

Green Travel Plan

Santa Sophia Catholic College
Red Gables Road, Box Hill North

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1 Introduction

1.1 Background

Ason Group has been engaged by TSA Management on behalf of Catholic Education Diocese of Parramatta (CEDP) to prepare a Green Travel Plan (GTP) for the Santa Sophia Catholic College, The Gables (the School) located at Lot 26 DP255616, Red Gables Road, Box Hill North in response to condition E18 specified in the Development Consent SSD-9772, granted on 21 April 2020. The condition reads as follows, addressed in this report:

Green Travel Plan

E18. Prior to the commencement of operation, a final Green Travel Plan (GTP), must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must:

(a) be prepared by a suitably qualified traffic consultant in consultation with Transport for NSW (TfNSW);

(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, being consistent with the draft GTP within Transport and Accessibility Impact Assessment Report prepared by Ason Group dated 15/05/2019 and including the amended staff mode share targets estimated in Table 17 of the Transport and Accessibility Impact Assessment Report prepared by Ason Group dated 15/05/2019 (being 75% car drivers, 10% car passengers, 5% each for walking / cycling / other, and no mode share for bus);

(c) include specific tools and actions to help achieve the objectives and mode share targets;

(d) include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP; and

(e) include details regarding the methodology and monitoring / review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development.

It is further noted that Condition E23 of the SSD-9772 requires the preparation of an Operational Transport and Access Management Plan (OTAMP) which forms part of a separate report. Traffic management measures that are required by this GTP will be captured in further details within the OTAMP.

1.2 Purpose

This Plan is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, bicycle riding, public transport, and carpooling. These strategies will therefore assist in less reliance on the use of private vehicles for travel to and from the school, supporting sustainability initiatives for growth into the future, and education of children attending the school of available sustainable travel modes that improve future independence of children attending the school and long-term reduction in the reliance of private car transport and potential health benefits associated with walking, scooter, and bicycle riding.

In this regard, this Plan sets out objectives and strategies to assist the School in achieving green travel goals to improve sustainability.

This Plan includes a review of the existing transport choices and sets targets so that the effective implementation of the Plan can be assessed. These targets are intended to be realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes, given existing and future multi-modal transport networks.

This Plan is expected to be coordinated with the School or their representatives. It shall be reviewed regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

1.3 Author Credentials

The Curriculum Vitae (CVs) for the authors of this Plan have been attached in **Appendix A**.

1.4 Response to Conditions

In response to Condition E18 of the Development Consent SSD-9772, the following table provide details of the requirement of Condition E18 and respective response to the conditions reference demonstrating compliance with the condition.

Table 1: Conditions of Consent

Condition No.	Condition	Response
E18	Prior to the commencement of operation, a final Green Travel Plan (GTP), must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must:	
E18 a)	be prepared by a suitably qualified traffic consultant in consultation with Transport for NSW (TfNSW);	Report prepared by: <ul style="list-style-type: none"> - D. Choi - T. Lehmann

- W. Zheng		
Refer to Appendix A for CV of authors of this report.		
Refer to Section 1.5 for consultation.		
E18 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, being consistent with the draft GTP within Transport and Accessibility Impact Assessment Report prepared by Ason Group dated 15/05/2019 and including the amended staff mode share targets estimated in Table 17 of the Transport and Accessibility Impact Assessment Report prepared by Ason Group dated 15/05/2019 (being 75% car drivers, 10% car passengers, 5% each for walking / cycling / other, and no mode share for bus);	Refer to section 4 of the report for details.
E18 c)	include specific tools and actions to help achieve the objectives and mode share targets;	Refer to section 4 of the report for details.
E18 d)	include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP; and	Refer to section 4 and 5 of the report for details.
E18 e)	include details regarding the methodology and monitoring / review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development.	Refer to section 5 and 6 of the report for details.

1.5 Detailed Stakeholder Engagement

Over the course of the development of the Plan, Ason Group has consulted with key stakeholders including TfNSW, Bus providers, and the School Principal. The following section of this report provide details of consultation undertaken by the Project Team in its preparation of this GTP.

1.5.1 TfNSW Stakeholder Engagement

Table 2: TfNSW Consultation

Identified Party to Consult:	Transport for NSW
Consultation type:	Email correspondence. Video Conference.
When is consultation required?	Prior to commencement
Why?	E18 – Green Travel Plan:

	<p>Prior to commencement of operation, a final Green Travel Plan, must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must:</p> <p>(a) be prepared by a suitably qualified traffic consultation with Transport for NSW (TfNSW)</p>
When was consultation scheduled/held?	<p>8th February 2021. 15th February 2021. 11th March 2021 17th June 2021 28th June 2021 1st July 2021 5th July 2021 12th July 2021 13th July 2021 26th July 2021 29th July 2021 28th August 2021 30th August 2021 28th September 2021 25th October 2021</p>
Identify persons and positions who were involved	<p>Traffic Consultant – Ason Group: Dora Choi (Principal Lead - Traffic Management & Operations), Wendy Zheng (Senior Traffic Engineer), Thomas Lehmann (Traffic Engineer)</p> <p>TfNSW – John McMullan (Contract Management Specialist, Public Transport Contracts and Partnerships), Wade Mitford (Service Planner), Steven Nguyen (Network and Safety Officer - Network & Asset Management, Planning & Programs), Paula Darnley (Senior Contracts Officer - Public Transport Contracts and Partnerships, Greater Sydney), John Broady (Route Planner – Western Sydney)</p>
Provide the details of the consultation	<p>5th February 2021: A meeting was held between Ason Group, TfNSW, Busways, CDC Hillsbus, and the School Principal. Ason Group provided preliminary student data to TfNSW.</p> <p>12th February 2021: Ason Group forwarded queries from the School regarding the SSTs.</p> <p>11th March 2021: A meeting was held between Ason Group, TfNSW, Busways, CDC Hillsbus, and the School Principal. Ason Group provided preliminary student data to TfNSW.</p> <p>17th June 2021: Request to change the standard school zone times for Santa Sophia was submitted to Centre for Road Safety via TfNSW Network Safety Officer</p> <p>1st July 2021: CRS enquiry regarding DOPU management was raised and answered</p> <p>5th July 2021: CRS enquiry regarding DOPU management was raised and answered</p> <p>12th July 2021: TfNSW confirmed the school bus routes for Santa Sophia from Rouse Hill Station</p> <p>13th July 2021: Bus route details confirmed</p> <p>26th July 2021: CRS confirmed approval of changed school zone times</p> <p>29th July 2021: TfNSW confirm the start of school zone review process</p> <p>27th August 2021: TfNSW response to queries regarding school bus routes from the west to Santa Sophia</p> <p>30th August 2021: Video conference between TfNSW, Ason, TSA, Stocklands and Built regarding the delivery timing for the roads around the school</p>

	<p>28th September 2021: TfNSW confirmation that school zone signage and linemarking is being installed.</p> <p>25th October 2021: TfNSW confirmation that they have reviewed and have no comments on the GTP</p>
What specific matters were discussed?	<ul style="list-style-type: none"> 5th February 2021: the existing bus routes within the locality and proposed new bus services. <ul style="list-style-type: none"> TfNSW provided details on the SSTS program. Ason Group provided high-level information regarding the catchment data and potential travel mode splits for buses. TfNSW detailed that multiple direct routes are not feasible for the site given the catchment. The School bell times were confirmed to be beneficial for future bus routes. TfNSW detailed that some students would likely be required to changeover at Rouse Hill to travel to the School. Ason Group provided the preliminary student locations to TfNSW, Busways, and CDC Hillsbus to assist with route planning. 12th February 2021: Ason Group forwarded queries from the School regarding the SSTS. <ul style="list-style-type: none"> Ason Group provided the preliminary student locations to TfNSW, Busways, and CDC Hillsbus to assist with route planning. 11th March 2021: A meeting was held between Ason Group, TfNSW, Busways, CDC Hillsbus, and the School Principal. Ason Group provided preliminary student data to TfNSW. 17th June 2021: Request to change the standard school zone times for Santa Sophia was submitted to Centre for Road Safety via TfNSW Network Safety Officer <ul style="list-style-type: none"> The school start and end times are earlier than standard school zones so the application to move them forward was submitted to TfNSW and forwarded onto Centre for Road Safety (CRS) to assess 1st July 2021: CRS enquiry regarding DOPU management was raised and answered <ul style="list-style-type: none"> CRS had raised the same query as Council regarding the management of the DOPU for the secondary school students and provided the school guidelines for the responsibility 5th July 2021: CRS enquiry regarding DOPU management was raised and answered 12th July 2021: TfNSW confirmed the school bus routes for Santa Sophia from Rouse Hill Station <ul style="list-style-type: none"> TfNSW confirmed the implementation of 4 school bus routes between Santa Sophia and Rouse Hill Station to be operated by HillsBus (CDC) 13th July 2021: Bus route details confirmed 26th July 2021: CRS confirmed approval of changed school zone times 29th July 2021: TfNSW confirm the start of school zone review process 27th August 2021: TfNSW response to queries regarding school bus routes from the west to Santa Sophia 30th August 2021: Video conference between TfNSW, Ason, TSA, Stocklands and Built regarding the delivery timing for the roads around the school <ul style="list-style-type: none"> TfNSW following the school zone implementation review has raised the issue that only Fontana Drive is open in the road network surrounding the school so the school zone signage and linemarking implementation can not be completed.

