

Our Reference: **PT16042**

Root Partnerships  
Level 2  
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18 December

2020

Via email: [carrey.s@rootpartnerships.com.au](mailto:carrey.s@rootpartnerships.com.au)  
Attention: Mr Shaun Carrey

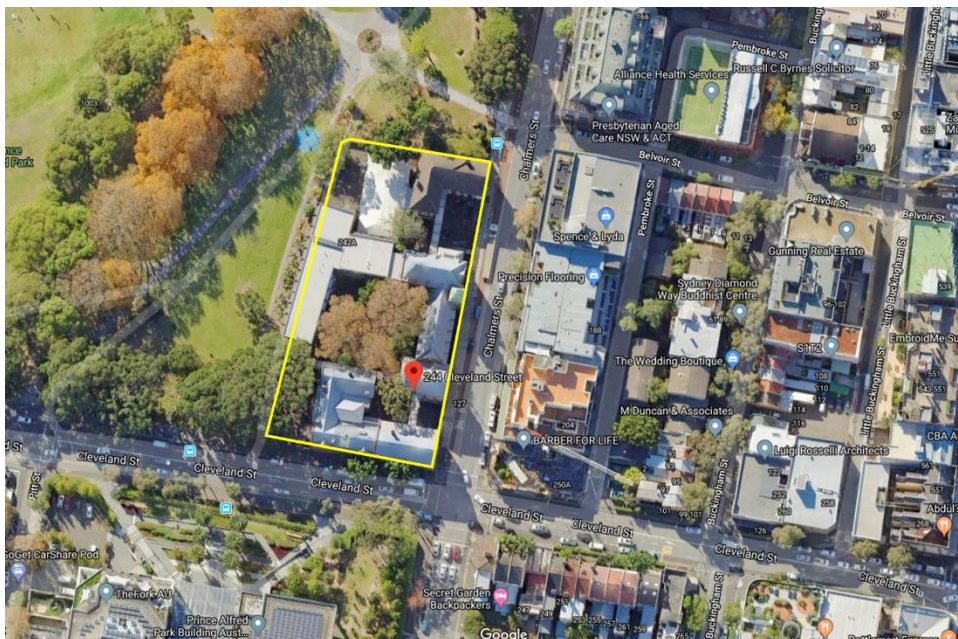
### **Inner Sydney High School Operational Transport & Access Management Plan**

As requested, and in response to the State Significant Development Application conditions of consent, please find the details of the Operational Transport & Access Management Plan for the proposed construction of the Inner Sydney High School.

#### **Site Location**

The proposed location of the Inner Sydney High School is shown below in **Figure 1**.

**Figure 1 - Site Location**



#### **State Significant Development Application Condition of Consent**

Positive Traffic Pty Ltd ATF Positive Traffic Trust  
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On matters pertaining to the transport operations to support the construction of the Inner Sydney High School, the following condition of consent is noted:

***Operational Transport and Access Management Plan (OTAMP)***

***Condition D3***

***An OTAMP is to be prepared for the schools (or separately for each school) by a suitably qualified person, in consultation with Council, Transport for NSW and RMS, to the satisfaction of the Secretary, and must address the following:***

- 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;***
- b) the location of all car parking spaces on the school campuses and their allocation (i.e. staff, visitor, accessible, emergency, etc.);***
- c) the location and operational management procedures of the pick-up and drop-off parking located within Chalmers Street, including staff management/traffic controller arrangements;***
- d) the location and operational management procedures for the pick-up and drop-off of students by buses and coaches for excursions and sporting activities during the hours of bus lane operations along Chalmers Street, including staff management/traffic controller arrangements;***
- e) delivery and services vehicle and bus access and management arrangements;***
- f) management of approved access arrangements;***
- g) potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing pick-up and drop-off parking in Chalmers Street;***
- h) car parking arrangements and management associated with the proposed use of school facilities by community members; and***
- i) a monitoring and review program.***

***The OTAMP/s must be submitted to the Secretary for approval prior to operation of the development.***

***The OTAMP/s (as revised from time to time) must be implemented by the Applicant for the life of the development.***

**School Population Growth Summary**

It is noted that the proposed school opening in February 2020 will only include Year 7 students and associated staff / administration needs to cover the student population of approximately 200 students. Thus, the full student / staff population of 1,200 students and associated staff is not expected to occur at the school under the start of school year 2025.

