Galungara Public School

School Travel Plan
Final Report


Artist impression of the new primary school for Alex Avenue

Prepared by: GTA Consultants (NSW) Pty Ltd for TSA Management
on 03/12/2020
Reference: N185452
Issue #: D

GTAconsultants

Galungara Public School

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1. SCHOOL TRAVEL PLAN

01

1.1. Executive Summary

This School Travel Plan was prepared in collaboration with the School Principal Ms Tracy Anderson and with reference to the Department of Education Transport Assessment Background and Reporting Requirements, Section C: School Transport Plan. This School Travel Plan was informed by analytics of the student catchment data. While the targets for active travel are aspirational, the opportunity of shaping active travel behaviours at the outset is with the opening of a new school. By actively encouraging and promoting active travel, Galungara Public School may well become an exemplar school for active transport.

This School Travel Plan was developed with focused and specific actions co-designed with the School Principal in order to increase the amount of safe active travel for students attending Galungara Public School.

The actions in the School Travel Plan are designed to promote an increase in active transport activity to Galungara Public School. A key action is to support the School Principal with a Travel Coordinator who will be responsible for implementing, measuring and monitoring the active travel program and recurrent funding to support the education, coordination, participation and communication of the active transport program.

This School Travel Plan has been developed in consultation with stakeholders Transport for NSW (refer to Appendix A: Stakeholder Engagement Register), Blacktown City Council and Department of Education Work and Health Safety Advisor. The scope of works is to address the conditions issued by the Department of Planning and Environment (DPE) with respect to the provision of a Green Travel Plan as follows:

State Significant Development Condition D20	Response Section
Prior to the commencement of operation of Stage 1 and Stage 2, a Green Travel Plan (GTP), must be submitted to the Certifier to promote the use of active and sustainable transport modes. The plan must: (a) be prepared by a suitably qualified traffic consultant in consultation with Council and Transport for NSW.	Section 1: School Travel Plan
(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: Action Plan
(c) include specific tools and actions to help achieve the objectives and mode share targets.	Section 1.2.4: Program
(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.	Section 1.2.3 and 1.2.4
(e) include arrangements for the implementation of a walking school bus as proposed in the Green Travel Plan included in the Supplementary Response to Submissions 2. The routes for the walking school bus must be determined in consideration of the available pedestrian infrastructure as identified in a pedestrian infrastructure conditions assessment undertaken in support of the GTP.	Section 1.2.4: Program
(f) 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 behaviours of users of the development; include an annual review of demand for bicycle parking on the site which includes recommendations for the provision of additional bicycle parking on site where demand has been found to exceed the existing capacity on site.	Section 1.3

1.2. Action Plan

The Galungara Public School Travel Plan (STP) 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 School Travel Plan.

1.2.1. Transport Objectives

Achievable and aspirational transport objectives and mode share targets were co-designed with the School Principal on 24th of July 2020. These objectives and mode share targets were designed with the following guiding principles:

- Co-design with the School Principal aspirational sustainable travel targets that are achievable.
- 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 such as walking and cycling to Galungara Public School.

1.2.2. Student Mode Share

Average Student Mode Share

Data from the *Trip Generation Surveys, Schools Analysis Report (GTA Consultants, 2014)* was used to show the average modal split of trips to and from Primary Schools in Metropolitan Sydney. Travel to and from primary schools was primarily by either car or active transport (ie, mainly walking), with a small percentage using public transport. A range of mode share usage was observed from the surveyed schools as a result of the built environment, such as the quality and completeness of the local footpath network and the different lifestyles of individual families with multiple trip required during school times, such as commuter trips to work.

The average statistics from the *Trip Generation Surveys, Schools Analysis Report (GTA Consultants, 2014)* for primary schools within the Sydney Metropolitan area are provided in Table 1.1.

Table 1.1: Average Sydney Primary School Mode Share

School Type	Period	Car	Bus	Walk
Sydney Metropolitan Area	AM	50%	2%	48%
	PM	40%	2%	58%
	Average	45%	2%	53%

Source: Trip Generation Surveys, Schools Analysis Report (GTA Consultants, 2014)

Travel behaviour for the Galungara Public School is expected to be similar to the average school student 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 Galungara Public School for the opening in Term 1, 2021 is provided in Table 1.2.

Table 1.2: Number of Students Living in the Galungara Public School Catchment Areas

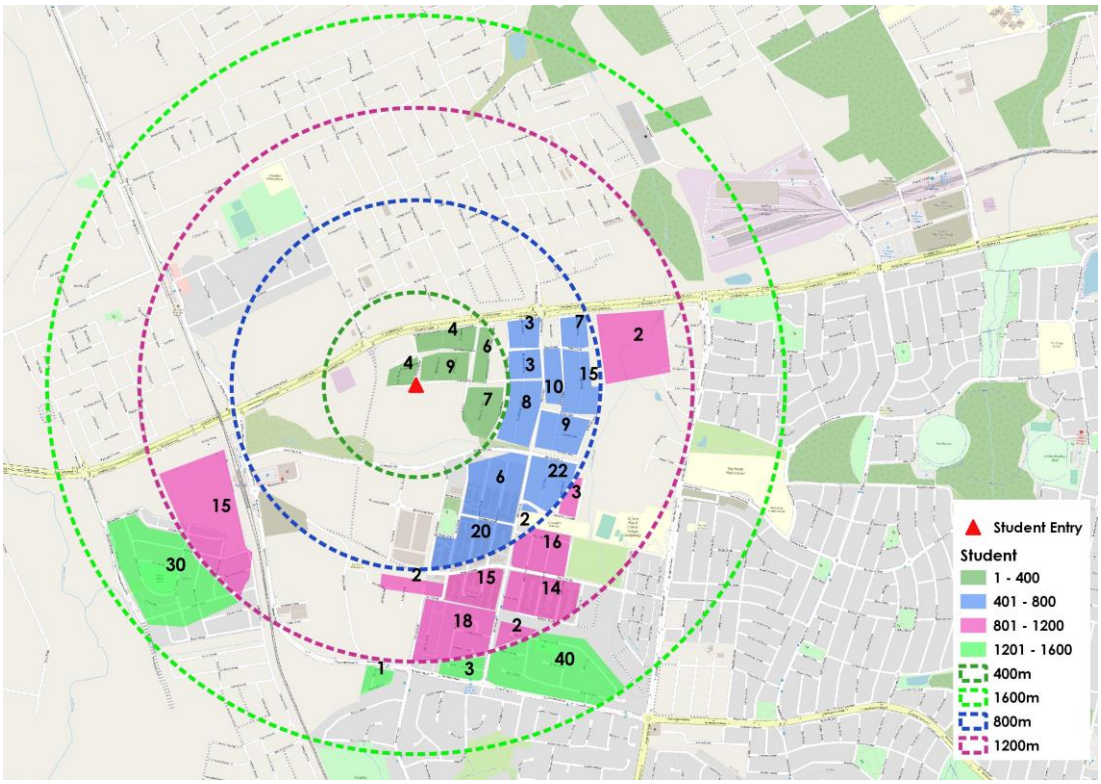
Catchment	Students	Percentage	Cumulative Percentage
1-400m	39	9%	9%
401-800m	154	36%	45%
801-1,200m	134	31%	76%
1,201-1,600m	74	17%	93%
1,601m+	30	7%	100%
Total	**431**	**100%**	

Source: GTA Consultants

The 400/ 800/ 1,200/ 1,600m notional walking catchment and 5/ 10/ 15-minute on-path walking catchments, along with student residence locations, are shown in Figure 1.1.

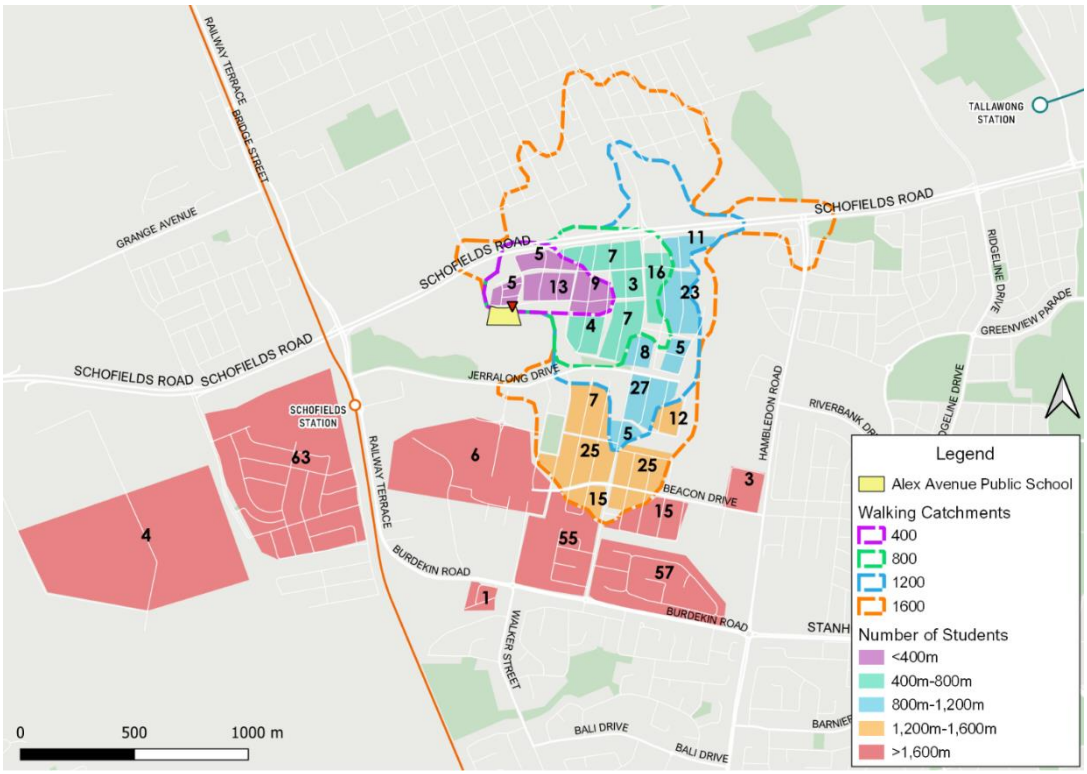
Although the catchment analysis maps are based on circles with "crow fly" distances, they are not considered as precise as the Galungara Public School catchments. The catchment analysis was focused on current location of students based on de-personalised data and the Galungara Public School catchment zone. Therefore, the areas north of the Schofields Road, although shown on the maps, are not considered as part of the potential catchment for students for this school.

Figure 1.1: Students Living in the Galungara Public School Catchment



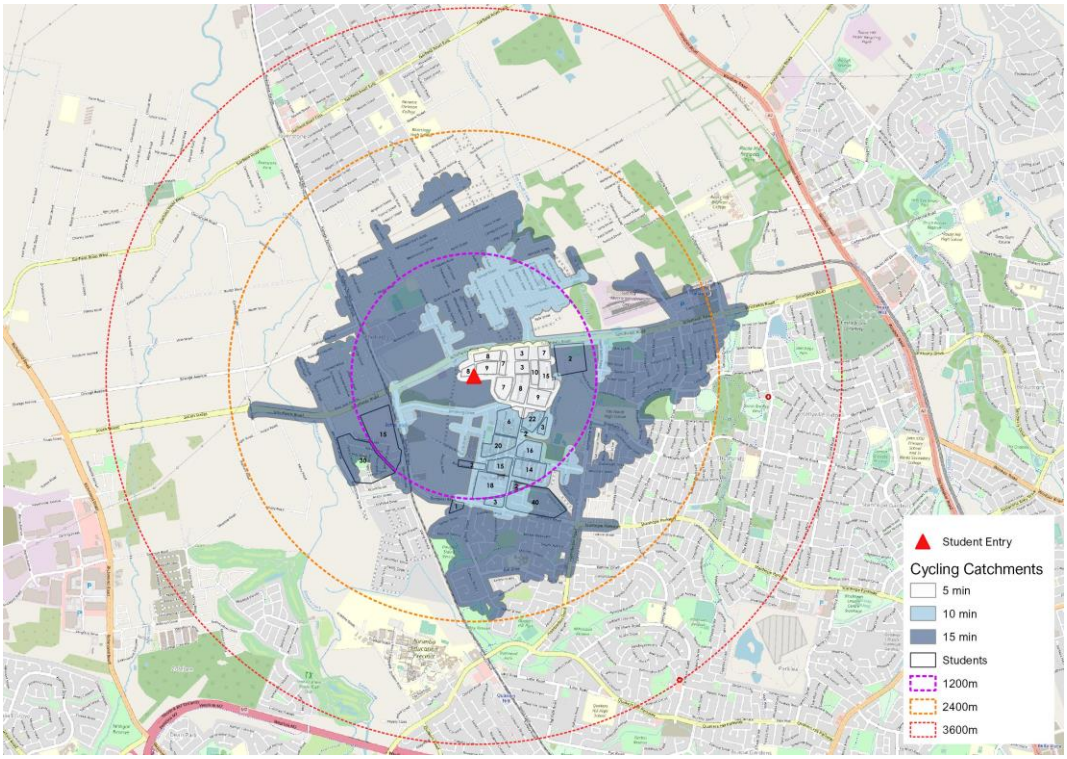
Source: Depersonalised data received from Department of Education, mapped by GTA Consultants

Figure 1.2: Walking Catchment Areas to/from Galungara Public School



Source: Depersonalised data received from Department of Education, mapped and analysed by GTA Consultants

Figure 1.3: Cycling Catchment Areas to/from Galungara Public School



Source: GTA Consultants

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 given in Table 1.3.