	<ul style="list-style-type: none"> Stocklands provided timing for the completion of the surrounding road network and TfNSW agreed to a stages installation of the school zone signage and linemarking as the roads come online. 28th September 2021: TfNSW confirmation that school zone signage and linemarking is being installed. 25th October 2021: TfNSW confirmation that they have reviewed and have no comments on the GTP
What matters were resolved?	<ul style="list-style-type: none"> School Zone Signage and Linemarking has been agreed to and implemented by TfNSW Request for non standard school zone hours have been reviewed and agreed to by CRS School buses have been agreed to and provided between Rouse Hill Station and the School.
What matters are unresolved?	The school would like to have school bus services provided between Pitt Town / Windsor and the school which due to road network restraints in that area has not been provided.
Any remaining points of disagreement?	No.

1.5.2 Busways Stakeholder Engagement

Table 3: Busways Consultation

Identified Party to Consult:	Busway
Consultation type:	Email correspondence. Video Conference.
When is consultation required?	Prior to commencement
Why?	<p>E18 – Green Travel Plan:</p> <p>Prior to commencement of operation, a final Green Travel Plan, must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must:</p> <p>(a) be prepared by a suitably qualified traffic consultation with Transport for NSW (TfNSW)</p>
When was consultation scheduled/held?	<p>8th February 2021</p> <p>11th February 2021</p> <p>16th April 2021</p> <p>19th April 2021</p> <p>20th April 2021</p> <p>14th September 2021</p>
Identify persons and positions who were involved	<p>Traffic Consultant – Ason Group: Dora Choi (Principal Lead - Traffic Management & Operations), Wendy Zheng (Senior Traffic Engineer), Thomas Lehmann (Traffic Engineer)</p> <p>Busways – Dave Davies (Manager, Stakeholder Engagement – Scheduling)</p>
Provide the details of the consultation	28 th January 2021: Ason Group emailed TfNSW, Busways, CDC Hillsbus, and the School Principal to liaise and request a meeting to discuss the existing bus routes and provision.

	<p>5th February 2021: A meeting was held between Ason Group, TfNSW, Busways, CDC Hillsbus, and the School Principal.</p> <p>11th March 2021: A meeting was held between Ason Group, TfNSW, Busways, and CDC Hillsbus.</p> <p>16th April 2021: Ason Group requested a map of the proposed bus route.</p> <p>19th April 2021: Ason Group email Busways and CDC Hillsbus regarding the new routes in the North West.</p> <p>20th April 2021: Busways confirmed that routes 740 and 741 are run by Busways and no separate services are planned.</p> <p>14th September 2021: Busways referred Ason to TfNSW regarding the provision of bus services between Santa Sophia and the west.</p>
What specific matters were discussed?	<ul style="list-style-type: none"> 5th February 2021: the existing bus routes within the locality and proposed new bus services. <ul style="list-style-type: none"> TfNSW provided details on the SSTS program. Ason Group provided high-level information regarding the catchment data and potential travel mode splits for buses. TfNSW detailed that multiple direct routes are not feasible for the site given the catchment. The School bell times were confirmed to be beneficial for future bus routes. TfNSW detailed that some students would likely be required to changeover at Rouse Hill to travel to the School. Ason Group provided the preliminary student locations to TfNSW, Busways, and CDC Hillsbus to assist with route planning. 11th March 2021: the proposed new bus services and infrastructure. <ul style="list-style-type: none"> Ason Group provided additional data of students who would utilise public transport. Ason Group provided high-level information regarding the catchment data and potential travel mode splits for buses. TfNSW detailed that an announcement regarding future bus routes would be made soon, however no specific details could be provided. 16th April 2021: Ason Group requested a map of the proposed bus route. 19th April 2021: Ason Group email Busways and CDC Hillsbus regarding the new routes in the North West. 20th April 2021: Busways confirmed that routes 740 and 741 are run by Busways and no separate services are planned. 14th September 2021: Busways referred Ason to TfNSW regarding the provision of bus services between Santa Sophia and the west.
What matters were resolved?	No items to be resolved.
What matters are unresolved?	The school would like to have school bus services provided between Pitt Town / Windsor and the school which due to road network restraints in that area has not been provided.
Any remaining points of disagreement?	No.

1.5.3 CDC Hillsbus Stakeholder Engagement

Table 4: CDC Hillsbus

Identified Party to Consult:	CDC Hillsbus
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Consultation type:	Email correspondence. Video Conference.
When is consultation required?	Prior to commencement
Why?	E18 – Green Travel Plan: Prior to commencement of operation, a final Green Travel Plan, must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must: (a) be prepared by a suitably qualified traffic consultation with Transport for NSW (TfNSW)
When was consultation scheduled/held?	8 th February 2021 11 th February 2021 16 th April 2021 19 th April 2021 20 th April 2021 2 nd September 2021 6 th September 2021
Identify persons and positions who were involved	Traffic Consultant – Ason Group: Dora Choi (Principal Lead - Traffic Management & Operations), Wendy Zheng (Senior Traffic Engineer), Thomas Lehmann (Traffic Engineer) Busways – Thomas Uthaug (Service Development Manager), Max Chen (Services Schedule Manager)
Provide the details of the consultation	28 th January 2021: Ason Group emailed TfNSW, Busways, CDC Hillsbus, and the School Principal to liaise and request a meeting to discuss the existing bus routes and provision. 5 th February 2021: A meeting was held between Ason Group, TfNSW, Busways, CDC Hillsbus, and the School Principal. 11 th March 2021: A meeting was held between Ason Group, TfNSW, Busways, and CDC Hillsbus. 16 th April 2021: Ason Group requested a map of the proposed bus route. 19 th April 2021: Ason Group email Busways and CDC Hillsbus regarding the new routes in the North West. 20 th April 2021: Busways confirmed that routes 740 and 741 are run by Busways and no separate services are planned. 2 nd September 2021: Hillsbus has been notified that the times provided for the four bus routes will need to be adjusted to account for school times. 6 th September 2021: A meeting was held between Ason Group, CDC Hillsbus, and the School.
What specific matters were discussed?	<ul style="list-style-type: none"> 5th February 2021: the existing bus routes within the locality and proposed new bus services. <ul style="list-style-type: none"> TfNSW provided details on the SSTS program. Ason Group provided high-level information regarding the catchment data and potential travel mode splits for buses. TfNSW detailed that multiple direct routes are not feasible for the site given the catchment. The School bell times were confirmed to be beneficial for future bus routes. TfNSW detailed that some students would likely be required to changeover at Rouse Hill to travel to the School. Ason Group provided the preliminary student locations to TfNSW, Busways, and CDC Hillsbus to assist with route planning.

	<ul style="list-style-type: none"> 11th March 2021: the proposed new bus services and infrastructure. <ul style="list-style-type: none"> Ason Group provided additional data of students who would utilise public transport. Ason Group provided high-level information regarding the catchment data and potential travel mode splits for buses. TfNSW detailed that an announcement regarding future bus routes would be made soon, however no specific details could be provided. 16th April 2021: Ason Group requested a map of the proposed bus route. 19th April 2021: Ason Group email Busways and CDC Hillsbus regarding the new routes in the North West. 20th April 2021: CDC Hillsbus stated that they may provide a future bus service, but no information could be provided at this time. 2nd September 2021: Hillsbus has been notified that the times provided for the four bus routes will need to be adjusted to account for school times. 6th September 2021: the proposed school bus route information: <ul style="list-style-type: none"> Times have agreed to be adjusted to account for start / finish times for the secondary students Hillsbus have live login information from the SSTS scheme
What matters were resolved?	No items to be resolved.
What matters are unresolved?	Nil.
Any remaining points of disagreement?	No.

