

PICTON HIGH SCHOOL  
OPERATIONAL TRANSPORT ACCESS  
MANAGEMENT PLAN

PREPARED FOR SCHOOL INFRASTRUCTURE NSW

24 March 2021



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## REVISION SCHEDULE

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# School Infrastructure NSW

## Operational Transport Access Management Plan

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# 1. Introduction

## 1.1 Background

Stantec has been commissioned by School Infrastructure NSW to prepare an Operational Transport Access Management Plan (OTAMP) for the redeveloped Picton High School (herein referred to as 'the School'). The School is located at 480 Argyle Street, Picton.

This OTAMP has been written within the context that the school has been redeveloped.

The school is within the Wollondilly Shire Council LGA and has a site area of approximately 5.7 hectares. **Figure 1-1** shows the location of the site.

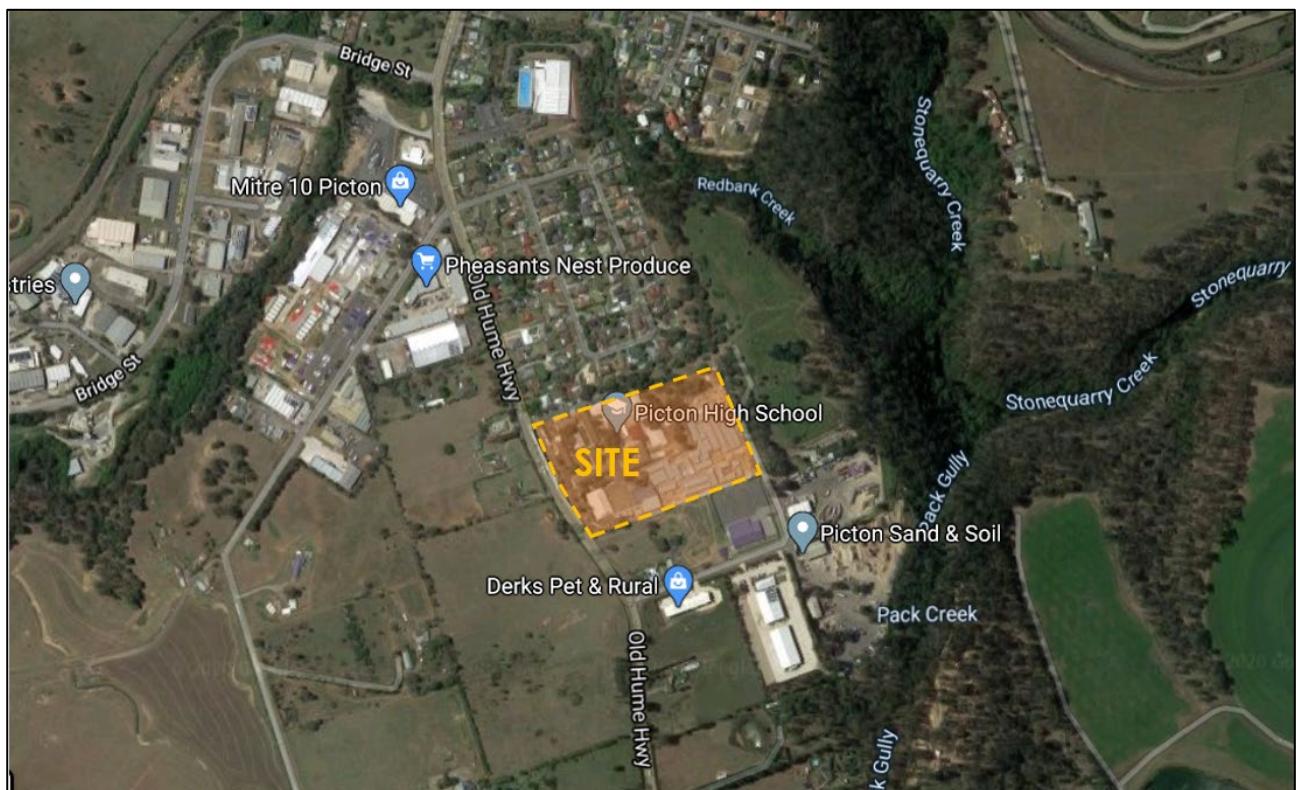


Figure 1-1: Site Location

The school is located on the eastern side of Argyle Street, approximately 100 metres north of Wonga Road. The site has an area of 5.98 hectares. Vehicular access to the site is provided via separate entry and exit driveways that connect to Argyle Street, with the northern access accommodating entry movements and southern access accommodating exit movements. The site also has frontage to Wonga Road and a partially formed paper road across the eastern site boundary.

Key features of the site and its surrounds are as follows:

- Established residential use occupies the land to the north of the site;
- Some commercial/ industrial uses are located on Wonga Road, including the Picton Bus Depot which is the company operating the school services;
- Land to the west, south and east is predominantly un-developed at present;
- A paper road extension of Wonga Road extends about half way across the rear (eastern) boundary of the site.

## 1.2 Conditions of Consent

It is understood that the Department of Planning, Infrastructure and Environment (DPIE) have provided the following conditions of consent for the approved redevelopment of Picton High School which will be addressed in this report.

### Condition D13 – Operational Transport and Access Management Plan

*“An OTAMP is to be prepared for the school (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:*

- 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;
- the location of all car parking spaces on the school campuses and their allocation (i.e. staff, visitor, accessible, emergency, etc.);
- the location and operational management procedures of the pick-up and drop-off parking located within Argyle Street, including staff management/traffic controller arrangements;
- 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, including staff management/traffic controller arrangements;
- delivery and services vehicle and bus access and management arrangements;
- management of approved access arrangements;
- 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;
- car parking arrangements and management associated with the proposed use of school facilities by community members; and
- 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.”

The OTAMP has been prepared to address the proposed increased capacity at Picton High School to accommodate a student population of 1,580 and 125 staff.

The OTAMP is a key workplace document that has legal standing. As such, potential hazards will be identified, risks are assessed, and the proposed treatments can be found within this OTAMP. The OTAMP should be referred for all management of traffic for Picton High School.

## 1.3 Purpose & Objectives of the Management Plan

DPIE have requested that an OTAMP be prepared to ensure the safe and efficient movement of pedestrians and traffic generated by the redeveloped Picton High School. The aim of the OTAMP is to minimise the impacts of students, parents and staff of the school on the surrounding road network, particularly during school drop-off and pick-up hours.

The OTAMP will address the operational management procedures of the drop-off and pick-up of students before and after school, as well as during special events such as excursions of sports carnivals. The Plan will also discuss the car parking arrangements associated with the school.

The target audience of this plan are the staff, students and visitors to Picton High School. The OTAMP has been produced in response to condition D13 of DPIE Conditions of Consent for the SSD.

The primary objectives of the Picton High School OTAMP are as follows:

- Ensure the safety of staff, the public and those who will be impacted by traffic during site operations;

- Ensure that road users are aware of any proposed changed traffic conditions and that risks are identified and mitigated;
- Ensure that the local road network will not be impacted by the traffic generated due to the school's operation; and
- Ensure the proposed development has no net increase on existing traffic volumes in the vicinity of the site.

## 2. Surrounding Road Network

### 2.1 Surrounding Roads

**Argyle Street** is identified as a Regional Classified Road in the vicinity of the site and is managed by Wollondilly Shire Council. It runs in a north-south alignment and has a carriageway width of 13.0 metres kerb to kerb, accommodating one lane of traffic in each direction and parallel parking on both sides of the road.

A school speed zone control is imposed along Argyle Street that reduces the permissible speed limit to 40km/h between 8:00-9:30am and 2:30-4:00pm on school days, which extends from Wood Street in the north to a location about 90 metres north of Wonga Road. This covers the entire school frontage area and extends north over the marked kerbside parking environment.

Cycling is provided for within the carriageway of Argyle Street, under the school speed zone controlled environment, with no cycle facilities provided along Wonga Road.

A continuous concrete footpath is established along Argyle Street on the school side of the road. It extends north from the southern school boundary connecting the school with the Picton town centre. No pedestrian facilities are provided along Wonga Road.

**Wonga Road** is a local road that runs in an east-west alignment from Argyle Street and runs in a north-south alignment at the eastern boundary of the site. It has a carriageway width of 13.0 metres kerb to kerb and accommodates one lane of traffic in each direction. Unrestricted parking is provided on both sides of the road.

Wonga Road intersects Argyle Street at a Stop controlled intersection. Argyle Street has a painted right turn bay and left turn deceleration lane established to facilitate access to Wonga Road.