Table 1.3: Expected Travel Mode Usage by Distance from a Public School

Catchment	Walk	Cycle	Bus	Car
Kindergarten to Year 4				
1-400m	High	Low	Low	Moderate
401m-800m	High	Low	Low	Moderate
801m-1,200m	Moderate	Low	Low	High
1,201m-1,600m	Low	Low	Low	High
1,601m+	Low	Low	Low	High
Year 5 and Year 6				
1-400m	High	Moderate	Low	Moderate
401m-800m	High	Moderate	Low	Moderate
801m-1,200m	High	Moderate	Low	Moderate
1,201m-1,600m	Low	High	Low	High
1,601m+	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 was developed. Transport for NSW advice states that children up to age 8 are expected to have their hand held when walking and be accompanied when cycling and be actively supervised up to age 10 when walking and riding. These targets, provided in Table 1.4, are generally in accordance with the average mode split of primary schools in the Sydney Metropolitan Area.

Table 1.4: Galungara Public School Mode Share Targets in 2021

Total Number of Students	Walk	Cycle	Bus	Car
	40%	5%	2%	53%
300 students*	120 students	15 students	6 students	159 students

* Anticipated students' number-based data received from the School's principal

With the road network and footpaths around the school likely to be still under construction during the first part of Term 1 of 2021, these mode share targets may not be achieved. Therefore, the School Travel Plan has some interim alternatives and actions to help the school to manage travel access and traffic management to/ from the school and around it. However, the mode share that is expected to be achieved in the long-term with the implementation of a coordinated and resourced active travel program is provided in Table 1.5.

Table 1.5: Future Travel Mode Usage 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	Moderate	High
1601m+	Low	High	Moderate	High

Using this future mode choice likelihood matrix, up to 65 per cent and 10 per cent of students are expected to walk and cycle to school respectively. The aspirational mode share targets, based on a total student population of 1,000 students, are provided in Table 1.6.

Table 1.6: 2025 Aspirational Mode Share Targets for Galungara Public School

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, students are expected to have acquired the skills and habits to safely walk or bicycle to school.

The Transport for NSW Sydney Coordination Office is working with the Department of Education to consider the provision of bus services to increase mode share by public transport to Galungara Public School.

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 increase 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, were previously the responsibility of the School Principal, the School Principal will be supported with a resource to assist implement, measure and monitor the active travel programs, known as the Travel Coordinator.

The Travel Coordinator will conduct the following activities:

- implement the Sustainable Travel Action Plan and Communication Plan as outlined in this School Travel Plan,
- measure the participation of the program and collecting data about how staff and students travel to/from school
- recommend improvements to the program to assist Galungara Public School meet its aspirational active mode share targets which are specified in Table 1.4 and Table 1.6.

1.2.4. Programs

The Sustainable Travel Action Plan was co-designed with the Galungara Public School Principal and it is provided in Table 1.7. 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 action plan will be reviewed by the Travel Coordinator twice each year to address the needs of the school community.

Table 1.7: Sustainable Travel Action Plan

Strategy	Action	Target Audience	Timeframe	Responsibility
Educate children to give them the skills to travel actively, independently[1]				
Educate Stage 1 students	Apply the curricula for Year K-2 and Y-3 students to educate Road Awareness using play-based learning. Liaise with Road Safety Education Officer with Department of Education at Nirimba Office, Road Safety Education page within the Department, PDHPE Curriculum page and Safety Town https://education.nsw.gov.au/teaching-and-learning/curriculum/learning-across-the-curriculum/road-safety-education https://education.nsw.gov.au/teaching-and-learning/curriculum/key-learning-areas/pdhpe https://www.safetytown.com.au/	Students	Annual curriculum	School Principal
Educate Stage 2 students	Apply the curricula for Year 4 students to learn Road Safety with a focus on walking independently to school. Liaise with Road Safety Education Officer with Department of Education at Nirimba Office, Road Safety Education page within the Department, PDHPE Curriculum page and Safety Town https://education.nsw.gov.au/teaching-and-learning/curriculum/learning-across-the-curriculum/road-safety-education https://education.nsw.gov.au/teaching-and-learning/curriculum/key-learning-areas/pdhpe https://www.safetytown.com.au/	Students	Annual curriculum	School Principal

[1] PDHPE K-10 Syllabus are good course sources to provide students with opportunities to enhance their own and others' health, safety, wellbeing and participation in physical activity. Students develop self-management, interpersonal and movement skills to become empowered, self-confident and socially responsible citizens.

Strategy	Action	Target Audience	Timeframe	Responsibility
Educate Stage 3 students	Apply the curricula for Year 5-6 students to learn Road Safety with a focus on cycling independently to school. Liaise with Road Safety Education Officer with Department of Education at Nirimba Office, Road Safety Education page within the Department, PDHPE Curriculum page and Safety Town https://education.nsw.gov.au/teaching-and-learning/curriculum/learning-across-the-curriculum/road-safety-education https://education.nsw.gov.au/teaching-and-learning/curriculum/key-learning-areas/pdhpe https://www.safetytown.com.au/	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. Liaise with Road Safety Education Officer with Department of Education at Nirimba Office, Road Safety Education page within the Department, PDHPE Curriculum page and Safety Town https://education.nsw.gov.au/teaching-and-learning/curriculum/learning-across-the-curriculum/road-safety-education https://education.nsw.gov.au/teaching-and-learning/curriculum/key-learning-areas/pdhpe https://www.safetytown.com.au/	Students	Annual curriculum	School Principal
Enabling active travel through resourcing				
Travel Coordinator	Progress the appointment of a Travel Coordinator for Galungara Public School to promote, coordinate and monitor the implementation of the sustainable travel initiatives.	N/A	Quarter 4 2020	Department of Education led by Project Director
Recurrent funding submission	Department of Education will confirm the recurrent funding to enable mode shift from car to active which funds the Travel Coordinator and associated program costs (communications, participation costs).	N/A	Quarter 4 2020	Department of Education led by Project Director
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 The event needs to be supported by embedded teaching and learning opportunities focused on the skills to be developed to empower children to safer road users.	Staff, parents and students	March 2021 and then annually	Travel Coordinator

Strategy	Action	Target Audience	Timeframe	Responsibility
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. [2]	Parents and students	July 2021	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				
Better pedestrian amenities	Plant trees around the school and along the key pedestrian links to the school to provide more shade and shelter and reduce temperatures	Staff and students	30 June 2022	Travel Coordinator to put a submission to DPIE as part of the 5,000,000 trees initiative.
End of trip facilities	Covered bike racks are a safe location on the school site that sufficient to cater for the student demand	Students	Complete prior to opening	Department of Education
Reduce car travel				
Staff Car pooling	Staff to consider a car-pooling scheme that enables staff to share their car trip to the school with more than one 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 one student in the car for each drop-off and pick up.	All parents	2021 school year then ongoing	Travel Coordinator
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 the desired targets and actions contributing to mode shift after each annual review to update the targets. Positivity inspire positive action. Travel Coordinator to prepare messaging for School Principal with careful consideration of messages from the Departments Road Safety Education Program and Transport for NSW Key Road Safety messages for K- Year 6.	Staff, students and parents via the school website	Per the Communication Plan	School Principal
Transport Access Guide (TAG)	Publish the Transport Access Guide for Galungara 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.	Staff, students and parents	Per communication plan	School Principal using the TAG which is provided in Appendix B

[2] https://education.nsw.gov.au/content/dam/main-education/teaching-and-learning/curriculum/road-safety-education/safe-travel/Walking_school_bus_planning_and_implementing_considerations_for_schools.pdf

1.2.5. Communication Plan

A communication plan was co-designed with the School Principal and the actions and responsibilities for the plan are given in Table 1.8. This plan provides a guide for some of the messages that the School Principal may communicate to promote uptake of walking, cycling and bus to school. The Travel Coordinator will maintain overall responsibility for drafting the messages.

Table 1.8: Galungara Public School Communication Plan

What	When	Which Channel	To Whom	By Whom
All key stakeholders aspire to have students 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 in promotional and marketing material.	Before Friday 18 December 2020 Periodically	Kindergarten Orientation packs from TfNSW	Staff, parents and students	School Principal Travel Coordinator to draft content in plain English
	Before Friday 18 December 2020	Welcome pack to new families when enrolling		School Principal Travel Coordinator to draft content in plain English
	Before Friday 18 December 2020	Local newspaper at school opening		School Principal Travel Coordinator to draft content in plain English
Share the walk, ride, buses transport options to get to Galungara Public School with localising the standard information Public School websites have standardised transport information on websites, apply this same approach for this school. **Omni-present information** will be **easy to obtain online for new students**	Before Friday 18 December 2020	Induction/ welcome pack to staff and students on the school website	Staff, parents and students	School Principal Travel Coordinator to draft content based on TAG provided with this report.
Promote that students will use discounted travel by obtaining a School Term Bus Pass to encourage use of public transport as a sustainable travel option	Before Friday 18 December 2020 At least annually at the end of the school year with regular periodic updates	E-newsletter on the school website	Parents	School Principal Travel Coordinator to draft content (The criteria for discounted travel need to be clearly explained.)
Promote and encourage participation in National Ride2School Day	Annually in March. Register in Term 4 annually	School calendar of events	Staff, parents and students	School Principal Travel Coordinator to draft content and educate and inform community well before the event.

What	When	Which Channel	To Whom	By Whom
Promote Walk Safely to School Day. Materials available at www.walk.com.au	Annually in May of each year	School calendar of events	Staff, students and parents	School Principal Travel Coordinator to draft content as well as educate and inform the community well before the event.
Communicating expected standards of behaviour for Kiss and Drop-off areas **Very firm message will be provided for the School Principal to circulate at upon school opening and commencement of each school year.**	Before Friday 18 December 2020 Regularly, multiple times during each term.	Welcome packs to new families on the school website	Students and parents	School Principal Travel Coordinator to draft content based on information provided by Road Safety Officer Blacktown Council Refer to the Department of Education Road Safety Education webpage https://education.nsw.gov.au/teaching-and-learning/curriculum/learning-across-the-curriculum/road-safety-education/safe-travel
Link to the NSW Department of Education Road Safety website, which is typically included in public school websites. This standard data can be tailored for the school by providing the school location, address and contact details.	Before Friday 18 December 2020	School website	Students and parents	School Principal/School website designer
Educational road safety YouTube video links including: **Safety** https://youtu.be/OcNgdmniL8E **School Zone** https://www.youtube.com/watch?v=I7Le_k0R0PY&feature=youtu.be **School Crossings** https://youtu.be/ih0rXAqxSZg **Champs of Getting to School Safely**- https://youtu.be/IrNe-_CPfxk	Before Friday 18 December 2020 with some updating and showing the content periodically	School website	Students and parents	School Principal Travel Coordinator to draft content and send it the content to the Council RSO to be reviewed before sharing. This sample content has been provided by Blacktown City Council Road Safety Officer
The Road Safety Officer from Blacktown City Council suggested materials to leverage and communicate key messages including: • Many children ride bicycles to Riverbank Public and The Ponds High School. They may be prepared to share some information about their successes. Very firm message at upon school opening and at the start of each school year.	Before Friday 18 December 2020 and at the start of each school year. Regularly, multiple times each term	Induction/ welcome pack to staff and students School website	Staff, students and parents	Blacktown City Council Road Safety Officer able provided pdf School Zone Poster Travel Coordinator to communicate with Riverbank Public and The Ponds High School to use their experience.

1.3. Evaluation Plan

1.3.1. Data Collection Methodology

The School Travel Plan will be evaluated annually to monitor the success of increasing active travel modes for students. Data will be collected annually in Term 3 by the Travel Coordinator to enable refinements to be made to the program in time to influence behaviour changes for the start of the next school year.

The Travel Coordinator will be responsible for the evaluation of the School Travel Plan. The data collected for review will be used to determine whether the active travel participation targets are realistic and are being achieved are available from:

- 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.
- 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.
- A record of the number of students participating in the active travel program events such as Walk to School Day.
- 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 and helpful to them.

1.3.2. Data Evaluation Methodology

The data will be used to determine whether the active travel mode targets are being met or are on track to being met. If the targets are on track, the active mode share target can be adjusted higher. The Action Plan and Communications Plan will also be revised based on interviews with parents and other feedback comments provided to the School Principal and the Travel Coordinator.

1.3.3. Ongoing Feedback Framework

The School Principal will delegate the ongoing feedback framework to the Travel Coordinator to continuously consider ways to improve the active travel outcomes for the school. This includes the following activities:

- 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). Make recommendations to the Council to improve the pathway in future works programs.
- Observing the operation of buses and the drop off/pick up facilities for safety. Make recommendations to improve the safety at these locations for the School Principal to consider.
- Liaising with the Council's Road Safety Officer in the management of parking behaviour at the school.
- Any other feedback from Transport for NSW, the NSW Police, residents, teachers, parents or students.

The Department of Education WHS Advisor and the Road Safety Officer from Blacktown City Council will review and assess the report with these observations and audits.

1.4. Governance Framework

1.4.1. Stakeholders

The stakeholders and their contact details who will implement the Galungara Public School Travel Plan are provided in Table 1.9.

Table 1.9: Galungara Public School Sustainable Travel Plan Contacts

Contacts	Role	Phone	Email
Tracy Anderson	Principal, Galungara Public School	0405 295 866	Tracey.Anderson@det.nsw.edu.au
Fiona Frost	Road Safety Officer	98396000	Fiona.Frost@blacktown.nsw.gov.au
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	Not available	jim.lewis3@det.nsw.edu.au
Rebecca Lehman	Sustainable Transport Technical Advisor, Department of Education	0432 427 766	rebecca.lehman@det.nsw.edu.au
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2. OPERATIONAL TRANSPORT AND ACCESS MANAGEMENT PLAN

02

2.1. Overview

This Operational Transport and Access Management Plan (OTAMP) has been prepared to provide guidance to staff, students and visitors travelling to Galungara Public School.

