AM - 8:30AM	3PM - 3:30PM
Junior Road	-	3PM - 3:30PM	-	-
Junior School	-	-	-	-

3.4.2. On-street parking

Figure 10 and **Table 7** shows the number of car parking spaces available around the Pymble campus on Avon Road and Pymble Avenue.

Figure 10 On-street parking locations



Source: Nearmaps, formatted by Urbis.

Table 7 Available on-street parking

Area	Supply	Restrictions
On Street 1 (Avon Road north – south orientation)	77 parking spaces	No parking restrictions for the 77 spaces. There are several time restricted parking locations close to Gate 3, restricting parking on school days.
On Street 2 (Avon Road east – west orientation)	68 parking spaces	Two out of the 68 parking spaces have the no parking restriction.
On Street 3 (Pymble Avenue north – south orientation)	138 parking spaces	52 of the 138 parking spaces are time restricted parking close to Grey House Walk, restricting parking on school days.

3.4.3. Early Learning Centre – Parking

SSD Condition F14 states:

- (d) The details to ensure that 37 car spaces are available for ELC use during the operating hours, within the Centenary Car park.
- (e) The details to ensure that 212 car spaces are available within the Centenary Car Park for use by visitors at all times and not by ELC users.
- (f) Include management measures for effective use of concurrent activities within the Centenary Car Park (such as the learn to swim classes, co-curricular school activities and ELC use).

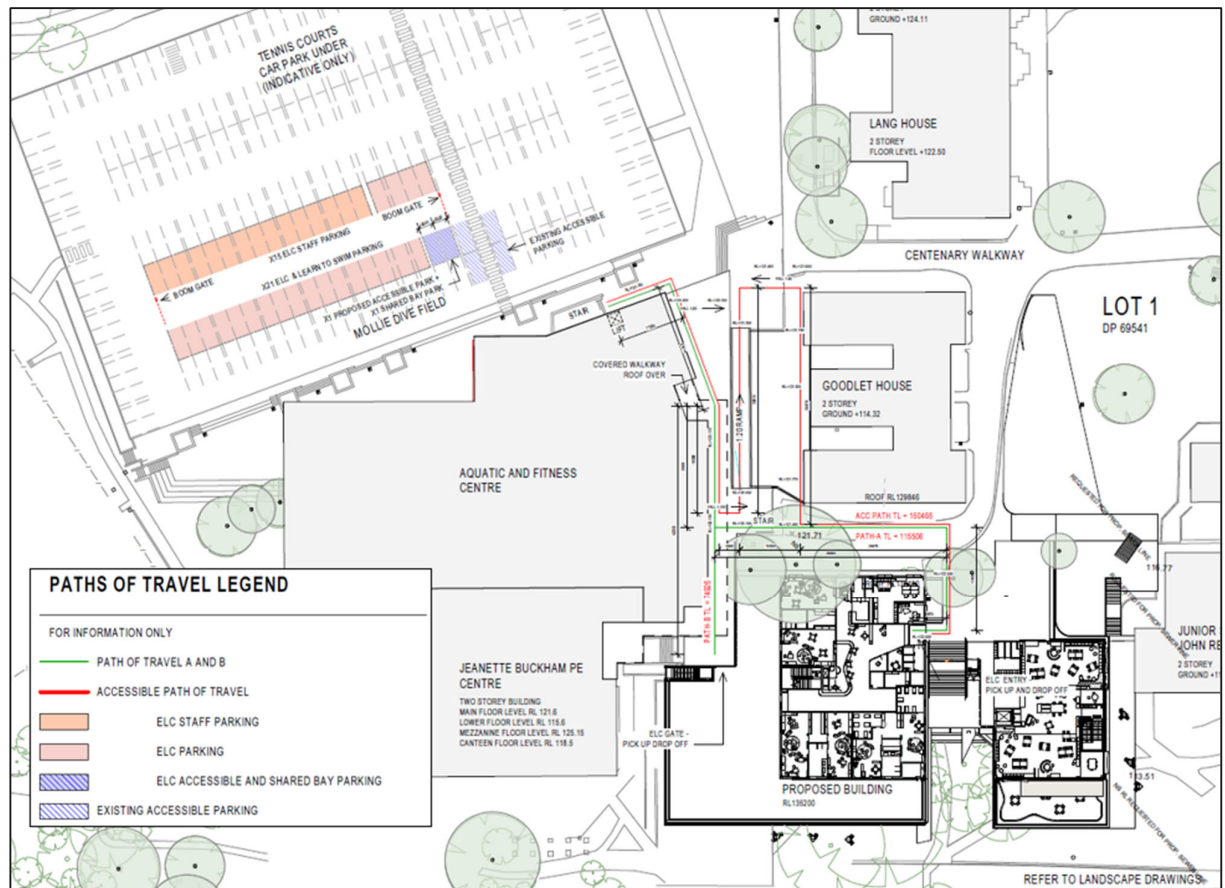
A total of 37 parking spaces within the Centenary Carpark are allocated for the ELC. There are currently 15 parking spaces for the ELC staff, 21 parking spaces for shared use between ELC and swim school, one shared bay parking and one disabled parking space.