Wonga Road has also been extended to the rear of the site as a no through road, with a roundabout at the end.

### 2.2 Crash Analysis

Transport for New South Wales' (TfNSW) Centre for Road Safety provides a database which records crashes for the most recent five-year period of available data (i.e. 2014 to 2018). Crash statistics are confined to crashes that conform to the national guidelines for reporting and classifying road vehicle crashes. The guidelines include crashes that met the following criteria:

- Were reported to the police;
- Occurred on a road open to the general public;
- Involved at least one moving road vehicle; and
- Involved at least one person being injured, killed or at least one motor vehicle being towed away.

The search area comprised the road network within a 300m radius of the site.

**Figure 2-1** overleaf, shows the locations of the crashes that meet the above criteria.

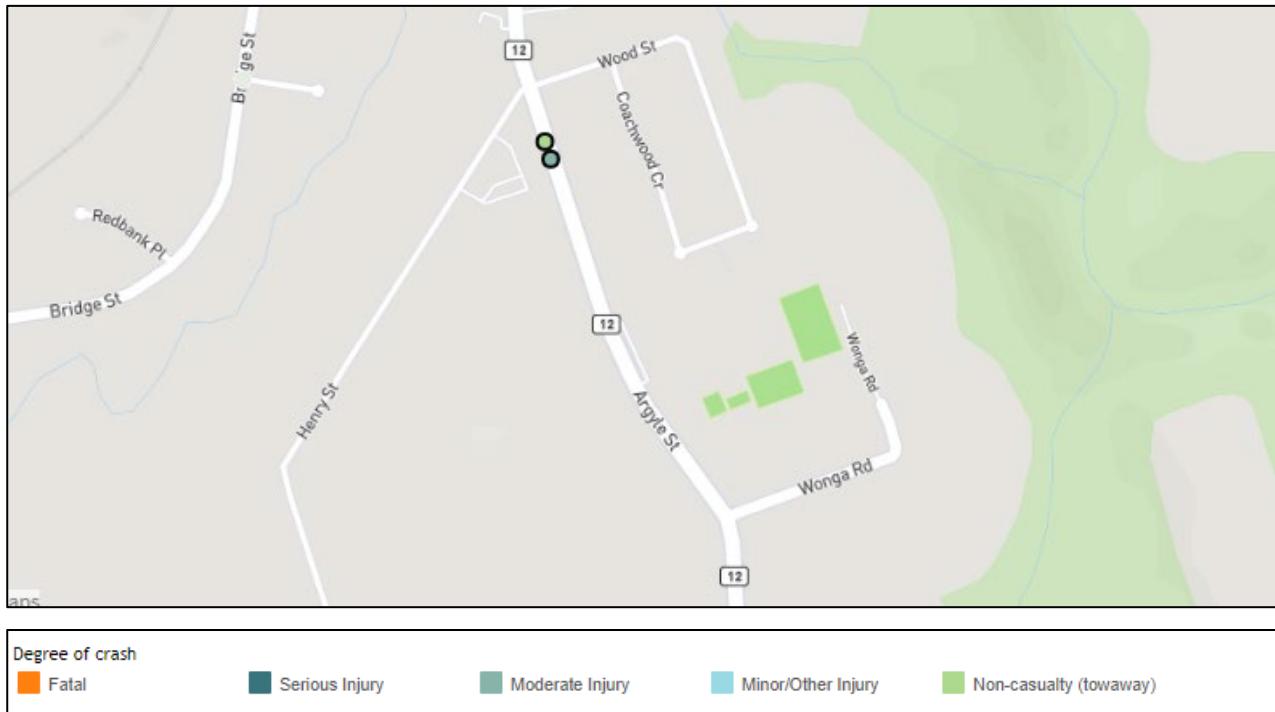


Figure 2-1: Crash Data (Source: TfNSW Centre for Road Safety)

A total of two (2) crashes were recorded within the study area during the reporting period. These two crashes occurred to the north of the site on Argyle Street near the intersection with Wood Street. Both crashes involved 'rear end' type crashes with vehicles travelling in the same direction and resulted in non-casualty and moderate injuries respectively.

There is no evidence of a recurrent, persistent or adverse road crash history that would raise a particular safety concern for the subject site.

## 2.3 On-street Parking

The on-street parking controls near the subject site comprises of the following elements:

- On the western side of Argyle Street, five spaces with a P2 (2 minute) parking restriction between 8:00am to 9:30am and 2:30pm to 4:00pm School Days;
- Between the northern and southern driveway are P2 (2 minute) parking restrictions between 8:00am to 9:30am and 2:30pm to 4:00pm School Days;
- South of the southern driveway are P15 (15 minute) parking restrictions between 8:00am to 9:30am and 2:30pm to 4:00pm School Days;
- A bus layover area is established about 20 metres north of the school's northern driveway crossing on the east side of Argyle Street. Its defined operating times are: 8:30am to 9:30am and 3:00pm to 4:00pm on school days;
- The western side of Argyle Street, between Henry Street and 455 Argyle Street, is restricted to 1P parking between 8:30am-6:00pm Mon-Fri & 8:30am-12:30pm Sat; and
- Otherwise, unrestricted parking controls are provided on Argyle Street and Wonga Road.

### 3. Pre-redeveloped Travel Behaviour

#### 3.1 Travel Modes of Students & Staff

Travel mode interview surveys were undertaken, for both students and staff at the school, on 30 June 2017. The surveys involved a sample of the school population. The surveys identified the following travel mode distributions:

Table 3-1: Existing Travel Mode Splits

Mode of Travel	Student Totals	Student Mode Split	Staff Totals	Staff Mode Split
Walk	13	6.2%	1	1.6%
Bus	140	66.7%	0	0.0%
Train	1	0.5%	0	0.0%
Bicycle	1	0.5%	0	0.0%
By car – dropped off in the morning	46	21.9%	0	0.0%
Passengers in another student's car	2	1.0%	0	0.0%
Passengers in a car driven by a member of staff	2	1.0%	2	3.2%
Car as a driver	5*	2.4%	59	95.2%
Other	0	0.0%	0	0.0%
Total respondents	210	100.0%	62	100.0%

Note: The number of students driving has been estimated based on the student parking demand due to Year 12 students not being surveyed on the survey date

The results are relatively self-explanatory. The following characteristics are of particular note:

- About 68% of all student arrivals were by bus;
- Student drop-off by car accounted for 22% of arrivals;
- Accessible (Walking/cycling) modes accounted for 6.2% of student arrivals, noting that cycling represents a very low (0.5%) utilisation. This is perhaps a function of the wide and rural nature of the area serviced; and
- By contrast, 98.4% of the staff arrived by car, either as the driver or passenger.