The scope of works is to address the conditions issued by the Department of Planning and Environment (DPE) with respect to the provision of an OTAMP as outlined as follows:

State Significant Development Condition D21	Response Section
Prior to the commencement of operation of Stage 1, an OTAMP is to be prepared by a suitably qualified person, in consultation with Council, Transport for NSW and TfNSW (RMS), and be submitted to the Certifier and a copy provided to the Planning Secretary. The OTAMP 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	Section 2.4 and Transport Access Guide which is attached in Appendix B
(b) the location of all car parking spaces on the school campus and their allocation (i.e. staff, visitor, accessible, emergency, etc.)	Section 2. 4.2
(c) the location and operational management procedures of the drop-off and pick-up parking, including staff management/traffic controller arrangements	Section 2.4.4
(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 2.4.4
(e) delivery and services vehicle and bus access and management arrangements	Section 2.4: Deliveries and Waste Management Functions
(f) management of approved access arrangements	Section 2.4.3: Site Access Recommendations
(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 parking	Section 2.5
(h) car parking arrangements and management associated with the proposed use of school facilities by community members	Section 2.4.2: Parking Management Outside of School Hours
(i) a monitoring and review program, including the review of the performance of the drop-off and pick-up area within 12 months of operation and identification of additional measures where required to improve the performance of the drop-off and pick-up parking and mitigate impacts on the local road network.	Section 2.5

2.2. Context

2.2.1. The School

Background

Galungara Public School is located on the southeast corner of Farmland Drive and Pelican Road which connects to Schofields Road. Access to the school is provided from both Farmland Drive and Pelican Road. However, given the delays and uncertainty around the delivery of Pelican Road the interim access to the school will be only provided from Farmland Drive at Term 1, Day 1. The location of site and surrounding street network is shown in Figure 2.1.

Galungara Public School will cater for students from Kindergarten to Year 6 and will have a student capacity of 1,000 students and 70 full-time staff upon completion before 2025. The school is expected to have 250-300[4] students on day one of operation which indicatively is at the end of January 2021.

Figure 2.1: Galungara Public School Location and Surrounding Street Network



Source: Nearmap, 2020

Schofields is one of the fastest developing suburbs in the Blacktown Local Government Area, located approximately 45 kilometres west of Sydney CBD in the north-west of Greater Sydney. The school is part of the *Alex Avenue and Riverstone Precinct Plan 2010* as developed by the state government over the next decade. Based on the plan, the proposed land uses around the site are mostly:

- medium to high density residential to the west of the school
- medium density residential to the north and south of the school

[4] Anticipated students' number based on data received from the School's principal

- a sporting field on the immediate east side of the school, with a shared boundary
- low density residential to the east of the school
- a creek with associated riparian corridor and drainage land along the south boundary of the school
- mixed use and retail/commercial developments to the south-west of the school, next to the Schofields Train Station approximately 1km walking distance away, around which the commercial town centre of Schofields is expected to form. [5]

Using depersonalised student residential data provided by Department of Education NSW, in June 2020 the Galungara Public School catchment area and student locations are shown in Figure 2.2.

Figure 2.2: Students Living in the Galungara Public School Catchment Area

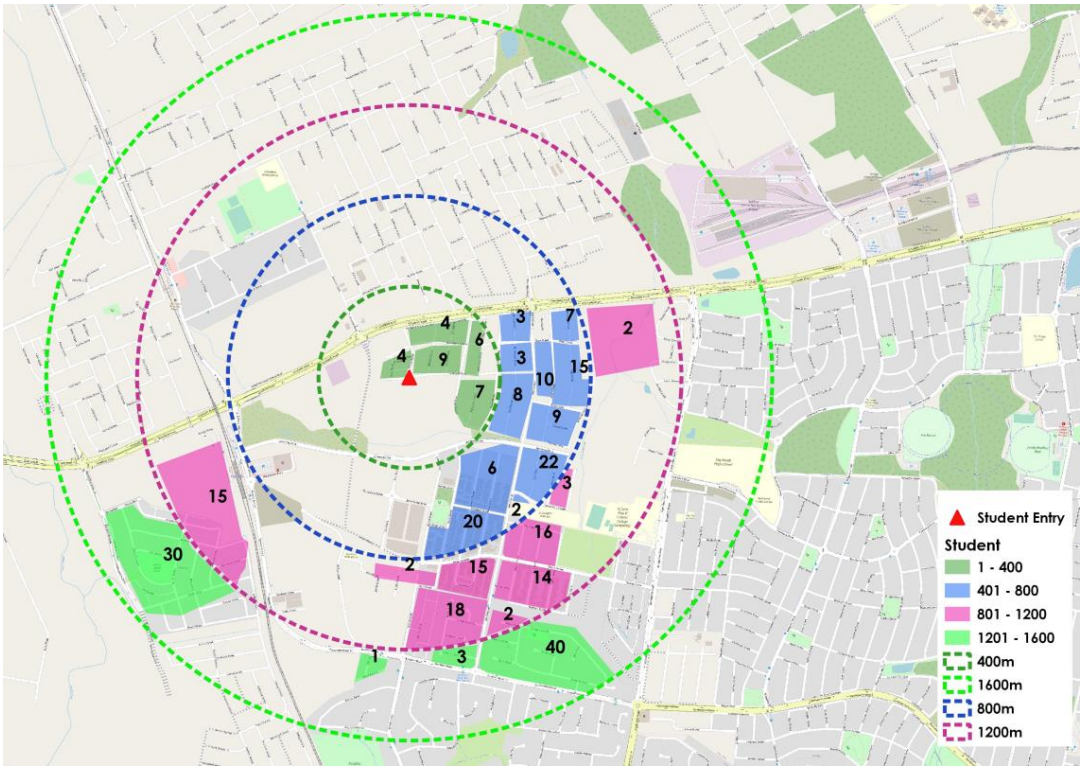


Table 2.1: Summary of Students Living in the Galungara Public School Catchments

	Catchment	Students	Percentage	Cumulative Percentage
	1-400m	39	9%	9%
	401-8,00m	154	36%	45%
	801-1,200m	134	31%	76%
	1,201-1,600m	74	17%	93%
	1,601+	30	7%	100%
	TOTAL	**431**	**100%**	

[5] From "Galungara Public School-Green Travel Plan" prepared by Bitzios Consulting, May 2019

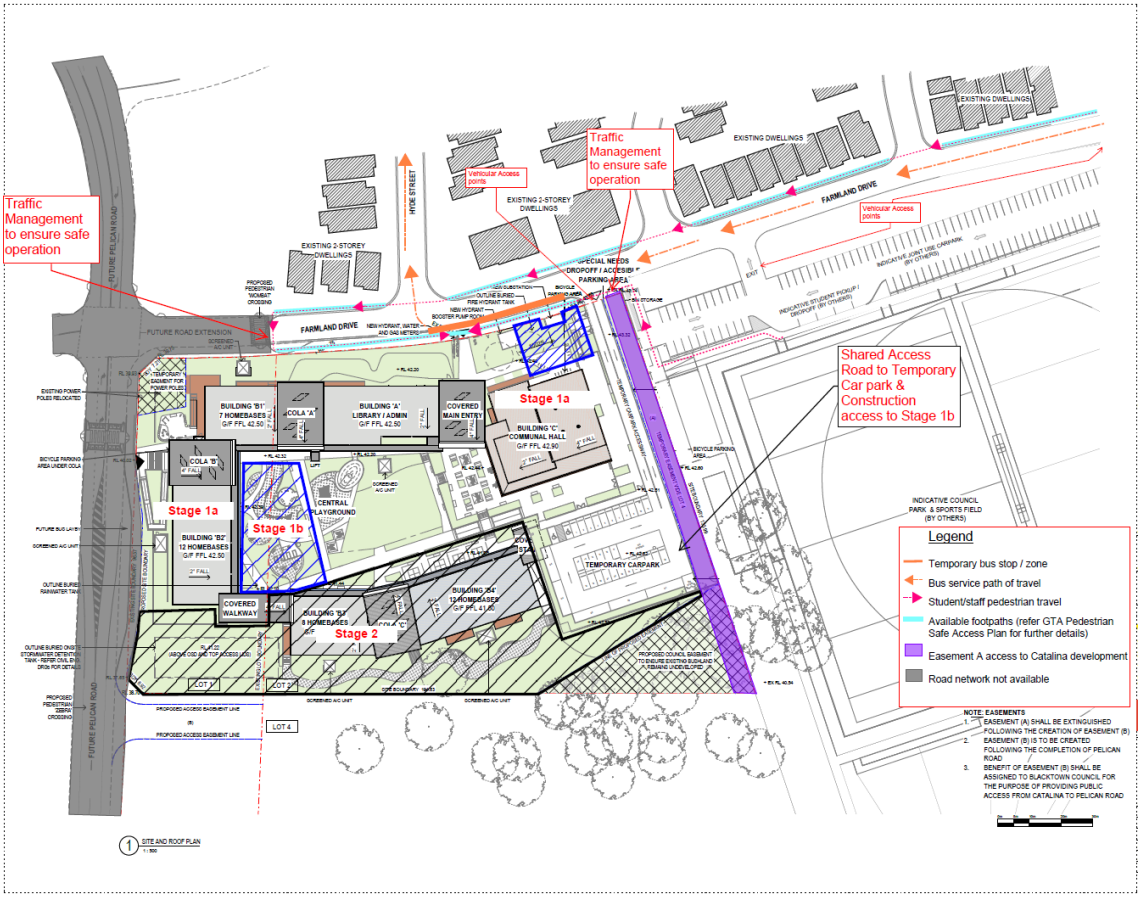
2.3. Existing Transport Network and Operations

2.3.1. Transport Network

Active Network

Given the school site and nearby surroundings are still ongoing construction projects and residential developments, active travel infrastructure, such as footpaths and safe crossings, are needed for the future. Therefore, footpaths along the north side of Farmland Drive and a number of one side footpaths along Glacier Street, Belford Street and Arcadia Street were completed recently, as shown in Figure 2.3. These footpaths are available for use in Term 1, Day 1.

Figure 2.3: Available Footpaths for Term 1, Day 1 at Galungara Public School



Source: Group GSA Pty Ltd, drawing number AA-AR-1100, 30/05/2019, amended by TSA Management

Public Transport Network and School Bus Operations

Schofields Railway Station is located approximately 1km west of the site and will be accessible for pedestrians in the future via Pelican Road (once constructed) and Jerralong Drive. Until that road link is completed, walking to Schofields Station requires a detour of approximately 400m via Schofields Road.

Train services to Schofields Railway Station are provided on the T1 Western and T5 Cumberland Lines. The T1 Western Line provides access from/to Richmond, Blacktown, Parramatta, Strathfield and Central, and the T5 Cumberland Line links Richmond and Leppington via Blacktown, Parramatta and Liverpool. Both lines

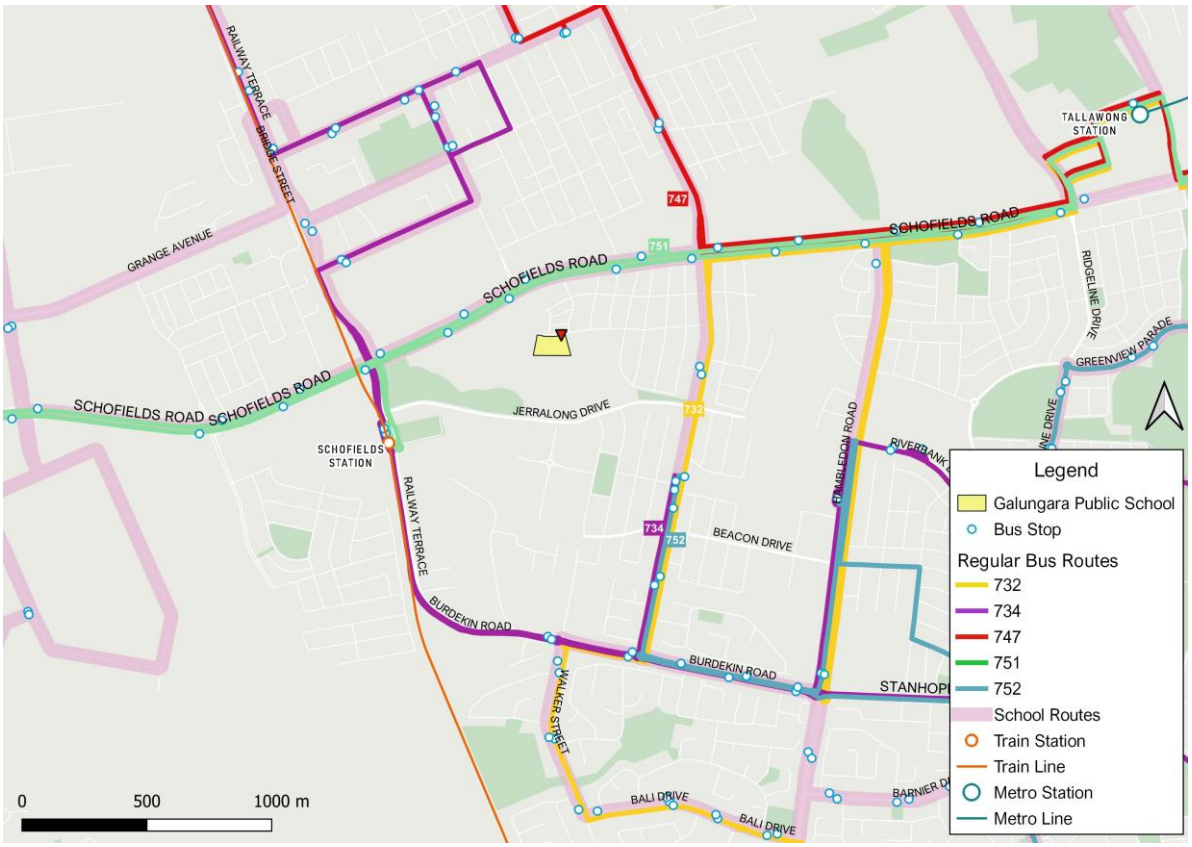
provide services every 30 minutes from Monday to Friday. The T1 Line provides additional services during peak hours.