It is also noted that the proposed Inner Sydney High School would not result in a 1,200-student net increase in the area as a proportion of the students whom attend this school currently attend other schools in the immediate area.

**Responses to Condition of Consent D3**

The following presents references to reporting to date and additional information in response to each item presented above in Condition D3.

#### Item 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.***

#### Response

The position of the school to existing public transport operations, pedestrian and bicycle infrastructure is significant. Pedestrians have the opportunity to utilise both existing pedestrian pathways and shared pedestrian / cycle pathways when travelling in a safe manner to / from the school.

The site is located in an existing pedestrian network with full width footpaths provided in both Chalmers Street and Cleveland Street. The signalised intersection of Chalmers Street and Cleveland Street, immediately adjacent to the school, provides signal-controlled pedestrian facilities on all approaches. Other signal-controlled intersections around the site include pedestrian facilities, including:

- Cleveland Street and Pitt Street
- Cleveland Street and George Street
- Cleveland Street and Regent Street
- Cleveland Street and Walker and Wilton streets
- Cleveland Street and Marlborough Street
- Redfern Street and Chalmers Street
- Redfern Street and Pitt Street
- Redfern Street and George Street

There are also signal-controlled pedestrian crossings at:

- Chalmers Street near Devonshire Street
- Chalmers Street south of Eddy Avenue.

As with bicycle facilities, generally pedestrian conditions around the site are considered to be of a high standard in terms of:

Amenity – there is extensive traffic calming, considerable effort has been invested in the quality of the urban design in the public realm, many of the links have a canopy for shade provided by trees and there is generally a medium to high degree of activation and passive surveillance during the day

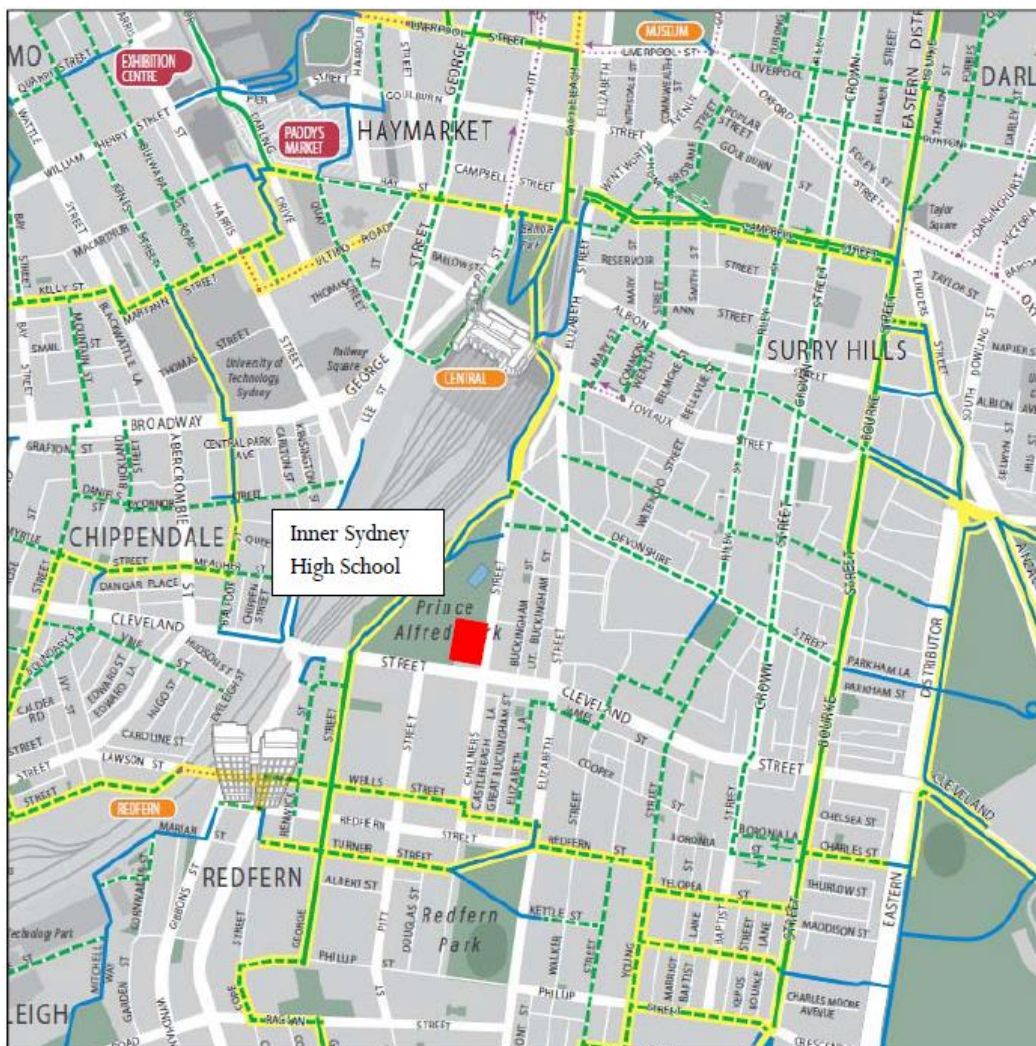
- Pedestrian facilities, especially crossings, are located on desire lines
- Grades, especially to the south of the subject site, are modest, making walking comfortable and easy

