Jordan Springs Public School

Operational Transport and Access Management Plan

Prepared by: GTA Consultants (NSW) Pty Ltd for Department of Education
on 26/05/2020
Reference: N180320
Issue #: B

GTAconsultants

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Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
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1. OPERATIONAL TRANSPORT AND ACCESS MANAGEMENT PLAN

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1.1. Executive Summary

This Operational Transport and Access Management Plan addresses the conditions D12 Operational Transport and Access Management Plan, D13 Operational Transport and Access Management Plan of SSD No. 9354 Mod 1 for 14-28 Cullen Avenue, Jordan Springs. (Refer Appendix A Conditions of Consent Traceability).

This Operational Transport and Access Management Plan has been prepared in collaboration with the School Principal Ms Kylie Johnson, the Department of Education Sustainable Transport Technical Advisor Ms Rebecca Lehman and with reference to the Department of Education Transport Assessment Background and Reporting Requirements, Section C: School Transport Plan.

This Operational Transport and Access Management Plan has been informed by analytics of the student catchment data. While the targets for active travel are aspirational, the opportunity of shaping the active travel behaviours with the opening of new school must be maximised. With a mindset of actively encouraging and promoting active travel, Jordan Springs Primary School may well become an exemplar school for active transport.

This plan has been developed with focused and specific actions co-designed with the School Principal in order to increase active travel to school for the Jordan Springs Primary School Students.

Actions that are recommended to ensure the success of an increase in active transport to Jordan Springs Schools include adequately supporting the School Principal with an Travel Coordinator who would be charged with implementing, measuring and monitoring the active travel program and recurrent funding to support the education, coordination, participation and communication of the active transport program. To enable these outcomes a recurrent budget of $42,800 comprising of the resource of a Travel Coordinator at $12,800 per annum and an Active Travel Program budget of $30,000 per annum.

This plan has been developed in consultation with stakeholders Transport for NSW (Refer Appendix B: TfNSW Stakeholder Register) and Penrith City Council (Refer Appendix C Penrith City Council Stakeholder Register).

1.2. Action Plan

The Jordan Springs Operational Transport and Access Management Plan (GTP) outlines the transport goals, active travel targets, actions recommended to increase active travel to school and a process to monitor and measure the success of the Operational Transport and Access Management Plan.

1.2.1. Transport Objectives

Achievable and aspirational transport objectives and mode share targets have been co-designed together with the School Principal in April 2020. These objectives and mode share targets have been designed with guiding principles:

1. Co-design with the School Principals achievable and aspirational sustainable travel targets for the future of Jordan Springs School.
2. Support the implementation of the sustainable travel program with resources to enable the aspirational sustainable travel targets to be achieved in the future (2025) through increased uptake of public transport and increased active travel modes like walking and cycling to Jordan Springs Public School.

1.2.2. Mode Share

Average Student Mode Share

Data from GTA Consultants' *Trip Generation Surveys, Schools Analysis Report (2014)* was used to show the average modal split of trips to and from Primary Schools in Metropolitan Sydney. It was found that travel to and from Primary Schools were primarily comprised of either car or active transport (mainly walking), with a small percentage of public transportation usage. A range of mode share usage was noted in the surveyed schools, a result of the built environment characteristics and nature of the families and the jobs they have to do in their daily lives.

The average statistics from the GTA Consultants' *Trip Generation Surveys, Schools Analysis Report (2014)* for Primary Schools within the Sydney Metropolitan area are reproduced in Table 1.1 below:

Table 1.1: Average Sydney Primary School Mode Share

Walk	Bus	Car
53%	2%	45%

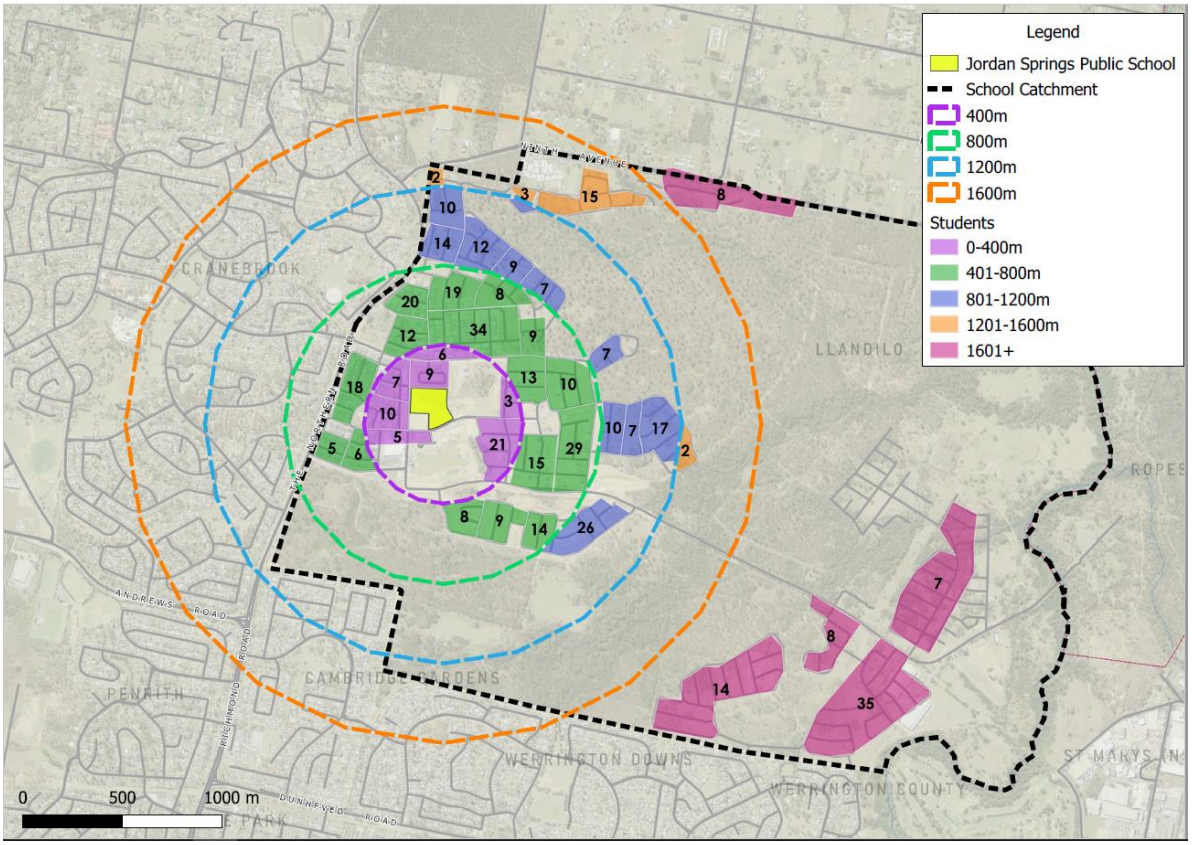
Xavier College, a high school was one of these surveyed schools. It is located close by, to the north of Jordan Springs. However, as it is a high school it features different school characteristics to the proposed Jordan Springs Public School. It is noted that the mode share at Xavier College was approximately 45% car, 43% bus and 12% walking. As a high school, the percentage of students taking the bus will be higher, however the percentage of students travelling by car were consistent with the stated primary school statistics.

The travel behaviours for the Jordan Springs Public School is therefore expected to be reflective of the Average Sydney Primary Mode Share statistics for primary schools in the Sydney Metropolitan area.

Analysis of de-personalised data provided by the Department of Education in April 2020 for enrolments anticipated at Jordan Springs Public School for its commencement in Term 3 2020 tells the story that:

- 13% of students live within 400m radius from the school
- 57% of students live within 800m radius from the school
- 81% of students live within 1200m radius from the school.

Figure 1.1: Students Living in Jordan Springs PS Catchment



The 400/800/1200/1600m notional walking catchment and 5/10/15-minute on-path walking catchments, along with student residence locations, are depicted in Figure 1.2.

Figure 1.2: Walking Catchments

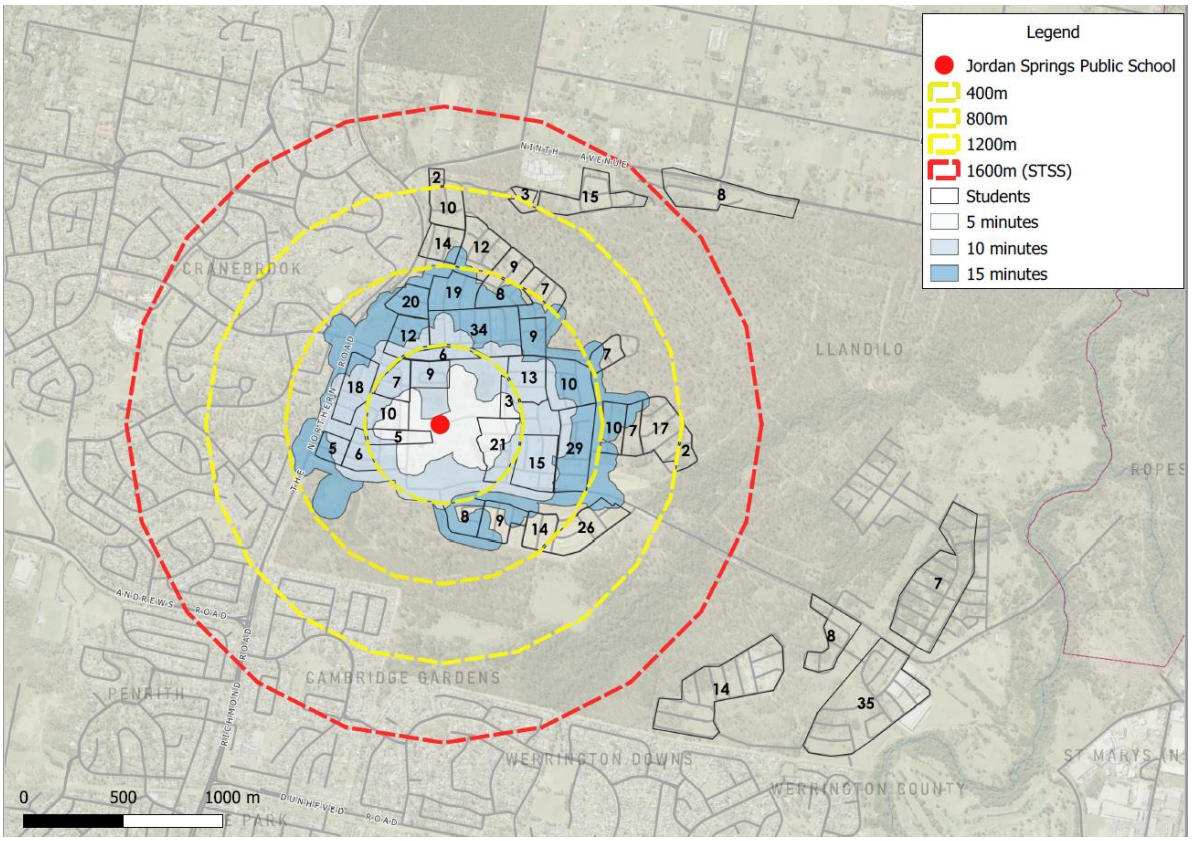
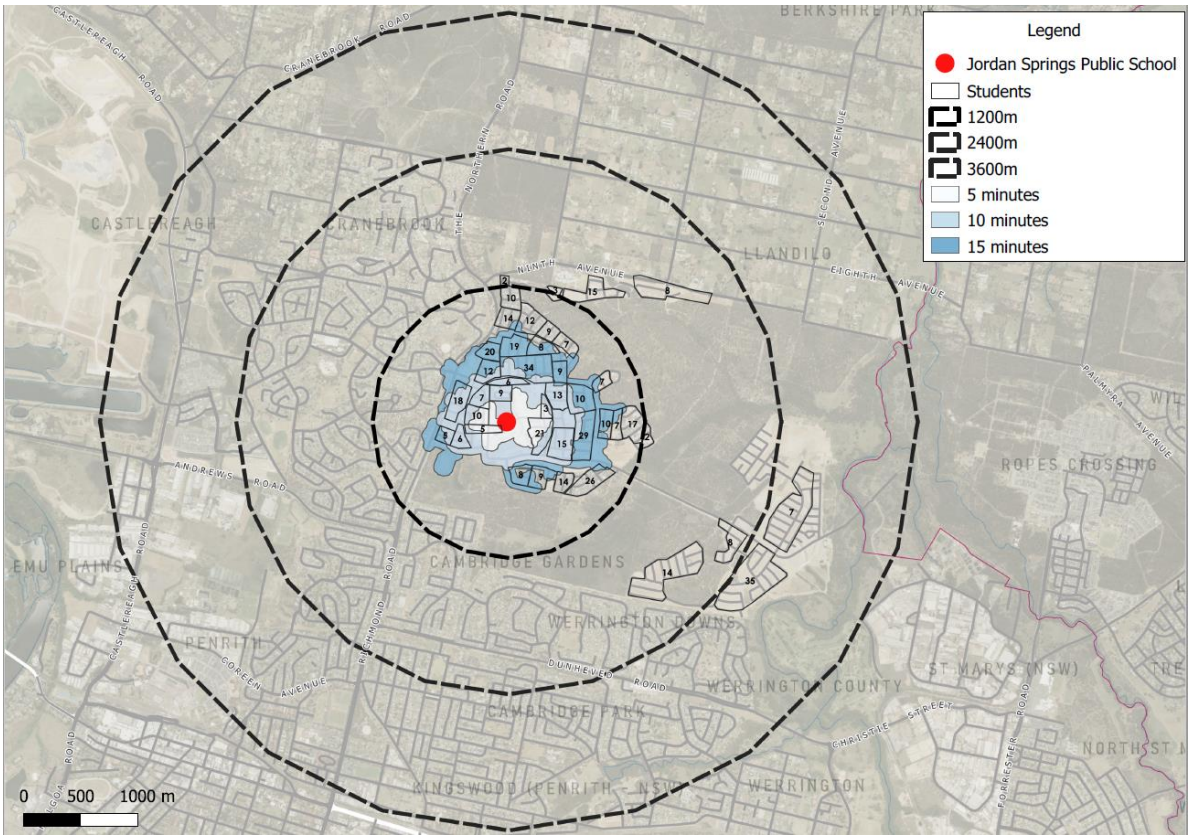


Figure 1.3 shows the 1200/2400/3600m notional cycling catchment and 5/10/15-minute on-path cycling catchments.

Figure 1.3: Cycling Catchments



With regard to the de-personalised student data, the walking and cycling catchments and the Sydney-wide school mode share patterns, the expected mode choice of students based upon their age and distance from school is shown in Table 1.2.

Table 1.2: Expected Use of Mode by Distance from School

Catchment	Walk	Cycle	Bus	Car
Kindergarten to Year 4				
1-400m	High	Low	Low	Moderate
401m-800m	High	Low	Low	Moderate
801m-1200m	Moderate	Low	Low	High
1201m-1600m	Low	Low	Low	High
1601m+	Low	Low	Low	High
Year 5 and Year 6				
1-400m	High	Moderate	Low	Moderate
401m-800m	High	Moderate	Low	Moderate
801m-1200m	High	Moderate	Low	Moderate
1201m-1600m	Low	High	Low	High
1601m+	Low	High	Moderate	High

By understanding what kind of transport choices students and their parents are likely to make based on the student's age and distance from the school, an initial mode share target has been developed. These targets – in Table 1.3 – are generally in accordance with the average mode split of primary schools in the Sydney Metropolitan Area.

Table 1.3: Jordan Springs Mode Share Targets in 2021

Walk	Cycle	Bus	Car
40%	5%	2%	53%
244 students	31 students	12 students	324 students

However, it is also valuable to understand the mode share that could be achieved in the long-term with the implementation of a coordinated and resourced active travel program, like the program described in Section 1.2.4, the expected transport choices could significantly shift, as depicted in Table 1.4.