1.5.4 School Principal Stakeholder Engagement

Table 5: School Principal Consultation

Identified Party to Consult:	School Principal
Consultation type:	Email correspondence. Video Conference.
When is consultation required?	Prior to commencement
Why?	<p>E18 – Green Travel Plan:</p> <p>Prior to commencement of operation, a final Green Travel Plan, must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must:</p> <p>(a) be prepared by a suitably qualified traffic consultation with Transport for NSW (TfNSW)</p>
When was consultation scheduled/held?	<p>27th October 2020</p> <p>5th February 2021</p> <p>6th September 2021</p>
Identify persons and positions who were involved	<p>Traffic Consultant – Ason Group: Dora Choi (Principal Lead - Traffic Management & Operations), Wendy Zheng (Senior Traffic Engineer), Thomas Lehmann (Traffic Engineer)</p> <p>School Principal – Mark De Vries (Principal)</p>
Provide the details of the consultation	27 th October 2020: Ason Group and Mark DeVries reviewed a questionnaire detailing operations and transport initiatives from staff and students.

	<p>28th January 2021: Ason Group emailed TfNSW, Busways, CDC Hillsbus, and the School Principal to liaise and request a meeting to discuss the existing bus routes and provision.</p> <p>5th February 2021: A meeting was held between Ason Group, TfNSW, Busways, CDC Hillsbus, and the School Principal. Ason Group provided a draft email to Mark DeVries regarding SSTS information.</p> <p>6th September 2021: A meeting was held between Ason Group, CDC Hillsbus, and the School.</p>
What specific matters were discussed?	<ul style="list-style-type: none"> 27th October 2020: Ason Group and Mark De Vries reviewed a questionnaire detailing operations and transport initiatives from staff and students. <ul style="list-style-type: none"> The specific matters are detailed within the body of this Plan and have informed the OTAMP. 5th February 2021: the existing bus routes within the locality and proposed new bus services. <ul style="list-style-type: none"> TfNSW provided details on the SSTS program. Ason Group provided high-level information regarding the catchment data and potential travel mode splits for buses. TfNSW detailed that multiple direct routes are not feasible for the site given the catchment. The School bell times were confirmed to be beneficial for future bus routes. TfNSW detailed that some students would likely be required to changeover at Rouse Hill to travel to the School. Ason Group provided the preliminary student locations to TfNSW, Busways, and CDC Hillsbus to assist with route planning. 6th September 2021: the proposed school bus route information: <ul style="list-style-type: none"> Times have agreed to be adjusted to account for start / finish times for the secondary students Hillsbus have live login information from the SSTS scheme
What matters were resolved?	<p>27th October 2020: No items to be resolved.</p> <p>5th February 2021: No items to be resolved.</p>
What matters are unresolved?	Nil.
Any remaining points of disagreement?	No.

1.6 Reference Documents

In preparing this Plan, Ason Group has made reference the following key planning documents:

- Transport for NSW (TfNSW), *Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area*, December 2013
- TfNSW, *Future Transport Strategy 2056*, March 2018
- TfNSW, *Sydney Walking Future*, December 2013
- TfNSW, *Sydney's Cycling Future*, December 2013
- TfNSW, *Sydney's Bus Future*, December 2013

- NSW Government, *Walking and Cycling Program Guidelines*, October 2018
- Cycle Planning Consulting Services, *Camden Council Bicycle Plan*, March 1996
- Ason Group, *Transport & Accessibility Impact Assessment; Santa Sophia Catholic College; The Gables*, May 2019 (the Ason TAIA)
- Ason Group, *Technical Note; Santa Sophia Catholic College; Response to SSDA Submission*, December 2019 (the Ason TN)

2 Green Travel Plan Objective

The primary objectives of this Plan are to:

- Reduce the environmental footprint of the school,
- Promote the use of 'active transport' modes such walking and bicycle riding, particularly for short-medium distance journeys,
- Reduce reliance on the use of private vehicles for travel to / from the School, and
- Encourage a healthier, happier, and more active social culture.

Having regard for the above, this Plan adopts the following movement hierarchy with priority given to 'active transport' followed by mass public transport and lastly the use of cars and other private vehicles.



Figure 1 : Movement Hierarchy

In a broad sense, this Plan is intended to encourage the use of active transport thereby reducing the overall distance travelled by private vehicles.

3 Site Audit and Data Collection

3.1 Site Location

Santa Sophia Catholic College is located on the corner of Fontana Drive and the Road B (now Lakefront Crescent), between Red Gables Road and Fontana Drive, in Box Hill North (the Site).

The School will cater for approximately 1,920 primary and secondary school students, inclusive of a 60 student Catholic Early Learning Centre (CELC). The School will have 130 full-time equivalent staff and an additional 6 staff for the CELC.

The Site is located approximately 39 kilometres northwest of the Sydney CBD at 10 Red Gables Road, Box Hill North within The Hills Shire LGA.

Figure 2 provides an overview of the Site in its local context, **Figure 3** details the Site within the context of the road hierarchy, and **Figure 4** shows the Site once the full road network has been developed.