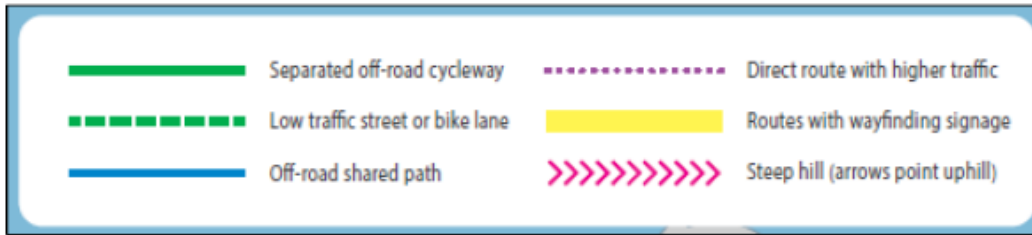


- There are parks and pocket parks (e.g., Reconciliation Park at the corner of James Street and George Street) that are integrated into the pedestrian network, increasing amenity
- The surface of the footpaths is generally of a high standard and there is a minimal level of footpath clutter
- There is extensive traffic management which seeks to reduce traffic speeds and intrusion; this includes measures such as selected closures, one-way arrangements, speed humps and threshold treatments and managed on-street parking
- Pedestrian permeability of the network is reasonable, although the rail corridor has limited crossing points.

These pedestrian conditions are attractive for people to walk to Inner Sydney High School and would encourage walking as a mode between the school and the two rail stations (Central Station and Redfern Station).

The following figure provides a summary of the bicycle network in the general area around Inner Sydney High School.





As shown above the proposed school is located within a number of safe and convenient cycling / walking routes.

As required by the condition of consent, it is confirmed that as the school population increases between 2020 and 2025, staggered finishing times will be introduced to spread peak exiting demands of the school.

#### Item B

***the location of all car parking spaces on the school campuses and their allocation (i.e. staff, visitor, accessible, emergency, etc.).***

#### Response

As confirmed in the traffic report<sup>1</sup>, the existing car park of the disused school is to be maintained with the proposed redevelopment of the site and will facilitate both a small number of staff parking spaces, two (2) visitor spaces including one (1) accessible space and loading dock facilities for service vehicles.

The existing heritage building on the corner of Cleveland Street / Chalmers Street which has been incorporated into the design negates any opportunity to expand on-site parking. Further, limited on-site parking provision is being used as part of a suite of measures to maximise travel to / from the school via non-private vehicle modes.

The existing driveway access to Cleveland Street is to be retained as shown below:



<sup>1</sup> Proposed Inner Sydney High School Traffic Impact Assessment Report – Positive Traffic Pty Ltd May 2017

Turning path analysis in the traffic report of the proposed car park design confirmed the design of the car park is sufficient to accommodate up to a Medium Rigid Truck (garbage truck) entering / exiting the site in a forward direction.