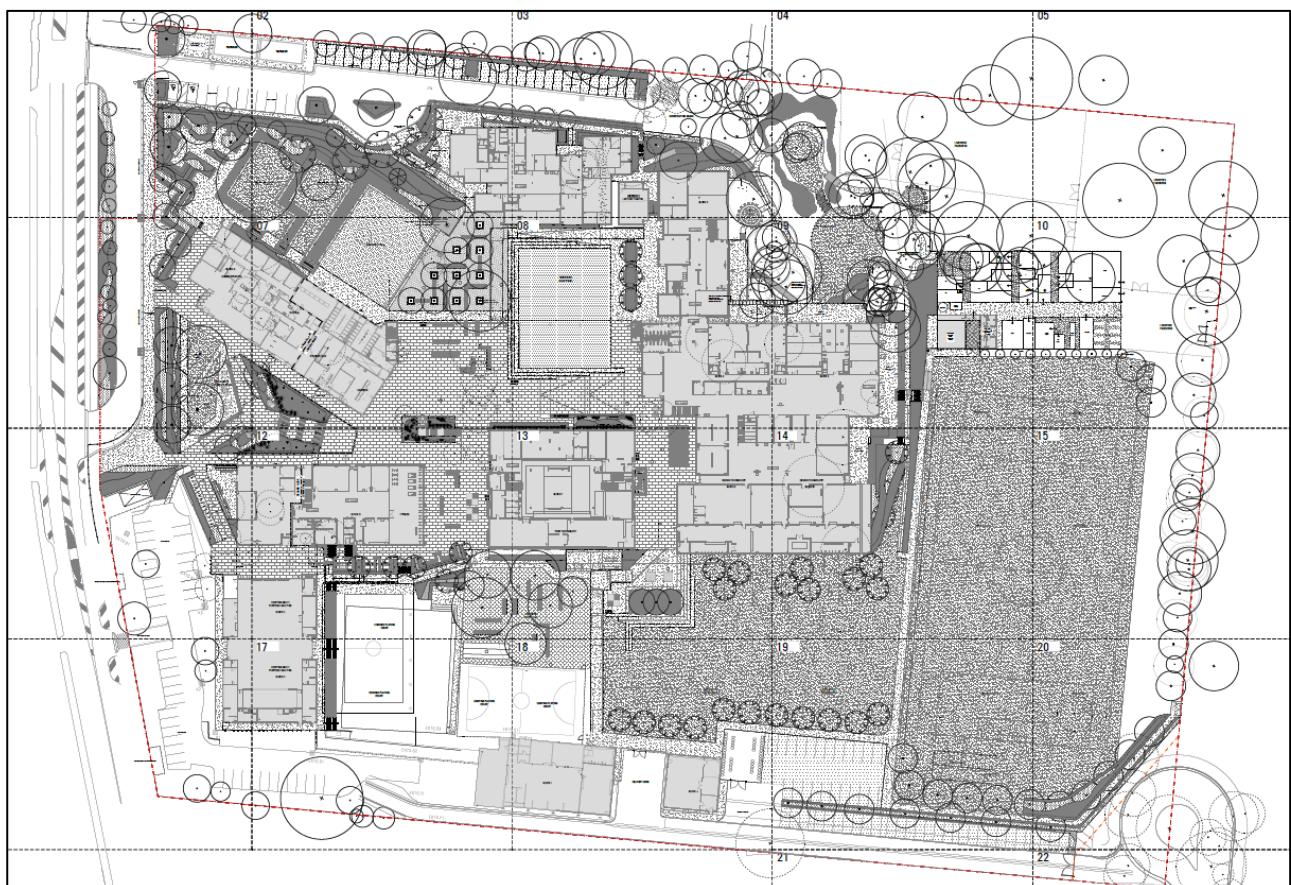
A web survey for parents and caregivers of students who currently attend Picton High School was opened on 22 August 2018 and closed on 11 September 2018 with 202 responses. The purpose of the web survey was to find out the main reasons for current travel behaviour, and to pinpoint the most likely levers for change, particularly away from sole-occupancy car travel where practical.

Respondents could select more than one travel mode, meaning that the sum of responses in the groups "usually walk, scoot or cycle" and "usually travel by car" discussed below sum to greater than the number of responses overall. This may also be because many parents or caregivers have more than one child at the school, and their different children may travel in different ways.

## 4. Redeveloped Picton High School

The redeveloped school has an increased capacity of 1,580 students and 125 staff (from a pre-redeveloped capacity of 1,200 students and 83 staff) in order to meet the growing demand for public education in South West Sydney.

The site plan of the redeveloped Picton High School is shown in **Figure 4-1**. The same figure can be found in **Appendix A**.



**Figure 4-1:** Site Plan

Key traffic and transport features are summarised below:

- Buses drop-off and pick-up students along Argyle Street. See Section 5.1 for further details;
- Car parking is provided in the north-western, south-western and south-eastern car parks. The School accommodates a total of 130 staff (including four accessible) and 11 visitor parking spaces on-site. See Section 5.4 for further details;
- A taxi drop-off area in the north-western car park to accommodate the taxis associated with the Special Needs class; and
- A loading area at the southern end of the site, adjacent to the Metals Block, which accommodates vehicles up to a Heavy Rigid Vehicle (HRV).

## 5. Operational Traffic Management Strategies

A number of management strategies will be put into place to improve the safety of the roads serving the school and to minimise the traffic and parking impacts from the school expansion and redevelopment.

### 5.1 Bus Services

As per the Traffic and Accessibility Impact Assessment (prepared by TDG, now part of Stantec, dated 3 August 2018), the school is expected to generate the following bus movements.

- AM Peak: 55 movements (includes inbound & outbound); and
- PM Peak: 49 movements (includes inbound & outbound).

The bus layby along Argyle Street can accommodate up to six buses. The removal of the existing pedestrian refuge island along Argyle Street allows for a more easier turning manoeuvre for buses turning right onto Argyle Street from the southern exit driveway.

Staff members will supervise the bus layby during drop-off & pick-up hours to ensure student safety and students are able to quickly alight and aboard the buses. The school will ensure that egress of students from the school to the buses is coordinated and staged, by keeping students within school grounds until their respective buses is called. The students gather under the undercroft, and are supervised by staff members as they leave bus by bus.

The Argyle Street frontage bus layover can be seen in the Council approved drawings in **Appendix C**.

It is recommended that 'Bus Zone' signage are installed along the bus layover to ensure that parents do not park in this area during drop-off & pick-up hours.

Management of bus services for excursions and sports carnivals is covered within **Section 6.1**.

### 5.2 Drop-off & Pick-up

Based on the pre-redeveloped travel mode survey, approximately 22% of students were dropped-off and picked-up by private vehicles. Based on site observations and experience with similar schools, the student occupancy for drop-off and pick-up vehicles is approximately 1.3 students per vehicle. On this basis, the expected number of drop-off and pick-up vehicles will be approximately 270 vehicles with the enrolment capacity increased to 1,580 students.

Drop-off and pick-up zones will be provided on both sides of the Argyle Street, along the school boundary.

'2-minute Parking 8:00am-9:30am & 2:30pm-4:00pm School Days' signage will be installed along the site frontage between the northern and southern bus layover driveways. 2-minute parking restrictions will also be in place along the western side of Argyle Street, whilst '15-minute Parking 8:00am-9:30am & 2:30pm-4:00pm School Days' signage will be installed along the eastern side of Argyle Street, between the southern exit bus layover driveway and the new entry driveway into the south-western car park.

The school will implement the below measures to improve drop-off and pick-up operations.

The school will set out the rules which the whole school community (staff, students and parents) would need to follow. These guidelines should be communicated to the school community via the school website and newsletter. The following items will be applicable;

- Parents are to follow NSW road rules and school zone restrictions at all times;
- Dwell time along the drop-off & pick-up zone should be no longer than 5-minutes;
- Students are to cross roadways at formal crossing points (i.e. the two pedestrian refuge islands along Argyle Street), as shown in the Council approved drawings (see **Appendix C**). It is noted that SINSW is currently investigating the possibility of providing a signalised mid-block pedestrian crossing along Argyle Street, which will be undertaken in during Stage 3 of the project. This OTAMP will be updated during Stage 3 to reflect this change;
- School will advise that council rangers patrol/monitor the surrounding streets. Parents are to be aware of the parking restrictions and are to park their vehicles at their own risk.

The parking occupancy survey (see **Appendix B**) positively indicates that the occupancy along Argyle Street (pre-redevelopment), north of the School was less than 50% during drop-off and pick-up hours, suggesting that there is adequate space for parents to park their vehicles outside the designated drop-off and pick-up zones in the event that the pickup and drop off zones are not suitable. If required, the school will have regular consultation with parents and the community to ensure adequacy of parking is maintained. The school promotes use of the pick up & drop off zones, and alternate means of transport, to reduce impact to the surrounding road network.