The 37 parking spaces are separated from the rest of the carpark and have restricted entry to control access through a boom gate. The school will implement traffic controllers to manage parking during busy periods.

Outside of the 37 parking spaces for ELC use, there will be 217 parking spaces within the Centenary and Outside Centenary car parks.

The “Learn to Swim” operates between 9-11:30am and 3-5:30pm. The morning program is open to wider community. The ELC has expected peak drop-off from 7-8am. Based on these operational hours, the pick-up and drop-off period for the “Learn to Swim” and the ELC are not expected to overlap.

Figure 11 Car parking and the standard and accessible path of travel plan from the Centenary carpark to the ELC



Source: Grey House Precinct Car Park and Accessible Path plan, BVN, 21 December 2021

3.4.4. Safe and Accessible Walking Routes

SSD Condition F14 states: (i) Provision of safe and accessible walking routes from the car park to the building.

Figure 11 from section 3.4.3 shows the standard and accessible walking path of travel plan from the carpark to the school in the Grey House Precinct.

3.5. PICK-UP AND DROP-OFF OPERATION

DA Condition 2 states: (b) The location and operational management procedures of the pick-up and drop-off parking located within the designated areas on the school site including staff management/traffic controller arrangements.

SSD Condition F14 states: (c) The location and operational management procedures of the pick-up and drop-off parking located within Centenary Car park, including staff management/traffic controller arrangements.

3.5.1. Drop-off and Pick-up Locations

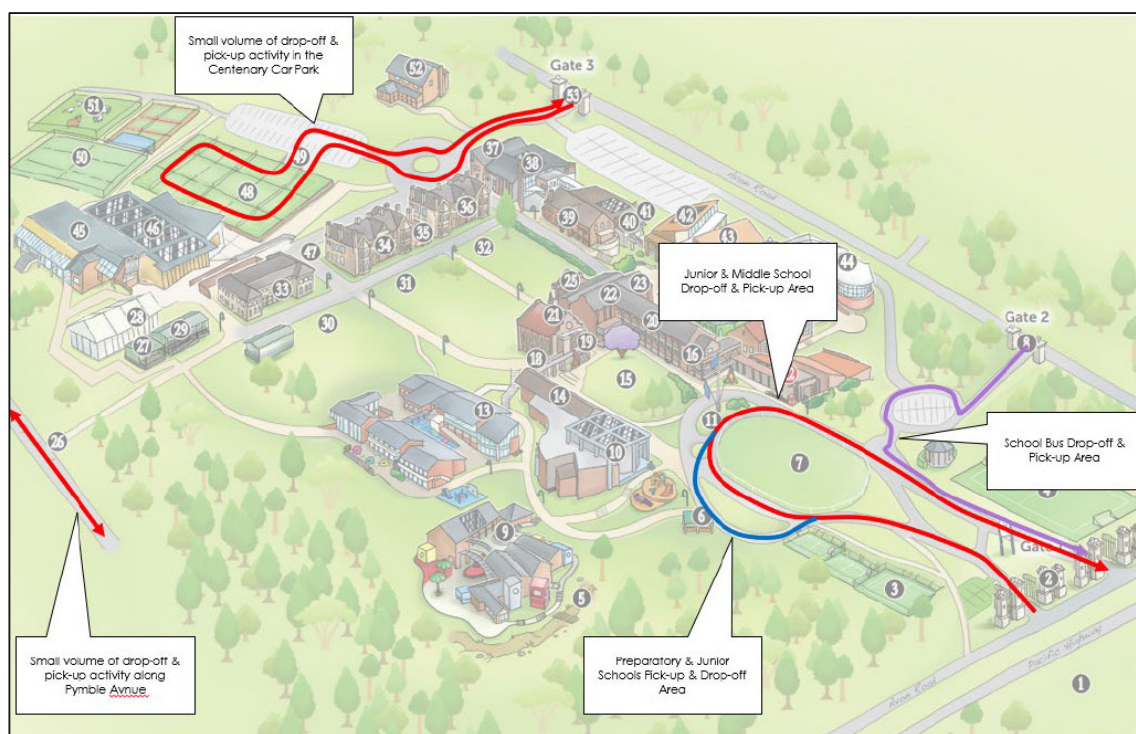
There are established and appropriately managed drop-off and pick-up facilities across the school grounds. Three of these are defined drop-off and pick-up areas located inside Pymble grounds and are specified as follows:

- Two defined locations along the main internal road circulating the Main Oval, with access via Gate 1. This area accommodates the majority of drop-off and pick-up activity, with all vehicles contained within college grounds (including queuing areas). The internal entry road splits into two separate and defined zones:
 - Lower area (Preparatory and Junior School Years K-2).
 - Upper area (Junior and Middle Schools Years 3-6).
- One defined space internal to the Centenary car park under the aquatic centre for Upper and Senior School (Years 7-12), with access via Gate 3 and all queuing contained within college grounds.