The existing local bus routes that service Schofields, where Galungara Public School is located, are all operated by Busways as part of Contract Region 1. Routes 732 and 751 have connections to the Tallawong Metro Station.

Route 732 is a feeder service to the Quakers Hill Railway Station, whereas Route 734 is a feeder service to the Schofields Railway Station with regular train services between Windsor, Richmond, Blacktown, Parramatta and Sydney.

The existing bus stops for the bus routes that provide the closest services to Galungara Public School are located in Schofields as shown in Figure 2.4. None of the existing bus routes service the entrance of Galungara Public School and a walk of over 300m is required. The closest bus stop to the school is located in Schofields Road opposite Junction Road.

Figure 2.4: Existing Bus Network and Bus Stops in Schofields



None of the existing bus routes have stops adjacent to the site, as the area is under development. The closest bus stop to the site is located approximately 200m north of the school on Schofields Road, providing regular bus services to Tallawong Metro Station, Rouse Hill and Blacktown. The bus routes with the destinations and service frequencies in Schofields. where Galungara Public School is located, are given in Table 2.2.

Table 2.2: Existing Bus Routes and Service Frequencies in Schofields

Route Number	Destination	Service Frequency
751	Rouse Hill Town Centre to Blacktown	Every 15 minutes (Peak) Every 30 minutes (Off-Peak)
732	Blacktown to Rouse Hill via The Ponds	Every 30 minutes
747	Marsden Park to Rouse Hill via Riverstone	Every 60 mins (Off-Peak)

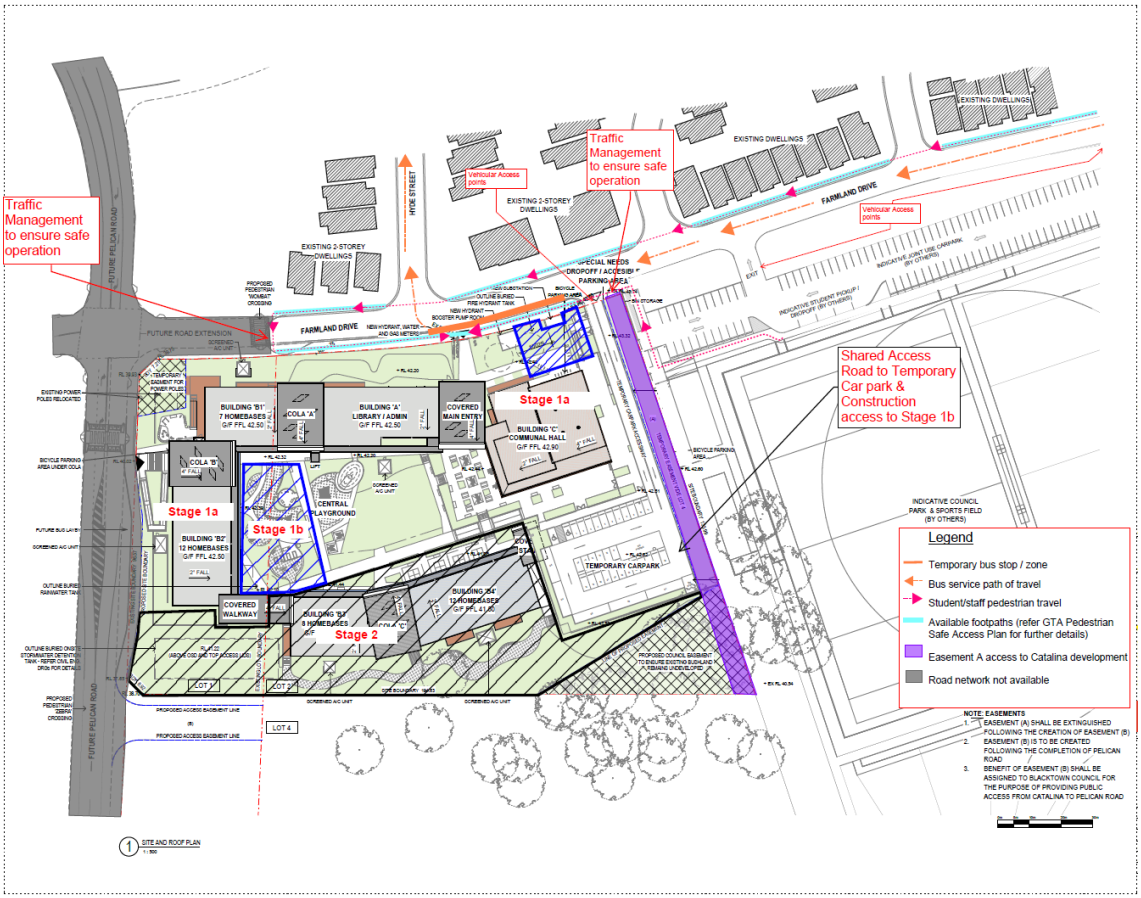
None of the bus routes are currently service Galungara Public School directly. Discussions about the provisions of a direct bus service to the school will continue to be held with Transport for NSW and the need for these school bus services will be informed by future enrolment data provided by the School.

School Bus Services

An indented bus bay will be built along the future Pelican Road on the western side of the school. Details of a school bus service will be developed in consultation with Transport for NSW and Busways who is the operator of the school bus services in this part of Western Sydney in Contract Region 1.

As the construction of Pelican Road and extension of Farmland Drive is unlikely to be completed by Term 1, Day 1, a temporary 50-metre long bus zone along south side of Farmland Drive will be provided as shown in Figure 2.5. In addition, an interim bus route is planned along Farmland Drive and through Hyde Street will cater the potential school bus or excursion bus while the road network is not completed.

Figure 2.5: Temporary Bus Service Path and Bus Stop in Farmland Drive



Source: Group GSA Pty Ltd, drawing number AA-AR-1100, 30/05/2019, amended by TSA Management

The school bus service will provide a safe, convenient option for students operating during the AM and PM school peak periods.

Road Network

Road access to Galungara Public School is via Farmland Drive which is a local road connecting the school to Alex Avenue. Pelican Road is the main north-south connection for the other local roads in the suburb onto the surrounding arterial roads of Burdekin Road and Schofields Road, as shown in Figure 2.6.

For trips originating within the precinct, the maximum distance to the school is less than two km, with a large portion of residences located within one km of the site.

Table 2.3: Road Network in the Suburb Surrounding Galungara Public School

Road Name	Road Type	Details
Farmland Drive	Local road	Farmland Drive is a local road aligned in an east-west direction along the northern boundary of the site. It connects with Alex Avenue to the east and currently terminates towards the north-east corner of the site boundary. Precinct planning includes its extension further west to adjoin with the future Pelican Road which will be a north south connection to arterials. Farmland Drive has a speed limit of 50km/h.
Antonia Parade	Local road	Antonia Parade is a local road aligned in north-south direction located further east of the site. It currently intersects with Farmland Drive east of the site at a priority-controlled intersection. The Farmland Drive/Antonia Parade intersection is wide at about 30 m measured diagonally cross the intersection and designed for future upgrade to a roundabout.
Pelican Road	Collector road	Pelican Road will be a collector road and will travel in a north-south direction along the western boundary of the site linking Schofields Road in the north with Jerralong Drive and Burdekin Road in the south. Burdekin Road will provide a key east-west link between the Schofields Precinct and Marsden Park in the west and Stanhope Gardens/Parklea (and beyond) to the east.
Alex Avenue	Collector road	Alex Avenue is a collector road with a widened verge that is aligned in a north-south direction. It is key to providing a connection to Burdekin Road to the south and Schofields Road to the north and continues on as Boundary Road. It provides a shared path along the east side and the cross-section of the standard collector road.
Schofields Road	Arterial road	Schofields Road is classified as an arterial road. It is a major east-west link within the NWPGA that connects Marsden Park, Rouse Hill and Schofields. It has undergone recent significant upgrades to now serve as a multi-functional bus corridor/arterial road, providing a four-lane, divided road with separated shared path on the southern alignment. The upgrades also included signalising the Hambledon Road/Alex Avenue intersections and twin bridge crossings over First Ponds Creek. The posted speed limit is 70 km/h, with plans to reduce to 60 km/h in the future as traffic increases.

Figure 2.6: Road Network Surrounding Galungara Public School

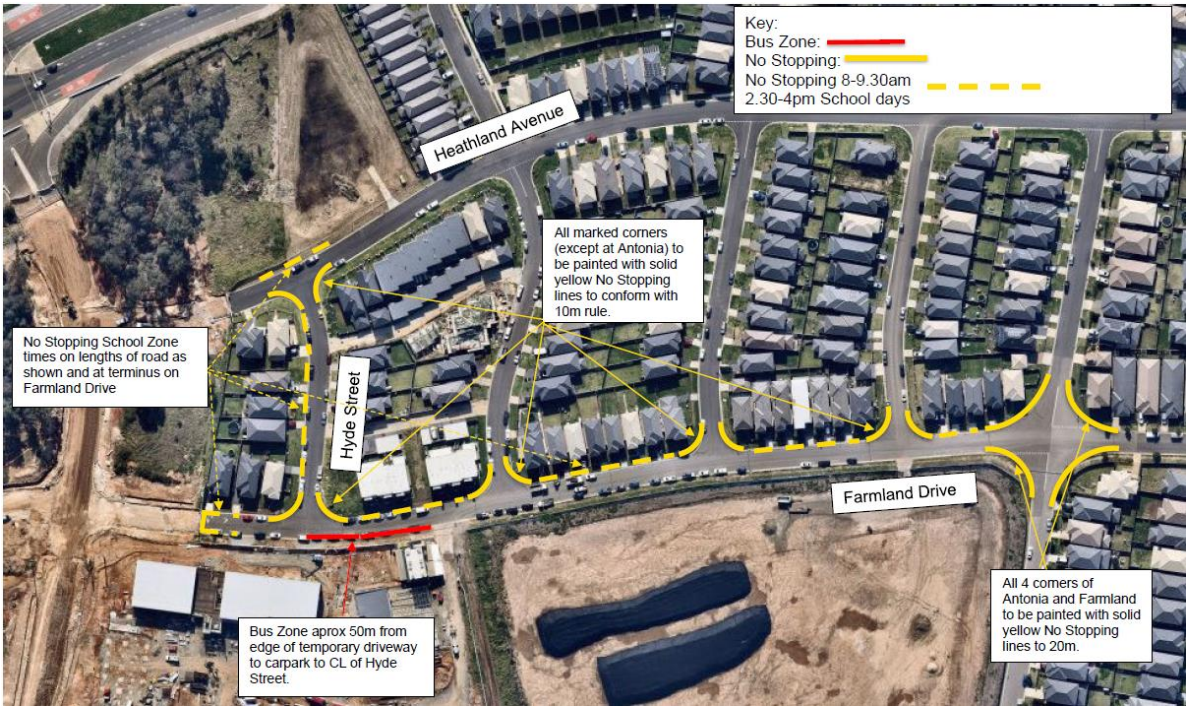


Base map: Google modified by GTA Consultants

Galungara Public School will have site frontages of approximately 140m on Farmland Drive and 70m on Pelican Road. Parking along Pelican Road is likely to be limited due to the need to accommodate the future indented bus bay. After accounting for future access locations into the school, an estimated15-20 on-street parking spaces will be available along Farmland Drive. Permanent parking restrictions are yet to be confirmed. The area around the precinct currently does not present parking restrictions. When the development is completed, these parking restrictions will be reviewed to align with the various user groups (e.g. school, business, residential) in the area.

Temporary parking restrictions are confirmed along the Farmland Drive due to provision of interim bus route and bus zone. The configuration of these parking restrictions includes no stopping signage will be posted along the entire north side of Farmland Drive and west side of the temporary bus zone in front of the school. Temporary Bus Zone signages will be located along the temporary bus zone as shown in Figure 2.7.

Figure 2.7: Interim Restriction along Farmland Drive for Term 1, Day 1



Source: Blacktown City Council, 2020, LTC approved plan

2.4. School Site Access and Parking

2.4.1. Site Access

Pedestrian Access

The school is located in a new residential subdivision that is drive currently under development. Residential lots generally located to the east and north of the school site was substantially developed. Farmland Drive currently terminates approximately 39 m west of Hyde Street, and construction of Pelican Road has commenced recently.

For Term 1, Day 1, footpaths along the north side of Farmland Drive, between Antonia Parade and Hyde Street, and in front of the school; south of the Farmland Drive, as well as a number of one side footpaths along Glacier Street, Belford Street and Arcadia Street will be available for pedestrians.