### 5.3 Taxi Drop-off

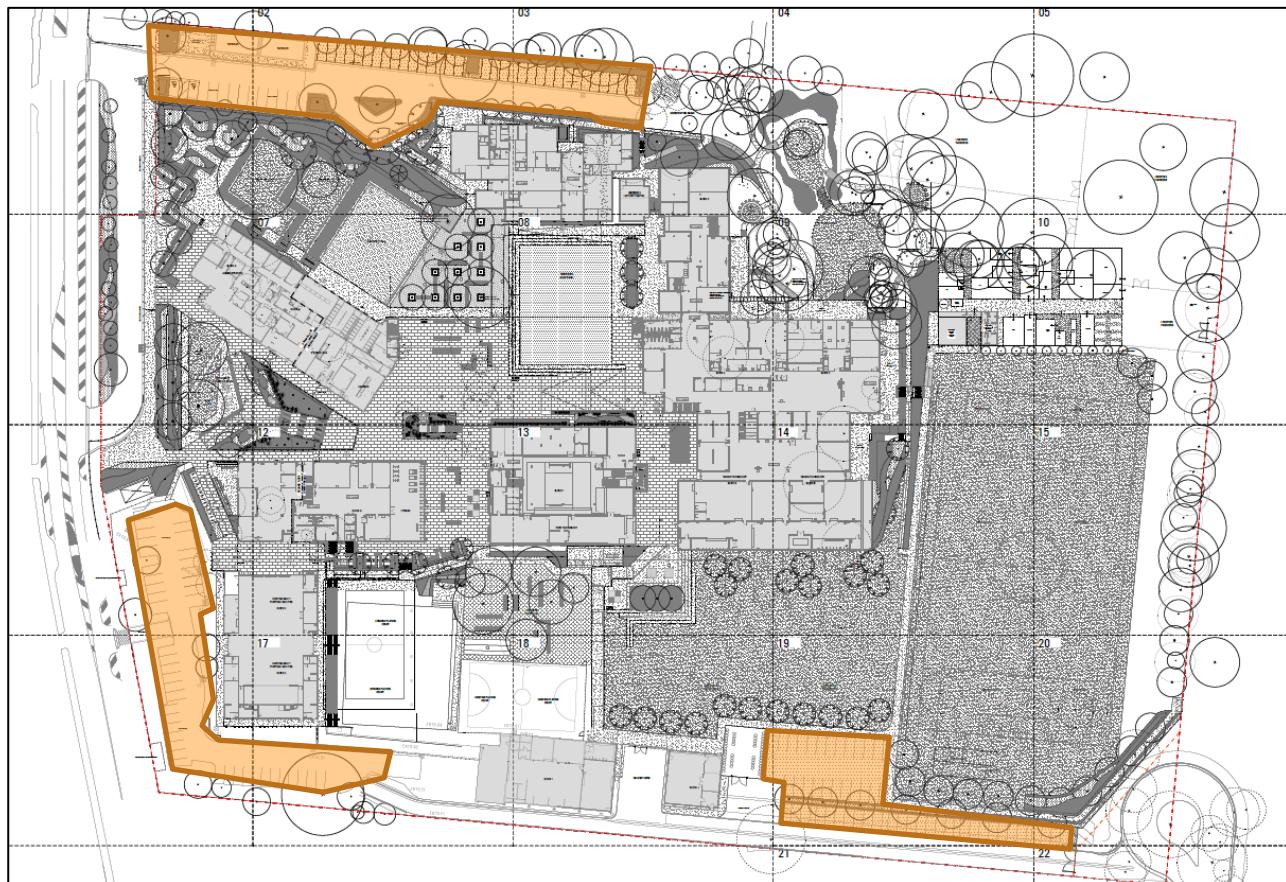
A taxi drop-off area has been provided within the north-western car parking area, which will service the taxi associated with the Special Needs class. Students with special needs will be escorted into the school grounds by a staff member.

### 5.4 On-Site Parking Facilities

As aforementioned, the redevelopment will provide 141 on-site parking spaces (including four (4) accessible spaces):

- 130 staff spaces
- 11 visitor spaces

The location of these spaces are shown in the **Figure 5-3** overleaf.



**Figure 5-1: Locations of on-site parking spaces**

- Entry into the north-western car park is via the northern entry-only driveway, and exit is via the southern exit-only driveway;
- Entry into the south-western car park is via the southern entry-only driveway, and exit is via the new access onto Wonga Road;

- Entry and exit into the informal parking area, at the rear of the site (south-eastern car park) is via the access roadway from Wonga Road.
- All parking spaces is recommended to be marked with either 'Staff Only' or 'Visitor Spaces' and accessible spaces is recommended to be located closest to the main entrance.

It is noted that majority of the staff will arrive/depart on-site before/after the peak drop-off and pick-up periods. As such, the conflict between staff vehicles and buses/ drop-off & pick-up vehicles is expected to be minimal.

Students driving to school will be encouraged to use the unrestricted spaces along the western side of Argyle Street, north of the School (see **Figure 5-2**).

## 5.5 Pedestrian Access

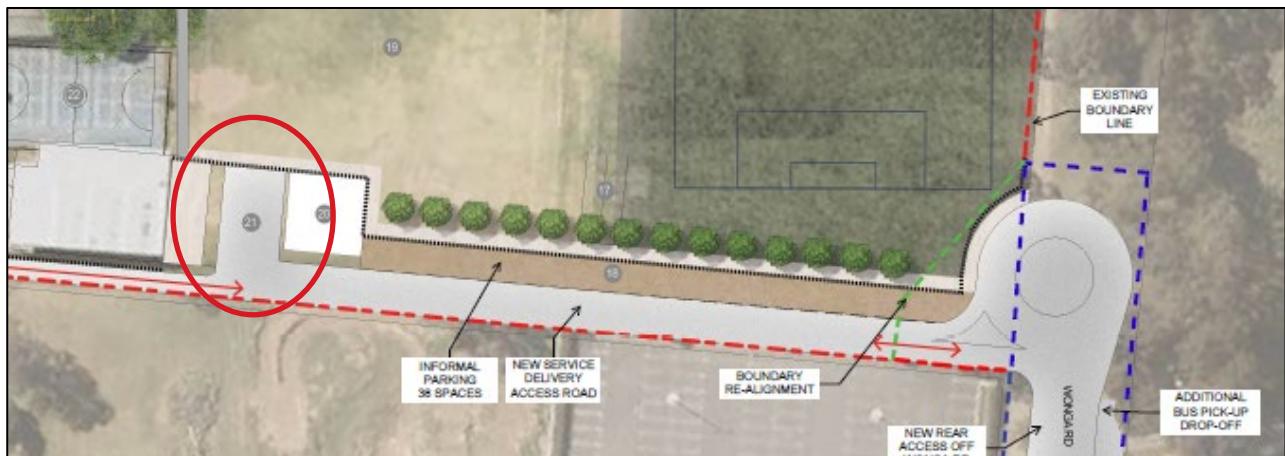
During peak drop-off and pick-up times the school generates a number of pedestrian movements across Argyle Street. This is generated by students parking on Argyle Street, and parents dropping-off and picking-up students.

In order to increase pedestrian safety and mitigate risks associated with conflict between students, buses and general vehicles, the following measures will be adopted:

- School Zones are already implemented along the School frontages;
- The two pedestrian refuge islands will provide safety for students crossing Argyle Street between the drop-off/pick-up zones on the western side and the school entry (see Council approved drawings in **Appendix C**). It is noted that SINSW is currently investigating the possibility of providing a signalised mid-block pedestrian crossing along Argyle Street, which will be undertaken in during Stage 3 of the project. This OTAMP will be updated during Stage 3 to reflect this change;

## 5.6 Heavy Vehicle Access

All waste collection and loading/unloading from heavy vehicles will occur on-site. An area has been provided on-site for waste collection and loading/unloading requirements which is accessible via Wonga Road. This area is circled in red in **Figure 5-5**.



**Figure 5-2: Loading Dock**

The loading dock has an approximate width of 15 metres and a length of 20 metres. The largest service vehicle that requires access to the loading dock will be a 12.5 metre long Heavy Rigid Vehicle (HRV). In addition, the loading area is also accessible by school vehicles for various sporting activities. This includes mini-vans with trailers.

Other heavy vehicles which will enter the site to use the loading dock will include gas bottle delivery, industrial arts equipment such as wood and metal materials, and delivery of sports equipment. The school communicate directly with suppliers to advise them of the location of the loading dock for deliveries.

All vehicles are to enter and exit the site in a forward direction.

Heavy vehicle access will be restricted to outside the drop-off and pick-up hours to avoid conflict with buses and students.

## 6. Special Events

### 6.1 Sporting Events & Excursions

During sporting events and excursions that take place outside the School, students will travel to/ from the location by buses.

Students will arrive at school, as per usual, where they will be marshalled to the bus laybys by staff members. Upon return, the buses will drop-off the students at the bus layby along the Argyle Street frontage where staff members will marshal the students back into the school grounds.

The school bus and travel plan coordinators will be responsible for coordinating the arrival times of buses to site, to ensure impact to the surrounding roads network is limited.

For sporting events that occur within school grounds, there will likely be a temporary increase in parking demand, depending whether parents and visitors are invited. The parking occupancy survey indicates that there is adequate on-street parking spaces along Argyle Street outside the drop-off & pick-up periods. Parents will be informed that there will be limited on-site parking spaces for visitors.

It is noted, however, that these sporting events is not expected to be frequent throughout the year.

### 6.2 Community Use of the School

This section of the OTAMP serves to satisfy condition D13(h), to advise of car parking arrangement and management associated with the proposed use of school facilities by community members.

From time to time there may be community events held at the school after hours, or on non-school days such as the weekend.

The school is to communicate car parking arrangements for these community use events. Unlike school events described in **Section 6.1**, there will be additional capacity for visitors to utilise the on-site parking facilities as summarised in **Section 5.4**. The 141 formal and informal spaces provided on site will ensure that any events run by the school have a minimal impact to the local community, and the surrounding roads network. Parking marshals will coordinate the arrival of cars to the car parks. In the event the car park is identified to be full on-street parking will be utilised, which has been confirmed to have spare capacity (refer **Section 5.2**).