Table 1.4: Future Use of Mode by Distance from School

Catchment	Walk	Cycle	Bus	Car
Kindergarten to Year 4				
1-400m	High	Low	Low	Low
401m-800m	High	Low	Low	Low
801m-1200m	High	Low	Low	Moderate
1201m-1600m	Low	Low	Low	High
1601m+	Low	Low	Low	High
Year 5 and Year 6				
1-400m	High	Moderate	Low	Low
401m-800m	High	Moderate	Low	Low
801m-1200m	High	Moderate	Low	Low
1201m-1600m	Low	High	Low	High
1601m+	Low	High	Low	High

Using this future mode choice likelihood matrix, it is foreseeable that as many as 65% of students and 10% of students walk and cycle, respectively, to school. These aspirational mode share targets are summarised in Table 1.5.

Table 1.5: 2025 Aspirational Mode Share Targets (assuming student population 1,000 students)

Walk	Cycle	Bus	Car
65%	10%	2%	25%
650 students	100 students	20 students	250 students

With the implementation of the active travel program and communication plan, it is possible that students have been set up with the skills and habits to actively travel to school.

It is important to note that the aspirational bus mode share could be increased with the introduction of bus service, potentially a small bus format, for the students in the south-western section of the school catchment area. At the time of preparing this report, Transport for NSW Sydney Coordination Office is committed to working with Department of Education to look at provision of bus services to increase mode share by public transport to Jordan Springs Public School.

It is also noted that the Subsidised School Transport Scheme (SSTS) provides free travel to school for students in infant years (Year K- Year 2) and for students who live more than 2.2km from the school. Public bus travel is a sustainable form of travel and students who may not be eligible for free travel, are able to apply for the school bus term pass which is discounted to incentivise student travel.

1.2.3. Travel Coordinator

Enabling Active Travel through Resourcing

A fundamental enabler of a successful program to uplift increased use of public transport and uptake of active travel to school is adequate resourcing. While the implementation of programs such as Independent Travel Training and Walk to School Day have been the responsibility of the School Principal, it is recommended that the School Principal is supported with a resource to assist implement, measure and monitor the active travel programs.

The role of the Travel Coordinator would include implementing the Sustainable Travel Action Plan and Communication Plan as outlined in this Operational Transport and Access Management Plan, measuring the

participation of the program and collecting data on the way staff and students travel to/ from school and then recommending improvements to the program to assist Jordan Springs Public School meet its aspirational active mode share targets.

1.2.4. Programs

The following Sustainable Travel Action Plan has been co-designed with the Jordan Springs Public School Principal. It includes a range of initiatives and actions, some to be completed and implemented prior to the opening of the school, that will help to achieve the mode share targets and reduce the overall car travel associated with the school.

The actions need to be reviewed on a regular basis, at least annually, to review the actions and refine as the school community needs may change over time.

Table 1.6: Sustainable Travel Action Plan

Strategy	Action	Target Audience	Timeframe	Responsibility
Educate children to give them the skills to travel actively, independently				
Educate Stage 1 students	Apply the curricula for Year K-2 students to educate Road Awareness using play-based learning	Students	Annual curriculum	School Principal
Educate Stage 2 students	Apply the curricula for Year 3 students to learn Road Safety with a focus on walking independently to school. Action to include: Liaising with Penrith Council's Road Safety Officer Wendy Read	Students	Annual curriculum	School Principal
Educate Stage 2 students	Apply the curricula for Year 4 students to learn Road Safety with a focus on cycling independently to school. This may include an experience like St Marys CARE bicycle riding experience	Students	Annual curriculum	School Principal
Educate Stage 3 students	Apply the curricula for Year 5-6 students to learn to travel independently on the public bus system in preparation for travelling to high school and other destinations	Students	Annual curriculum	School Principal
Bike readiness program for Year 4 students with St Marys Community and Road Education Scheme	Year 4 students attend an excursion to CARES a purpose-built bicycle safety education facility in St Marys Further information https://www.penrithcity.nsw.gov.au/services/health-safety/road-safety/st-marys-community-and-road-education-scheme	Students	Annually	Travel Coordinator
Enabling active travel through resourcing				
Travel Coordinator	Progress the appointment of a Travel Coordinator for the Jordan Springs Public School. This would include scoping the role and procuring a contractor, or other to promote, coordinate and monitor the implementation of the sustainable travel initiatives. Estimated budget for Travel Coordinator assuming 10 weeks per term, 4 terms and 4 hours per week at a rate of $80 per hour. Budget for Coordinator $12,800 per annum.	N/A	June 2020	Department of Education led by Project Director and School Principal
Recurrent funding submission	Department of Education to confirm a budget for recurrent funding to enable mode shift from car to active which would fund Travel Coordinator and associated program costs (communications, participation costs).	N/A	June 2020	Department of Education led by Project Director and

Strategy	Action	Target Audience	Timeframe	Responsibility
	Budget for Program $30,000 per annum recurrent funding.			School Principal
Programs to be coordinated by a Travel Coordinator				
Ride-to-School day	School participates in Ride-To-School day. This provides an opportunity for students, parents and teachers to try riding, walking, skating or scooting to school as well as celebrating the regular walkers and riders. Further information: www.bicyclenetwork.com.au	Staff, parents and students	March 2021 and then annually	Travel Coordinator
Walking buddy program	Pair older students (year 5&6) with younger students who live close together to walk to school as a pair or small group.	Parents and students	For school year 2021	Travel Coordinator
Walking School Bus (WSB) scheme	Research a sustainable alternative to walking school buses as this is volunteer dependent and may not have ongoing support. The concept is an organised group who walk to schools guided by two adults.	Parents and students	July 2020	Travel Coordinator
Walk safely to school day	Promote and take part in 'Walk Safely to School Day'. Further information: www.walk.com.au	Staff and students	May 2021 and then annually	Travel Coordinator
Infrastructure and environmental elements to encourage active travel to school				
Pedestrian and cycling infrastructure leading to school	Monitor and review the need for an additional pedestrian crossing at	Staff and students	30 June 2022	Project team to put a submission to Council for specific, targeted infrastructure upgrades required.
Better pedestrian amenities	Plant trees around the school	Staff and students	30 June 2022	Travel Coordinator to put a submission to DPIE as part of the 5,000,000 trees initiative.
ESD consultant confirmed facilities available are sufficient	Showers, lockers and bike racks available for staff use.	Staff	Complete. Prior to opening	Department of Education
Well-being and student needs				
Promote use of public transport with OPAL card as a reward	Implement an award when a child has attended school in accordance with the plan set by the School Principal by active mode. For example, if a student walks or rides for 5 consecutive days that the student is rewarded.	Staff, students and parents	2021 School Year	Recommendation by Travel Coordinator to School Principal
Reduce car travel				

Strategy	Action	Target Audience	Timeframe	Responsibility
Staff Car pooling	Establish a car-pooling scheme that enables staff to share their car trip to the school with more than 1 person in the car, reducing cars travelling to the school.	All staff	2021 School Year then ongoing	Travel Coordinator
Parents Car Pooling initiative	Discuss the idea of a car-pooling scheme for parents to share the transport of students to / from school and encouraging more than 1 student in the car for each drop-off and pick up	All parents	2021 School Year then ongoing	Travel Coordinator
Car Parking Management Strategy	Consider the applicability of a parking management strategy which would discourage the use of single occupant car travel to the site and incentivise employees to travel to the site by public or active transport. This could involve, for example, the charging of a fee for use of on-site parking, which could be hypothecated to fund incentives for those that travel by more sustainable modes / other travel plan initiatives	Staff	2021 School Year then ongoing	Travel Coordinator co-designed with the School Principal and Staff
Parking restrictions	Introduction and enforcement of parking restrictions around the school and promotion of this in collaboration with the Road Safety Officer Penrith	Staff and students	Term 4 2021	Travel Coordinator in consult with Penrith Council
Seek assistance from Transport for NSW for bus in the southwest catchment of the School				
Bus service for students living beyond 1200m	Request Transport for NSW, Sydney Coordination Office to look at feasibility and viability of bus service for students >1200m radius from school. Request made to TfNSW SCO by GTA Consultants on 10 April 2020	Students	In progress By 30 June 2020	David Surplice, Sydney Coordination Office TfNSW
Bus service for students living beyond 1200m catchment	Request Transport for NSW, Sydney Coordination Office to explore alternate transport options including a small format bus. Request made to TfNSW SCO by GTA Consultants on 10 April 2020.	Students	In progress By 30 June 2020	David Surplice, Sydney Coordination Office TfNSW
Additional actions				
Inspire the school community towards active transport to school as a vision for the school and its community	Communicate to Staff and Students the key messages including targets and actions outlined in the Operational Transport and Access Management Plan. Positively inspire positive action. Travel Coordinator to prepare messaging for School Principal	Staff, students and parents	Per communication plan	School Principal
Transport Access Guide (TAG)	Publish the transport access guide to Jordan Springs Public School on the school website so that it is easy to understand the options to travel to school using active modes or public transport. Further information: refer to Appendix D Tran	Staff, students and parents	Per communication plan	Travel Coordinator using the TAG prepared by Project team (GTA Consultants)

1.2.5. Communication Plan

This communication plan has been co-designed with the School Principal. This provides a guide for some of the messages that the School Principal may communicate to promote uptake of walking, cycling and bus to school.

Table 1.7: Jordan Springs Communication Plan

What	When	Which Channel	To Whom	By Whom
Jordan Springs aspiration to have school children travel to school by walking, bike, scooter or bus **Share the vision and targets for the number of children targeted to walk and ride to school**	Before school opens – in promotional and marketing material Periodically	Welcome pack to new families when enrolling Facebook page Local newspaper at school opening	Staff, parents and students	School Principal Travel Coordinator to draft content
Share the walk, ride, buses transport options to get to Jordan Springs Public School Springs **Noting that Public School Websites have standardised transport information on websites, apply this same approach.**	Omni-present information easy to obtain online for new and existing students	Induction / welcome pack to staff and students Facebook School website	Staff, parents and students	School Principal Travel Coordinator to draft content based on TAG provided with this report.
Promote that students would be able to access discounted travel by obtaining a School Term Bus Pass to encourage use of public transport as a sustainable travel option	At least annually at the end of the school year with regular periodic updates	E-newsletter	Parents	School Principal Travel Coordinator to draft content
Promote and encourage participation in National Ride2School Day	Annually in March. Register in Term 4 annually	E-newsletter School calendar of events	Staff, parents and students	School Principal Travel Coordinator to draft content
Promote Walk Safely to School Day. **Materials available at walk.com.au**	Annually in May	E-newsletter School calendar of events	Staff, students and parents	School Principal Travel Coordinator to draft content
Promote the school's participation in the St Marys CARES riding readiness program	Annually	E-Newsletter Recognise 'graduates' at school assembly Post images of the excursion ion Facebook	Students and parents	School Principal Travel Coordinator to draft content
Communicating expected standards of behaviour for Kiss n Drop	Very firm message at upon school opening and commencement of each school year. Regularly, multiple times each term.	Welcome packs to new families E-newsletter	Students and parents	School Principal Travel Coordinator to draft content based on information provided by Road Safety Officer Penrith Council

What	When	Which Channel	To Whom	By Whom
Link to NSW Department of Education Road Safety Website, which is typically included in all Public School Websites.	Omni-present from website launch	School website	Students and parents	School Principal/School website designer
Educational road safety You Tube video links including: Safety - https://youtu.be/OcNgdmniL8E School Zone - https://www.youtube.com/watch?v=l7Le_k0R0PY&feature=youtu.be School Crossings - https://youtu.be/ih0rXAqxSZg	Omi-present with some updating and show-casing of content periodically	School website Facebook page	Students and parents	School Principal Travel Coordinator to draft content. This sample content has been provided by Penrith Council Road Safety Officer
Penrith City Council Road Safety Officer suggested materials to leverage and communicate key messages including: Penrith City Council 'School Zone Offences' Penrith City Council 'Parking Information' Penrith City Council 'Travel to School Safety Tips' Penrith City Council 'No Parking' flyer – this is the common issue of motorists not understanding how to use a 'No Parking' for drop off	Very firm message at upon school opening and commencement of each school year. Regularly, multiple times each term	Induction/ welcome pack to staff and students Facebook School website	Staff, students and parents	Note Wendy Read, Penrith City Council Road Safety Officer is able to provide pdf flyers and the like on these topics

1.3. Evaluation Plan

1.3.1. Data Collection Methodology

The Operational Transport and Access Management Plan will be evaluated periodically and as a minimum biennially to increase the success of increasing active travel modes to school. It is recommended that data is collected biennially in Terms 3 to enable refinements to be made to the program in time to influence behaviour changes.

The School Principal will delegate the evaluation of the Operational Transport and Access Management Plan to the Travel Coordinator.

The data that can be collected to review whether the active travel participation targets are realistic and being achieved are available from:

1. Department of Education Enrolment de-personalised data together with a GIS analysis of the student catchment to assess whether travel modes are aligned with those set out in this document.
2. A Journey to School survey at regular intervals to understand whether students are arriving and departing from school by walking, riding, scooting, bus or private vehicle (including how many children travel to school in that car for drop-off or pick up). Other information that might be gathered includes access points used into the school and times of travel.

3. A record of the number of students participating in the active travel program events such as Walk to School.
4. Targeted interviews with parents, teachers and students participating in the active travel plan actions to understand which elements of the active travel program are assisting them in their daily lives and what might be done to make the program more relevant/helpful to them.

1.3.2. Data Evaluation Methodology

The data should evaluate whether the active travel modes are being met or are on track to being met.

Recommendations on how the Operational Transport and Access Management Plan, with a focus on the Action Plan and Communications Plan might be improved to assist with reaching the targets and aspirational targets should be recommended as a result of the data analysis.

If the targets are on track to be met, consideration might be given to increasing the active mode share target.

The Action Plan and Communications Plan might be re-shaped also based on parent interviews and feedback.

1.3.3. Ongoing Feedback Framework

The School Principal will delegate the ongoing feedback framework to the Travel Coordinator to continuously improve the leadership of active travel outcomes for Jordan Springs Public School. This may include activities such as:

- Reviewing the adequacy of bicycle racks required periodically – are more required?
- Observing road safety activity beyond the school grounds for improvements required.
- Observing how pathways are being used, or whether pathway design is inadequate or in the wrong location (for example if 'goat tracks' are worn through particular areas, should a request to Council be put in to improve the pathway in future works programs.
- Observing the operation of buses and the drop off/ pick up facilities for safety and making note to understand whether the bus drop off/ pick up facility should have an indented bus bay, if this is not provided at the time that the school is opened. Make recommendations up to School Principal accordingly.
- Liaising with the Penrith Council Road Safety Officer in the management of parking behaviours around the school.
- Any other feedback from Transport for NSW, Police, Residents, Teachers, Parents or Students that might arise from time to time.

1.4. Governance Framework

1.4.1. Stakeholders

The table of contacts below identify the stakeholders who will deliver actions to support the Jordan Springs Operational Transport and Access Management Plan.

Table 1.8: Jordan Springs Sustainable Travel Plan Contacts

Contacts	Role	Phone	Email
Kylie Becker	Principal, Jordan Springs Public School	0410 615 102	Kylie.l.johnson@det.nsw.edu.au
Wendy Read	Road Safety Officer, Penrith Council	47 328242	Wendy.read@penrith.city

David Surplice	Senior Project Manager, Travel Demand, Sydney Coordination Office, Transport for NSW	0481 913 187	David.surplice@transport.nsw.gov.au
Jim Lewis	Project Director, Department of Education		Jim.lewis3@det.nsw.edu.au
Martin Fenn	Project Manager, TSA Management. Delivering the Jordan Springs School project	0436 480 857	Martin.fenn@tsamgt.com
Rebecca Lehman	Sustainable Transport Technical Advisor, Department of Education	0432 427 766	Rebecca.lehman@det.nsw.edu.au
Jackie Hicks	Road Safety Education Officer, Department of Education	9208 7615	Jacqueline.hicks@det.nsw.edu.au

2. TRANSPORT ASSESSMENT

02

2.1. Context

2.1.1. The School

Background

Jordan Springs is a rapidly developing suburb located in the outer west of Sydney, approximately 53 kilometres from the Sydney CBD. It is located within the Penrith Local Government Area (LGA), for which the majority of the land use zoning is dedicated to low-density residential properties.