Figure 2: Site Context and Location as of 26th April 2021

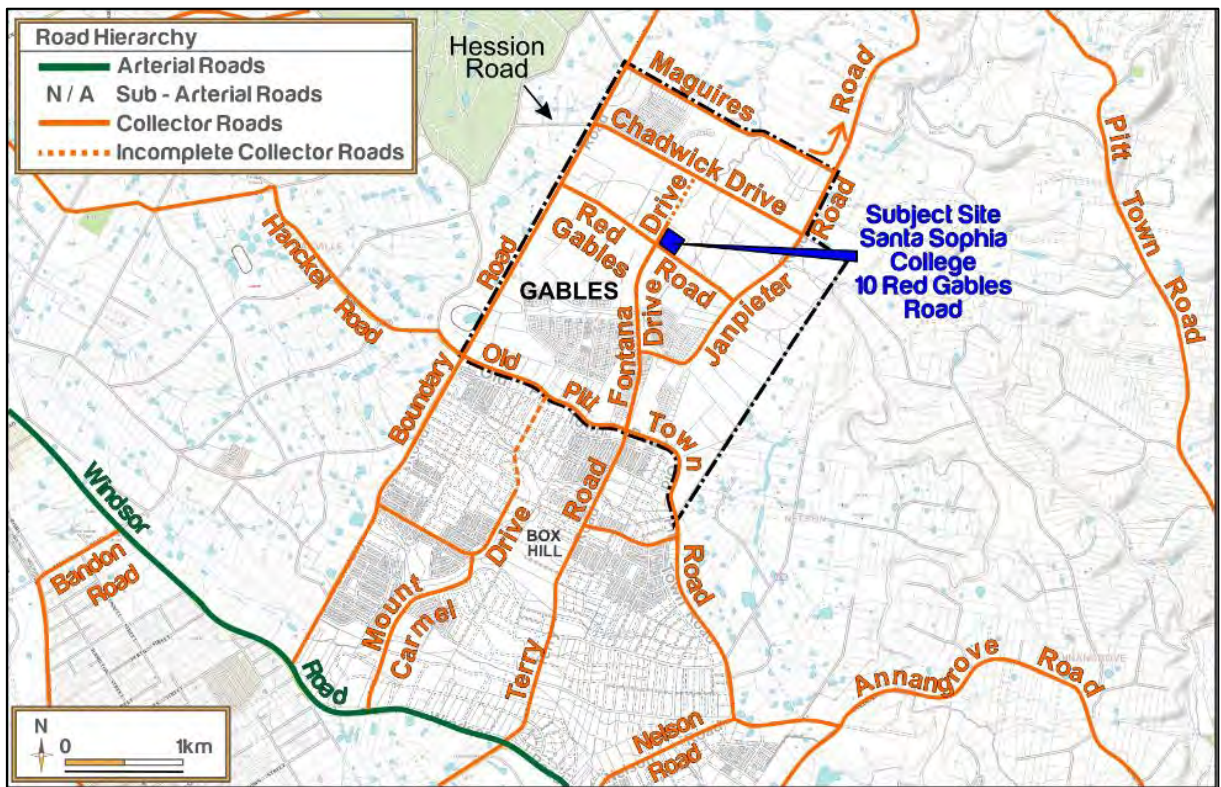


Figure 3: Site and Road Hierarchy as of 26th April 2021

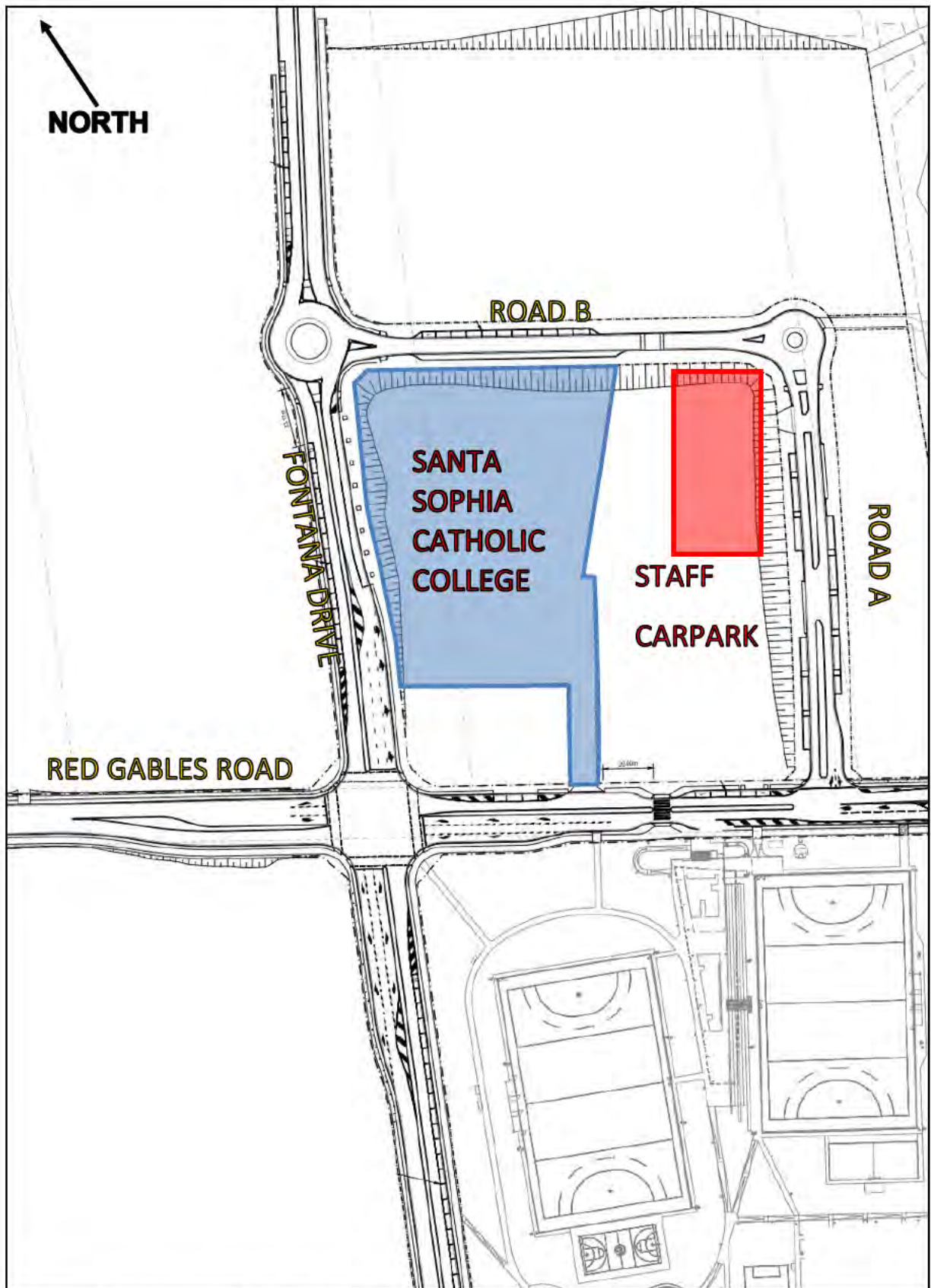


Figure 4: Site and Town Centre Context – Full Development

In a more local context, the Santa Sophia Catholic College development provides a vehicular access from Red Gables Road.

It should be noted however that the full extent of Fontana Drive between Red Gables Road and Chadwick Drive will not be delivered until after the completion of the School. Similarly, Red Gables Road between Fontana Drive and Boundary Road will not be delivered until after the completion of the School.

As such, this Plan will also discuss the operational measures to be implemented during the opening day stage prior to completion of the surrounding road network. The opening day road network is detailed in Figure 5. The Bus Bay and northern DOPU location will be completed prior to T4 2021, with the second DOPU location south of the school coming online prior to T1 2022.

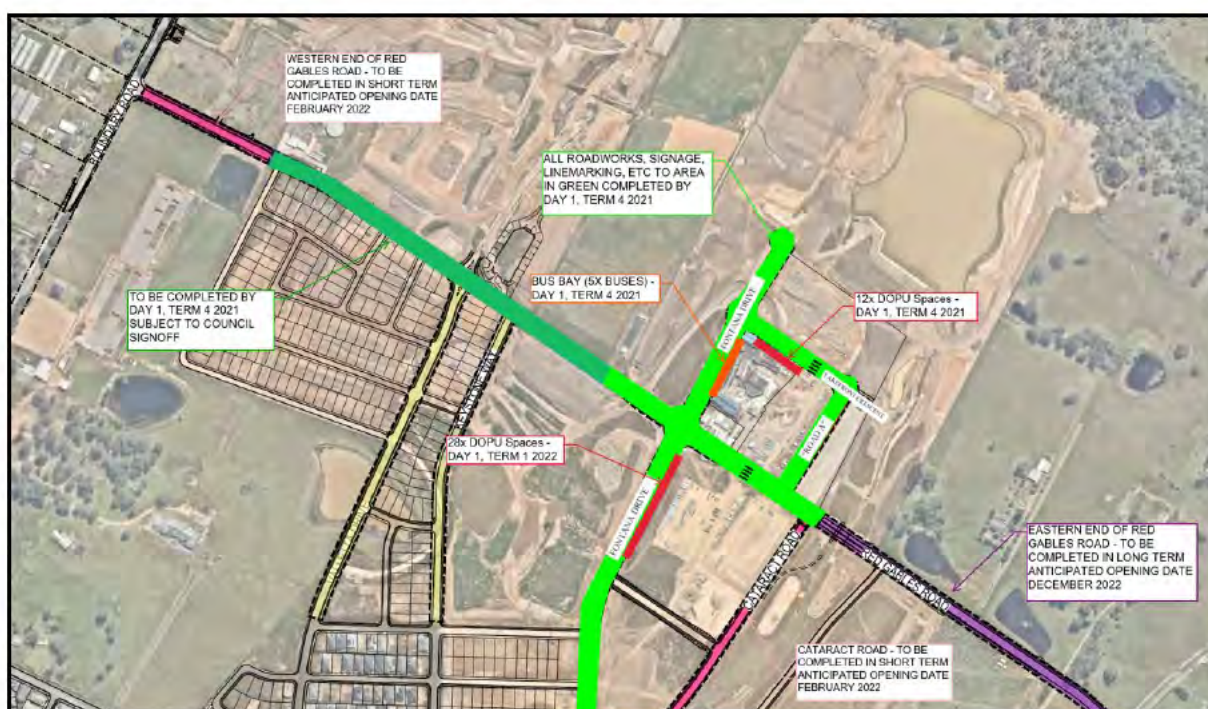


Figure 5: Site and Town Centre Context – Opening Day

3.2 Site Transport Amenities

3.2.1 Opening Day 2021

Due to the COVID-19 lockdown that is in place in the Greater Sydney Area, the opening day for the school, i.e, when the School Campus is open for students to attend is currently planned for 8 November 2021. For the purpose of this report, D1, Term 4 2021 is the intended first day of School Campus operation.

The School and immediate surroundings of the School includes the provision of the following transport infrastructure, which will be complete and available for D1, Term 4 2021:

- 110 staff car parking spaces (including 3 accessible space) located off-site to the east of the School as part of a temporary arrangement,
- 10 car parking spaces (including 1 accessible space) located on-site for the CELC,
- On-street DOPU area with 12 spaces for all students along the northern frontage along new Road B,
- 252 bicycle parking rails within School grounds,
- On-road bicycle facilities provided along Fontana Drive on the western boundary, and
- Constructed concrete footpath along all frontages of the School.