Further investigations over the timing of footpath works along Farmland Drive and the subdivision are being undertaken at the time of preparation of this assessment. A sealed footpath network may not be available for use in Term 1, Day 1, the verge is width enough to provide relatively safe environment to enable walking as a mode of transport to/from the school, on the basis that:

- Roadways within the immediate vicinity of the school were designed generally in accordance with the objectives of Section 3.4.1 of the Blacktown City Council's *Growth Centre Precincts Development Control Plan (July 2018)*, where the design of the street layout embeds pedestrian connectivity and safety considerations.
- Along Farmland Drive, it is understood that a verge width of 3m has been provided along the residential frontages, with completed footpath being 1.5 metres wide.
- Local roads within the vicinity of the site have a verge provided on each side of the road.

- Considering much of the residential areas to the east of the school is constructed and occupied, the condition of verge within the immediate vicinity of the school is considered to be suitable for walking, away from vehicular traffic. We note that this is not optimal to promote active modes of travel, like walking and cycling to school.
- Given the low density, low speed nature of the road network, it is considered that the main difference to pedestrian safety between having a constructed and sealed footpath in comparison to walking on a grass verge is an increased risk to trip, slip and fall walking on grass verge and does not present any increased severity in crash risk to pedestrian movement. It is less attractive to local residents to walk or ride and that car usage may be a more attractive option to residents when making travel decisions.

Since Galungara Public School is for primary school students, who are typically between the age of 5 and 12, the lack of constructed and connected bicycle facility at Term 1, Day 1 means that cycling for students may not be an attractive option until the infrastructure works within the immediate vicinity and catchment area of the school are completed.

A footpath priority list was prepared with close contribution with Department of Education and is included in Appendix D. This priority list identified and suggested the footpaths are required to be constructed before day one of the school opening date in 2021 within 400m to 800m of walking catchment around the school.

Cycling Access

Cycling as a mode of active transport has great potential, especially for Year 5 and 6 primary school students. In NSW, as of 23rd July 2018, children under the age of 16 are allowed to cycle on the footpath, which keeps them safer and more protected from road traffic. This removes a lot of pressure on young children and early teens, who may not have the cognitive ability to be comfortable riding on the road.

Furthermore, adults supervising children riding on the footpath may also accompany them on the footpath, encouraging both parents and children to take up cycling to get to their destination.

An off-road shared path along the southern footpath of Schofields Road is currently the main cycling link near the proposed site. However, the Blacktown City Council 2016 Bike Plan proposes future cycling routes within the Alex Avenue Precinct. The proposed cycling routes to and near Galungara Public School are shown in Figure 2.8. These proposed cycle routes run adjacent to the school along Pelican Road and Farmland Drive. These cycle routes connect to the existing cycleways south-east of the school and will further develop the Blacktown cycle network by linking the cycling elements throughout the precinct.

These routes are marked as ‘developer funded’ in Figure 2.8. The Department of Education will continue to advocate that the cycle routes are built when constructing Pelican Road.

Figure 2.8: Proposed Bicycle Routes in the Galungara Public School Catchment Area



Source: 2016 Bike Plan, Blacktown City Council

Bicycle Parking

As shown in Figure 2.6, bicycle parking will be provided for a total of 56 covered spaces close to the secondary pedestrian entrance. Additional bicycle racks will be provided located close to the main entrance and north side of the Building C. Space exists to expand the bicycle parking in the future, if this is required when the school is operating at full capacity.

Vehicle Access

Currently, access to the school area will be from Farmland Drive via Alex Avenue. In the future, Pelican Road is proposed to be extended to the western side of the school boundary, providing an alternate access point.

There will generally be limited vehicular access into the school boundary. The adjoining Council car park to the east of the school will be connected to the school to facilitate access to the special needs drop-off area and the refuse collection area. A separate exit point, located external to the school boundary, will provide egress from the adjoining Council car park.

Kiss and Drop/Short Stay Pick-Up

The pick-up/drop-off area is to be provided within Council's Reserve 885 car parking area. Eight parallel bays are proposed along the southern side of the car park, enabling direct pedestrian access between the footpath and the vehicle without the need for students to traverse the trafficable portion of the car park. This enhances student safety and facilitates a safer and more efficient pick-up/drop-off operation.

Disable access parking will be accommodated within the school boundary in the form of 90-degree angled accessible bays. Four accessible bays will be provided for staff accessible parking and disabled access pick-up/drop-off activity.

These four spaces are also bounded by gates along the northern and eastern boundary of the school, providing greater security during special needs students' pick-up/drop-off and reducing the risk of students directly accessing the roadway in an unobstructed manner.

Persons with Disabilities

An off-street area for services and special needs students is proposed to the west of the Council car park, accessed via the public car park only.

Four parking spaces for persons with disabilities (PWD) are located at the disabled access drop off and accessible parking area. The accessible parking spaces are directly adjacent to footpath/ramps, separating the pedestrian from the bin storage area. As well as allowing for unimpeded access for any PWD/special needs students into the school compounds.

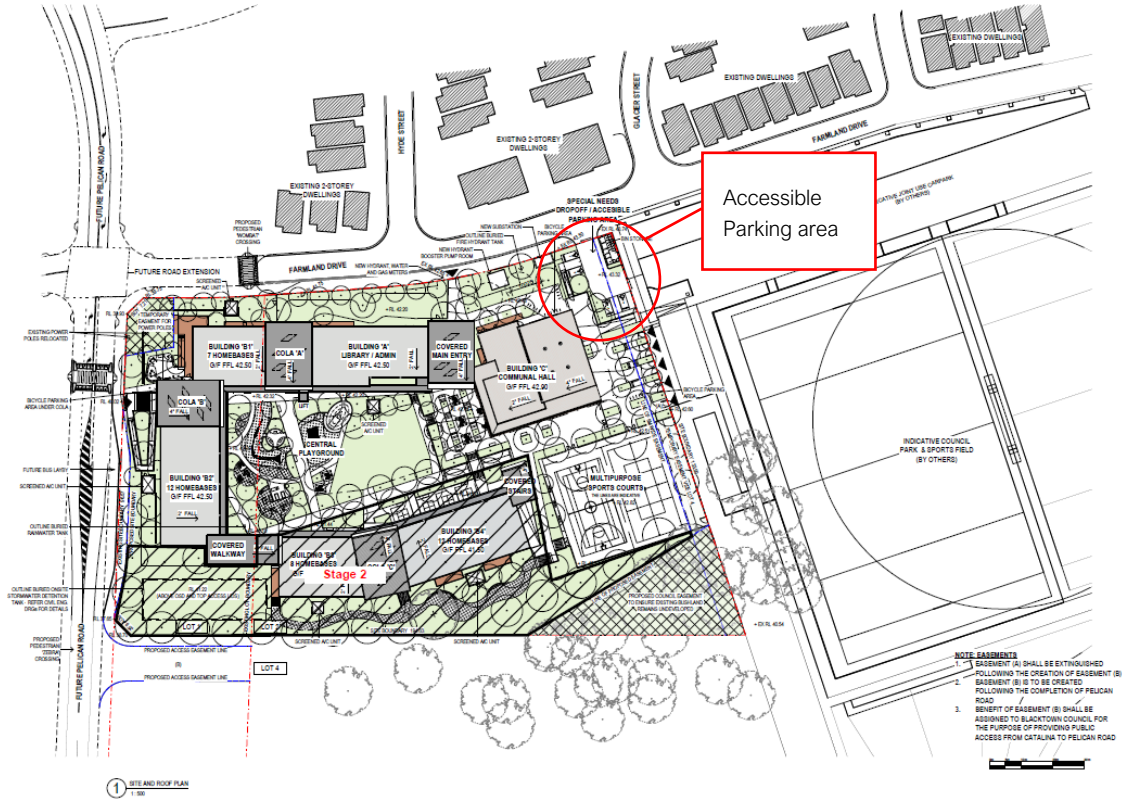
Given the delays and uncertainty around the delivery of Pelican Road, interim disabled parking access will be provided only for Term 1, Day 1 in 2021. The school will be catering for up to 20-30 special needs students upon opening.

The road network delivery issues means that the access easement between Farmland Drive and the Catalina site cannot be extinguished and therefore the planned special needs car parking on school grounds cannot be constructed initially. Given that further school construction works need to occur once the easement is extinguished, the interim arrangements are expected to be in place for 6-12 months.

The nature of special needs students is that need to be escorted by parents onto school grounds (with the walking distance minimised) and therefore the general drop-off and pick-up area in the joint use car park is not suitable for these students from both a distance and parking time limit perspective.

During the interim arrangements, the special needs students will be dropped off in the southwest area of the shared use car parking area that will be marked with temporary yellow line marking for 7 parking spaces. When the road network is completed and the special needs area is built, as shown in Figure 2.9, these students will be dropped off in this area.

Figure 2.9: Special Needs Student Drop-Off and Accessible Parking Area at Galungara Public School for the Completed Road Network



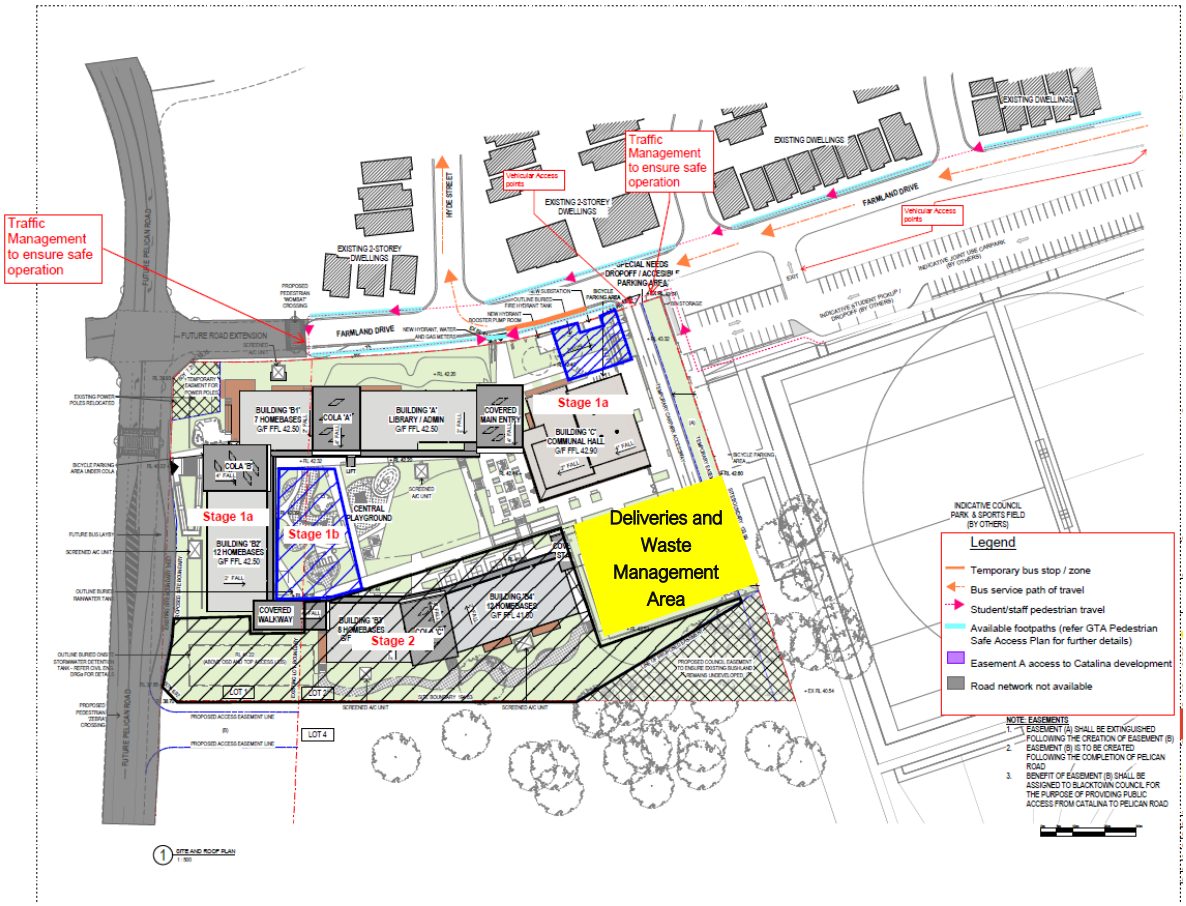
Source: Group GSA Pty Ltd, drawing number AA-AR-1100, 30/05/2019, amended by GTA Consultants

Deliveries and Waste Management Functions

Refuse collection vehicles will access from the adjoining Council car park into the special needs drop off/ accessible parking areas where the bin storage is located. Egress will be from the school boundary in the north east corner of the school site.

Temporary deliveries and waste management will be undertaken at the south-east area of the school as shown in Figure 2.10.