Located at 14-28 Cullen Avenue is the Jordan Springs Public School – a new primary school currently in construction and open to students in Term 3, 2020. The school comprises a hall, library and a pair of two-storey buildings totalling 42 Home Bases. The school is expected to have a capacity of 1,000 students and 70 staff members. The general operating hours of the school are Monday – Friday, 8:00am to 5:00pm based on the Traffic Impact Assessment (TIA). It contains Out of Hours School Care. The concept site plan, situated in the broader context of the adjacent childcare centre and local neighbourhood, is depicted in Figure 2.1.

Figure 2.1: Site and Surrounding Environment

Base source: Traffic Impact assessment, Bitzios Consulting

Using depersonalised student residential data provided by Department of Education NSW, in April 2020 the Jordan Springs Public School catchment and student locations are shown in Figure 2.2 and analysed in Table 2.1. From the data set provided, GTA Consultants has extracted the Grade and location of the students assuming that this is the best data available for the 2020 enrolment year.

Figure 2.2: Students Living in Jordan Springs PS Catchment

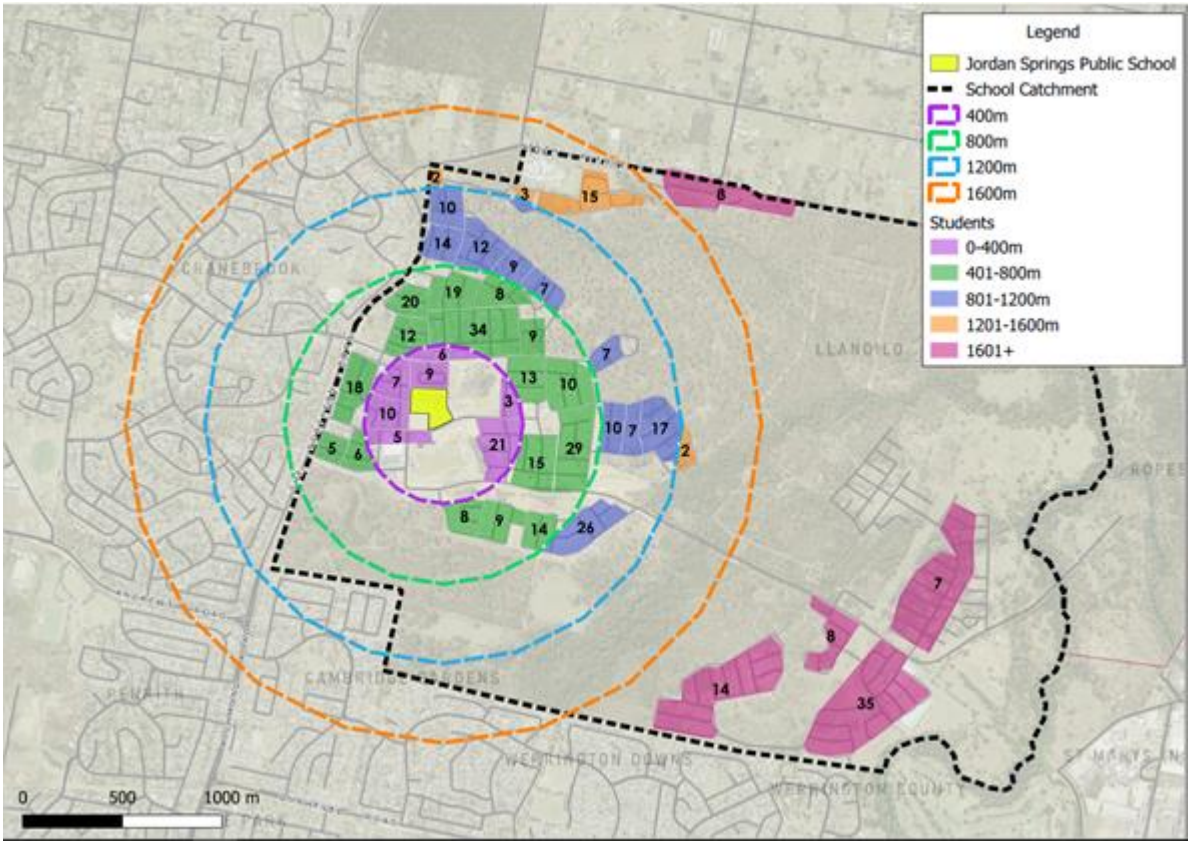


Table 2.1: Summary of Students Living in Jordan Springs PS Catchment

	Boundaries	No. of Students	% Students	Cumulative %
	Within 400m	78	13%	13%
	Within 401m-800m	271	44%	57%
	Within 801m-1200m	148	24%	81%
	Within 1201m-1600m	29	5%	86%
	Outside 1600m	85	14%	100%
	Total	**611**	**100%**	

2.2. Existing Transport Network and Operations

2.2.1. Transport Network

Pedestrian Network

The pedestrian network in the Jordan Springs catchment is well formed. Wide footpaths are provided on both sides of most roads and provide dedicated off-road links across Jordan Springs, including Lakeside Parade, Greenwood Parkway, Alinta Promenade, Cullen Street, Water Gum Drive and Jordan Springs Boulevard. The nearby signalised intersections have pedestrian crossings on all sides, including:

- Lakeside Parade/ Water Gum Drive/ Cullen Avenue
- Lakeside Parade/ Jordan Springs Boulevard
- The Northern Road/ Jordan Springs Boulevard
- The Northern Road/ Greenwood Parkway/ Borrowdale Way.

Bicycle Network

The existing cycling facilities are well formed with shared pathways built into the precinct. The existing cycling facilities available surrounding the Jordan Springs Public School, including[1]:

- a short on-road bicycle lane on the southbound carriageway of The Northern Road at the intersection with Jordan Springs Boulevard, extending 100 metres north of the intersection and 50 metres south
- an off-road shared path adjacent to the northbound carriageway of The Northern Road
- an off-road shared path connecting Greenwood Parkway and Cullen Avenue between Lakeside Parade and Alinta Promenade
- an off-road shared path along the northern footpath of Jordan Springs Boulevard
- an off-road shared path along the western footpath of Alinta Promenade between Greenwood Parkway and Cullen Avenue, continuing approximately 180 metres west along the northern footpath of Cullen Avenue
- an off-road shared path along the western and southern footpaths of Lakeside Parade south of the intersection with Jordan Springs Boulevard.

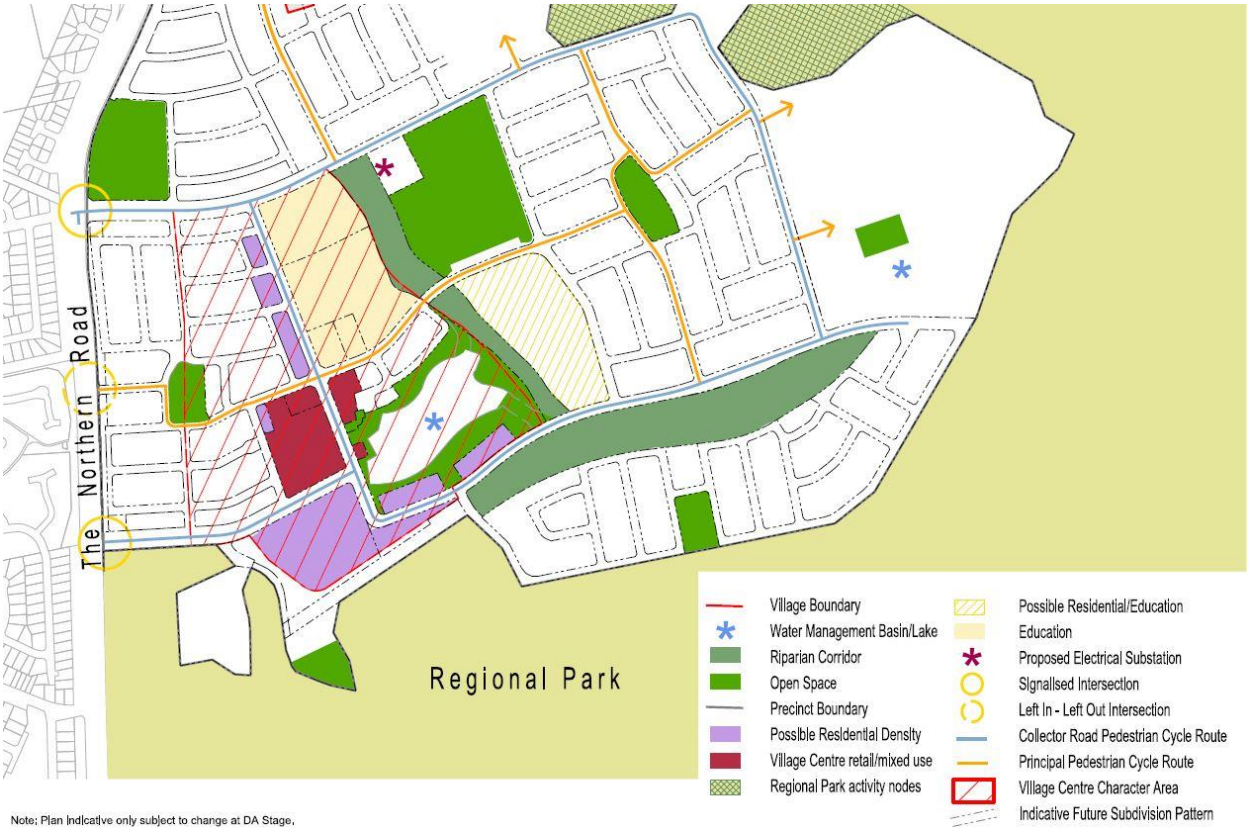
The concept plan also proposes additional walking and cycling paths in Jordan Springs as follows:

- collector road pedestrian cycle route along Greenwood Parkway, connecting to some local streets
- principal pedestrian cycle route along Watkin Street, Water Gum Drive and Cullen Avenue
- principal pedestrian cycle routes along Illoura Way and Tengala Drive.

The concept plan showing all proposed road upgrades and local developments (some of which are now existing) within Jordan Springs precinct is illustrated in Figure 2.3.

[1] Operational Transport and Access Management Plan, Bitzios Consulting, 2019

Figure 2.3: Proposed Cycle Routes



Public Transport Network and School Bus Operations

Route and school bus services in the region are operated by Busways Western Sydney. Bus Route 783 – Penrith to Jordan Springs is the primary bus service currently operating near the site and surrounding areas. Two additional bus routes operate along The Northern Road, approximately 600 metres west of Lakeside Parade, including:

- Route 677 – Richmond to Penrith
- Route 786 – Penrith to Cranebrook.

However, these routes do not directly service the Jordan Springs schools precinct aside from The Northern Road.

Additionally, six school bus services run northbound in the morning, four school bus services run southbound in the morning, and six school bus services run southbound in the afternoon to service The Northern Road. The schools serviced include Xavier College, Cranebrook High School and Samuel Terry Public School. There is also one morning school bus service (5081) that stops at the existing bus stop on Cullen Avenue, located approximately 125 metres east of Charlotte Street, travelling towards Henry Fulton Public School in Cranebrook (north).

A map of bus stops and their associated bus routes is shown in Figure 2.4.

Figure 2.4: Local Bus Network

Source: Traffic Impact assessment, Bitzios Consulting

Bus route destinations and frequency of services are summarised in Table 2.2.

Table 2.2: Bus Services Around the Site

Route Number	Direction of Service	Bus Stop Nearest to School	Walk from Bus Stop to School	No. of Services Arriving in Morning Peak (7:45am-8:45am)	No. of Services Departing in Afternoon Peak (3:15pm-4:15pm)
677	Both directions	The Northern Road opp Jordan Springs Blvd	11 minutes	2	1
783	Both directions	Lakeside Pde after Landsborough St	1 minute	4	3
786	Penrith to Cranebrook via North Penrith (Loop Service)	Borrowdale Way at Seaton Cres	7 minutes	3	2
5081	Jordan Springs to Henry Fulton Public School	Cullen Ave before Alinta Prom	1 minute	1	0

Road Network

Access to Jordan Springs is via The Northern Road, a major arterial road connecting the suburb to the larger western Sydney region. Within the suburb itself, there is a network of local streets adjoining the local collector roads, such as Jordan Springs Boulevard, Lakeside Parade and Greenwood Parkway.

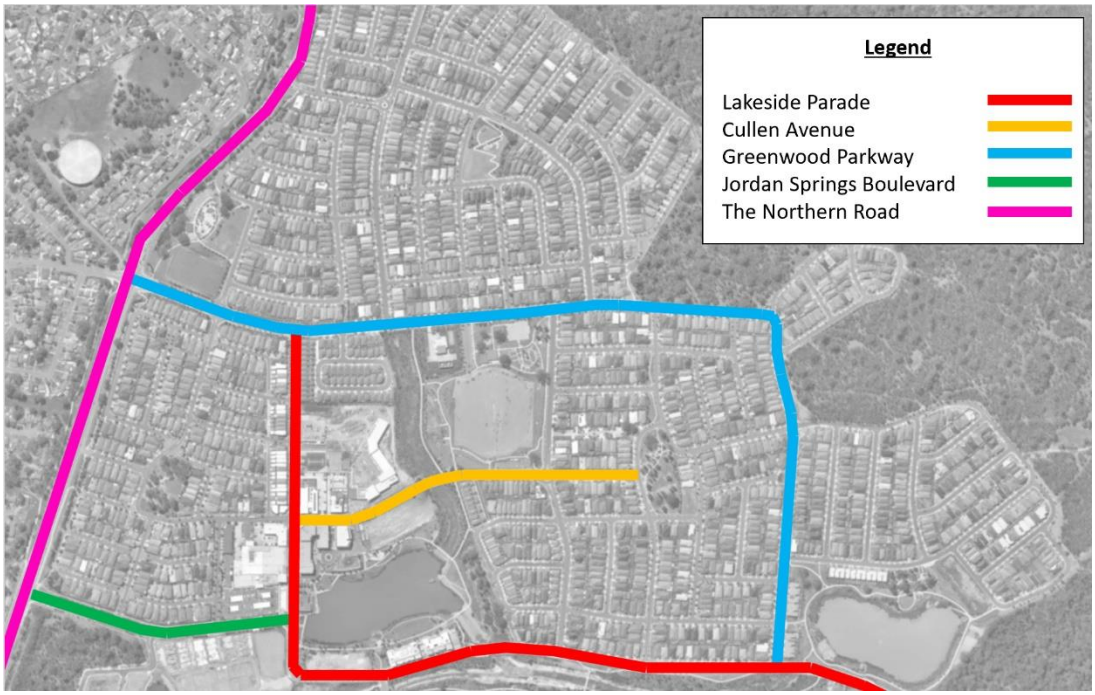
For trips originating within the precinct, the maximum distance to be travelled to reach the proposed Jordan Springs Public School is around two kilometres, with a large portion of residences located within one kilometre of the site.

Unrestricted on-street parking is available on the local roads near the proposed school. Within the Jordan Springs Town Centre, there is time-restricted 1-hour parking on Lakeside Parade between Water Gum Drive/ Cullen Avenue and Jordan Springs Boulevard. The surrounding road network is illustrated in Figure 2.5. Table 2.3 provides further details such as the current speed limit and on street parking restrictions.