3.2.2 Full Development

At full development, the School and immediate surroundings of the School site includes:

- 110 staff car parking spaces (including 3 accessible space) located off-site to the east of the School as part of a temporary arrangement. The future permanent parking for the school will form part of the Stockland Town Centre development;
- 10 car parking spaces (including 1 accessible space) located on-site for the CELC;
- On-street DOPU area with 12 spaces for primary students along the northern frontage along new Road B (now Lakefront Crescent);
- On-street DOPU area with 28 spaces for secondary students along the northern frontage along Fontana Drive;
- 252 bicycle parking rails within School grounds;
- On-road bicycle facilities provided along Fontana Drive on the western boundary; and
- Constructed concrete footpath along all frontages of the School.

With consideration for the development of the Town Centre, the overall precinct and the future growth of the School, it is important to note that the Fontana Drive on-street DOPU area is to be provided once required. This is anticipated to be in the 2nd – 3rd year of School operation. Up until that point the Road B on-street provision will meet the anticipated demand between Day 1, Term 4 2021 to end of 2023.

The on-site amenities and access locations are detailed in **Figure 6**.

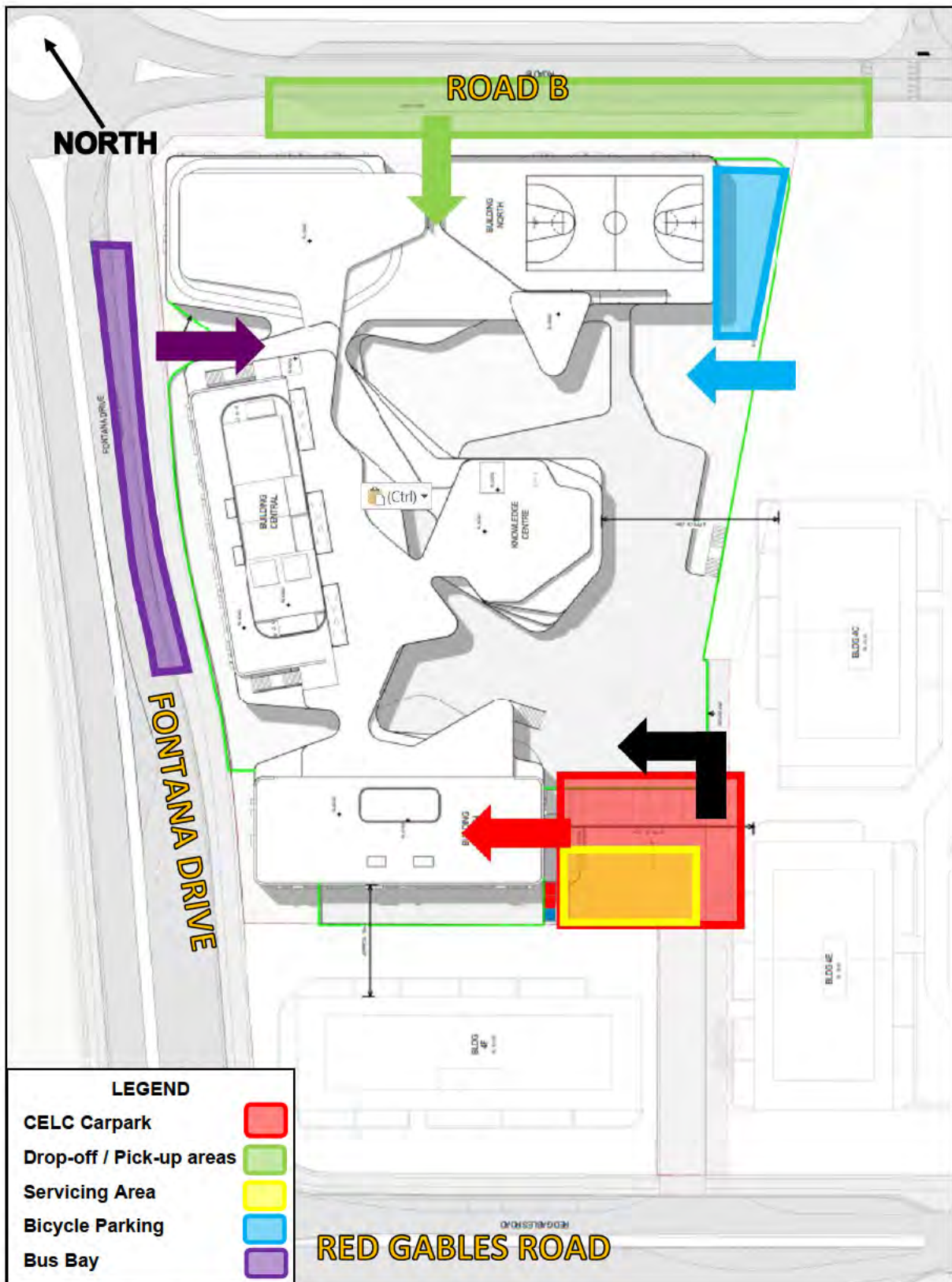


Figure 6: On-Site Amenities

3.3 Signage and Linemarking

Ason Group has prepared a Signage and Line Marking Plan to assist with access to the Site as well as manage the drop-off / pick-up facilities and attached in **Appendix B**.

This Signage and Line Marking Plan details the traffic management arrangements within Road B along the School's frontage and the roundabout intersection of Road B and Fontana Drive, in particular: parking restrictions relating to the DOPU facilities; bus stop; and school zone signage.

This plan was submitted to The Hills Shire Council for review by Local Traffic Committee (LTC) and was subsequently approved and endorsed in full by Council on 27 July 2021.

3.4 Parking Provision

Ason Group previously prepared a Transport and Accessibility Impact Assessment (TAIA) dated 15th May 2019 which assessed the parking requirements for the School as well as the arrangement of the DOPU area. In addition, following comments from the relevant authorities, Ason Group provided a TN dated 19th December 2019, which addressed the comments raised including the parking provision.

As outlined within the TAIA, the School's parking provision has been assessed against The Hills Shire Council's DCP parking requirements under The Hills DCP 2012 Part C Section 1, as well as investigations of similar schools to determine an appropriate provision. The following breakdown is provided.

Allocation of the staff parking spaces is at the School's discretion.

Table 6: Parking Provision

Land Use	Parking Type	Parking Location	Parking Provision
CELC	Staff	Off-site	6
	DOPU	On-site	10
Education Establishment	Staff	Off-site	104
	Year 12	Not permitted to drive	0
	Visitor	Local road network	25
Total			145

With consideration for the CELC, this parking is accessed via Red Gables Road to the south of the Site.

Consultation with the School has detailed that it is CEDP policy that senior students are not permitted to drive to and from school. As such, this informed the TAIA as well as this GTP.

Separate to the parking provision, the two areas dedicated for DOPU provide a total of 40 spaces. These spaces are split between Fontana Drive (28 spaces) for senior students, and Road B (12 spaces) for primary school students. This was addressed within the TN and is discussed in further detail below.

3.5 Bicycle Parking Provision

The School will provide a total of 252 bicycle racks primarily provided at the northeast corner adjacent to the plaza. It is important that students be kept informed of the rules and guidelines around cycling, such as not riding across the road and dismounting when using crossings.

It is understood that the students in Years 5 and above will be encouraged to travel to and from School via bicycle, in addition to walking. For students in Years 4 and below, it is recommended that bicycle travel to and from school occur escorted by a parent or legal guardian, as recommended by the NSW Department of Education.

The Department of Education recommends that primary aged students are safest when they are supervised by an adult when riding. Children under 16 can now ride on the footpath unless there are signs prohibiting cycling. It is recommended that the School undertake cycling safety training for all students, regardless of whether they choose to commute via active travel modes or not.

3.6 Bus Bay Provision

A bus bay adjacent to the School's western frontage on Fontana Drive in the kerbside lane will be provided and the location is detailed in **Figure 7**. The proposed bus bay provides sufficient room for 5 buses and has been developed following consultation with Council, Busways, and TfNSW in December 2018 reflected in Condition E16(c) of SSD-9772. The proposed bus bays provide a dedicated bus stopping area with sufficient queue capacity for the buses during the key peak periods and has been constructed for use on Day 1, Term 4 2021.



Figure 7: Bus Stop Location

3.7 Pick-Up / Drop-Off Provision

Two DOPU areas are proposed for the Proposal to support the forecasted traffic demands. These DOPU areas are located at the northern frontage of future Road B (accommodating 12 spaces) and adjacent to the hockey fields along future Fontana Drive (able to accommodate 28 spaces). **Figure 8** details the locations of the DOPU areas relative to the Site.