This turn path analysis which includes confirmation of the car park design is provided in [Appendix A](#) of this report.

The certification of the construction plans for the design of the revised car park is provided in [Appendix B](#) of this report.

### **Item C**

***the location and operational management procedures of the pick-up and drop-off parking located within Chalmers Street, including staff management/traffic controller arrangements.***

#### Response

As the time of preparing this report, application of for the Kiss and Drop facility (in response to Condition D4) had been submitted to both the Roads and Maritime Services and the City of Sydney for consideration.

A copy of this application is provided in [Appendix C](#) of this report.

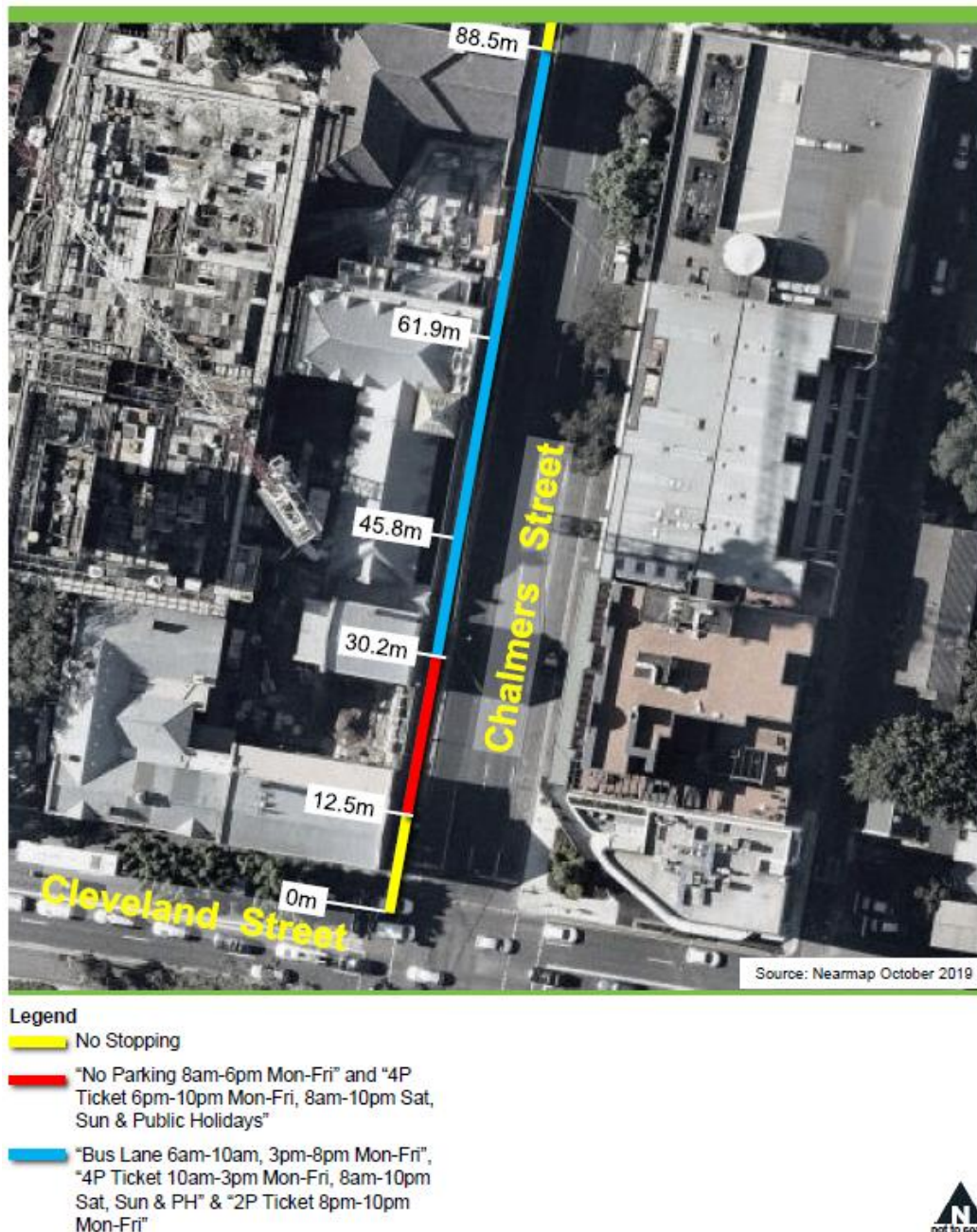
However, following approval of the development and submission of the application, consultation with representatives of both Sydney City Council and Transport for NSW revealed that they would not support the Kiss and Drop facility located on the eastern side of Chalmers Street.