Table 2.3: Surrounding Road Network

Road name	Type	Details
Lakeside Parade	Local road	Running north to south between Greenwood Parkway and Jordan Springs Boulevard, and running east to west along the southern fringe of Jordan Springs. It has one lane in each direction, with short right turn bays at its intersections with side roads. On-street parking includes 1-hour parking restriction, mail zone, unrestricted kerbside parking, and bus stops near Jordan Springs Town Centre. Lakeside Parade has a speed limit of 50km/h.
Cullen Avenue	Local road	It is connecting the eastern and western areas of Jordan Springs Between Illoura Way and Lakeside Parade/Water Gum Drive. It has one lane in each direction with unrestricted kerbside parking, a bus stop and a speed limit of 50km/h. Cullen Avenue includes a roundabout at Alinta Promenade.
Greenwood Parkway	Collector road	Runs east to west, connecting Jordan Springs and Cranebrook, and forms a boundary along the southern half of Jordan Springs towards Lakeside Parade in the south. It has one lane with unrestricted kerbside parking, bus stops and a speed limit of 50km/h.
Jordan Springs Boulevard	Collector road	Running east to west between The Northern Road and Lakeside Parade. It generally has two lanes in both directions, which are separated by a central median, as well as bus stops and a speed limit of 50km/h. Jordan Springs Boulevard includes signalised intersections at The Northern Road, providing links to and from the wider road network, and Lakeside Parade.
The Northern Road	Arterial road	Runs north to south, connecting Berkshire Park (near Windsor) and Narellan via Luddenham and Bringelly. The road along the western fringe of Jordan Springs has two lanes in both directions, short southbound bicycle lanes, bus stops and a speed limit of 70km/h. The Northern Road is used as a major thoroughfare for commuters in Jordan Springs and is currently the only carriageway that provides access to and from the wider road network, including the Great Western Highway and M4 Motorway, as well as key suburbs such as Richmond, Penrith and Campbelltown.

Figure 2.5: Surrounding Road Network Map



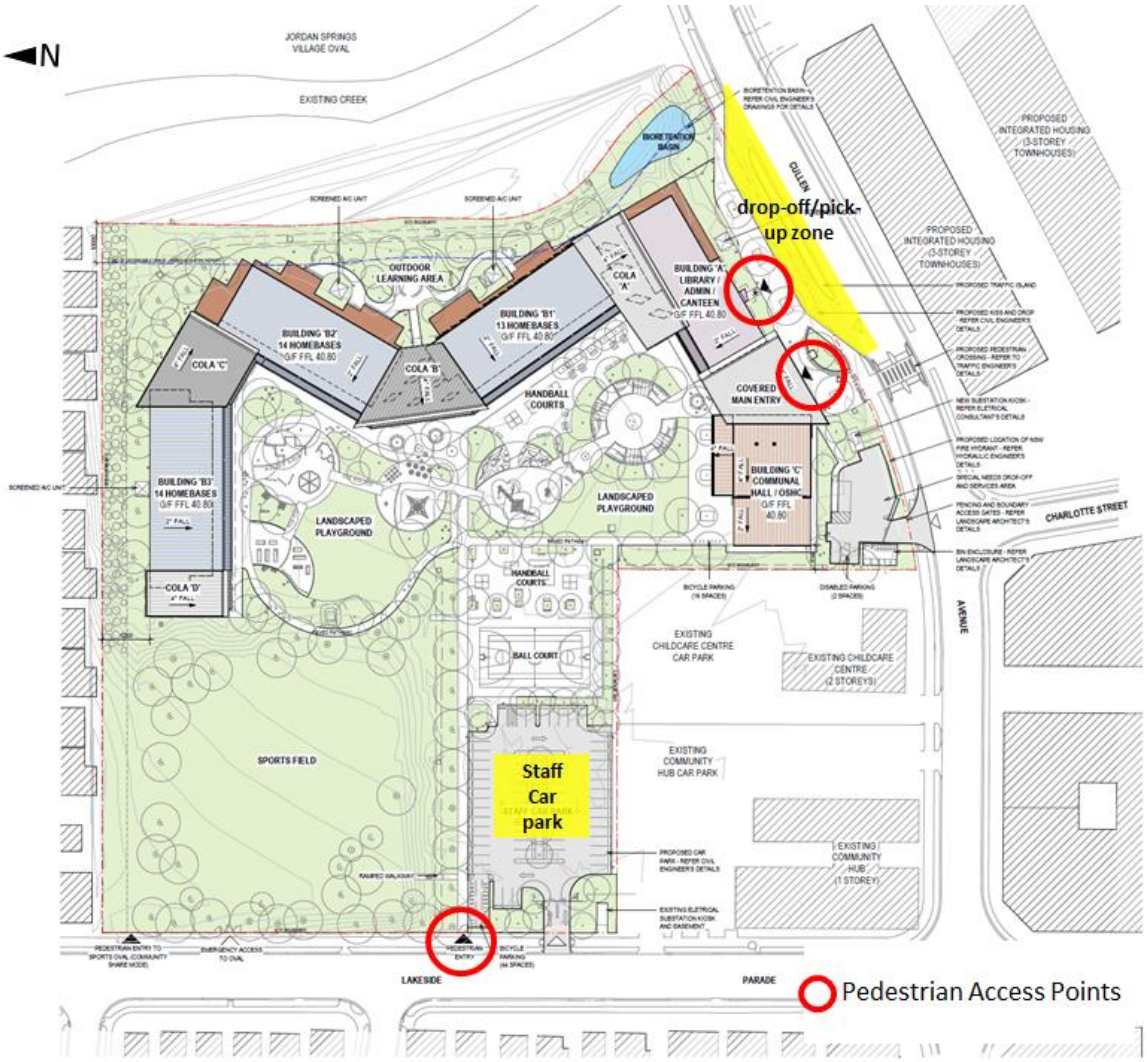
2.3. School Site Access and Parking

2.3.1. Site Access

Pedestrian Access

Three separate pedestrian access points to the school are proposed which are shown in Figure 2.6, including one immediately north of the staff carpark on Lakeside Parade and on both sides of the drop off/ pick up zone on Cullen Avenue. The main entrance to the school is located on the west side of the proposed drop-off/ pick-up zone, with an open area facing onto Cullen Avenue.

Figure 2.6: Pedestrian Access to Site



Source: Traffic Impact Assessment, Bitzios Consulting

According to the density and distribution of existing residential developments, it is understood that students who live in the neighbourhood to the northeast of the school are likely to access the school via Lakeside Parade. Students who live in the neighbourhood east of the school are likely to access the school via Cullen Avenue. The pathways provided are an enabler for students to walk and cycle to school

A safe access to the school from the west and south west is via the existing Cullen Avenue and Lakeside Parade signalised intersection and the Cullen Road Pedestrian Crossing. Communications by the school to students and parents must be promoted to encourage use of safe crossing locations only, directing students towards the pedestrian crossing which will be installed along Cullen Avenue (refer to Appendix F) prior to the school opening.

When the school becomes more mature in its usage and once the Sustainable Active Travel initiatives are implemented, it is anticipated that there will be an increase in walking to school This may take 3-5 years. At this time it is recommended that the reduced warrants process be applied to consider any additional pedestrian crossings, potentially at the Greenwood Parkway and Lakeside Parade intersection.

The Roads and Maritime Supplement to Austroads Guide to Traffic Management Part 10 | Version 3.0 dated February 2017 would be applied to define whether an additional pedestrian crossing at the Greenwood Parkway and Lakeside Parade intersection is required by applying the warrant process:

Warrant for sites used predominantly by children and by aged or impaired pedestrians n accordance with the RMS Supplement:

- If the crossing is used predominantly by school children, is not suitable site for a Children's Crossing and in two counts of one-hour duration immediately before and after school hours:
  1. Pedestrians ≥ 30 AND
  2. Vehicles ≥ 200

  In this case, a pedestrian (Zebra) Crossing may be installed.

This will serve the function of improving pedestrian safety as well as a calming speed treatment for the proposed school zone along Lakeside Parade.

Figure 2.7: Pedestrian analysis based on walking trips and catchments

Base map: Google Maps

During non-school peak times, both traffic volumes and pedestrian activity on Cullen Avenue are not expected to be substantial. For the peaks before and after school, a children's crossing is proposed to be implemented on Cullen Avenue to improve pedestrian safety and amenity accounting for the presence of the nearby drop-off/ pick-up zone. Fencing and gates are located along the school boundary including Cullen

Avenue[2] will avoid students spilling onto the road and to control access to the drop-off/ pick-up zone. Additional fencing is not required, as school gates will be monitored by staff at departure time. In addition, bollards are provided kerbside kiss and drop locations, to minimise any collision between pedestrians and vehicles.

Figure 2.8 illustrates safe pedestrian access links for students and staff to the school.

Cycling Access

As students are allowed to cycle on all footpaths, they can access the school from all sides using the footpath and shared path network explained in Section 2.2.1. The proposed school will provide a total of 60 bicycle racks distributed between the two pedestrian access points. Figure 2.8 shows the safe bicycle access to the School.

For cycling in particular, students should be kept informed of the rules and guidelines, such as not riding across the road and dismounting when using crossings.

Figure 2.8: Pedestrian and Cycling Access to Site

Base map: Traffic Impact assessment, Bitzios Consulting

Bus Access

For pedestrians and staff travelling to the school the closest bus stops to the school are on the west side of Lakeside Parade. There are signalised pedestrian crossings on all approaches of the Lakeside Parade/ Cullen Avenue intersection, enabling safe pedestrian crossing and access. Jordan Springs Public Primary School has good walking accessibility to the most surrounding neighbourhoods.

There are currently no known school bus services planned. However, if a school bus was to be provided, then the School will monitor and manage bus pick up zones at school pick up time that are within the school precinct area.

[2] Group GSA drawing number 180646 L-JS-2200 G included now as Appendix B of the Operational Transport and Access Management Plan

Excursion buses will use of either the bus school layby or the drop-off/ pick-up zone as they can be arranged to arrive/ leave outside the school start and finish times. Staff will supervise the arrival and departure of excursion buses.

Figure 2.9: Bus Access for Staff and Students to School

Base map: Traffic Impact assessment, Bitzios Consulting

If Transport for NSW, Sydney Coordination Office finds that increased bus services are viable and feasible, the proposed bus zone can be utilised. Considerations for increased uptake of public transport for both students and staff are outlined in the Operational Transport and Access Management Plan.

Vehicle Access

The school proposes a dedicated staff car park and a separate dedicated drop-off/ pick-up zone for parents/ students. Access to the school for students and staff via car are shown in Figure 2.10. At the time of preparing this report, it is understood that Richard Crookes Construction has submitted parking signage to the Council for implementation in July 2020 prior to the schools opening. This design was not sighted. It is anticipated that parking restrictions are signed around the school to promote safe pedestrian access as well as encouraging driver behaviour to minimise traffic disruptions during the drop-off and pick-up times.

Figure 2.10: Access to School by Car

Source: Traffic Impact Assessment, Bitzios Consulting

Kiss and Drop/ Short Stay Pick-Up

An indented drop-off/ pick-up zone is proposed on the northern side of Cullen Avenue. it is approximately 50 metres long and can cater for eight cars at one time.

According to the assessment that has been undertaken in the TIA by Bitzios Consulting, it is understood that:

- the arrivals during the drop-off period occur between 7:45am and 9:30am, peaking between 8:30am and 8:45am
- the departures in the pick-up period occur between 3:30pm and 4:30pm, with the majority departing at 3:30pm.

During the AM peak, the maximum/ peak number of vehicles arrive at the site between 8:30am and 8:45am, estimated to be about 225 vehicles. This equates to an approximate arrival rate of 15 vehicles per minute. If we apply a drop-off time range per vehicle of 30 seconds-60 seconds and given there are eight drop off bays are provided, there is a total service rate of 8 to 16 vehicles per minute. If drop off is efficient at 30 seconds per vehicle then there will be a utilisation ratio of 0.94 (which is under 1.00), therefore the arrival rate can be accommodated by the provided bay. If the drop-off is less efficient and takes 60 seconds, then there is a total of 8 drop offs per minute and has a utilisation ratio of 1.90 (which is above 1.00) therefore the arrival rate cannot be accommodated by the provided bays. It is essential that the school promotes sustainable travel to assist with traffic congestion resulting from private vehicle usage.

Although the drop-off bays capacity may not be fully utilised (assuming a drop-off of 30 seconds), some queuing is still anticipated. The reason is varying turnover times (i.e. if several students arrive in the same car) and possible platooning of arrivals due to the signals at the Cullen Avenue/ Lakeside Parade intersection. This is not expected to happen outside peak as the arrival rates drop steeply both before and after the peak period.

In the afternoon peak, it is expected that the maximum number of vehicles would arrive at or shortly after 3:30pm following the release of students from the school. According to the TIA, it is assumed that pick-ups will begin at 3:30pm and parents will not be able to pick-up the students any time sooner.

Considering 315 vehicles arrive between 3:30pm and 3:45pm, an approximate arrival rate of 21 vehicles per minute would be expected. With the provided eight drop off bays (a total service rate of 16 vehicles/ minute) a utilisation ratio of around 1.31 will be predicted (which is above 1.00). In this scenario, the arrival rate exceeds the available service rate of the provided bay.

Queueing is therefore expected to occur during the first 15-minute period. As the arrival rate quickly drops off to around 8.5 vehicles/ minute at 3:45pm, the high saturation level primarily occurs within the initial period due to the simultaneous release of all children forcing a concentration of arrivals.

It is therefore most important that the Operational Transport and Access Management Plan is implemented to encourage behaviours towards active transport modes including walking and cycling to school are implemented, monitored and measured to reduce dependence on private vehicles.

In addition to the Operational Transport and Access Management Plan, the primary measure of mitigating vehicle traffic at school pick up time, the following suggestions are proposed in the TIA to mitigate the impact of the queuing:

- Before and After School activities can shift the incoming trips to a wider time interval, as students travel to school earlier in the mornings and leave later in the afternoons.
    - This reduces the concentration of arrivals to specific saturated time periods.
    - Some examples include band practice, sports, club activities and other social events.
- Due to convenience of travel direction and time constraints, it is possible that some parents will not utilise the drop-off zone when delivering their child to school.
    - On-street kerbside stops can be made on the local streets in vicinity of the school to allow children to disembark.
- Working in collaboration with Penrith Council Road Safety Officers to leverage traffic enforcement, management and marshalling of drop-off bay operations together with staff members to enhance the smoothness of traffic flow at the area by ensuring that parents do not wait too long.
- Staggering release times in the afternoon.
    - By staging the release times of students in the afternoon, a more even distribution of arrivals in the after-school period can be achieved, reducing the intensity of the school release spike. At the time of preparing this report we were unclear whether the School Principal would be able to operate the school with staggered finishing times.

The School Principal and Travel Coordinator will work collaboratively with Penrith Council Road Safety Officer Wendy Read, who has been engaged in the development of the Operational Transport and Access Management Plan (refer Appendix C) to both communicate traffic and transport matters to the school community through its communication channels and to assist with enforcement of behaviours to improve pedestrian and vehicular safety objectives.

Initially the school is not contemplating staggered start and finishing hours but will consider such an approach once the school is in operations, to understand whether staggering start and finish times is required and how it might be implemented in a safe and efficient manner.