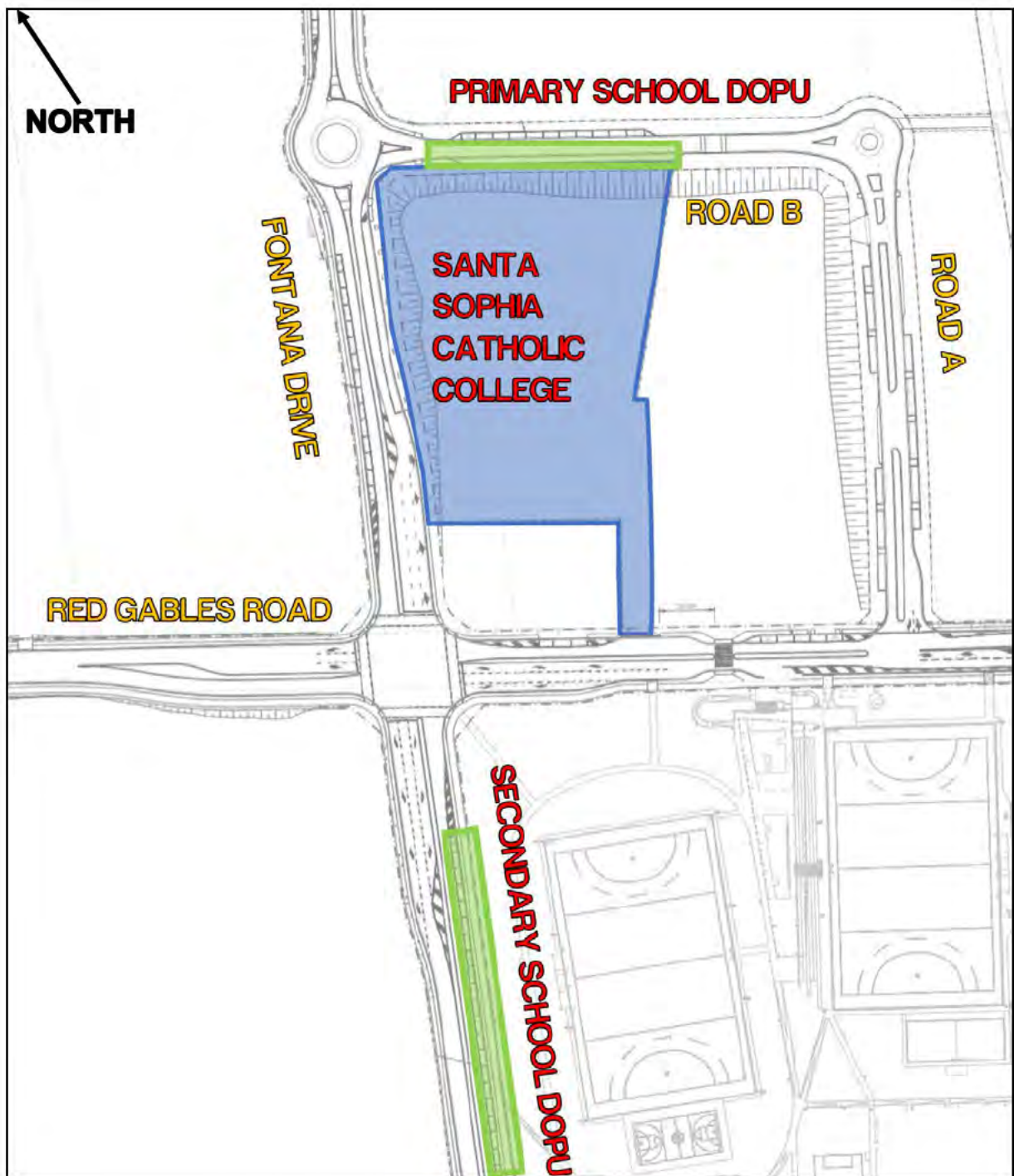


Figure 8: Proposed Pick-Up / Drop-Off Facilities

Based on the locations of DOPU areas, the Road B DOPU is dedicated for the primary school only while the Fontana Drive DOPU would be dedicated for the secondary school.

As previously mentioned, the Fontana Drive DOPU area is required in 2022 and will be provided prior to Day 1 Term 1, 2021.

3.8 Public Transport Services

Figure 9 shows that the Site is currently limited by public and active transport infrastructure as the current Site and surrounding areas are undeveloped greenfield land. However, as the Box Hill North road network is being completed, the bus routes will be amended accordingly. Similarly, the future pedestrian and bicycle riding amenities as detailed in the sections below. The existing public and active transport options in the area as well as the indicative future transport options is presented in **Figure 9**.

3.8.1 Railway Services

TfNSW Guidelines states that train services influence the travel mode choices of areas within 800 metres distance (approximately 10 minutes' walk) of a train station. It is therefore noteworthy that the closest train stations are Vineyard Station and Riverstone Station although they are both beyond the recommended radius (6km straight line distance). Both stations are located on the Richmond Line and serviced by Sydney Trains T1 Western and T5 Cumberland line services.

Currently there are no bus routes connecting to Vineyard Station from the School, however there are bus routes connecting Riverstone Station to Box Hill North and are detailed further below.

3.8.2 Metro Services

TfNSW Guidelines states that metro services influence the travel mode choices of areas within 800 metres distance (approximately 10 minutes' walk) of a metro station. It is therefore noteworthy that the closest metro station is Rouse Hill Station although itself is approximately 8km to the south-west of the Site and therefore falls beyond the recommended radius. Rouse Hill Station is located on the Northwest Metro Line and provides access to Tallawong and Chatswood.

Connections to Rouse Hill Station from the School are provided via the bus network which is discussed below. Additional bus routes are being explored through conversations with Busways, CDC Hillsbus, and TfNSW.

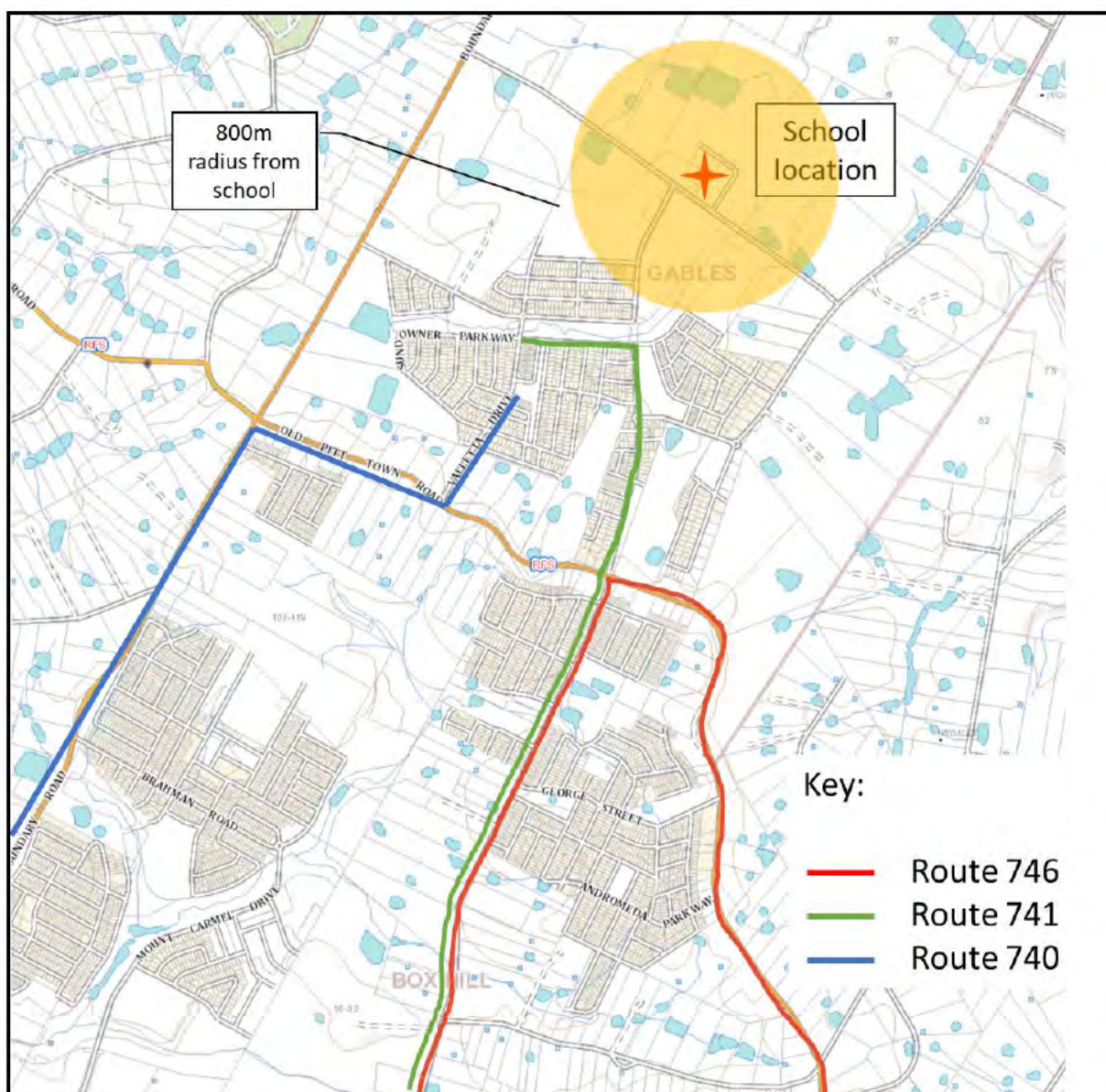


Figure 9: Existing and proposed public and active transport as of 26th April 2021