It was agreed that the Kiss and Drop facility instead could be located on the western side of Chalmers Street through the shortening of the existing kerbside bus lane from Cleveland Street. Subsequently, the Local Traffic Committee of Sydney City Council which includes a representative from Transport for NSW supported the initial provision of a two (2) space Kiss and Drop facility on the western side of Chalmers Street immediately north of Cleveland Street. The approved arrangements of this facility is shown below in [Figure 2](#). The Kiss and Drop facility would take the form of a No Parking Zone 8:00am – 6:00pm Monday to Friday with other times allowing general ticketed parking.



Figure 2 – Sydney City Council / TfNSW Approved Location of Kiss and Drop Facility

Chalmers Street, Surry Hills  
Proposed Parking Changes



Whilst the initial Kiss and Drop facility was installed on the proviso that it can accommodate two (2) vehicles, application of the Australian Standard for On Street Parking Facilities AS2890.5 confirms that it can in fact accommodate up to three (3) vehicles at any one time.

It is expected that in the future with expansion of the school population over time that the initial Kiss and Drop facility would be extended north to allow for a total of five (5) vehicles at any one time as recommended in the original traffic impact assessment report and the relevant condition of consent within the original approval.

On the matter of the management of the Kiss and Drop facility, current restrictions by the Teachers Federation does not allow school staff to manage such a facility on the public footpath / road network.

However, staff would be available to manage the pedestrian entry / exit gate in Chalmers Street in close proximity to the Kiss and Drop facility now located on the western side of Chalmers Street. Further, it is acknowledged that the school would be proactive in communicating to parent's safe use protocols for the legal use of the Drop Off and Pick Up facility along with relevant information uploaded to the school website to convey information as needed.

As advised by the school, during peak departure times of the school, the combination of staggered finish times to restrict the total quantum of students exiting the school at any one time and a staff member within the school near the main entry / exit will facilitate the safe movement of children exiting the school.

#### **Item D**

***the location and operational management procedures for the pick-up and drop-off of students by buses and coaches for excursions and sporting activities during the hours of bus lane operations along Chalmers Street, including staff management/traffic controller arrangements.***