Aside from these drop-off and pick-up zones within the school, there is some activity on the surrounding road network. This includes along Pymble Avenue, for those living locally and accessing Pymble via the Grey House Walk, and minor use of Grandview Street in Pymble town centre (drop-off as part of linked trips).

The pick-up and drop-off activities and circulation within school grounds are shown in **Figure 12**. More details about the pick-up and drop-off arrangement within the school grounds are shown in the Travel Access Guide provided in the GTP.

Figure 12 Drop-off and pick-up areas



Source: College Map, Pymble Ladies' College, 8 August 2024, formatted by Urbis.

A summary of the capacity of the current drop-off and pick-up zones internal and external to the school grounds are listed in **Table 8**.

Table 8 Pick-up and drop-off zone capacity

Internal/External	Location	No. of Spaces
Internal	Main Oval lower area (Preparatory and Junior School Years K-2)	15
Internal	Main Oval upper area (Junior and Middle Schools Years 3-6)	4
Internal	Centenary Car Park	7

Source: Matrix Pick up and drop off survey, 8 August 2024

3.5.2. Drop-off and Pick-up management

The function and capacity of the pick-up and drop-off system is dependent on a well implemented management plan. The school has established and manages the drop-off and pick-up facilities within the school grounds and access locations.

Based on the site visit, the school's College Parking and Traffic Management Plan (dated term 1, 2019) and recent transport studies, the following procedures are in place:

- Pymble has historically managed vehicle arrival and student pick-up using surname placards displayed in the front passenger windscreen.
- On duty staff call students when necessary and assist as required to ensure a smooth and efficient flow of traffic in and out of the drop-off and pick-up zones.
- A staggered pick-up system exists for Preparatory School and Junior / Middle School zones, to improve the traffic flow around the main oval.
- There is no parking provision around the main oval to ensure efficient flow of traffic.

- The driver and passengers must remain within their vehicle while in any drop-off or pick-up zone.
- Students must enter and exit the vehicle on the passenger side (left-hand side) of the vehicle and are not permitted to walk between motor vehicles at any time.
- Students must have their bags and belongs with them in the passenger seats and not use the boot.

The current management procedure is in line with the TfNSW road safety literature regarding Drop-off and Pick-up zones.³

Based on the site inspection and according to site inspections conducted in previous transport studies, the system operates well. There was no queuing extended onto any public roads surrounding the school at any time during the site visits. It was suggested in previous discussions with the authorities that Council staff have also visited the school on several occasions and observed, during their visit, that the drop-off and pick-up arrangements were operating satisfactorily.

The drop-off and pick-up area shall be continuously monitored, with designated school staff supervising its operation during peak times of school activity.

³ Drop-off and Pick-up zones Safety tips, TfNSW, retrieved 9 July 2024 at:

<https://www.transport.nsw.gov.au/system/files/media/documents/2023/Drop%20off%20and%20Pick%20up%20safety%20tips.pdf>

3.6. POTENTIAL TRAFFIC IMPACTS

3.6.1. Traffic and Parking

DA Condition 2 states: (f) measures to minimise traffic congestion and illegal parking on Avon Road and Pymble Avenue to access the school.

SSD Condition F14 states: (j) measures to minimise traffic congestion and illegal parking on Pymble Avenue to access the junior school.

Pymble is working on several travel behaviour initiatives as part of the 2024 GTP which will encourage mode shift to alternative transport options other than private vehicles. This will help to reduce traffic congestion and illegal parking on Avon Road and Pymble Avenue. Some initiatives are listed below:

- Better inform students, staff and parents/guardian of their travel options to the school. This will be done through the use of a Travel Access Guide (TAG), which includes information about different modes of transport to the school, parking management options and carpooling initiatives.
- Regularly monitor the school's travel mode.
- Promote travelling to school via public transport or private school buses.
- Encourage students that live locally to use active transport to travel to school.
- Identify students' areas of residence which are not currently serviced by the private bus network and implement additional services or optimise existing routes to better address students' needs. This could involve modifying bus routes to include catchment areas not currently serviced or introducing a local bus to specifically cover smaller local catchments, to better address the students' needs.
- Organise carpooling initiatives with staff and parents.
- Establish a 'Traffic and Road Safety' subcommittee that acts to manage and review any initiatives and road safety measures that are implemented by the school.
- Raising awareness of road safety by incorporating the concept into the school's curriculum, such as inviting traffic professionals to present as guest speakers.
- Work with Council to identify potential improvements of the walking network within Pymble.
- Work with Council and Police to periodically (every few weeks/months) monitor and regulate parking and Pick-Up/Drop-Off behaviour on Avon Road and Pymble Avenue. Their regular presence will help establish a standard of conduct.