Figure 2.10: Access for Temporary Deliveries and Waste Management at Galungara Public School



Source: Group GSA Pty Ltd, drawing number AA-AR-1100, 08/09/2020, amended by TSA Management

2.4.2. Parking Operations

Car Parking

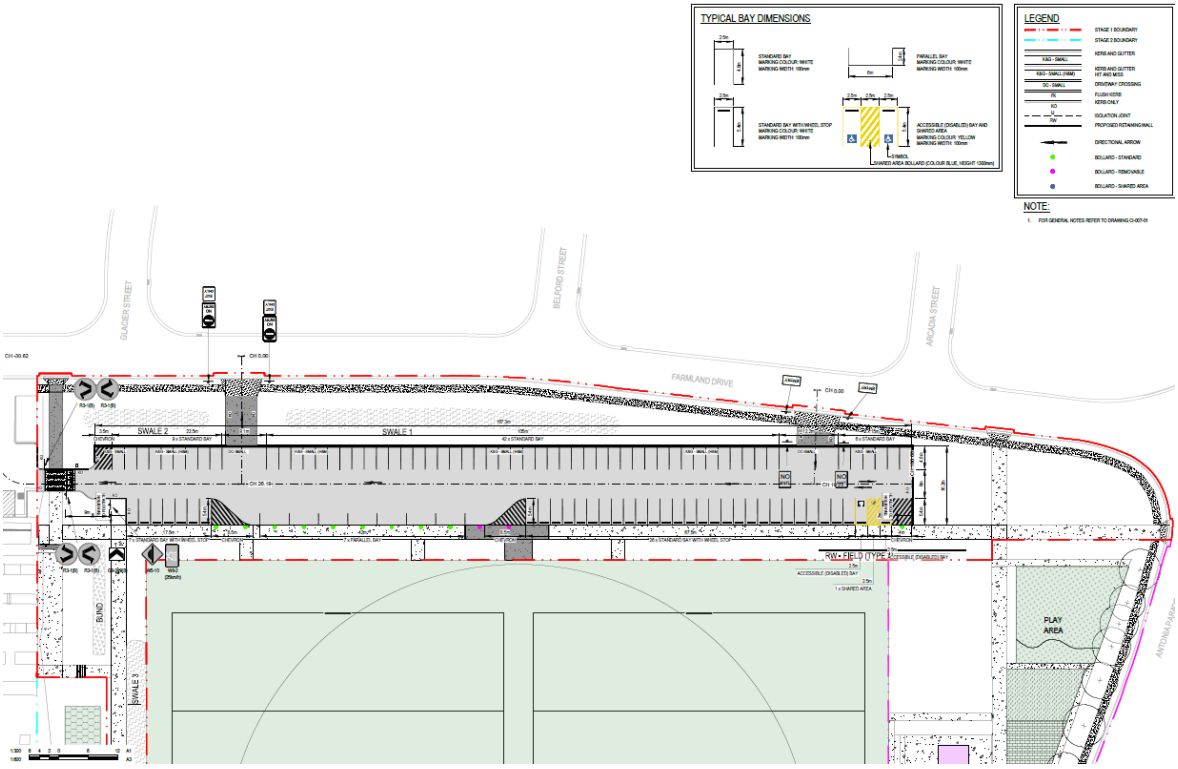
The school will have a capacity for up to 1,000 students and 70 full-time staff that will have 80 car parking spaces as required under the DCP. This car parking provision will be provided with a Joint Use Strategy with Blacktown City Council whereby 80 spaces will be allocated in the Council park to the east of the site. This strategy allows for greater utilisation of the spaces as the school and Council park have complementary peak parking periods. This exceeds the requirements of the DCP.

For a typical park, the peak parking demand occurs on weekends with lesser demand on weekday evenings and generally minor demand throughout the day on weekdays. This enables more efficient utilisation of parking space and assists in minimising excessive parking provision.

For Term 1, Day 1, up to 300 students will be enrolled at Galungara Public School. The School Principal has confirmed that 22 staff are expected to be working at the school from Term 1, Day 1. This will require 28 car parking spaces. Staff will park in the share car park area that will be ready for Term 1, Day 1. However, an alternative staff car park within the school area can be provided if the share car park is not available for the opening day.

A total of 31 spaces are included in the concept temporary car park design, exceeding the minimum parking requirements outlined in the DCP. The latest lay out of the shared car park is shown in Figure 2.11.

Figure 2.11: Shared Use Car Park Adjacent to Galungara Public School



Source: Drawing CI-400-11 by Stantec, dated 2 September 2020

The parking spaces for students who require disabled access will be provided via Farmland Drive as shown in Figure 2.9.

The following recommendations provided to assist in the management of shared parking space use between the school and users of the Council park. These recommendations are preliminary only and intended as a starting point for further development as design development for the car park progresses.

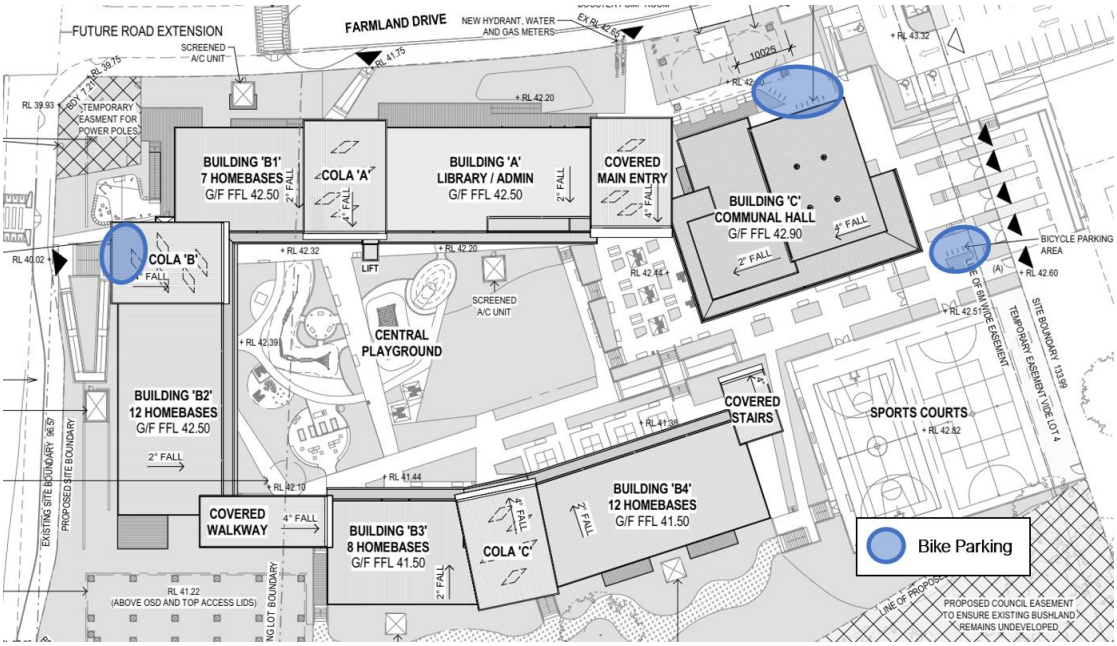
Parking Management Outside of School Hours

Outside of school operational hours, all parking spaces will change for public usage. This can be incorporated via timed parking restrictions as identified by Blacktown City Council.

Bicycle Parking

Bicycle parking is provided on the eastern and western ends of the school area providing a total of 56 bicycle spaces, which exceeds the minimum recommended requirement. The details of these locations for bicycles are shown in Figure 2.12.

Figure 2.12: Bicycle Parking Locations at Galungara Public School



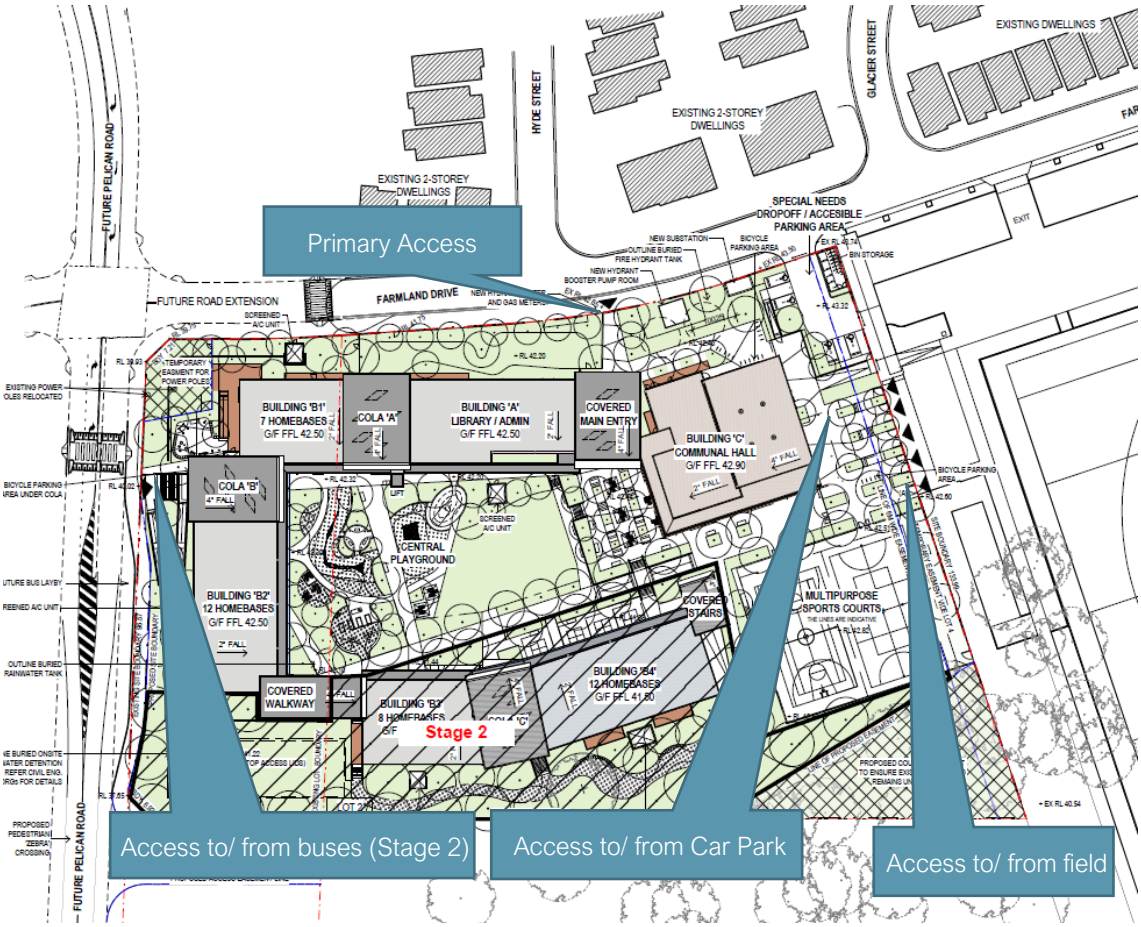
Source: Drawing AA-AR-1100, revision 5, by GSA Architects, dated 21.02.2020

2.4.3. Site Access Recommendations

As shown in Figure 2.13, the following site access arrangements 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.
- School staff will supervise school entry/exit points at gates as students arrive and depart the school.
- "No Stopping" restriction on the Farmland Drive access and Pelican Road access to the school area between 8.00am to 9.30am and 3:00pm to 4.30pm will be implemented to reduce congestion and interruptions to bus operations. This will be monitored once the school is operational to understand driver behaviour.
- Staff only access to the car park will be signed at the entrance with 'Staff Parking Only' and directional signage to the drop-off/pick-up zone, as recommended on the NSW Department of Education's Parking on school grounds webpage.

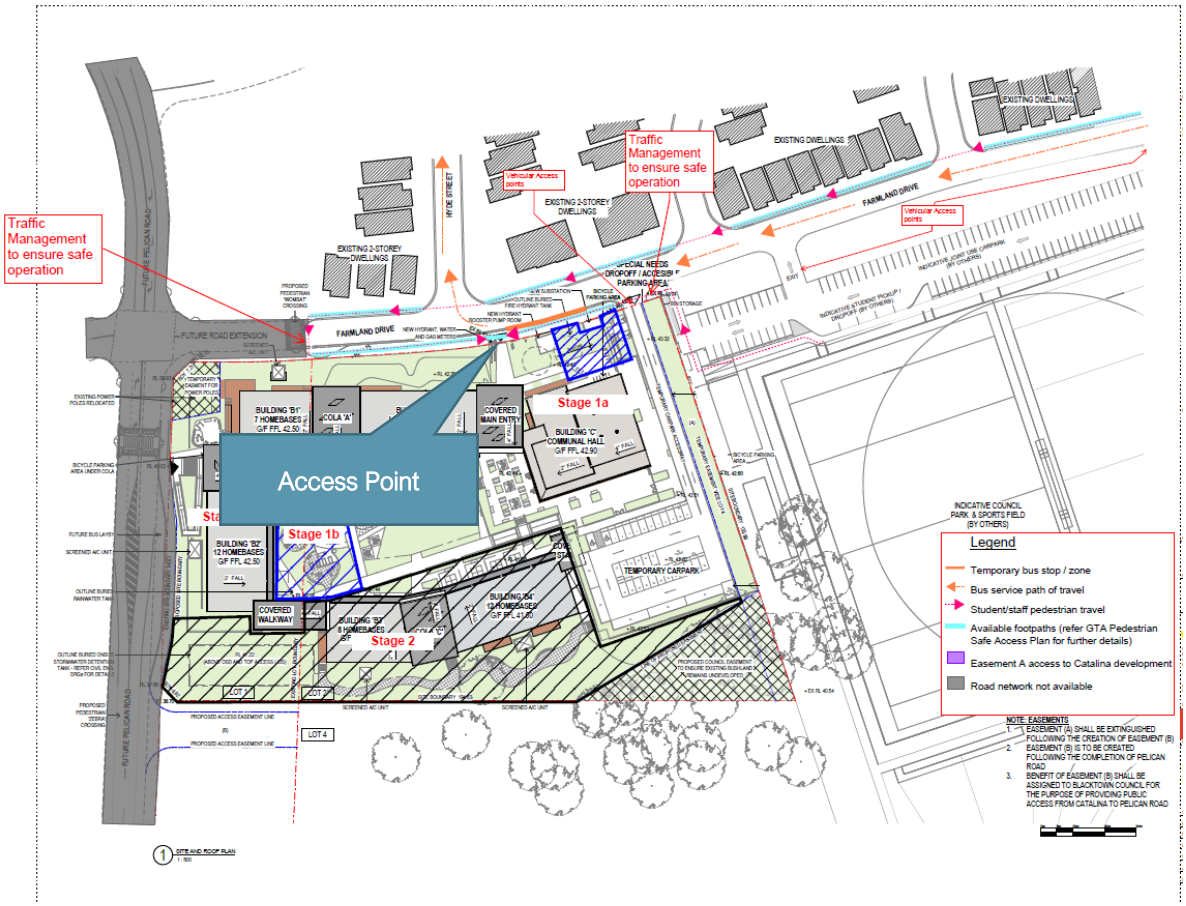
Figure 2.13:Site Access Plan for Galungara Public School



Source: Group GSA Pty Ltd, drawing number AA-AR-1100, 30/05/2019, amended by GTA Consultants

With the delays and uncertainty to the completion of the road network and footpaths by the start of Term 1, Day 1 in 2021, an interim student/staff pedestrian path to the school is shown in Figure 2.14. The main access point to Galungara Public School is from Farmland Drive.