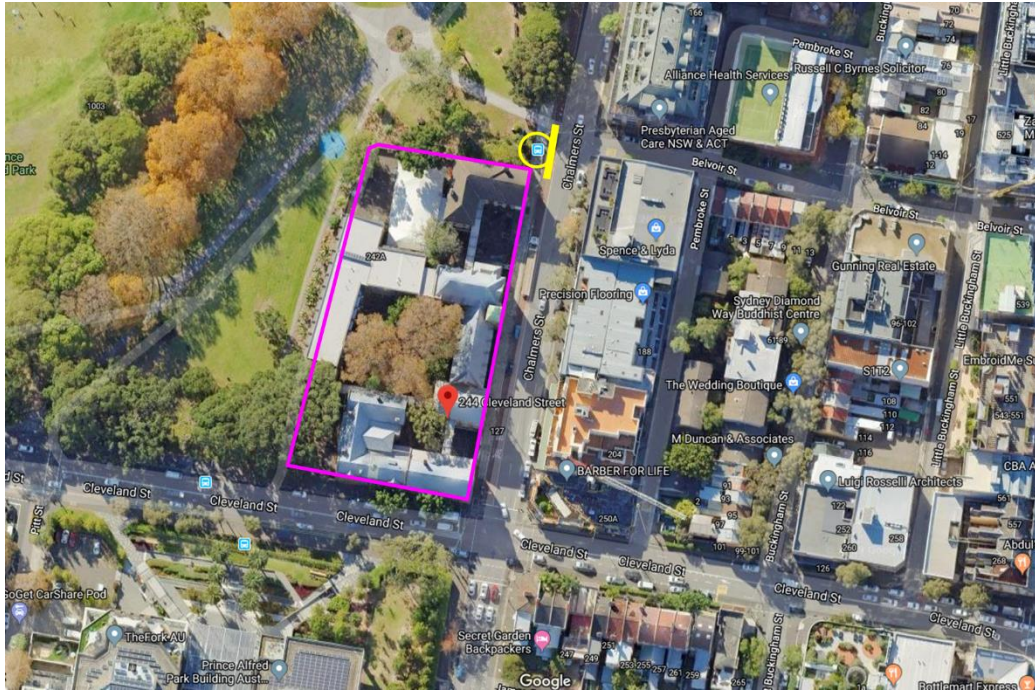
#### Response

The use of the existing bus stop to the north of the school on the western side of Chalmers Street is to be limited to the picking up of children for sport events to maximise the efficiency of the existing bus lane in Chalmers Street with the operational hours of 6:00am – 10:00am and 3:00pm – 7:00pm.

The use of this bus stop may at times extend to excursion buses. However, where possible the picking up and dropping off children for 'excursions' would avoid the peak operating periods of the existing bus lane. The existing bus stop / bus zone on the western side of Chalmers Street as shown below in **Figure 3**.

**Figure 3 - Existing Bus Stop Location for Use by Excursion Bus/s**





Of note, the existing bus stop does operate during operational times of the existing bus lane.

In the event that an excursion bus arrives before 10:00am or after 3:00pm, given the full kerbside of Chalmers Street is available for use by buses with the bus lane in operation, the inconvenience of a route bus having to park behind an excursion bus would not impede its operation.

#### Item E

***delivery and services vehicle and bus access and management arrangements.***

##### Response

As stated above in response to Item B above, all delivery vehicle access would be via the existing small off street car park from Cleveland Street with vehicles parking within the loading dock facility.

As also stated above in response to Item D, all buses involved in excursions / sport would drop off / pick up students from the existing bus stop / zone on the western side of Chalmers Street as shown in **Figure 3**. Further, buses for excursions / sport would avoid where possible the use of the existing bus stop during operation of the existing bus lane in Chalmers Street between the hours of 6:00am – 10:00am and 3:00pm – 7:00pm.

#### Item F

***management of approved access arrangements.***

##### Response

The approved access points for vehicles and pedestrians is shown below in **Figure 4**.

Figure 4 - Approved Vehicle / Pedestrian Access Points



As stated above, vehicle access to the school is confirmed to a small parking area from Cleveland Street. The small number of staff whom access this car park are expected to do so before the majority of students arrive and after the majority of students depart the school each day. Students are not permitted to access the school via the small open-air car park with internal signage stating 'No Unauthorised Pedestrian Access'.

Outside of school operational hours the gate to the car park would be closed to all persons except accredited staff.

For pedestrians, two (2) main entry / exit points are approved in the design both from Chalmers Street. Beyond the immediate area of each entry / exit point in Chalmers Street, secure access would only be permitted within building areas.

As stated above, to limit the volume of students / staff utilising entry / exit points in Chalmers Street, staggered start and finish times are proposed. In the first two years of operation where only Year 7 and Year 8 students are on site, staggered start / finish times are not expected to be necessary given the lower population of the school.

However, at the commencement of the school year 2022 (where the oldest year would include Year 9 students), staggered start / finish times are proposed to commence.