The school will encourage alternate modes of transport such as public transport, car-pooling, walking, or taxi's to minimise the impact on car parking. In the event that the school estimates attendance at an event which will exceed parking availability on site, notice will be issued to community members in advance.

## 7. Travel Mode Shift

To reduce the traffic impact on the surrounding road network in the long-term, it will be vital for the School to reduce dependency on private vehicles and encourage sustainable modes of transportation.

It is acknowledged that a large proportion of students already utilise the bus services to travel to and from the school. However, there is room to increase the number of student using the bus services, and more importantly an increase in the number of students using active transportation, particularly those living in close proximity to the school. This will require ongoing collaboration between the School, Wollondilly Shire Council, TfNSW and the bus operators.

### 7.1 Green Travel Plan

A Green Travel Plan (GTP) was prepared by Stantec in September 2018. This sets out the Green Travel Planning Initiatives that can be adopted by the School to encourage the uptake of sustainable modes of transportation and reduce car dependency.

The school will follow the action plan outlined in the GTP to transition from a plan 'on paper' to an active programme of activities and monitoring that supports continued success of the GTP. The programme relies on a working group of interested staff and students to prioritise actions that might create a culture of alternative transport use.

### 7.2 Transport Access Guide (TAG)

It is recommended that the School develops a Transport Access Guide (TAG) that can be distributed to parents, newly enrolled students and new employees.

The TAG provides information on the transport modes available at the school, parking locations, amenities for the school (e.g. bicycle parking facilities), etc.

## 8. Road Safety Education

Ongoing road safety education is vital in maintaining a safe road environment for all users, particularly around schools.

The school community can work together to help making the surrounding road network, supporting the school, safer. This requires implementing road safety education for students, parents, and staff.

The following sections summarises potential road safety initiatives that can be adopted by the school.

### Parents & Students

- Partner with Wollondilly Shire Council, particularly with the Road Safety Officer, to develop road safety initiatives and programs that can be implemented at the school;
- TfNSW Centre for Road Safety also has resources to support schools in implementing road safety education (<https://education.nsw.gov.au/teaching-and-learning/curriculum/learning-across-the-curriculum/road-safety-education>) and incorporating it into the learning syllabus;
- Promote and celebrate national road safety events such as Walk Safely to School Day, Ride2School Day etc; and
- Work together with the parent committees (e.g. P&C association) to create a forum for parents to discuss and develop strategies to improve the safety of roads around the school.

### Staff

- As aforementioned, all staff members should be made aware and be familiar with the Drop-off & Pick-up Guidelines;
- All new employee should undertake a road safety induction as part of the normal induction process;
- Any updates to the Drop-off & Pick-up Guidelines should be communicated to all staff members;
- TfNSW Centre for Road Safety provide resources and workshops for teachers to support the implementation of road safety education (<https://education.nsw.gov.au/teaching-and-learning/curriculum/learning-across-the-curriculum/road-safety-education/professional-learning/professional-learning-K-6>).

## 9. Monitoring and Review

A monitoring and review process for the OTAMP will be set out by the School management to ensure that the OTAMP is constantly updated to reflect any changes to the operations of the school and transportation network.

The School will appoint a Travel Plan Coordinator to review the OTAMP as well as the Green Travel Plan.

The OTAMP should be reviewed regularly to determine if the management strategies implemented are successful and whether alternative or supplementary measures are necessary.

### 9.1 Roles and Responsibilities

The following table identifies the roles and responsibilities in the delivery of this OTAMP.

Role	Person Responsible	Contact Details	Responsibilities
Travel Plan Coordinators	Warren Parkes (Principal)  Andrew Stephens (Deputy Principal)  Matt Tesoriero (Head Teacher)	<a href="mailto:warren.parkes@det.nsw.edu.au">warren.parkes@det.nsw.edu.au</a> <a href="mailto:Andrew.Stephens9@det.nsw.edu.au">Andrew.Stephens9@det.nsw.edu.au</a> matthew.tesoriero5@det.nsw.edu.au	Regularly review and update the OTAMP to reflect changes to school operations and transportation network.  Identify any issues related to the transport management strategies and determine if alternative measures are necessary.  Collect and collate annual travel mode information of students and staff.  Provide annual reporting to the Transport Initiatives Committee.
School Bus Coordinators	Warren Parkes (Principal)  Andrew Stephens (Deputy Principal)  Matt Tesoriero (Head Teacher)	As above	Work with the school bus operators to manage daily bus services for the school.  Review of bus routes and student uptake.
Travel Plan Working Group	To be appointed, including Travel plan coordinators and bus coordinators	School to provide	Monitoring and review of the OTAMP.  Working with the Travel Plan Coordinator to determine what

Role	Person Responsible	Contact Details	Responsibilities
			alternative measures are required if transport management strategies are unsuccessful.

## 9.2 Collecting and Collating Information

Annual surveys should be undertaken for both students and staff to monitor travel modes and behaviours. These annual surveys can be conducted through online survey platforms (e.g. SurveyGizmo, SurveyMonkey etc.), via email to parents or in class by staff.

Survey questions should gather information regarding how students and staff travel to and from school, how far they travel each day, their reason for choice of travel mode and what is stopping the uptake of public/active transportation.

Once the data has been updated, the targets and actions of the travel plan will need to be reviewed. The review should consider:

- Are the targets still realistic? Are they still ambitious? Should they be updated?
- Is the building struggling to achieve particular targets? What are the likely reasons for this?
- Are there any gaps with regards to actions?
- What is preventing further improvement on mode share, and how can this be addressed?

Undertaking the survey and its distribution will need the responsibility of Picton High School.

# Appendices

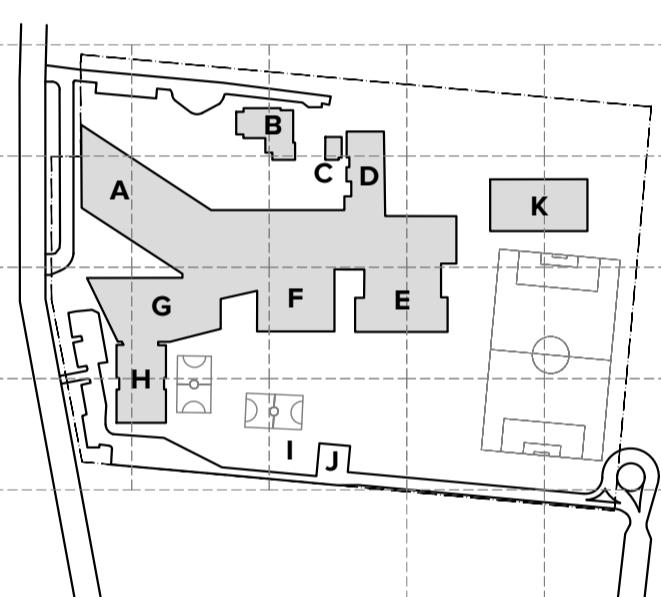


## **Appendix A    Site Plan**

## LEGEND

	CONCRETE PAVING Refer Landscape Specification
	UNIT PAVING Refer Landscape Specification
	DECOMPOSED GRANITE PAVING Refer Landscape Specification
	SANDSTONE AGGREGATE Refer Landscape Specification
	TIMBER DECKING Refer Landscape Specification
	RETAINING WALL Refer Landscape Specification
	TIMBER EDGING Refer Landscape Specification
	EXISTING TREES TO BE RETAINED Refer Landscape Specification
	EXISTING TREES TO BE REMOVED Refer Landscape Specification
	TREE PLANTING Refer Landscape Specification
	SHRUB AND ACCENT PLANTING Refer Landscape Specification
	GROUNDCOVER PLANTING Refer Landscape Specification
	MATRIX PLANTING Refer Landscape Specification
	TURF Refer Landscape Specification

## KEY PLAN



## FOR CONSTRUCTION

Issue	Revision Description	Drawn	Check	Date
I	CONSTRUCTION ISSUE	SR	MB	22.03.2019
H	EFSG Issue	SR	MB	07.02.2019
G	EFSG Design Development	SR	MB	30.01.2019
F	Co-ordination / EFSG sign off issue	SR	KL	30.11.2018
E	50% Documentation	SR	KL	15.11.2018
D	50% Documentation	SR	KL	16.10.2018
C	50% Documentation	SR	KC	08.08.2018
B	50% Documentation	SR	KC	12.07.2018
A	50% Draft Documentation	KC	MB	05.07.2018