Figure 2.14: Site Access Plan for Galungara Public School for Term 1, Day 1



Source: Group GSA Pty Ltd, Drawing number AA-AR-1100, 08/09/2020, amended by TSA Management and GTA Consultants

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

State schools are not responsible to supervise the students during the drop-of/pick-up times. Therefore, two traffic controllers will be hired for first year of operation of the school to monitor the students at the pedestrian crossing in Farmland Drive and to manage the vehicles in the drop-off/pick-up zone. The Department of Education in collaboration with Transport for NSW will manage and fund the costs for the traffic controllers.

General Information:

- The bus zone will be used for buses only. Fines and demerit penalties will apply for other vehicles using the zone at any time.
- Pedestrian access at the school gates will be supervised at the school finishing time.
- Blacktown City Council will enforce the “no parking” signage in the drop-off/pick-up zone.

Specific Drop-off Procedures:

- Vehicles will enter the student drop-off area from Farmland Drive and exit back to Farmland Drive after driving through the car park area.
- Parents will not get out of their vehicle, but continue to move forward with the queue of other vehicles.
- Parents will arrive and depart in the drop-off zone in a safe manner.

Specific Pick-up Procedures:

- A parent or carer will not leave their vehicle, but continue to move forward in an orderly queue. Each parent or carer will supervise their children entering and exiting the vehicles without assistance.
- The student will get into the vehicle and the parent will exit the pick-up zone promptly.
- Drivers will not double park 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 C. A similar brochure will be distributed to parents with children at Galungara Public School and this is detailed in Table 1.7 which is the Communication Plan for this School Travel Plan.

If vehicles are observed to undertake illegal manoeuvres or parking behaviour, drivers will be identified by asking the student so that further action can be taken to educate the drivers of the correct behaviour. The Traffic Controller at the drop-off/pick-up zone will identify and report this to the Travel Coordinator and School Principal for information.

Parents and drivers will be given information about how to behave safely while driving at drop-off/pick-up facilities via the school's website and Facebook pages. This information will also be included in the student welcome package at the start of the school year.

2.5. Traffic Impacts on Surrounding Streets and Mitigation Measures

The following mitigation measures will be implemented to manage the school traffic generated to have less impact on the surrounding road network and neighbourhood for both permanent and temporary situation until the surrounding road network will be completed:

- With the road network and footpaths to the school not ready for use for Term1 Day 1, more trips will likely be made by private vehicles to and from the school. Two traffic controllers will be engaged during morning and afternoon school peak times to supervise:
    - the safe and orderly behaviour of students crossing Farmland Drive
    - the vehicle movements in the drop-off/pick-up zone to ensure that parents are not parking in the pick-up area and are moving on efficiently and safely.
- "No Stopping" signs will posted in the drop-off/pick-up zone during the AM and PM school peak times.

An example of this type of signage for the "kiss and drop zone" is shown in Figure 2.15.

Figure 2.15: Example of Signage for a School Drop-off/Pick-up Zone



2.6. Monitoring and Review

The Travel Coordinator, in consultation with the School Principal, may choose to establish a traffic management committee or appoint a traffic management champion to facilitate and manage the Green Travel Plan and this OTAMP. This group led by the Travel Coordinator will ensure that these programs are monitored through a variety of means within 12 months including:

- staff and student travel surveys
- feedback through teachers managing the bus and car drop-off and pick-up area
- meetings with a resident representative group from Schofields
- community feedback direct to the school or directed via Blacktown City Council.

A. STAKEHOLDER ENGAGEMENT REGISTER

A

APPENDIX: STAKEHOLDER ENGAGEMENT REGISTER

Stakeholder	Engagement Date	Summary of Engagement	Outcome
Blacktown City Council	June 2020	Fiona Frost provided a wealth of information including School Zone Poster and contact detail promoting road safety for the school for Galungara Public School.	School Travel Plan action and communications strategy is now well informed by materials provided by a Traffic Impact Assessment.
Blacktown City Council	March - July 2020	Engagement on the Joint Use Car Park Agreement with Fiona Frost, Nadeem Shaikh and Dana Spence and the Recreation Planning team.	Agreement on the Joint Use Agreement of the Car Park between the school and the Council.
Blacktown City Council	November 2020	Review Galungara School Travel Plan and provide feedback on the report	The plan has been updated based on the comments.
Transport for NSW and Busways	14 July 2020	Meeting together with Busways, Transport for NSW and GTA Consultants on the bus service design for Galungara Public School. Meeting included the following attendees: • John Devney, GTA Consultants • Nick Buchanan, GTA Consultants • Kira Evans TfNSW • Wade Mitford, TfNSW • Ilija Pleic, TfNSW • Dave Davies, Busways • Julie Ashby, Busways	In principle understanding of the need for bus services to be provided to Galungara Public School. Several bus service options were discussed including the diversion of other school bus specials in the Schofields area if the bell times were adjusted to suit the availability of existing bus services to other schools in the area.
Transport for NSW	November 2020	Review Galungara School Travel Plan and provide feedback on the report	The plan has been updated based on the comments.
Transport for NSW	July 2020	Shared draft School Travel Plan with David Surplice of TfNSW for information.	TfNSW is now advised and familiar with the opening of Galungara Public School in Term 1 in 2021.
Department of Education WHS team	November 2020	Review Galungara School Travel Plan and provide feedback on the report	The plan has been updated based on the comments.

B.TRANSPORT ACCESS GUIDE

Transport Access Guide for Term 1, Day 1 (Temporary)

Transport Access Guide

B

Transport Access Guide

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

By Walking: Wide footpaths will be provided on one side of most roads and provide dedicated off-road links across Alex Avenue, including Farmland Drive, Alex Avenue and future Pelican Road.

By Cycling: As students are allowed to cycle on all footpaths, they can approach the school from all directions. The only cycling infrastructure around the site is located along Schofields Road. The map shows the future cycling links to the school which are proposed Blacktown City Council.

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 frequent bus routes within walking distance of the school:

- Route 732 Rouse Hill to Blacktown ;
- Route 734 Riverstone to Blacktown;
- Route 747 Marsden Park to Rouse Hill;

Route	Description	Number of Services in the Morning
732	Rouse Hill to Blacktown via The Ponds	2 services
734	Riverstone to Blacktown via Schofields	2 services
747	Marsden Park to Rouse Hill via Riverstone	3 services
751	Rouse Hill Town Centre to Blacktown	4 services

Car: Main access roads to the school include Farmland Drive via a shared parking area.

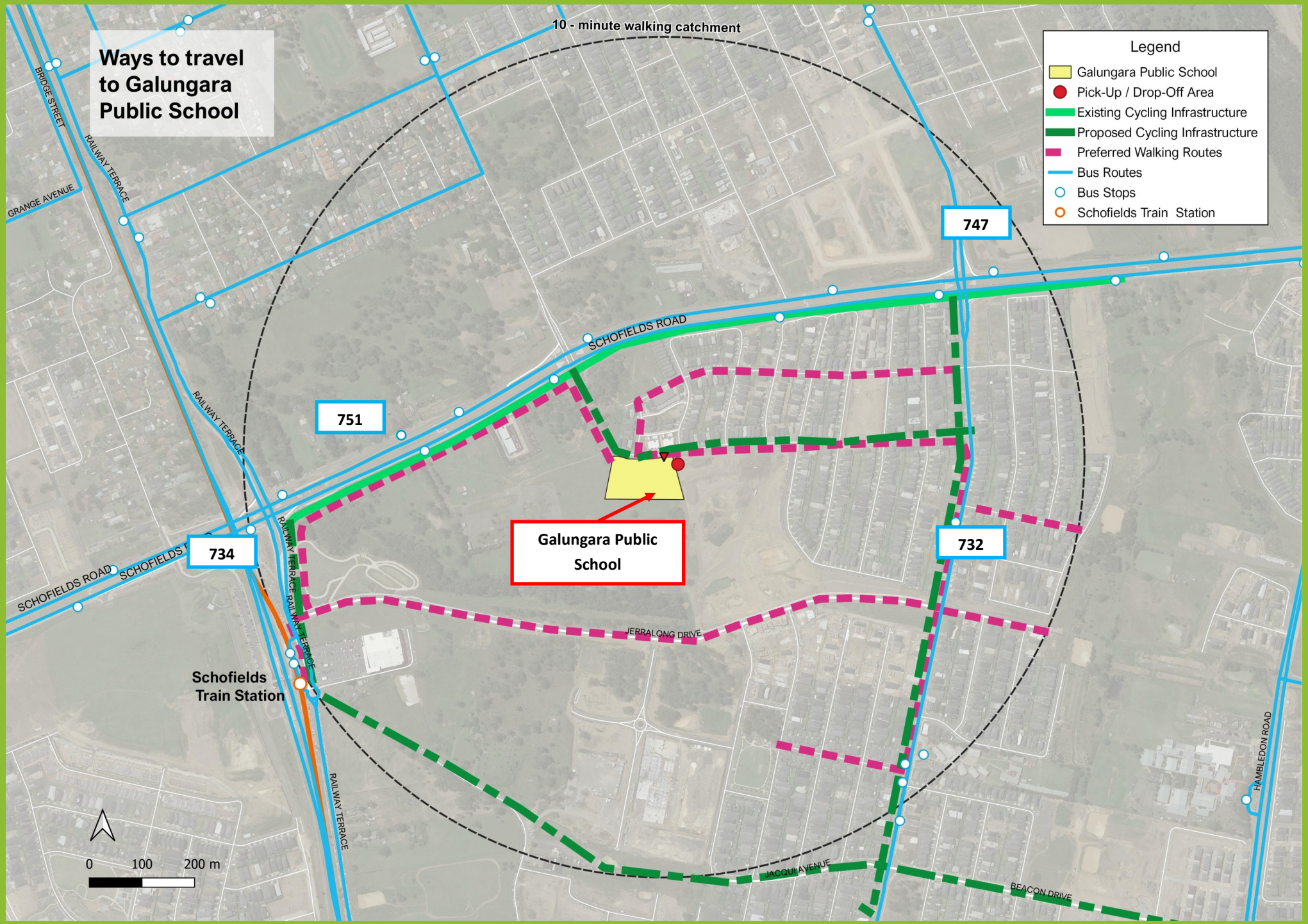
Prepared By

GTAconsultants

Transport Access Guide

How to travel to and from

Galungara Public School


Ways to travel to Galungara Public School
10 - minute walking catchment
Legend
Galungara Public School
Pick-Up / Drop-Off Area
Existing Cycling Infrastructure
Proposed Cycling Infrastructure
Preferred Walking Routes
Bus Routes
Bus Stops
Schofields Train Station
747
751
734
732
Galungara Public School
Schofields Train Station
SCHOFIELDS ROAD
RAILWAY TERRACE
BRIDGE STREET
GRANGE AVENUE
JERRALONG DRIVE
JACQUI AVENUE
BEACON DRIVE
HAMBLEDON ROAD
0
100
200 m

Transport Access Guide

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

By Walking: Wide footpaths will be provided on one side of most roads and provide dedicated off-road links across Alex Avenue, and North side of Farmland Drive.

By Cycling: As students are allowed to cycle on all footpaths, they can approach the school from all directions. The only cycling infrastructure around the site is located along Schofields Road.

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.