3.8.3 Existing Bus Services

Transport for NSW (TfNSW) Guidelines state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes' walk) of a bus stop. The closest bus stops to the Site are located beyond this recommended radius with the closest bus stops located approximately 1 km away. These bus routes and associated stops are located along Boundary Road, Terry Road and Old Pitt Road as shown on **Figure 9**.

The bus services that travel closest to the Site are detailed below:

- Route 740: providing a service every 30 minutes during the peak periods between Rouse Hill Station and Valletta Drive, Box Hill North.
- Route 741 providing services during the peak periods between Riverstone to Maraylya and Oakville via Box Hill North.
- Route 746 providing a service every 20-30 minutes during the peak periods between Riverstone to Rouse Hill Town Centre via Box Hill North.

The Site location is therefore currently lacking in public bus services that are accessible and within walking distance.

3.8.4 Future Public Bus Services

Despite the lack of existing public bus services, there are opportunities in the future for public bus provisions in the area to accommodate the transport demands of the North West Growth Area (NWGA) and the Box Hill North Precinct. Specifically, the North West Sector Bus Servicing Plan was adopted to increase the level of accessibility of public transport. **Figure 10** details the proposed bus network and routes detailed in the North West Sector Bus Servicing Plan.

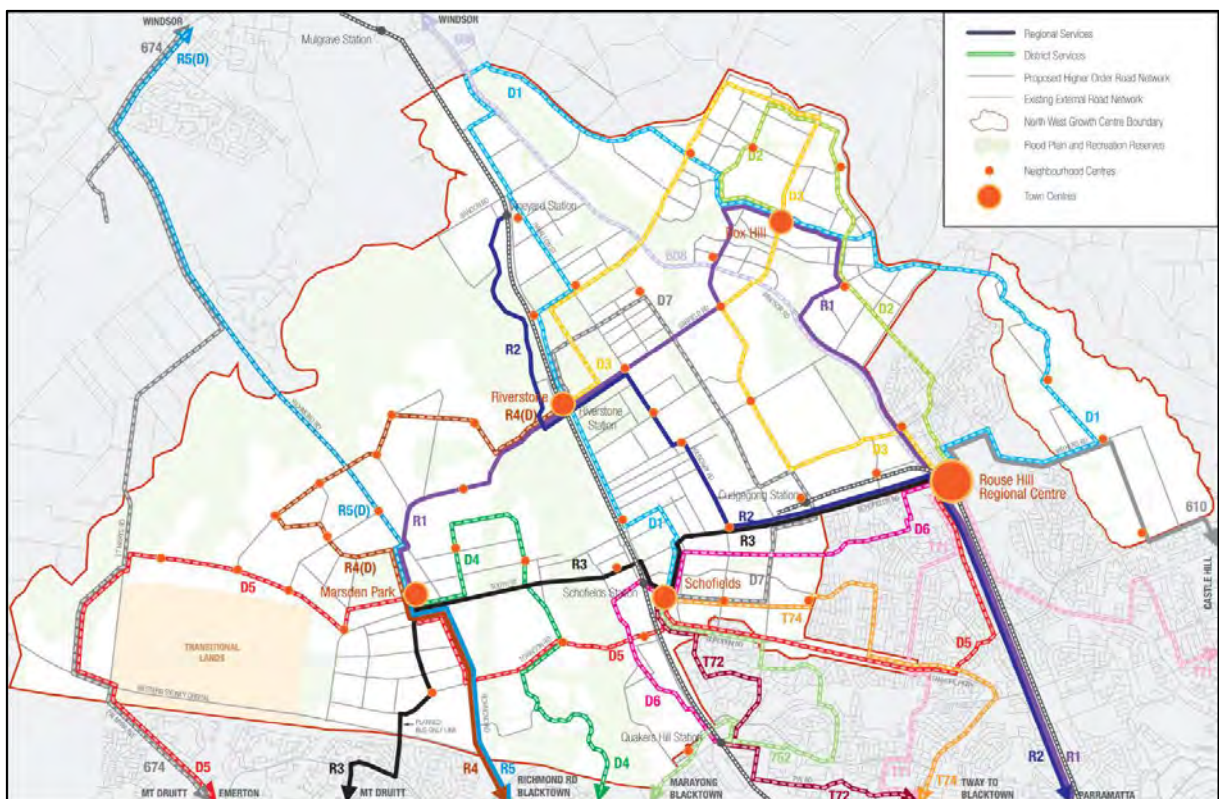


Figure 10: North West Sector Bus Servicing Plan (November 2016)

Furthermore, Council has approved a Development Plan and Transport Plan which identifies two indicative District Bus Routes within the Box Hill North Precinct. Proposed bus stop delivery for the two routes form Part of Council's S94 Contributions Plans (2016), with stop locations and route alignments indicated in **Figure 11**. It is acknowledged that the bus routes are indicative and subject to final confirmation by TfNSW however the Transport Plan indicates that pedestrian demands and desire lines would further be substantiated by the public transport linkages.