# PICTON HIGH SCHOOL

## 480 ARGYLE STREET

## PICTON

## CONSTRUCTION DOCUMENTATION



DRAWING NAME

## MASTERPLAN

JOB# 17-424 SHEET# 100 ISSUE I

NORTH

SCALE 1:500 @ A1 0 2 5 10 15 25m

# ARCADIA

LANDSCAPE ARCHITECTURE

Lower Deck Jones Bay Wharf Suite 76 / 26-32 Pirrama Rd Pyrmont 2009 NSW p 61 2 8571 2900

## **Appendix B     Parking Surveys**

Parking Survey

**TRANS TRAFFIC SURVEY**  trafficsurvey.com/usa



**QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008  
OH & S SYSTEM CERTIFIED TO AS/NZS ISO 4801:2001  
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO 14001:2004  
JAS-ANZ ISO REGN. Number 3537, cm3 REGN. Number 6054**

## Parking Occupancy Survey

**Date:** Thursday, July 26, 2018

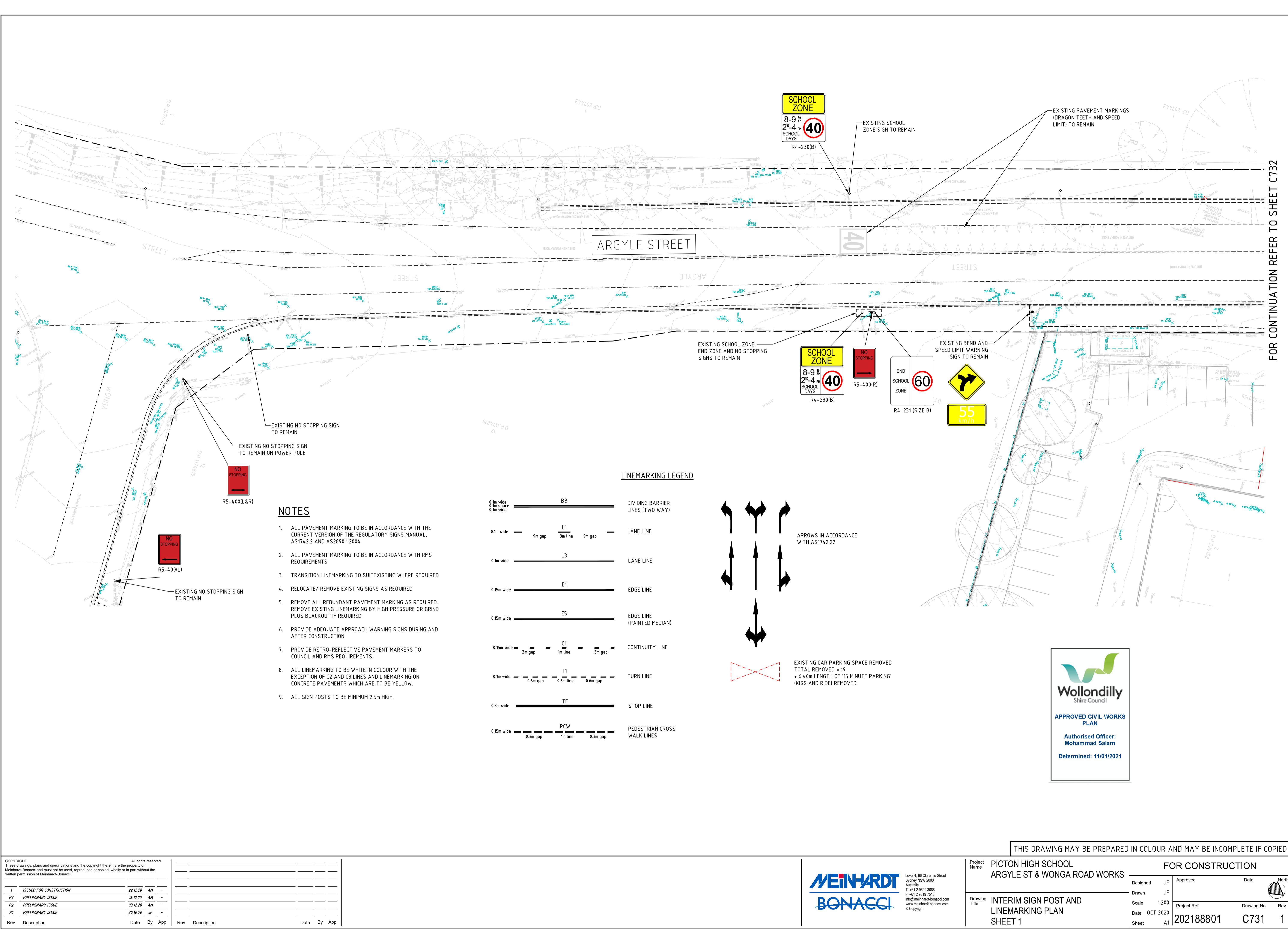
**Location:** Picture

Parking Occupancy Survey

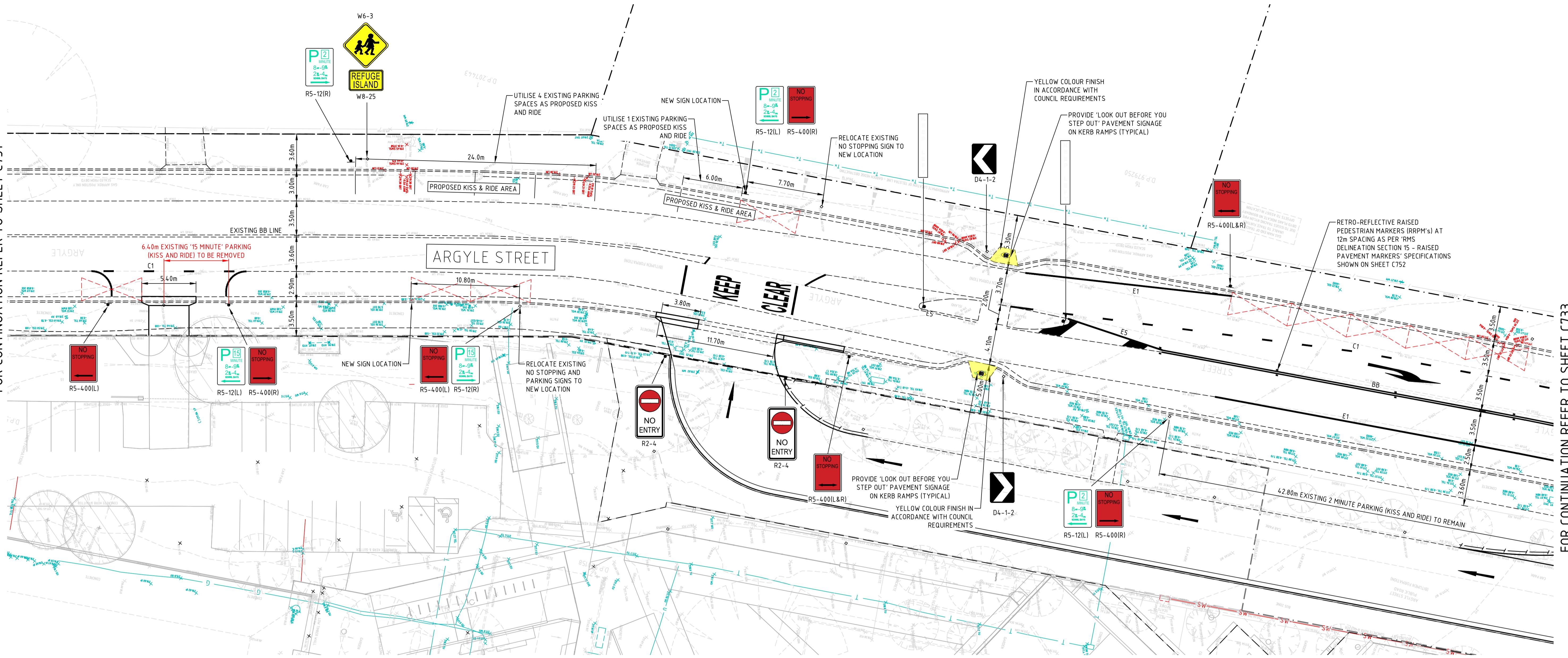
**Date:** Thursday, July 26, 2018  
**Location:** Picton High School  
**Weather:** Fine  
**Customer:** TDG