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- Route 734 Riverstone to Blacktown;
- Route 747 Marsden Park to Rouse Hill;

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734	Riverstone to Blacktown via Schofields	2 services
747	Marsden Park to Rouse Hill via Riverstone	3 services
751	Rouse Hill Town Centre to Blacktown	4 services

For more information also check the following website:

https://galungara-p.schools.nsw.gov.au/about-our-school/location-and-transport.html

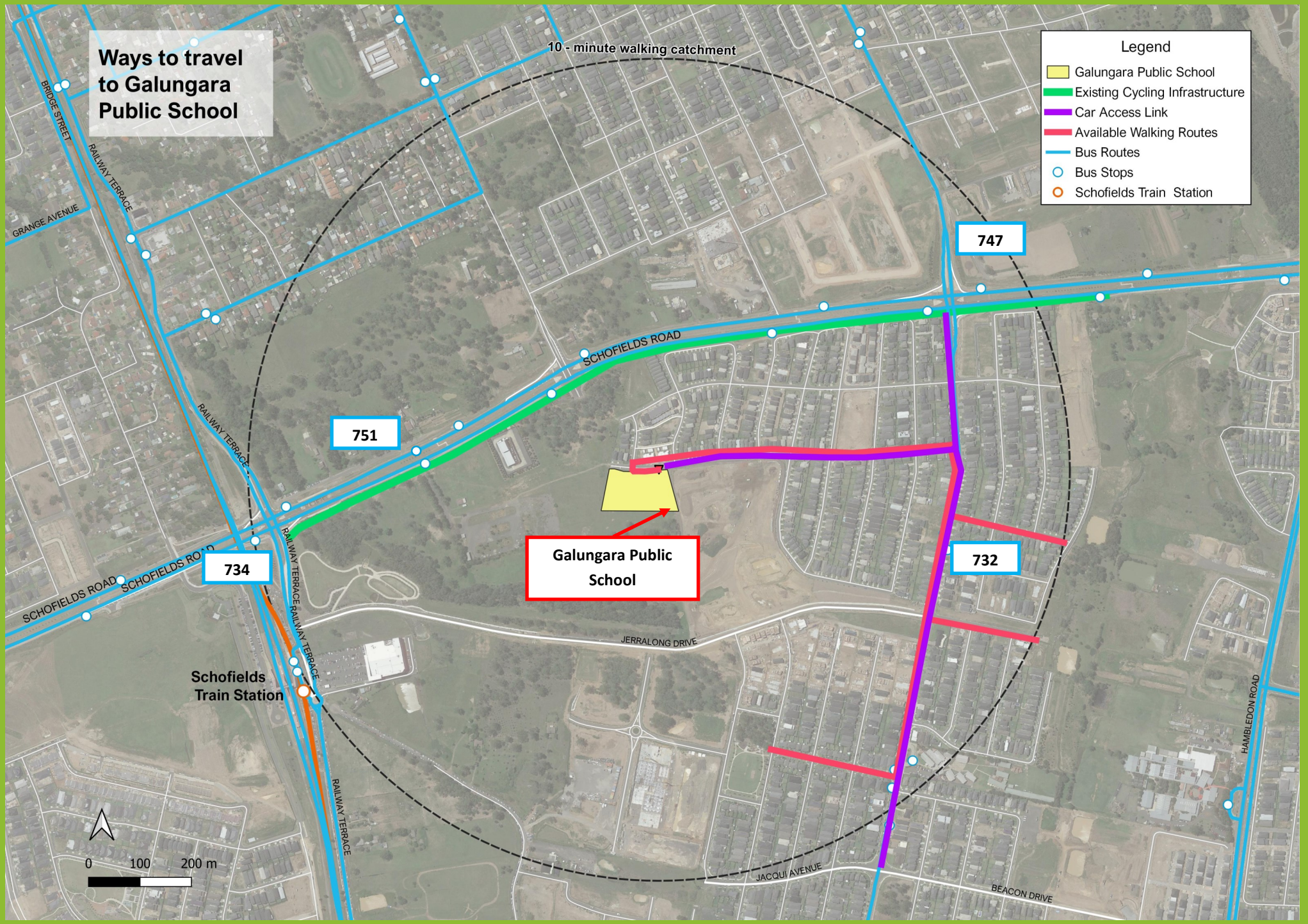
Prepared By

GTAconsultants

Transport Access Guide

How to travel to and from

Galungara Public School

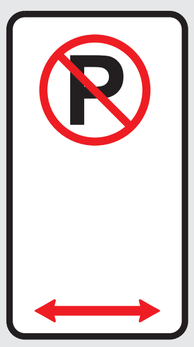

Ways to travel to Galungara Public School
10 - minute walking catchment
Legend
Galungara Public School
Existing Cycling Infrastructure
Car Access Link
Available Walking Routes
Bus Routes
Bus Stops
Schofields Train Station
747
751
734
732
Galungara Public School
Schofields Train Station
SCHOFIELDS ROAD
RAILWAY TERRACE
BRIDGE STREET
GRANGE AVENUE
JERRALONG DRIVE
JACQUI AVENUE
BEACON DRIVE
HAMBLEDON ROAD
0
100
200 m

C. SCHOOL DROP-OFF AND PICK-UP INTIATIVE

C

SCHOOL ZONE OFFENCES
WHAT ARE <u>YOU</u> RISKING? *

FACT Children are small, harder to see, behave unpredictably and are extremely vulnerable. They need **YOU** to take extra care when driving and parking around school zones.



NO PARKING

No waiting. You have **2 minutes** to drop-off or pick-up.

You must stay within **3 metres** of your vehicle.

PENALTIES FROM **$ 191** +2 DEMERIT POINTS



NO STOPPING

You must **not stop** on a length of road with a **no stopping** sign.

The first **10 metres** from an **intersection** is a no stopping zone.

Yellow kerb lines are also a No Stopping zone.

PENALTIES FROM **$ 344** +2 DEMERIT POINTS



BUS ZONE

Only a public bus can stop in a bus zone.

PENALTIES FROM **$ 344** +2 DEMERIT POINTS



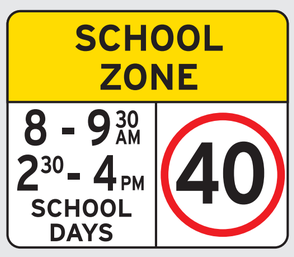
MOBILE PHONES

Extra fines apply for using a mobile phone in a school zone.

PENALTIES FROM **$ 457** +5 DEMERIT POINTS

May be subject to Double Demerits

SPEEDING OFFENCES



40km/h is the limit.

Children are vulnerable, so slow down in school zones.

PENALTIES FROM **$200** +2 DEMERIT POINTS

May be subject to Double Demerits

PEDESTRIAN CROSSING

1. In a queue of traffic, **no part of your vehicle can stop** on a pedestrian crossing.
2. Do not let **your child in or out of a vehicle** at a pedestrian crossing as this is a No Stopping zone.

PENALTIES FROM **$ 457** +2 DEMERIT POINTS

DRIVE WAYS & FOOTPATHS

Do not park on or across a driveway or footpath.

PENALTIES FROM **$ 344** +2 DEMERIT POINTS

U TURNS

U turns are **illegal** on or near a **pedestrian crossing** and across a **double white line.**

PENALTIES FROM **$ 344** +3 DEMERIT POINTS

DOUBLE PARKING

Double parking is illegal and is very dangerous in a school zone.

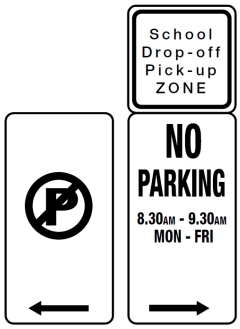
PENALTIES FROM **$ 344** +2 DEMERIT POINTS

*Fines current as of 25 November 2019.
Fines and demerit points are subject to change. For more information check out the NSW Centre for Road Safety website.

PENRITH CITY COUNCIL | Blacktown City Council

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.

roadsafety.transport.nsw.gov.au

Disclaimer
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NSW GOVERNMENT | Transport for NSW
Centre for Road Safety

D. FOOTPATHS PRIORITY LIST

D

Road Name	Road Section	Side	Status	Planning	Within Catchment	Priority	Recommended Action
Farmland Drive	From Pelican Road to Galungara School Boundary	South	No footpath	Forms part of works for Alex Avenue School	400m	High	No required action
Farmland Drive	From Galungara School Boundary to Fortune Street	South	No footpath	Footpath outside scope for Reserve 885 based on final tender drawings circulated by Council	400m	High	Department to lobby Council to construct footpath
Farmland Drive	From Fortune Street to Prairie Street	South	Existing footpath	N/A	400m	N/A	No required action
Farmland Drive	From Prairie Street to Alex Avenue	South	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m and 800m	High	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Farmland Drive	From Pelican Road to Antonia Parade	North	No footpath	Does not form part of Topplace road design drawings.	400m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Farmland Drive	From Antonia Parade to Alex Avenue	North	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m and 800m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Heathland Avenue	From Antonia Parade to Pelican Road	South	No footpath	Forms part of Topplace road design drawings.	400m	High	Department to seek confirmation from council and topplace on timing of footpath construction
Heathland Avenue	From Antonia Parade to Pelican Road	North	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m	High	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Heathland Avenue	From Antonia Parade to Alex Avenue	South	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m and 800m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Heathland Avenue	From Antonia Parade to Alex Avenue	North	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m and 800m	Low	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Hyde Street	From Heathland Avenue to Farmland Drive	West	No footpath	Forms part of Topplace road design drawings.	400m	High	Department to seek confirmation from council and topplace on timing of footpath construction
Glacier Street	From Heathland Avenue to Farmland Drive	East	No footpath	Forms part of Topplace road design drawings.	400m	High	Department to seek confirmation from council and topplace on timing of footpath construction
Belford Street	From Heathland Avenue to Farmland Drive	West	No footpath	Forms part of Topplace road design drawings.	400m	High	Department to seek confirmation from council and topplace on timing of footpath construction
Belford Street	From Heathland Avenue to Farmland Drive	East	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m	High	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Frederick Jones Crescent	Western section	East	Existing footpath	N/A	400m	N/A	No required action
Frederick Jones Crescent	Northern section	South	Existing footpath	N/A	400m	N/A	No required action
Frederick Jones Crescent	Eastern section	West	Existing footpath	N/A	400m	N/A	No required action
Frederick Jones Crescent	Eastern section	East	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m	Low	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Arcadia Street	From Heathland Avenue to Farmland Drive	West	No footpath	Forms part of Topplace road design drawings.	400m	High	Department to seek confirmation from council and topplace on timing of footpath construction
Brindabella Crescent	Western section	East	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Antonia Parade	From Heathland Avenue to Fortuna Street	East	No footpath	Outside of Topplace scope.	400m	Medium	
Raspberry Crescent	Western section	West	No footpath	Forms part of Topplace road design drawings.	400m	Medium	Department to seek confirmation from council and topplace on timing of footpath construction

Road Name	Road Section	Side	Status	Planning	Within Catchment	Priority	Recommended Action
Raspberry Crescent	Western section	East	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Raspberry Crescent	Eastern section	West	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Raspberry Crescent	Eastern section	East	Existing footpath	N/A	400m	N/A	No required action
Fortunato Street	From Farmland Drive to Antonia Parade	East	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m and 800m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Fortunato Street	From Heathland Avenue to Antonia Parade	West	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m and 800m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Prairie Street	From Farmland Drive to Antonia Parade	East	No footpath	Area substantially developed and completed (over 80%). Footpath should be provided as part of subdivision	400m and 800m	Low	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Lillian Crescent	Eastern section	East	No footpath	Outside of Topplace scope.	800m	Low	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Lillian Crescent	Western section	West	Existing footpath	N/A	800m	N/A	No required action
Wildflower Street	From Antonia Parade to Heathland Avenue	East	No footpath	Outside of Topplace scope.	800m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Wildflower Street	From Antonia Parade to Heathland Avenue	West	No footpath	Outside of Topplace scope.	800m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Alex Avenue	From Shen Street to Jerralong Drive	East	No footpath	Outside of Topplace scope.	800m and 1200m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Alex Avenue	From Shen Street to Jerralong Drive	West	No footpath	Outside of Topplace scope.	800m and 1200m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Jayden Crescent	Western section	East	No footpath	Outside of Topplace scope.	800m and 1200m	Low	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Shen Street	From Alex Avenue to Vopi Street	North	No footpath	Outside of Topplace scope.	800m and 1200m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Shen Street	From Alex Avenue to Vopi Street	South	No footpath	Outside of Topplace scope.	800m and 1200m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Austin Street	From Shen Street to Gozo Street	East	No footpath	Outside of Topplace scope.	800m and 1200m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths

Road Name	Road Section	Side	Status	Planning	Within Catchment	Priority	Recommended Action
Austin Street	From Shen Street to Gozo Street	West	No footpath	Outside of Topplace scope.	800m and 1200m	Low	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Austin Street	From Gozo Street to Bajada Street	East	No footpath	Outside of Topplace scope.	800m and 1200m	Low	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Austin Street	From Gozo Street to Bajada Street	West	No footpath	Outside of Topplace scope.	800m and 1200m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Gozo Street	From Alex Avenue to Austin Street	North	No footpath	Outside of Topplace scope.	800m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Gozo Street	From Alex Avenue to Austin Street	South	No footpath	Outside of Topplace scope.	800m	Medium	DoE to seek confirmation from DPIE / BCC on footpath construction requirements and for enforcement of Development Approval conditions relating to footpath. Alternatively, DoE to lobby Council for construction of pedestrian footpaths
Pelican Road	From Schofields Road to Farmland Drive	East	No footpath	Forms part of Topplace road design drawings.	400m	Medium	Department to seek confirmation from council and topplace on timing of footpath construction
Pelican Road	From Farmland Drive to Galungara School Boundary	East	No footpath	Forms part of works for Alex Avenue School	400m	High	No required action
Pelican Road	From Galungara School Boundary to Topplace boundary	East	No footpath	Forms part of Topplace road design drawings.	400m	High	Department to seek confirmation from council and topplace on timing of footpath construction
Pelican Road	From Schofields Road to Topplace boundary	West	No footpath	Forms part of Topplace road design drawings.	400m	High	Department to seek confirmation from council and topplace on timing of footpath construction
Pelican Road	From Topplace boundary to Jerralong Drive	East	No footpath	Outside of Topplace scope. Bridge construction to be undertaken by Council.	400m	Low	Department to seek confirmation from Council on timing of footpath construction
Pelican Road	From Topplace boundary to Jerralong Drive	West	No footpath	Outside of Topplace scope. Bridge construction to be undertaken by Council.	400m	Low	Department to seek confirmation from Council on timing of footpath construction
Farmland Drive / Antonia Parade Intersection			Roundabout and associated pedestrian refuge not constructed	Roundabout and associated pedestrian refuge islands shown on plans	400m	High	DoE to seek confirmation from DPIE / BCC on roundabout and pedestrian refuge construction requirements and for enforcement of Development Approval conditions relating to intersection treament. Alternatively, DoE to lobby Council for construction of roundabout and pedestrian refuge

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