3.6.2. Year 12 Students

DA Condition 2 states: (g) measures to discourage Year 12 students from driving to school; and

SSD Condition F14 states: (k) measures to discourage Year 12 students from driving to school to complement the GTP.

Pymble is encouraging Year 12 students to utilise more sustainable travel choices through the following measures:

- No allocation of on-site parking for Year 12 students.
- Reducing car dependency by implementing the travel behaviour initiatives from the GTP:
 - Promoting travelling to school via public transport or private school buses.
 - Encouraging students that live locally to use active transport to travel to school.
 - Identify students' areas of residence which are not currently serviced by the private bus network and implement additional services or optimise existing routes to better address students' needs. This could involve modifying bus routes to include catchment areas not currently serviced or introducing a local bus to specifically cover smaller local catchments, to better address the students' needs.

More details on the travel behaviour initiatives are listed in the GTP.

3.6.3. Traffic Calming Measures

DA Condition 2 states: (h) the requirement for any traffic calming measures along any of the surrounding streets; and

Urbis completed a traffic calming study in 2024 to address relevant conditions of consent of the SSD-17424905 for the Grey House Precinct Development. The letter entails an assessment of the existing traffic volumes, the school's operation and the residents' submissions, and proposes treatment measures to alleviate the traffic impacts of the current school and the ELC on the surrounding road network. This letter is currently being discussed with Council.

The school is to continually work with Council for further development and implementation of the treatment measures.

3.7. COMMUNITY USE

SSD Condition F14 states: (l) car parking arrangements and management associated with the proposed use of the building by community members.

As well as providing academic and co-curricular activities for students and boarders, Pymble offers facilities and services that are accessible to the broader community. These include the following:

- Swimming centre, including swimming carnivals for other local school, learn-to-swim for the broader community, and water polo competitions;
- Sports facilities for local sports groups, including the gymnasium for indoor netball and basketball;
- Sports fields;
- Chapel, for special services;
- Theatre, extended to the local community for events; and
- Pymble also serves as a host venue to a number of interschool competitions such as debating.

Pymble will communicate and distribute parking information to each of the community groups to only use their allocated area within the school campus for parking. The controlled boom gate within the Centenary carpark and traffic controllers to manage parking will be in place during busy periods.

3.8. MONITORING AND REVIEW

DA Condition 2 states: (i) a monitoring and review program include a monitoring regime to review the effectiveness of the OTAMP on the pick-up and drop-off operations at Avon Road/Pymble Avenue in consultation with Council and NSW Police.

SSD Condition F14 states: (m) a monitoring and review program include a monitoring regime to review the effectiveness of the OTAMP on the pick-up and drop-off operations at Avon Road/Pymble Avenue in consultation with Council and police.

G10 The OTAMP(s) approved under condition F14 as revised from time to time must be implemented by the Applicant for the life of the development.

The OTAMP should be treated as a live document and shall be implemented at all times, and is to be monitored for its effectiveness and updated as required to deliver on the identified aims and objectives.

A designated staff member will be responsible for the coordination, monitoring and review of the OTAMP. The appointment staff member is responsible for:

- Reviewing the effectiveness of the pick-up and drop-off operations within the school, and its impact, if any on Avon Road and Pymble Avenue in consultation with Council and NSW police.
- Reviewing the effectiveness of parking management within the Pymble campus.
- Understanding if there are any gaps in the OTAMP controls.
- Revising or setting new OTAMP controls in place where necessary.
- Promoting OTAMP controls and the release of information.

The staff member is responsible for reviewing OTAMP annually to ensure that the measures are still effective and up to date and is responsible for revising the OTAMP when required. The OTAMP can be updated on an as need basis when new initiatives or management procedures come into effect.

The monitoring of the OTAMP may be achieved through a variety of means including:

- Staff and student travel surveys, which can be undertaken as part of the GTP updates.
- Feedback through teachers managing the drop-off and pick-up areas.
- Community feedback directly to the school or directed via Ku-Ring-Gai Council and the NSW police.

4. DISCLAIMER

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