## **Appendix C    Council Approved Drawings (Argyle Street)**

FOR CONTINUATION REFER TO SHEET C732



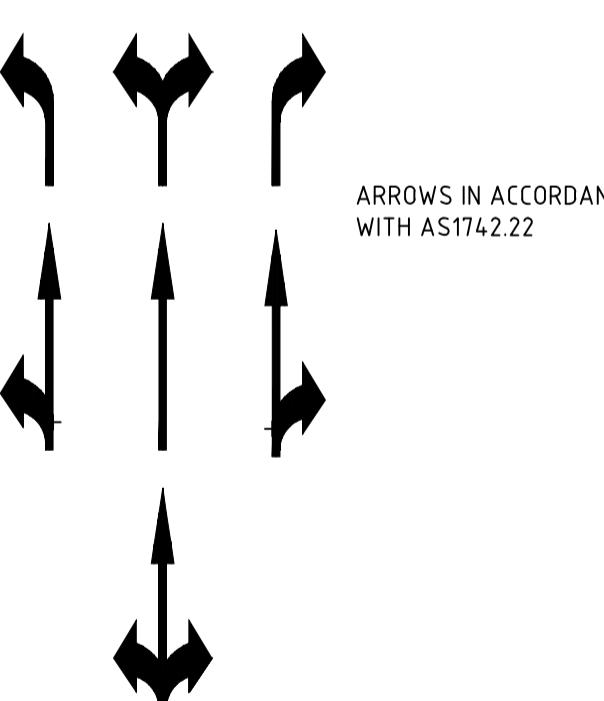
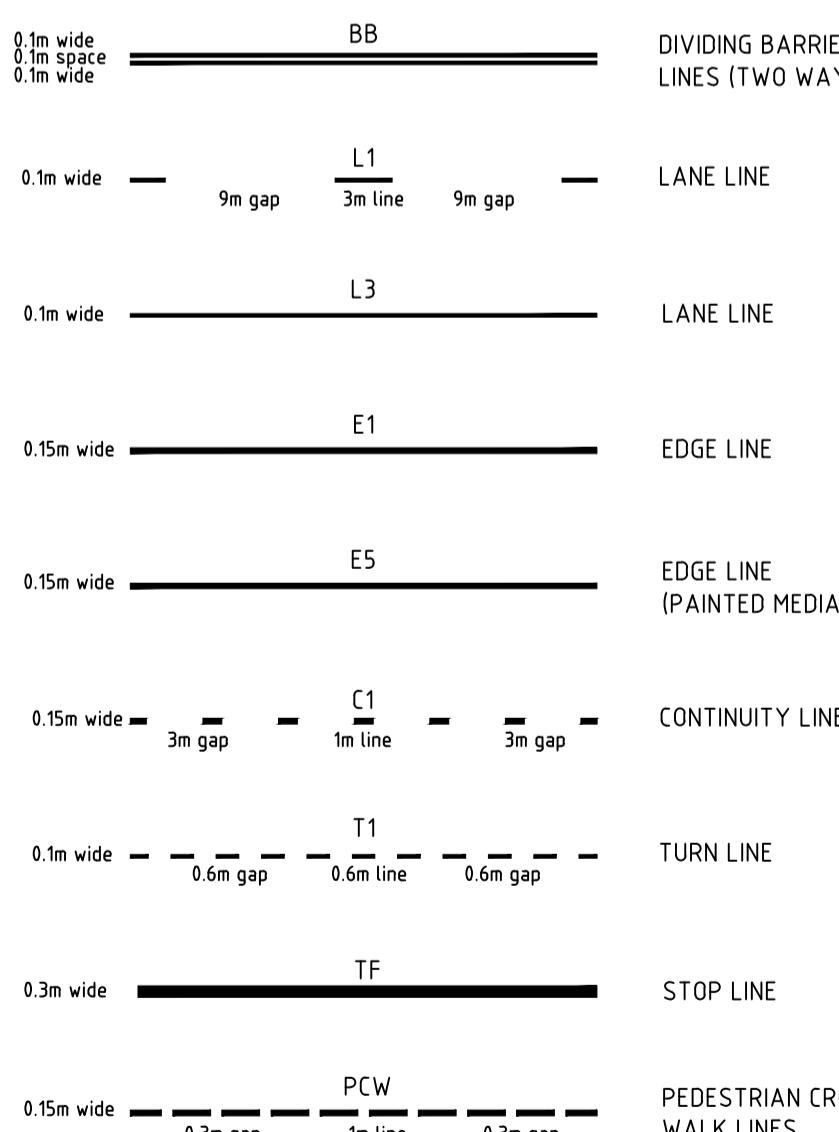
FOR CONTINUATION REFER TO SHEET C731



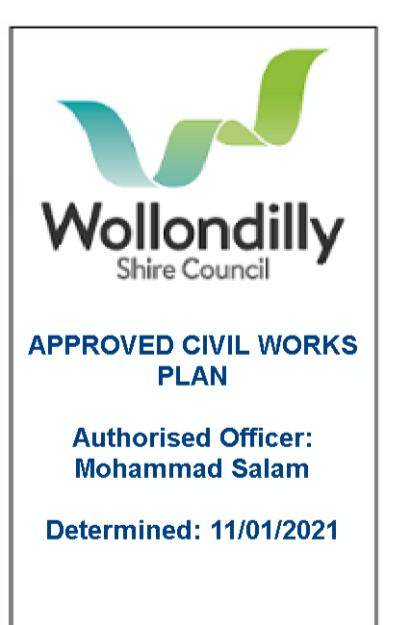
FOR CONTINUATION REFER TO SHEET C733

#### NOTES

- ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH THE CURRENT VERSION OF THE REGULATORY SIGNS MANUAL, AS1742.2 AND AS2890.1:2004
- ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH RMS REQUIREMENTS
- TRANSITION LINEMARKING TO SUITEXISTING WHERE REQUIRED
- RELOCATE/ REMOVE EXISTING SIGNS AS REQUIRED.
- REMOVE ALL REDUNDANT PAVEMENT MARKING AS REQUIRED. REMOVE EXISTING LINEMARKING BY HIGH PRESSURE OR GRIND PLUS BLACKOUT IF REQUIRED.
- PROVIDE ADEQUATE APPROACH WARNING SIGNS DURING AND AFTER CONSTRUCTION
- PROVIDE RETRO-REFLECTIVE PAVEMENT MARKERS TO COUNCIL AND RMS REQUIREMENTS.
- ALL LINEMARKING TO BE WHITE IN COLOUR WITH THE EXCEPTION OF C2 AND C3 LINES AND LINEMARKING ON CONCRETE PAVEMENTS WHICH ARE TO BE YELLOW.
- ALL SIGN POSTS TO BE MINIMUM 2.5m HIGH.