Persons with Disabilities

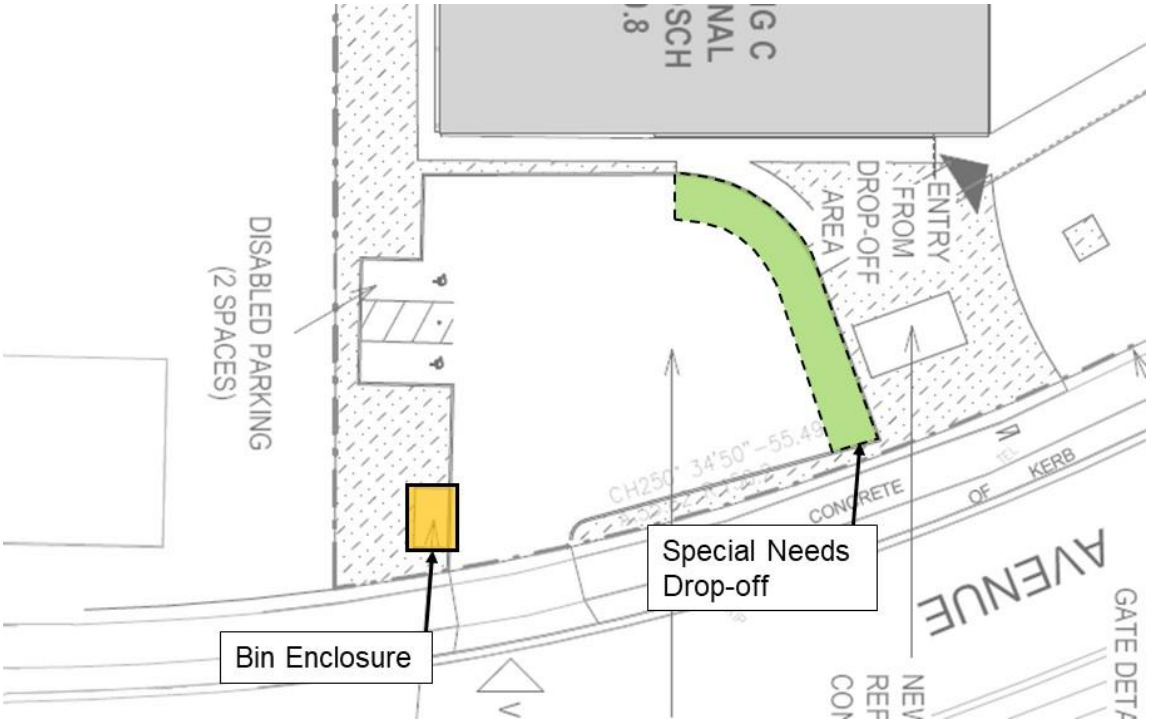
An off-street area for services and special needs students is proposed on Cullen Avenue opposite Charlotte Street, accessed via a driveway approximately 7 metres wide at the narrowest point.

Two (2) persons with disabilities (PWD) parking spaces are located on the western side of the area, accompanied by a shared area with bollard (per AS2890.6 standards). The eastern side of the space is provided as a kerbside drop-off zone for Special Needs students. It is directly adjacent and connected to the

covered main entrance of the school via a footpath, allowing for unimpeded access for any PWD/special needs students.

The area is shown in Figure 2.11, with the bin enclosure and kerbside area for drop-off marked out.

Figure 2.11: Special Needs Drop-Off



For the purpose of maintaining safety of the students with special needs, the area is planned to be gate access controlled, with the gates closed while students embark/ disembark. This prevents any students from accessing the public road (Cullen Avenue).

Given the exclusive nature of the zone combined with the relatively low number of students expected to need to use the zone, the special needs drop-off/ pick-up zone should not be required to adhere to the same time limits as the standard drop-off/ pick-up zone. This will facilitate the potential extra amount of time required for students to disembark/ embark vehicles.

A bin enclosure is also provided in this area near the access driveway on the western side, allowing for refuse vehicles to access, collect the waste, turnaround and leave in a forward direction.

Deliveries and Waste Management Functions

A service area is proposed from Cullen Avenue opposite Charlotte Street via an access driveway, approximately seven metres wide at the narrowest point. It will have an automatic sliding gate with access control, a wide turning area on the eastern side, and storage for the bins on the north-eastern side.

Emergency Vehicle Access

Two access gates are proposed for emergency vehicles usage. One is located on Lakeside Parade on the north-west corner of the site, opposite Crimson Street, leading directly onto the school playing fields.

The other gate is located on Cullen Avenue on the south-east corner of the site, leading onto a garden space behind the school buildings. This access route maintains a 10-metre-wide easement for emergency vehicle movements on site.[3]

2.3.2. Parking Operations

Car Parking

The school provides 65 off-street parking spaces, including four PWD spaces, predominantly accessed via Lakeside Parade.

According to assessments of the TIA, 60 parking spaces is capable to respond the parking demand for 70 staff with consideration of 85 per cent of car mode share. That means there is the potential for allocating some parking spaces to visitors.

In addition, drop-off/ pick-up zone with the capacity of an eight-vehicle parallel parking bay can be utilised as visitor parking bays outside of 8:00am to 9:30am and 2:30pm to 4:00pm pick-up/ drop-off periods.

Figure 2.12 shows the proposed car parking space allocations for the school as follows:

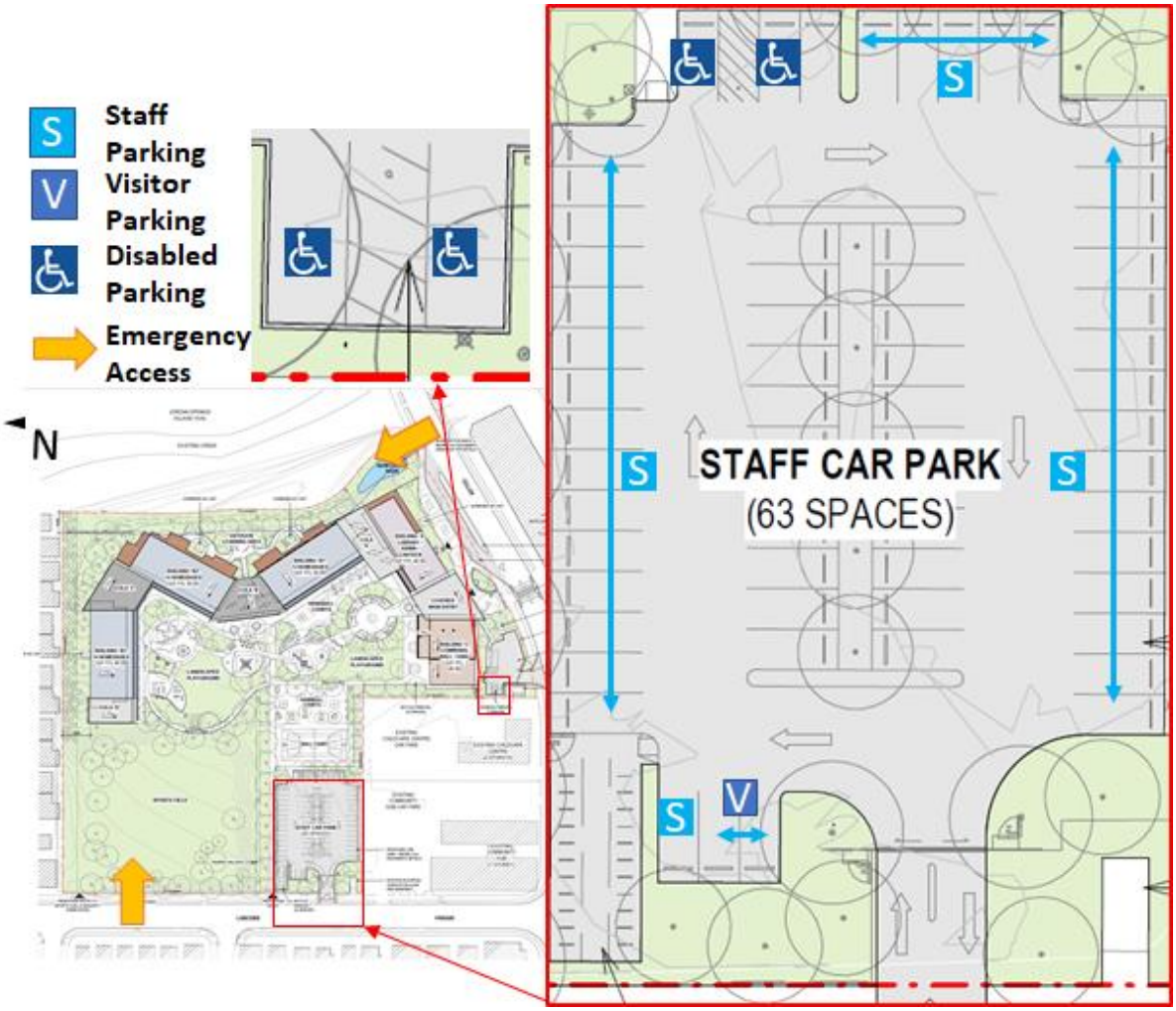
- 63 parking spaces including four disabled parking spaces
- two visitor parking spaces.

Access to car park will be controlled with the approach:

- Key FOBs or proximity cards will be provided to those, like staff who have access to the car park. Others will need to use the intercom to be granted access.
- The intercom, gate control panel (GCP) and video monitor will be located and controlled from the administration office or an alternate central location.

[3] Source: Traffic Impact assessment, Bitzios Consulting

Figure 2.12: Off- street Parking Allocation



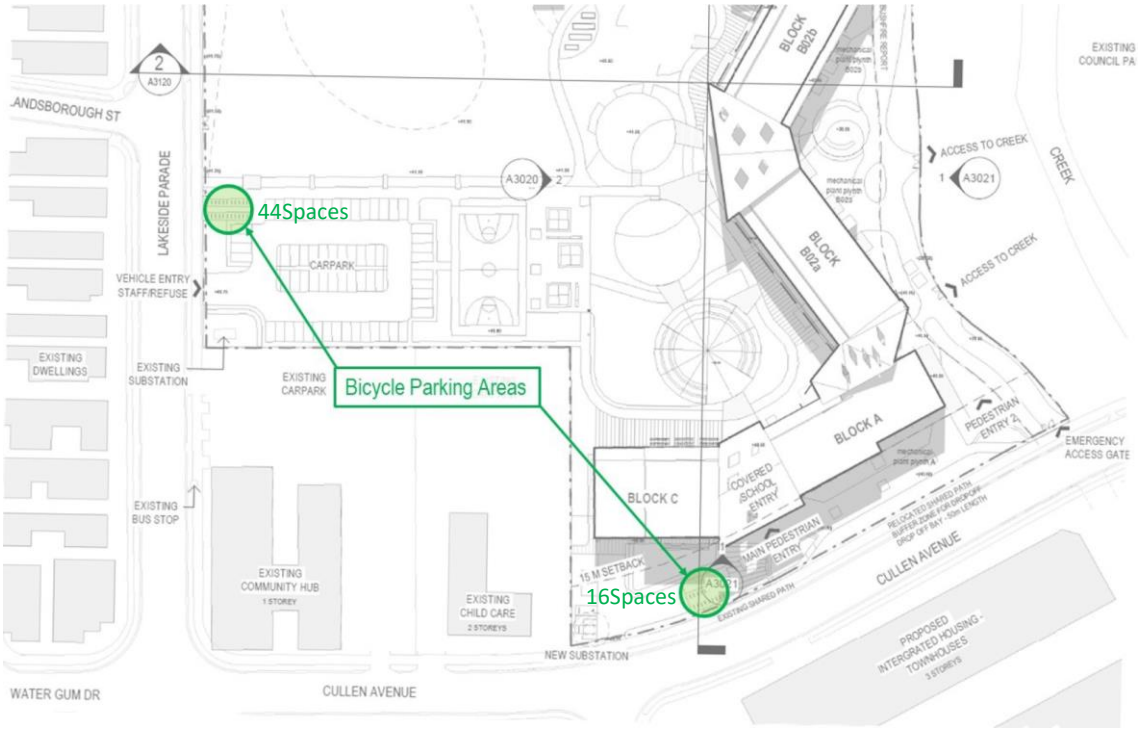
Base map: Traffic Impact assessment, Bitzios Consulting

Bicycle Parking

Two areas for bicycle parking are provided on-site, shown in Figure 2.13. These areas are:

- on Lakeside Parade at Pedestrian Entry 1, adjacent to the staff car park
- on Cullen Avenue next to Pedestrian Entry 2, the main school entrance.

Figure 2.13: Bicycle Parking Location and Numbers within Site



Source: Traffic Impact assessment, Bitzios Consulting

A total of 30 double-sided horizontal bicycle racks are provided between the two parking areas, for 16 bicycles at the bicycle parking area near pedestrian entry 1 (Lakeside Parade) and 44 bicycles at the bicycle parking area near pedestrian entry 2 (Cullen Avenue). In total, 60 bicycle spaces are provided onsite.

2.3.3. Out-of-Hours and Visitor Access

At the time of writing this report, we are seeking confirmation on the Out of Hours School Care (OOSH) program in including the number of places available for students and the hours of operations. The OOSH program and facility was out to tender at the time of writing.

We have assumed that the hours of operation of OOSH will be:

- before School: 6:30am – 9:00am
- after School: 3:00pm – 6:00pm.

Furthermore, there are also hours allowed for community use, subject to a booking process with the school. These hours are restricted to:

- weeknights: no later than 10:00pm
- weekends and public holidays: between 8:00am and 6:00pm only

In terms of traffic impact, school related OOSH activity will actively assist with spreading out the act to the distribution of school traffic generation over a greater period. A scenario of the spread using some assumptions is outlined below in Table 2.4.

Table 2.4: Suggested Spreading of Traffic Generation Resulting from OOSH

Peak Spreading of Student	2020 Estimated percentage of students arriving	Cumulative number of students (based on 611 students)	Rationale

6.30am – 7.00am	10%	61	Early drop off to OOSH care
7.00am – 7.30am	15%	152	Early drop off to OOSH care
7.30am – 8.00am	10%	214	Regular drop off to OOSH care
8.00am – 8.15am	10%	275	Children arriving to school
8.15am – 8,30am	20%	397	Bulk of non-OOSH care students arrive to school
8.30am – 8.45am	15%	489	Students arrive to school in timely manner
8.45am – 9.00am	20%	611	Students make it to school just-in time for the bell

The effect of OOSH care is an improvement in overall traffic conditions, as the high-intensity traffic peak behaviour can instead be distributed over a number of hours. This will result in an alleviation of some of the traffic pressure on the key intersections during the school peak hours. Given that the Future with Development SIDRA analysis shows that no intersection experiences a significant traffic impact due to school-related traffic, OOSH activities are not expected to cause any worsening of traffic conditions such as to result in a lowered Level of Service (LOS).

Additionally, activities for community use of facilities are not likely to generate traffic volumes in excess of the school peak hours. The later hours (outside of typical peak periods, both school and network commuter peaks) entail that the background traffic is lighter, therefore any traffic impact is not expected to be significant.

Notwithstanding the above, prior to any larger scale OOSH activities (concerts, carnivals, etc), a Traffic Management Plan specific to the activity should be prepared to address traffic and parking management matters.

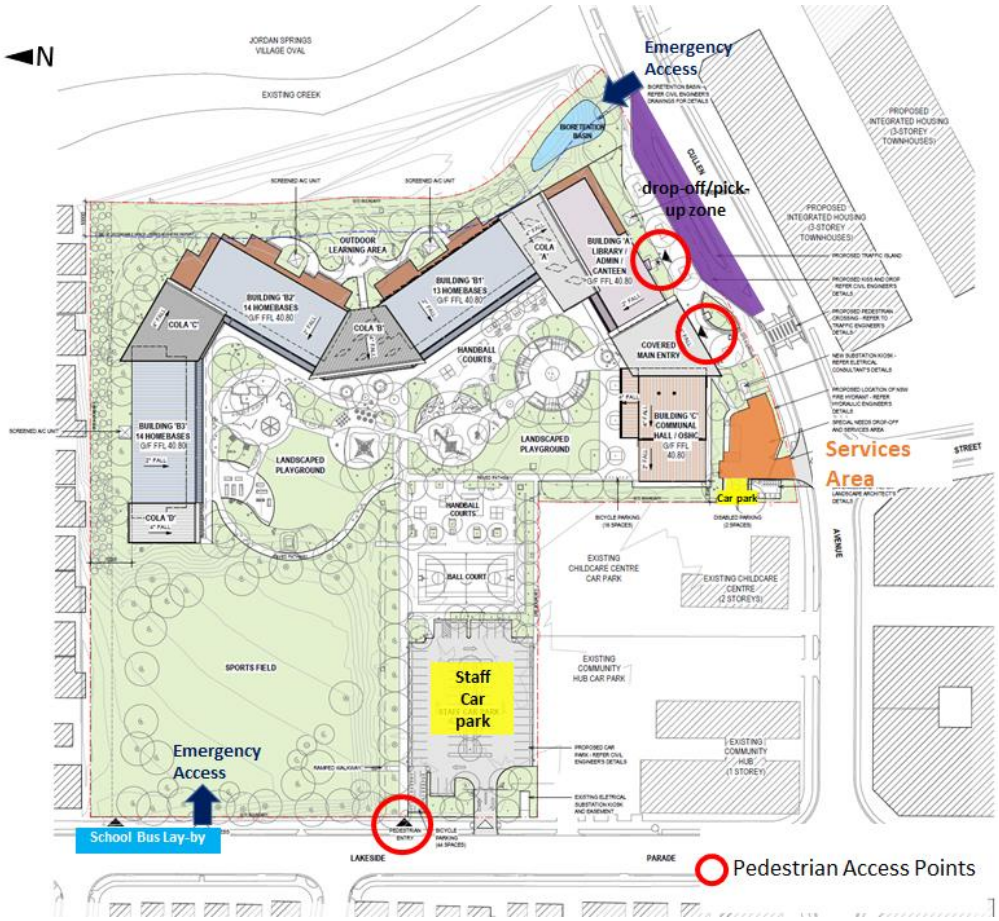
Visitor Access

Visitor access to the school will be via a controlled access gate. In summary:

- The intercom, gate control panel (GCP) and video monitor will be located and controlled from the administration office or an alternate central location.
- Key FOBs or proximity cards will be provided to those, like staff who have access to the car park. Others will need to use the intercom to be granted access.