#### Item G

***potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing pick-up and drop-off parking in Chalmers Street.***

### Response

The potential traffic impacts on the surrounding road network have been fully assessed in the traffic report<sup>2</sup> submitted with the development application as part of the approved State Significant Development Application. This included an assessment of future traffic conditions

On the matter of potential impacts of the Kiss and Drop zone, the original traffic report included a forecast of potential traffic generation based on those whom may travel to the school via the Kiss and Drop zone based on surveys of a number of similar schools with a range of public transport accessibility indexes. The following is noted from the traffic report:

*As a worst case, on the basis say 12.5% of the additional 840 students travelled as a passenger by car, this would equate to some 105 vehicles which include students. Of these, it is expected that a reasonable proportion are linked with existing commuter trips. On the basis that 50% of these trips are 'new' trips on the network, this would equate to a potential 53 additional peak hour trips by students travelling as passengers. The potential impact of this small increase of traffic on the surrounding road network would be negligible.*

The school currently includes Year 7 students with a population of approximately **167** students. Based on the Green Travel Plan forecasts, a 5% mode share to travel as a passenger would equate to some **9 students** requiring use of the No Parking zone during the morning and afternoon peak school periods.

As stated above the current No Parking zone can accommodate up to **3 cars** at any one time. During Drop Off periods where length of stay ranges from 30-60 seconds, the 30-minute capacity of the existing Drop Off / Pick Up facility would be **90 – 180** vehicles.

During Pick Up periods when length of stay is typically longer (1 minute to 2 minutes), the 3-space zone could accommodate **45 – 90** vehicles in the first 30 minutes after school. Based on a conservative estimate of one (1) student per vehicle, the zone in the afternoon at its least capacity could accommodate **45** student pickups.

Thus, the use of the existing No Parking zone to serve the school as a Drop Off / Pick Up facility (as approved by Council's Local Pedestrian, Cycling and Traffic Calming Committee on 12 December 2019) would have sufficient capacity to accommodate forecast demands of current Year 7 students.

On the basis that the 5% mode share of students travelling to / from the school is achieved in future years as the school increases in population (say 170 students per year), the current zone would not require expansion for the first **4 years** of operation.

### **Item H**

***car parking arrangements and management associated with the proposed use of school facilities by community members.***

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<sup>2</sup> Proposed Inner Sydney High School 244 Cleveland Street, Surry Hills - Transport and Accessibility Impact Assessment Report – Positive Traffic Pty Ltd May 2017



### Response

As per the agreed terms of use of the shared use agreement between the school and the City of Sydney, the small car park which serves the school from Cleveland Street would not be made available for use of the school facilities by community members. The areas which would provide facilities for potential use by community members do not include accessible paths of travel from this car park and thus use of the accessible parking space by the community is not feasible.

Any use of the school by the community outside of standard operating hours of the school and greater than 100 persons would be subject to the requirements of the Out of Hours Event Management Plan. This would include provision to attendees of copies of the Transport Access Guide recommended by the Green Travel Plan report to promote non private vehicle mode travel to / from the school.

Each such event at the school would include a coordination community responsible for the distribution of the necessary travel information for attendees including all public transport options / locations which operate at the time of the event.

### **Item I**

#### ***a monitoring and review program.***

### Response

As identified in the Green Travel Plan report<sup>3</sup>, the school would include a transport coordination committee to not only monitor the tracking of mode share targets established in the GTP for the school, but ongoing management / monitoring of all transport operations associated with the school.

In addition to the recommendations of the GTP, the following summarises the ongoing monitoring / review of transport operations associated with the school proposed:

- Bi-annual mode of travel surveys of all students / staff
- Post event critique of transport operations for each event greater than 100 persons as recommended in the Out of Hours Event Management Plan
- Survey monitoring of the Kiss and Drop facility as required by the condition of consent for the proposal
- School committee transport working group for daily / event transport operation reviews

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<sup>3</sup> Green Travel Plan Report – High Range Analytics – October 2019



Overall, the school is seeking to embrace the very high levels of public transport operations afforded to staff / students for all travel to / from the school along with promotion of non private vehicle modes to all patrons / visitors and the community whom may have access to the school in the future.

Please do not hesitate to contact myself on 0414 462247 should you require any additional information.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D Brodie', with a horizontal line underneath.

**DEAN BRODIE**

*Managing Director*

## **Appendix A – MRV Turning Path Analysis**

## **Appendix B – Car Park Design Certification**

## **Appendix C – Kiss and Drop Sydney City Council Application**