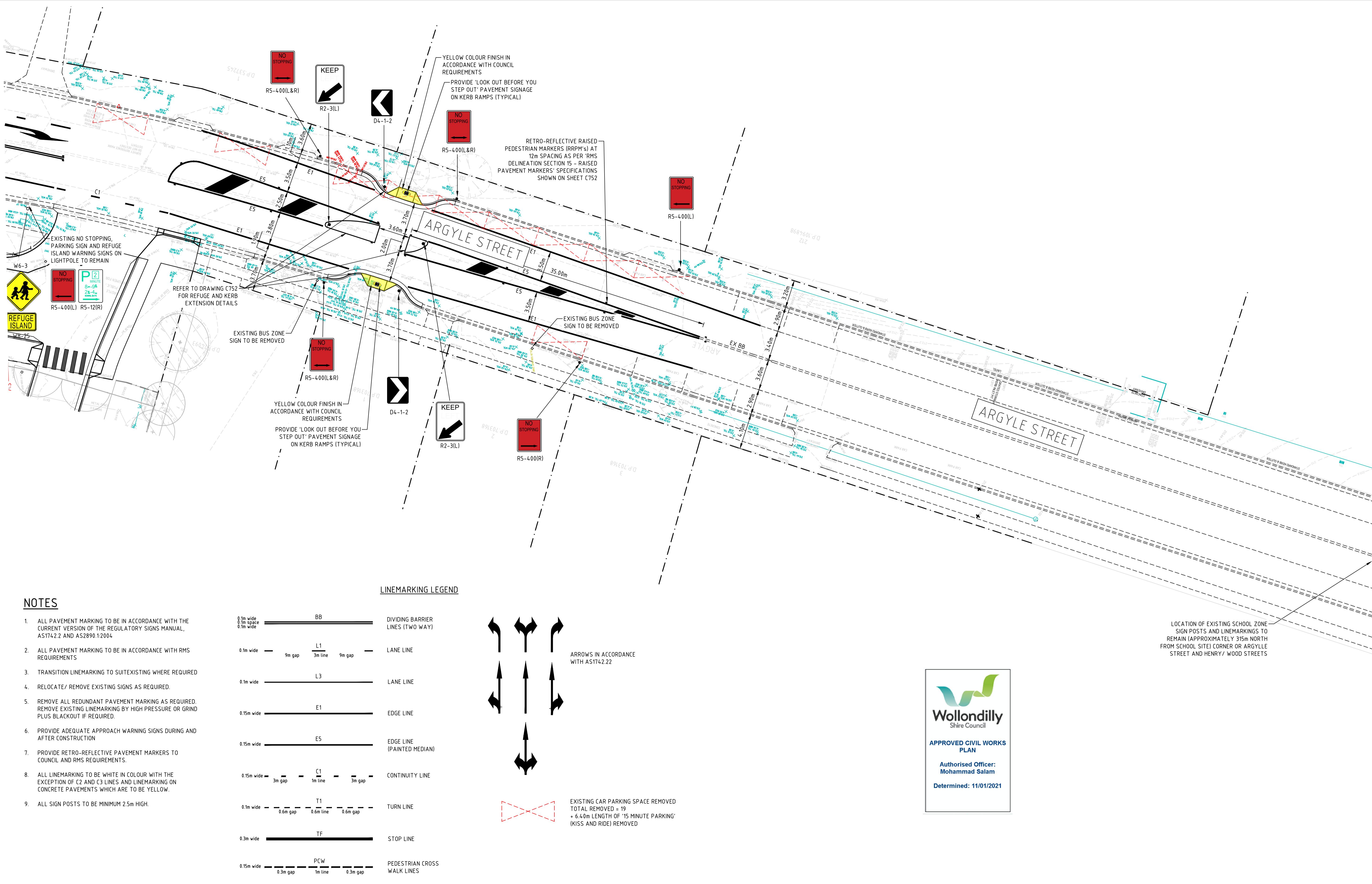
EXISTING CAR PARKING SPACE REMOVED  
TOTAL REMOVED = 19  
+ 6.40m LENGTH OF '15 MINUTE PARKING'  
(KISS AND RIDE) REMOVED



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	ISSUED FOR CONSTRUCTION			PRELIMINARY ISSUE			PRELIMINARY ISSUE			PRELIMINARY ISSUE		
	Date	By	App	Date	By	App	Date	By	App	Date	By	App
I	22.12.20	AM	-	18.12.20	AM	-	04.12.20	AM	-	30.10.20	JF	-
P3												
P2												
P1												
Rev												
Description												
Date												
By												
App												

FOR CONTINUATION REFER TO SHEET C732



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22.12.20	AM	-					
18.12.20	AM	-					
04.12.20	AM	-					
30.10.20	JF	-					



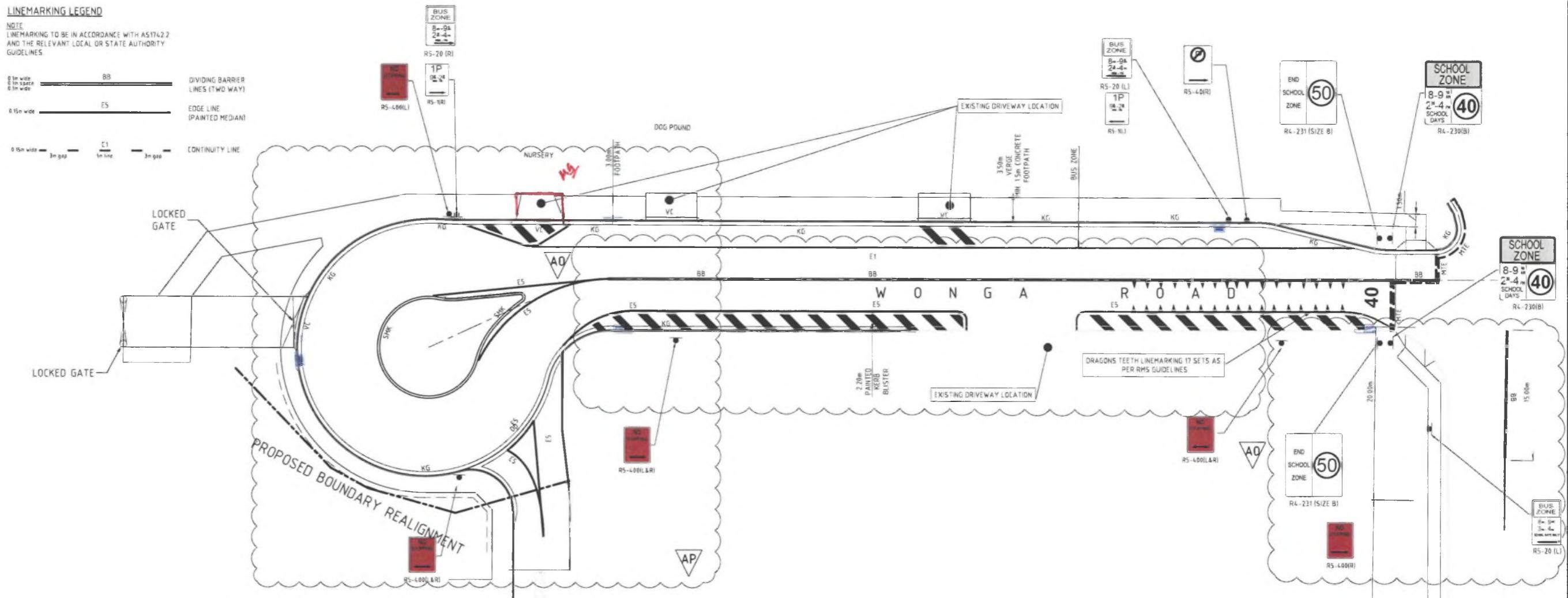
Level 4, 66 Clarence Street  
Sydney NSW 2000  
Australia  
T: +61 2 9699 3088  
F: +61 2 9319 7518  
[info@meinhardt-bonacci.com](mailto:info@meinhardt-bonacci.com)  
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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED						
CTON HIGH SCHOOL GYLE ST & WONGA ROAD WORKS		FOR CONSTRUCTION				
Designed	JF	Approved	Date	North		
Drawn	JF					
Scale	1:200		Project Ref	Drawing No	Rev	
Date	OCT 2020		202188801	C733	1	
Sheet	A1					

## **Appendix D    Council Approved Drawings (Wonga Road)**

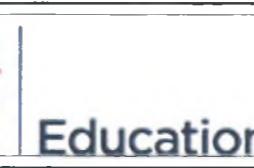
#### LINEMARKING LEGEND

**NOTE**  
LINEMARKING TO BE IN ACCORDANCE WITH AS1742.2  
AND THE RELEVANT LOCAL OR STATE AUTHORITY  
GUIDELINES



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All COUNCIL COMMENTS	22/05/19 MS -
All DETAILED DESIGN	27/05/19 BF -
All PRELIMINARY	12/05/19 BF -
Rev Description	Date By App

COUNCIL COMMENTS		COUNCIL SUBMISSION (COUNCIL COMMENTS)		COUNCIL COMMENTS	
All COUNCIL COMMENTS	22/05/19 MS -	AP COUNCIL SUBMISSION (COUNCIL COMMENTS)	29/05/19 DV -	AS COUNCIL SUBMISSION (COUNCIL COMMENTS)	18/04/19 DV -
All DETAILED DESIGN	27/05/19 BF -	AS COUNCIL SUBMISSION (COUNCIL COMMENTS)	18/04/19 DV -	AN COUNCIL SUBMISSION (COUNCIL COMMENTS)	27/05/19 LS -
All PRELIMINARY	12/05/19 BF -	AN COUNCIL SUBMISSION (COUNCIL COMMENTS)	27/05/19 LS -	AM COUNCIL SUBMISSION	29/05/19 MS -
Rev Description	Date By App	Rev Description	Date By App	Rev Description	Date By App



Project Name		PICTON HIGH SCHOOL	DETAILED DESIGN	
Drawing Title		WONGA ROAD SIGN POST AND LINEMARKING	Designed	BF
Date		20/05/2019	Project Director Approved	Date
Drawing No			North	
Project Ref			Drawn	BF
Sheet			Scale	1:250
Rev			Date	20/05/2019
Sheets			Drawing No	Raw
A1			Project Ref	20 21888 01 C422 AP

**Sydney**

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NORTH SYDNEY, NSW 2060

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Fax +61 2 9493 9799

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