2.3.4. Site Access Recommendations

Figure 2.14: Vehicle Access Overview



Base source: Traffic Impact assessment, Bitzios Consulting

With regard to Figure 2.14 and the various site access arrangements discussed, the following considerations will be implemented to manage traffic movement in and around the school

- Waste service vehicles to access the school outside of AM and PM peak periods and/or school hours to prevent potential conflicts with school vehicular and pedestrian traffic.
- That vehicles travelling westbound on Cullen Avenue wanting to access the drop-off/ pick-up zone may opt to use the Charlotte Street cul-de-sac and turn right at the Cullen Avenue give-way intersection.
- School staff would supervise school entry/exit points at gates as students arrive and depart the school
- Restriction times will be imposed on the use of the drop-off/ pick-up zone, only between 8.00am to 9.30am and 3:00am to 4.30am, as well as 'School Drop-off Pick-up Zone' signage. At the time of writing this report, we understand that Richard Crookes Construction has agreed on the street sign design with Penrith Council and that this signage will be installed before school opening in Term 3 2020.
- "No Stopping" restriction on the north side of Cullen Avenue west side of the main school access between 8.00am to 9.30am and 3:00pm to 4.30pm may be required to reduce congestion, potential vehicular/ pedestrian. This will be monitored once the school is operational to understand driver behaviour. Action can be taken in liaison with the Penrith Council Road Safety Officer if additional signage like 'No Stopping' is required.
- Staff only access to the car park should be reinforced by the school to prevent it being used by parents. Signage at the entrance, such as 'Staff Parking Only' and directional signage to the drop-off/ pick-up zone, is recommended on the NSW Department of Education's Parking on school grounds webpage.
- Concerning the interaction between vehicles and pedestrians, a pedestrian crossing is proposed on Cullen Avenue to facilitate a safer crossing location. The School Principal can contact ServiceNSW to arrange for an officer/person to act as the safe crossing supervisor during school drop-off and pick-up times.

2.3.5. Kerbside Operations – Drop-off and Pick-up

The School Principal or appointed delegate, such as the Travel Coordinator or Assistant Principal will assist with managing traffic movement for drop-off and pick-up movements and.. The procedures to apply are articulated below. This procedure may be refined to suit the school and the community once operations have commenced, and driver behaviour is better understood:

General Drop-off and Pick-up Information:

- Management of operations kerbside for pick-up and drop-off will be operated by the School Principal or delegated representative.
- If a school bus is arranged for the school, then bus zones are for buses only.

Specific Drop-off Procedures:

- Vehicles are to access the student drop-off/ pick-up area along Cullen Avenue.
- Parents should not get out of their car but continue to move forward with the line of cars.
- Staff will be available to supervise pick-up the student at the drop-off zone approximately 30 minutes before the start of school and after the end of school.
- Parents are asked to remain in the car and a staff member will assist students in exiting the vehicle quickly and safely.
- Parents should arrive and depart the zone in a safe manner.

Specific Pick-up Procedures:

- Vehicles are to access the drop-off/ pick-up area along Cullen Ave.
- The school might consider requesting parents to display a colour coded 'pick-up sign' with child's name facing outward in the passenger window and/ or face up on the dashboard of the passenger side.
- When the dismissal bell goes the students (with their siblings if any) go to their respective colour seating area.
- Designated pick-up times, with parents/ guardians not to arrive before this period.
- Students to be grouped into designated pick-up groups.
- Parents in their cars pull up in the zone with the family name in the dashboard window and the teacher on duty calls out the name.
- The students would have bag tags which show which colour they are supposed to go to on which day.
- Parents should not get out of their car but continue to move forward with the line of cars.
- Student(s) will be delivered to the respective car by a staff member.
- The student gets into car and the car drives off.
- Drivers should not double park to drop-off or pick-up student(s).
- If parents wish to have someone else pick-up their child, a note should be sent to the child's teacher before pick-up. The adult assigned to pick-up the student will be required to show identification if school staff does not know them.
- Only people designated to the staff by parents (or named on the emergency card) will be allowed to pick-up students.

Transport for NSW literature with respect to the "School Drop-off and Pick-up, Organising the initiative", including volunteer adult supervisors to help children get in and out of cars is included in Appendix G.

Penrith City Council, Road Safety Officer has provided the School Principal with guiding information including brochures identifying measures parents and teachers can facilitate the safety and efficiency parking and

drop-off/ pick-up facility[4]. This includes the details of the fine and loss of demerit points associated with disobeying signage/ controls in proximity to schools. It is recommended that a similar brochure is distributed to parents with children at Jordan Spring Public Primary School and this is detailed in Table 1.7 Communication Plan of this Operational Transport and Access Management Plan.

It is also recommended that staff monitor the operation of the proposed drop-off/ pick-up facility. If vehicles are observed to undertake illegal manoeuvres or parking behaviour, drivers can be identified through the student and action be taken to educate the drivers of the correct behaviour. Enforcement will quickly stop this behaviour and facilitate the safety and efficiency of the operation of the designated drop-off/ pick-up facilities.

[4] http://www.kmc.nsw.gov.au/Services_facilities/Basics/Streets_roads_parking/Road_safety_programs/Safety_around_schools

APPENDIX: SSD CONDITIONS OF CONSENT TRACEABILITY DOCUMENT

A. SSD CONDITIONS OF CONSENT TRACEABILITY DOCUMENT

A

Jordan Springs Public School (SSD 9354): Submission of Green Travel Plan which consists of the Green Travel Plan & Operational Traffic and Access Management Plan in accordance with Condition D12 and D13

Green Travel Plan		Confirm where included?
D12	Prior to the commencement of operation, a Green Travel Plan (GTP), must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must:	Green Travel Plan Rev B Dr 2
	(a) be prepared by a suitably qualified traffic consultant in consultation with Penrith CityCouncil and (Sydney Coordination Office) Transport for NSW (TfNSW);	Rebecca Want, Regional Lead GTA Consultants MIEAUst, BEng, MEngSc, MBA prepared Green Travel Plan. Resume attached.
	(b) include objectives and modes share targets (i.e. Site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;	Section 1.2 Green Travel Plan
	(c) include specific tools and actions to help achieve the objectives and mode share targets;	Section 1.2.4 Action Plan fin Green Travel Plan Section 1.2.5 Communication Plan in Green Travel Plan
	(d) include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP; and	Section 1.2.4 Action Plan in Green Travel Plan
	(e) include details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviors of users of the development.	Section 1.3 Evaluation Plan in Green Travel Plan

Operational Transport and Access Management Plan		Confirm where included?
D13	Prior to the commencement of operation, an OTAMP is to be prepared by a suitably qualified person, in consultation with Council and Transport for NSW and submitted to the satisfaction of the Planning Secretary. The OTAMP must address the following:	OTAMP provided as a separate document named "200526rep-N180320-Jordan Springs Operational Transport and Access Management Plan".
	(a) detailed pedestrian analysis including the identification of safe route options – to identify the need for management measures such as staggered school start and finish times to ensure students and staff are able to access and leave the Site in a safe and efficient manner during school start and finish;	Section 2.1 in Green Travel Plan including analytics of de-personalised student data
	(b) the location of all car parking spaces on the school campuses and their allocation (i.e. staff, visitor, accessible, emergency, etc.);	Section 2.3 in Green Travel Plan –
	(c) the location and operational management procedures of the drop-off and pick-up parking, including staff management/traffic controller arrangements;	Section 2.3.4 in Green Travel Plan
	(d) the location and operational management procedures for the drop-off and pick-up of students by buses and coaches for excursions and sporting activities, including staff management/traffic controller arrangements;	Section 2.3.4 Green Travel Plan and Appendix A
	(e) delivery and services vehicle and bus access and management arrangements;	Section 2.3.1. Safe Access in Green Travel Plan
	(f) management of approved access arrangements;	Section 2.3.1 Safe Access in Green Travel Plan

Operational Transport and Access Management Plan		Confirm where included?
	(g) potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing drop-off and pick-up zones;	Section 2.2/Road Network in Green Travel Plan
	(h) car parking arrangements and management associated with the proposed use of school facilities by community members;	Section 2.3.2 Car Parking Operations in Green Travel Plan
	(i) kerbside vehicle pick-up/drop-off management and orderly vehicle queuing;	Section 2.3.1 Safe Access in Green Travel Plan
	(j) maintaining bus accessibility and student waiting areas;	Section 2.3.1. Safe Access/ Bus Access in Green Travel Plan
	(k) safe parent and student behaviour during pick-up/drop-off;	Section 2.3.1 Safe Access in Green Travel Plan
	(l) safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflicts; and	Section 2.3.1 Safe Access in Green Travel Plan
	(m) a monitoring and review program.	Section 1.3 Evaluation Plan in Green Travel Plan
	The plan must detail the responsibilities of various personnel executing the plan and include measures to monitor, review the performance and make improvements to the plan. This plan should be implemented as part of the ongoing operation of the redeveloped school.	Section 1.2.4 Action Plan fin Green Travel Plan

B. TFNSW STAKEHOLDER ENGAGEMENT REGISTER

B

APPENDIX: TFNSW STAKEHOLDER ENGAGEMENT REGISTER

Stakeholder	Engagement Date	Summary of engagement	Outcome
TfNSW SCO, Dave Surplice	21-Apr-20	GTA Consultants demonstrated how the comments have been addressed in the final report	TfNSW SCO comments on Operational Transport and Access Management Plan closed. Stakeholder support received for the approach and the document.
TfNSW SCO, Dave Surplice	17-Apr-20	TfNSW SCO provided comments on the Operational Transport and Access Management Plan	GTA Consultants receive TfNSW comments on Operational Transport and Access Management Plan.
TfNSW SCO, Dave Surplice	16-Apr-20	GTA Consultants provided draft Operational Transport and Access Management Plan for review and comment	TfNSW SCO have received Operational Transport and Access Management Plan for review and comment.
TfNSW SCO, Dave Surplice	9-Apr-20	GTA Consultants provide de-personalised student data analysis and ask TfNSW SCO to consider the provision of a bus service for students out of the walking/cycling catchment. TfNSW SCO understood to have asked TfNSW Service Planning team to understand if bus service viable and feasible	TfNSW SCO now aware of Jordan Springs Public School opening in Term 3 2020 and are now considering feasibility of school bus service
TfNSW SCO Dave Surplice	8-Apr-20	Connect with TfNSW SCO including introduction of Operational Transport and Access Management Plan	Context and project needs provided to TfNSW Stakeholder
TfNSW SCO Katrina Loader Senior Project Manager	8-Apr-20	Initial contact with TfNSW SCO as a stakeholder for the Jordan Springs Public School	Initial contact made and project officer assigned
Penrith Council, Wendy Read Road Safety Officer	22-Apr-20	Introduced Penrith City Council Road Safety Officer Wendy Read to Jordan Springs Public School Principal Kylie Johnson and shared all materials and resources provided by Wendy Read	Introduction between Road Safety Officer and School Principal to enable road safety operations into future.
Penrith Council, Wendy Reade	20-Apr-20	Inquire with Penrith City Council to understand if they might provide an Active Travel Coordinator service for the Jordan Springs School . Wendy advises that this is not a service that Penrith Council can provide	Confirm that Penrith City Council does not provide Active Travel Coordinator services to schools.
Penrith Council, Wendy Reade	8-Apr-20	Wendy Reade provides a wealth of information including Communications Material and contact details in obtaining support and assistance to road safety matters for Jordan Springs School. This information is incorporated in the Operational Transport and Access Management Plan, in particular the Communication Plan is defined by information provided by Penrith Council	Operational Transport and Access Management Plan, Communications Plan is now well informed by materials provided by Penrith City Council. Action Plan is also updated with information provided by Wendy Reade

APPENDIX: PENRITH CITY COUNCIL STAKEHOLDER ENGAGEMENT REGISTER

C. PENRITH CITY COUNCIL STAKEHOLDER ENGAGEMENT REGISTER

C

APPENDIX: PENRITH CITY COUNCIL STAKEHOLDER ENGAGEMENT REGISTER

Stakeholder	Engagement Date	Summary of Engagement	Outcome
Penrith Council, Wendy Read Road Safety Officer	22-Apr-20	Introduced Penrith City Council Road Safety Officer, Wendy Read, to Jordan Springs Public School Principal Kylie Johnson and shared all materials and resources provided by Wendy.	Introduction between Road Safety Officer and School Principal to enable road safety operations into future.
Penrith Council, Wendy Read Road Safety Officer	20-Apr-20	Inquire with Penrith City Council to understand if they might provide an Active Travel Coordinator service for the Jordan Springs School. Wendy advises that this is not a service that Penrith Council can provide	Confirm that Penrith City Council does not provide Active Travel Coordinator services to schools.
Penrith Council, Wendy Read Road Safety Officer	8-Apr-20	Wendy provides a wealth of information including Communications Material and contact details in obtaining support and assistance to road safety matters for Jordan Springs School. This information is incorporated in the Operational Transport and Access Management Plan, in particular the Communication Plan is defined by information provided by Penrith Council	Operational Transport and Access Management Plan, Communications Plan is now well informed by materials provided by Penrith City Council. Action Plan is also updated with information provided by Wendy

D. JORDAN SPRINGS PS TRANSPORT ACCESS GUIDE

D

Transport Access Guide

The majority of families live within a reasonable (2km) walking or cycling distance from Jordan Springs Public School. The TAG over the page provides suggested safe and accessible walking trails and cycling routes in your local area.

By Walking: Wide footpaths are provided on both sides of most roads and provide dedicated off-road links across Jordan Springs, including Lakeside Parade, Greenwood Parkway, Alinta Promenade, Cullen Avenue, Water Gum Drive and Jordan Springs Boulevard.

By Cycling: As students are allowed to cycle on all footpaths, they can approach the school from all directions. If coming from the north, students can also use the off-road shared path connecting Greenwood Parkway and Cullen Avenue. Bike parking is available at the Lakeside Parade entry and the area next to the communal hall.

Public Transport: Child/Youth Opal cards are for children aged 4-15 years. The School Student Transport Scheme provides free public travel to and from home for eligible students. All students in Years K-2 are eligible, while students in Years 3-6 are eligible if the straight-line distance from their home address to school is no more than 1.6km, or if the walking distance is 2.3km or further.

For further public transport information go to www.transportnsw.info or call 131 500

The following bus routes are within walking distance of the school:

- Route 677—Richmond to Penrith;
- Route 783—Jordan Springs to Penrith
- Route 786—Penrith to Cranebrook

Route	Description	Number of Services in the Morning	Walk from Bus Stop to School
677	Richmond to Penrith	2 services	11 minutes
783	Jordan Springs to Penrith	4 services	1 minute
786	Penrith to Cranebrook	3 services	7 minutes

Car: Main access roads to the school include Lakeside Parade, Greenwood Parkway, Alinta Promenade, Cullen Avenue, Water Gum Drive and Jordan Springs Boulevard.

For pick-ups and drop-offs, parents are encouraged to use the indented short-stay zone on the northern side of Cullen Avenue.

Prepared By

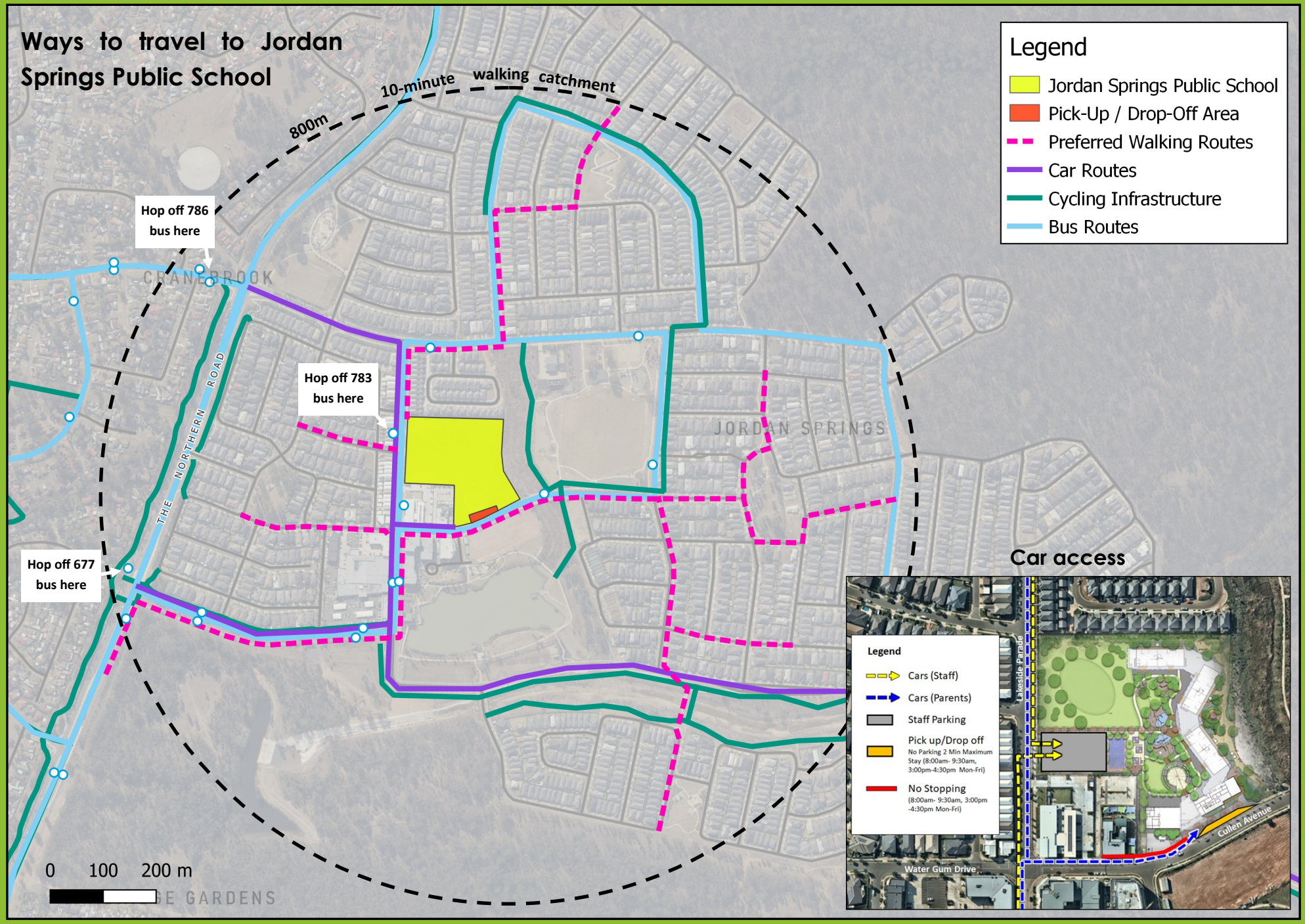
GTAconsultants

Transport Access Guide

How to travel to and from

Jordan Springs Public School

Ways to travel to Jordan Springs Public School



E. JORDAN SPRINGS PS FENCE AND GATE PLAN

E

LEGEND

- SITE BOUNDARY
- RETAIN EXISTING FENCE
- FN1 PALISADE FENCE (2150mm HIGH)
- ~~FN2 CHAINWIRE MESH FENCE (MAX 1200mm HIGH)~~
- FN3 BASKETBALL FENCE (MIN 2400mm HIGH)
- FN4 METAL POOL TYPE FENCE (1200mm HIGH)

EXISTING FENCE TO BE RETAINED AND PROTECTED. ANY DAMAGE TO BE RECTIFIED.

PALISADE FENCE (FN1) TO FINISH ALIGNED WITH EXISTING FENCE

EXISTING FENCE TO BE RETAINED AND PROTECTED. ANY DAMAGE TO BE RECTIFIED.

RETURN FENCE ONE METRE WHERE ADJOINING EXISTING FENCE LINE THROUGHOUT.

BOLLARD, SWIPE ZONE REFER TO ELECTRICAL ENGINEER

PALISADE FENCE (FN1) TO FINISH ALIGNED WITH EXISTING FENCE ALLOW FOR 1200mm CLEAR SPACE BETWEEN SUBSTATION & FENCING

EXISTING FENCE TO BE RETAINED AND PROTECTED. ANY DAMAGE TO BE RECTIFIED.

ALLOW FOR 1200mm CLEAR SPACE BETWEEN SUBSTATION & FENCING

BOLLARD, SWIPE ZONE REFER TO ELECTRICAL ENGINEER

LAKESIDE PARADE

CULLEN AVENUE

HANDBALL COURTS PAINTED ON PAVEMENT. REFER SCHEDULE

FENCE & GATE SCHEDULE

CODE	DIMENSIONS	TYPE	DESCRIPTION	FINISH	ADDITIONAL COMMENTS
FENCES					
FN1	2150mm H	Steel Palisade Security fence	Site Boundary	Powdercoated Colour: Monument	Fence to comply with EFSG standard and details
~~FN2~~	~~1200mm H~~	~~Chainwire mesh fence~~	~~Eastern boundary swale area~~	~~Plain galvanised~~	
FN3	2400mm H	Corromesh Wire Mesh fence	Basketball/sports court fencing	Powdercoated Colour: Monument	
FN4	1200mm H	Metal pool type fence	Special needs area	Powdercoated Colour: Monument	Required at every automated, security controlled gate to house motor. Refer Electrical dwgs & spec for all infrastructure requirements
GATES VEHICULAR					
G1	2150mm H x 5800mm min width	Steel Palisade Security Vehicular gate	Single panel sliding gate security controlled,cantilevered	Powdercoated Colour: Monument	Refer Electrical dwgs & spec for all infrastructure requirements
G2	2150mm H x 6500mm width	Steel Palisade Security Vehicular gate	Single panel sliding gate security controlled, cantilevered	Powdercoated Colour: Monument	Refer Electrical dwgs & spec for all infrastructure requirements
G3	2150mm H x 3600mm width	Steel Palisade Security Vehicular gate	Double leaf swing, lockable Emergency/service access	Powdercoated Colour: Monument	Refer Specification
G4	2150mm H x 3600mm width	Steel Palisade Security Vehicular gate	Double leaf swing, lockable Emergency/service access	Powdercoated Colour: Monument	Refer Specification

CODE	DIMENSIONS	TYPE	DESCRIPTION	FINISH	ADDITIONAL COMMENTS
GATES PEDESTRIAN					
G5	2150mm H x 2000mm width	Steel Palisade Security Pedestrian gate	Single leaf swing security controlled	Powdercoated Colour: Monument	Refer Electrical dwgs & spec for all infrastructure requirements
G6	2150mm H x 3000mm width	Steel Palisade Security Pedestrian gate	Single leaf security controlled	Powdercoated Colour: Monument	Refer Electrical dwgs & spec for all infrastructure requirements
~~G7~~	~~2150mm H x 3000mm width~~	~~Steel Palisade Security Pedestrian gate~~	~~Single leaf swing automated security controlled~~	~~Powdercoated Colour: Monument~~	~~Refer Electrical dwgs & spec for all infrastructure requirements~~
G8	2150mm H x 1200mm width	Steel Palisade Security Pedestrian gate	Single leaf manual swing gate	Powdercoated Colour: Monument	Refer Specification
G9	2150mm H x 1500mm width	Steel Palisade Security Pedestrian gate	Single leaf swing security controlled	Powdercoated Colour: Monument	Refer Electrical dwgs & spec for all infrastructure requirements
G10	2150mm H x 1500mm width	Steel Palisade Security Pedestrian gate	Single leaf manual swing gate, lockable	Powdercoated Colour: Monument	Refer Specification
G11	2150mm H x 2000mm width	Steel Palisade Security Pedestrian gate	Single leaf manual swing gate, lockable	Powdercoated Colour: Monument	Refer Specification
G12	2150mm H x 1500mm width	Steel Palisade Security Pedestrian gate	Single leaf manual swing gate	Powdercoated Colour: Monument	Refer Specification
G13	1200mm H x 1200mm width	Metal Palisade Pool - type Pedestrian gate	Single leaf manual swing gate lockable	Powdercoated Colour: Monument	Refer Specification
G14	1200mm H x 1000mm width	Weldmesh Pedestrian gate	Single leaf manual swing gate lockable	Plain galvanised	Refer Specification
~~G15~~	~~1200mm H x 1000mm width~~	~~Weldmesh Pedestrian gate~~	~~Single panel manual swing gate lockable~~	~~Plain galvanised~~	~~Refer Specification~~
G16	1200mm H x 1200mm width	Metal Palisade Pool - type Pedestrian gate	Single leaf manual swing gate lockable	Powdercoated Colour: Monument	Refer Specification
G17	2150mm H x 1000mm width	Steel Palisade Security Pedestrian gate	Single leaf manual swing gate, lockable	Powdercoated Colour: Monument	Refer Specification
G18	1200mm H x 1000mm width	Metal Palisade Pool - type Pedestrian gate	Single leaf manual swing gate lockable	Powdercoated Colour: Monument	Refer specification service gate to fencing to house motor
G19	1200mm H x 1000mm width	Metal Palisade Pool - type Pedestrian gate	Single leaf manual swing gate lockable	Powdercoated Colour: Monument	Refer specification service gate to fencing to house motor

Amendments

Issue	Description	Date
A	DETAILED DESIGN	21/06/2019
B	FINAL DETAILED DESIGN	12/07/2019
C	FINAL DETAILED DESIGN	22/07/2019
D	FINAL DETAILED DESIGN	25/07/2019
E	FINAL DETAILED DESIGN	26/07/2019
F	FINAL DETAILED DESIGN	05/08/2019
G	FOR CONSTRUCTION	31/01/2020

Contractor
RICHARD CROOKES CONSTRUCTIONS

Client
NSW GOVERNMENT Education

GROUP GSA
Group GSA Pty Ltd ABN 76 002 113 779
Level 7, 80 William St East Sydney NSW Australia 2011 www.groupgsa.com
T +612 9361 4144 F +612 9332 3458
architecture interior design urban design landscape
nom architect M. Sheldon 3990

Project Title
JORDAN SPRINGS PS

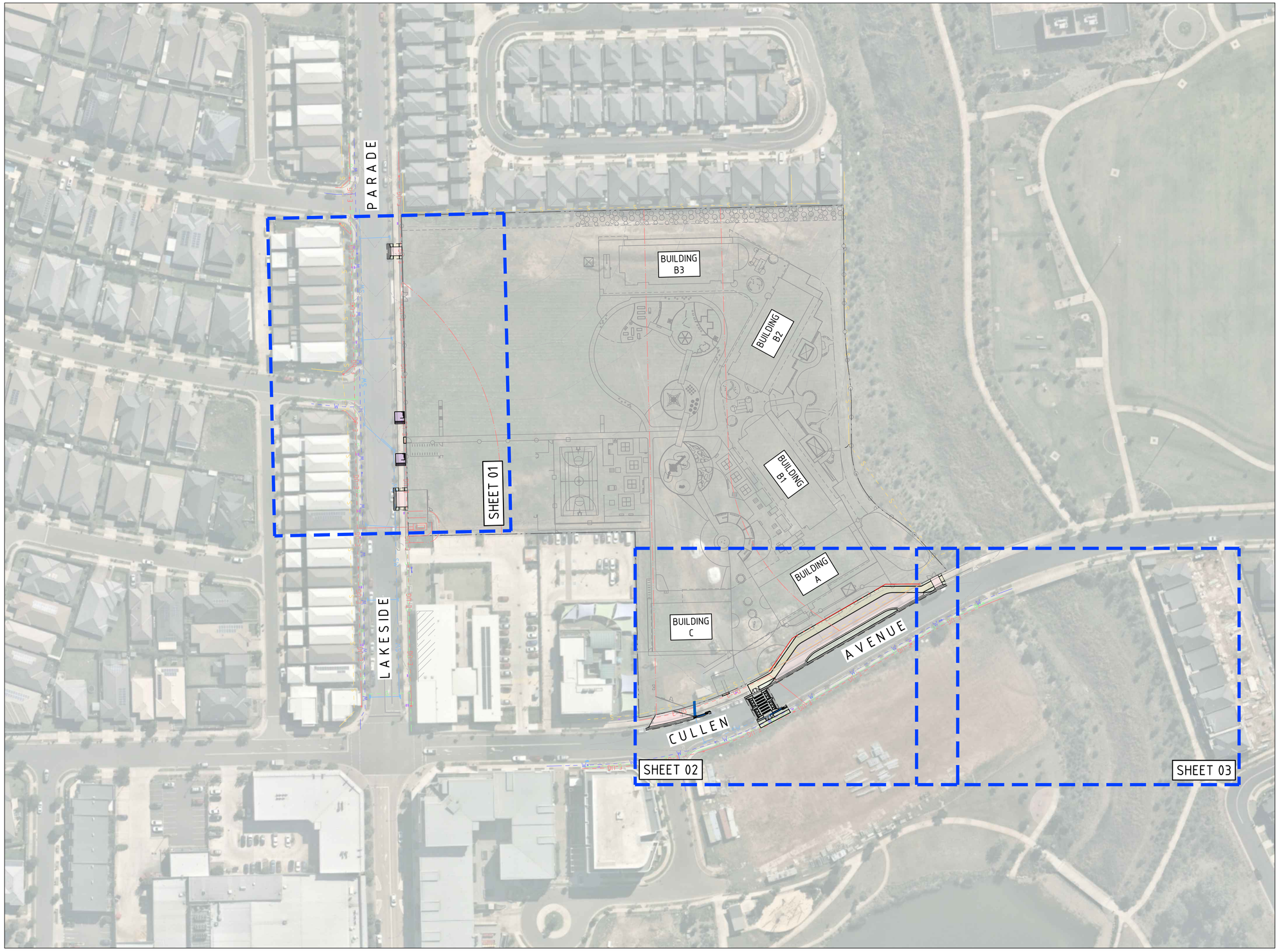
Drawing Title
FENCE & GATE PLAN

Scale	1:400 @A1
Drawing created (date)	21/06/2019
By	ZM
Plotted and checked by	ZM
Verified	LI
Approved	FR
Drawing No	Issue
180646	L-JS-2200 G
File	Plot Date
$FILE$	$DATE$

APPENDIX: JORDAN SPRINGS PS CULLEN AVENUE PEDESTRIAN CROSSING

F. JORDAN SPRINGS PS CULLEN AVENUE PEDESTRIAN CROSSING

F



LEGEND

- BOUNDARY LINE
- EASEMENT LINE
- EXISTING KERB
- E — EXISTING ELECTRICITY
- E-OH — EXISTING ELECTRICITY (OVERHEAD)
- E-UG — EXISTING ELECTRICITY (UNDERGROUND)
- G — EXISTING GAS
- W — EXISTING WATER
- SW — EXISTING STORMWATER
- XXXX — EXISTING CONTOURS
- SHEET EXTENTS

GENERAL NOTES:

1. SURVEY SUPPLIED BY: LTS LOCKLEY
   1.1. REFERENCE NUMBER: 43776 002DT
   1.2. DATE: 16/05/2018
   1.3. REVISION: 1
2. ALL UTILITY SERVICES INDICATED ON THE DRAWINGS ORIGINATE FROM SUPPLIED DATA OR DIAL BEFORE YOU DIG SEARCHES, THEREFORE THEIR ACCURACY AND COMPLETENESS IS NOT GUARANTEED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE AND CONFIRM THE LOCATION AND LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE SUPERINTENDENT. CLEARANCES SHALL BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY. NOTE SERVICE AUTHORITY REQUIREMENTS FOR LOCATING OF SERVICES PRIOR TO COMMENCEMENT OF WORKS.
3. NORTHROP TAKE NO RESPONSIBILITY FOR THE ACCURACY AND/OR USE OF THIS SURVEY AND ITS CONTENTS

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This plan / document relates to
Development Consent: SSD9354
S138 Roads Act: EA20/0006
Subject to the conditions outlined in the consent
COUNCIL DOES NOT ATTEST TO THE ACCURACY OF DETAILS IN PLANS

FOR S138 APPROVAL

DRAWN: V. PHONE DESIGNED: J. GRINSELL JOB MANAGER: J. GILLIGAN VERIFIER:

REVISION	DESCRIPTION	ISSUED	VER'D	APP'D	DATE
1	ISSUED FOR APPROVAL	CP		JRG	19.12.19
2	RE-ISSUED FOR APPROVAL	JRG		JRG	06.03.20

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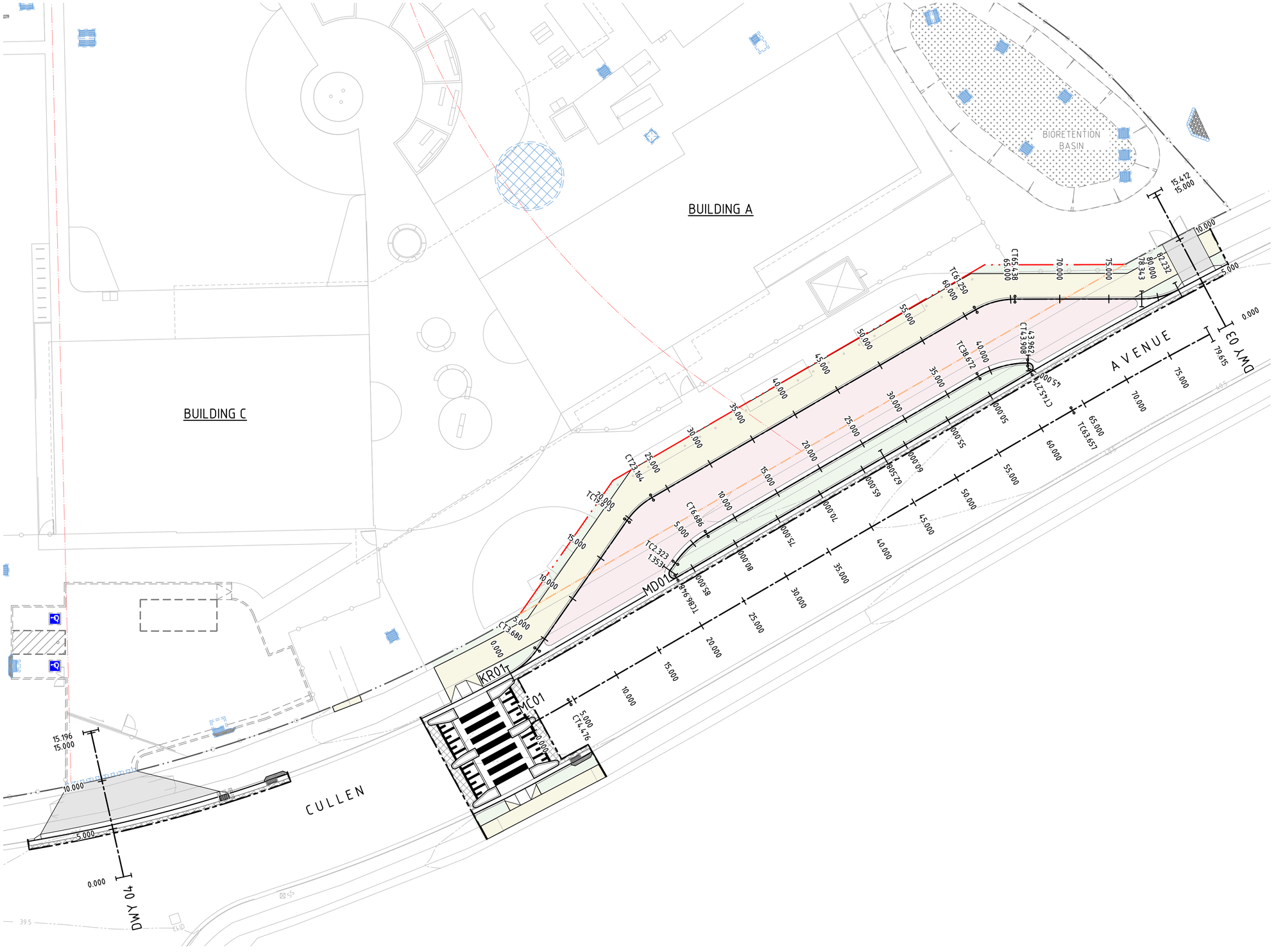
NORTHROP
Sydney
Level 11 345 George Street, Sydney NSW 2000
Ph (02) 9241 4188 Fax (02) 9241 4324
Email sydney@northrop.com.au ABN 81 094 433 100

PROJECT
JORDAN SPRINGS PUBLIC SCHOOL PUBLIC DOMAIN
14-28 CULLEN AVENUE, JORDAN SPRINGS

DRAWING TITLE
CIVIL DOCUMENTATION CONSTRUCTION CERTIFICATE
GENERAL ARRANGEMENT PLAN

JOB NUMBER 182535
DRAWING NUMBER C101.21
REVISION 2
DRAWING SHEET SIZE = A1



LEGEND

- PROPOSED BOUNDARY LINE
- EXISTING BOUNDARY LINE
- EASEMENT LINE
- REDUNDANT BOUNDARY LINE
- MC01 — CONTROL LINE
- CH0.000 — CHAINAGE
- LIMIT OF WORKS

GENERAL NOTES:

1. CAD FILES TO BE SUPPLIED IN AUTOCAD FORMAT FOR SETOUT PURPOSES (UPON REQUEST).

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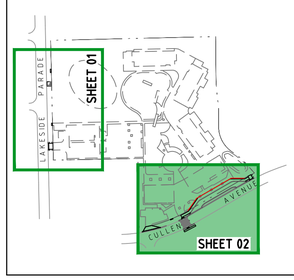
KEY PLAN



FOR S138 APPROVAL

VERIFIER:
JOB MANAGER: J. GILLIGAN
DESIGNED: J. GRINSELL
DRAWN: V. KEANE

REVISION	DESCRIPTION	ISSUED	VER'D	APP'D	DATE
1	ISSUED FOR APPROVAL	CP		JRG	19.12.19
2	RE-ISSUED FOR APPROVAL	JRG		JRG	06.03.20

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SCALE 1:100 @ A1 (0 1 2 3 4 5m)

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Sydney
Level 11 345 George Street, Sydney NSW 2000
Ph (02) 9241 4188 Fax (02) 9241 4324
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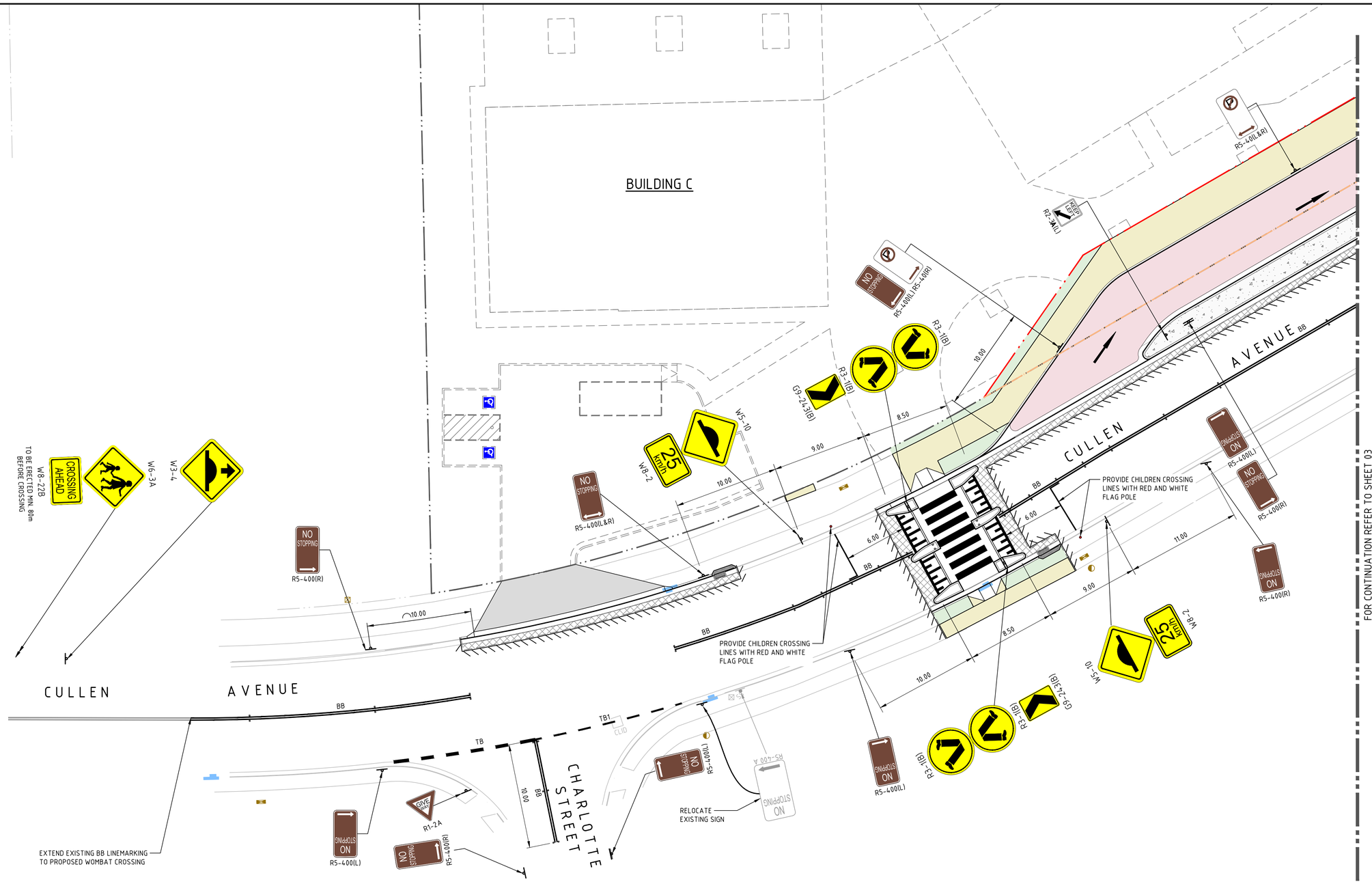
PROJECT: JORDAN SPRINGS PUBLIC SCHOOL PUBLIC DOMAIN
14-28 CULLEN AVENUE, JORDAN SPRINGS

DRAWING TITLE: CIVIL DOCUMENTATION CONSTRUCTION CERTIFICATE
SITEWORKS SETOUT CONTROL PLAN - SHEET 02

JOB NUMBER: 182535
DRAWING NUMBER: C106.02
REVISION: 2
DRAWING SHEET SIZE = A1



LEGEND

- PROPOSED BOUNDARY LINE
- BOUNDARY LINE BY OTHERS
- REDUNDANT BOUNDARY LINE
- EXISTING DRAINAGE STRUCTURE
- NEW DRAINAGE STRUCTURE
- PROPOSED FOOTPATH
- PROPOSED LANDSCAPING
- PROPOSED FLEXIBLE PAVEMENT
- PROPOSED CONCRETE MEDIAN
- PROPOSED VEHICULAR CROSSING
- PROPOSED BUS SHELTER
- LIMIT OF WORKS — LIMIT OF WORKS
- BB - BARRIER LINES
- STREET SIGNS

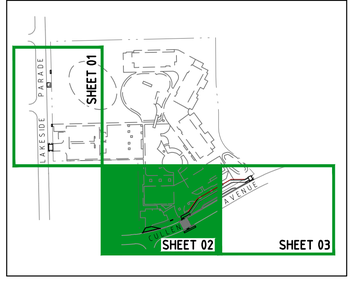
GENERAL NOTES:

1. REFER SPECIFICATIONS NOTES FOR SIGNAGE AND LINEMARKING GENERAL REQUIREMENTS.
2. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL / RELEVANT AUTHORITY SPECIFICATIONS AND DETAILS.
3. CAD FILES TO BE SUPPLIED IN AUTOCAD FORMAT FOR SETOUT PURPOSES (UPON REQUEST).

NOTES:

1. RMS IS TO BE CONTACTED FOR IMPLEMENTATION OF 40KPH SCHOOL ZONE RESTRICTIONS, SIGNAGE AND PAVEMENT MARKING.

KEY PLAN



PENRITH CITY COUNCIL

COUNCIL DOES NOT ATTEST TO THE ACCURACY OF DETAILS IN PLANS

SIGNAGE AND LINE MARKING APPROVED FOR INSTALLATION

Subject to the conditions in development consent: SSD 9354

NOT FOR CONSTRUCTION

DRAWN: V. CHON
DESIGNED: J. GRINSELL
JOB MANAGER: J. GILLIGAN
VERIFIER:

REVISION	DESCRIPTION	ISSUED	VER'D	APP'D	DATE
2	ISSUED FOR CLIENT REVIEW	VC		JRG	06.11.19
3	ISSUED FOR APPROVAL	JO		JRG	12.11.19
4	RE-ISSUED FOR APPROVAL	CP		JRG	26.11.19
5	RE-ISSUED FOR APPROVAL	JO		JRG	27.11.19
6	RE-ISSUED FOR APPROVAL	JO		JRG	27.11.19
7	RE-ISSUED FOR APPROVAL	CP		JRG	03.12.19

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Ph (02) 9241 4188 Fax (02) 9241 4324
Email sydney@northrop.com.au ABN 81 094 433 100

PROJECT: JORDAN SPRINGS PUBLIC SCHOOL PUBLIC DOMAIN

14-28 CULLEN AVENUE, JORDAN SPRINGS

DRAWING TITLE: CIVIL DOCUMENTATION CONSTRUCTION CERTIFICATE

SIGNAGE AND LINEMARKING PLAN - SHEET 02

JOB NUMBER: 182535

DRAWING NUMBER: C111.02

REVISION: 7

DRAWING SHEET SIZE = A1

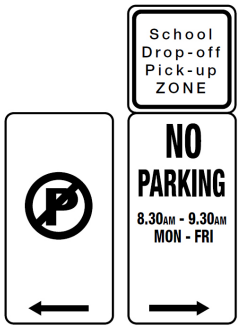
APPENDIX: JORDAN SPRINGS PS SCHOOL DROP-OFF AND PICK-UP INITIATIVE

G. JORDAN SPRINGS PS SCHOOL DROP-OFF AND PICK-UP INITIATIVE

G

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.

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