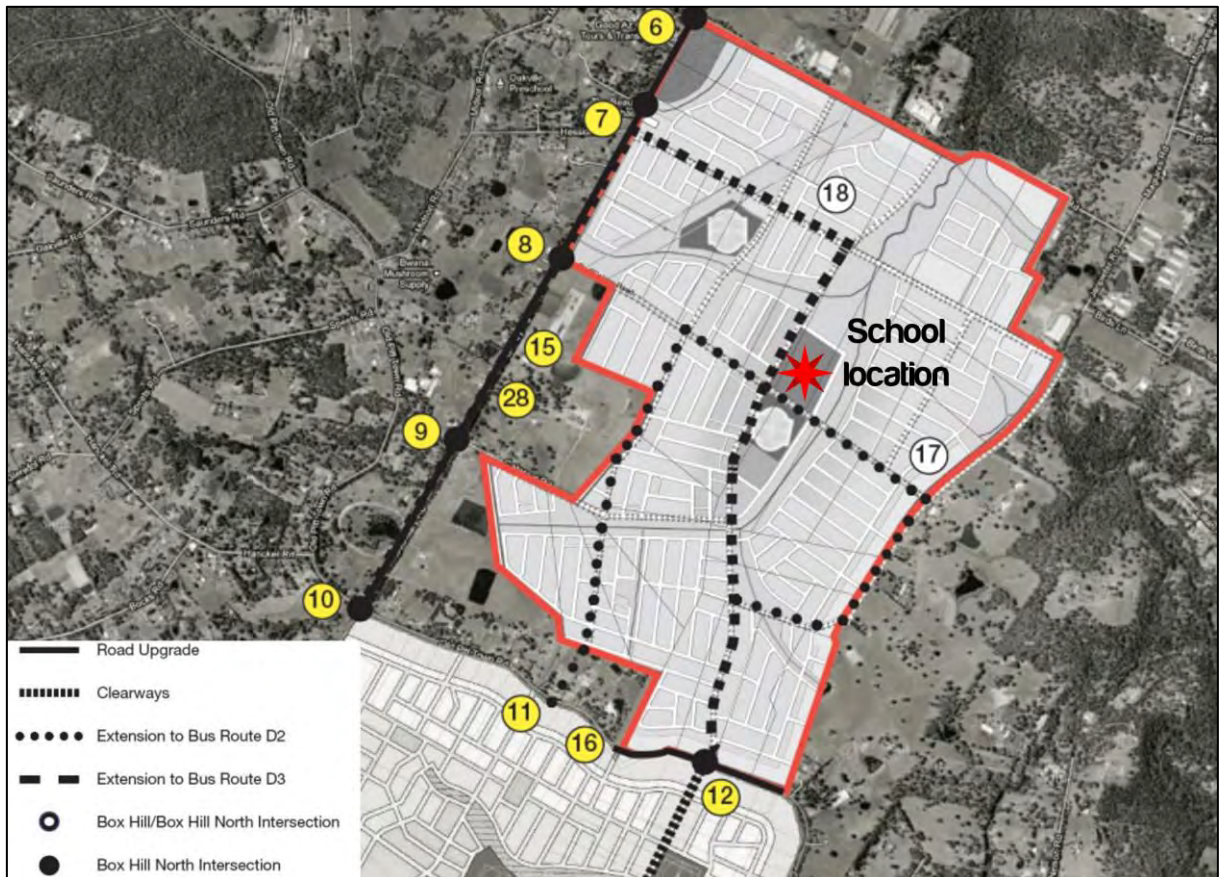


Figure 11: Approved Future Public Transport Plan

However, none of the future planned bus routes shown in **Figure 10: North West Sector Bus Servicing Plan (November 2016)** or **Figure 11: Approved Future Public Transport Plan** have been delivered in time for Day 1, Term 4 2021 and nor have they been planned for Term 1, 2022.

3.8.5 School Bus Services

Hillsbus with TfNSW approval has proposed four school bus routes between the School and Rouse Hill Station:

- One morning and one afternoon express service between Rouse Hill Station and the school

- One morning and one afternoon all stops service between Rouse Hill Station and the school via Hynds Rd and Mount Carmel Dr.
- One morning and one afternoon all stops service between Rouse Hill Station and the school via Old Pitt Town Rd and Milford Dr.
- One morning and one afternoon all stops service between Clower Ave, Rouse Hill and the school via George St and Mason Rd.

The stops along the routes proposed has been mapped and is attached in **Appendix D**.

These routes will be operational from Day 1 Term 4, 2021.

3.8.6 Chartered School Bus Services

There is currently no public bus service connecting the students to the north west of the school (Pitt Town, Windsor direction) and for Term 4 2021 there are 56 students currently enrolled in the school coming from that area. The number increases to 180 in Term 1 2022.

Following significant on-going engagement with TfNSW and Busway, TfNSW has informed the school that at this time it has not been possible to extend or divert buses without significant impacts on the existing services for Term 4, 2021. However, TfNSW will continue to work with the bus operators and the transport coordinator at Santa Sophia during Term 4 2021, to look for further opportunities to provide school services in 2022.

Therefore the current chartered school bus carrying students from the Pitt Town / Windsor area to the temporary campus in Schofields will be retained to service the Box Hill campus until a school bus route can be provided.

3.9 Active Transport Connectivity

3.9.1 Pedestrian Accessibility

Five pedestrian access points to the School are proposed which are shown in **Figure 12**. The access points are as follows:

1. Fontana Drive access adjacent to bus bays.
2. Road B access adjacent to the drop-off / pick-up area and the main reception.
3. Plaza access.
4. CELC access via private road from Red Gables Road.

5. Private road access via Red Gables Road.

It should be noted however that the private road access via Red Gables Road will be restricted to staff members and secondary school students only.

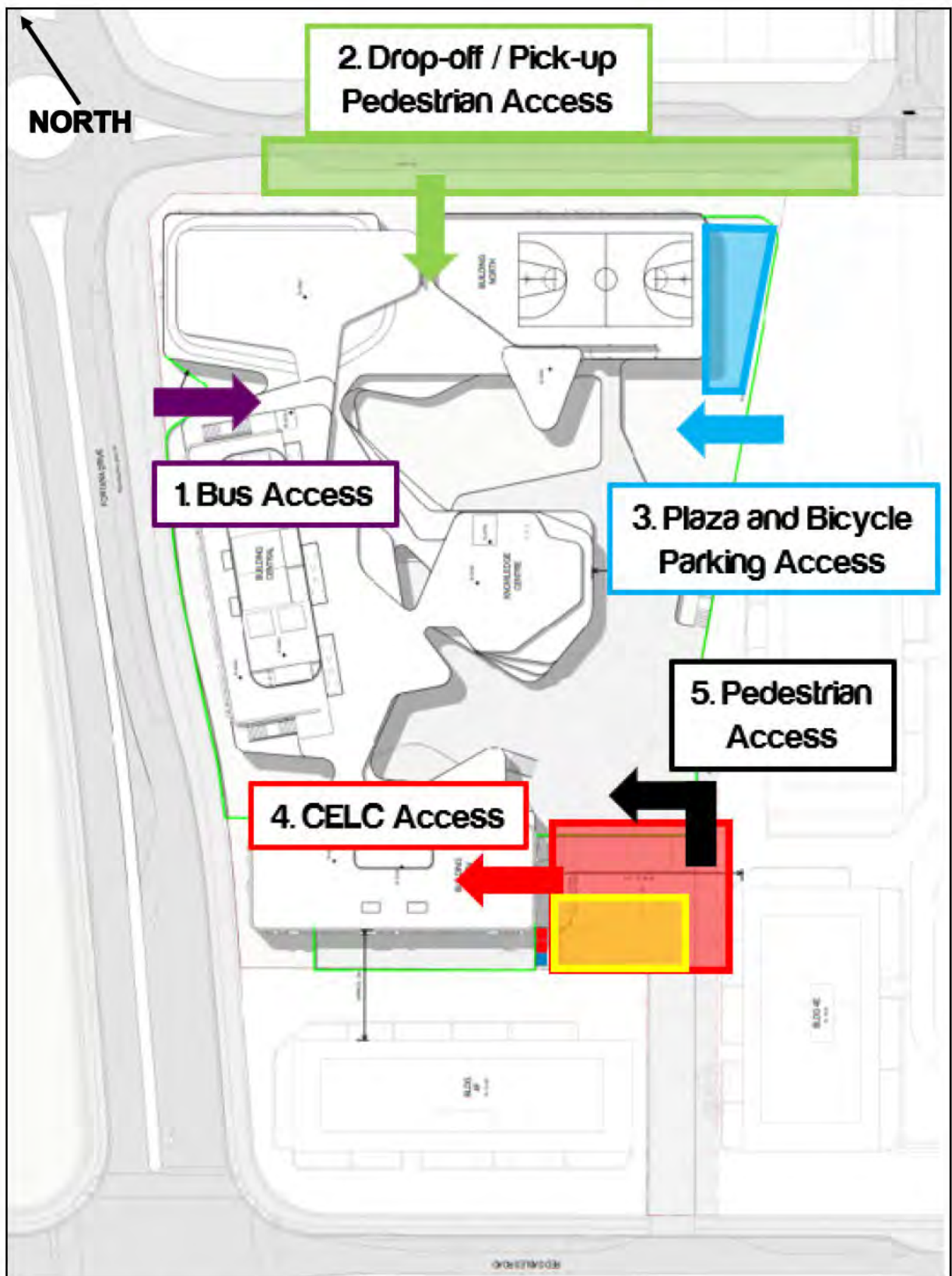


Figure 12: Pedestrian Access Points

In addition to pedestrian access points indicated above, two crossing locations have been planned to facilitate movement across Red Gables Road and Road B, as indicated in **Figure 13** below. These locations will facilitate movements from the adjacent DOPU locations to the School.



Figure 13: Pedestrian Crossing Location

3.9.2 Future Pedestrian and Cycle Network

The Hills Shire Council has provided an indicative pedestrian and cycle network for the future community at Box Hill North in The Hills Shire Development Control Plan 2012, Part D Section 17 – Box Hill North. The network map details a proposed on-road cycle path along Fontana Drive that will border the Gables Town Centre to the west. The on-road cycle path serves as a continuous bicycle riding route spine from the Gables Town Centre to Terry Road in Box Hill to the south.

Shared Pedestrian and Cycle Paths would border the west and south street frontages of the Gables Town Centre at Fontana Drive and Red Gables Road. The indicative pedestrian and bicycle riding amenities are detailed in **Figure 14**.

This pedestrian and cycle network will facilitate access to and from the School noting that footpaths (shared or otherwise) are provided along all roads, however it is noted the road network is not fully constructed at this time.

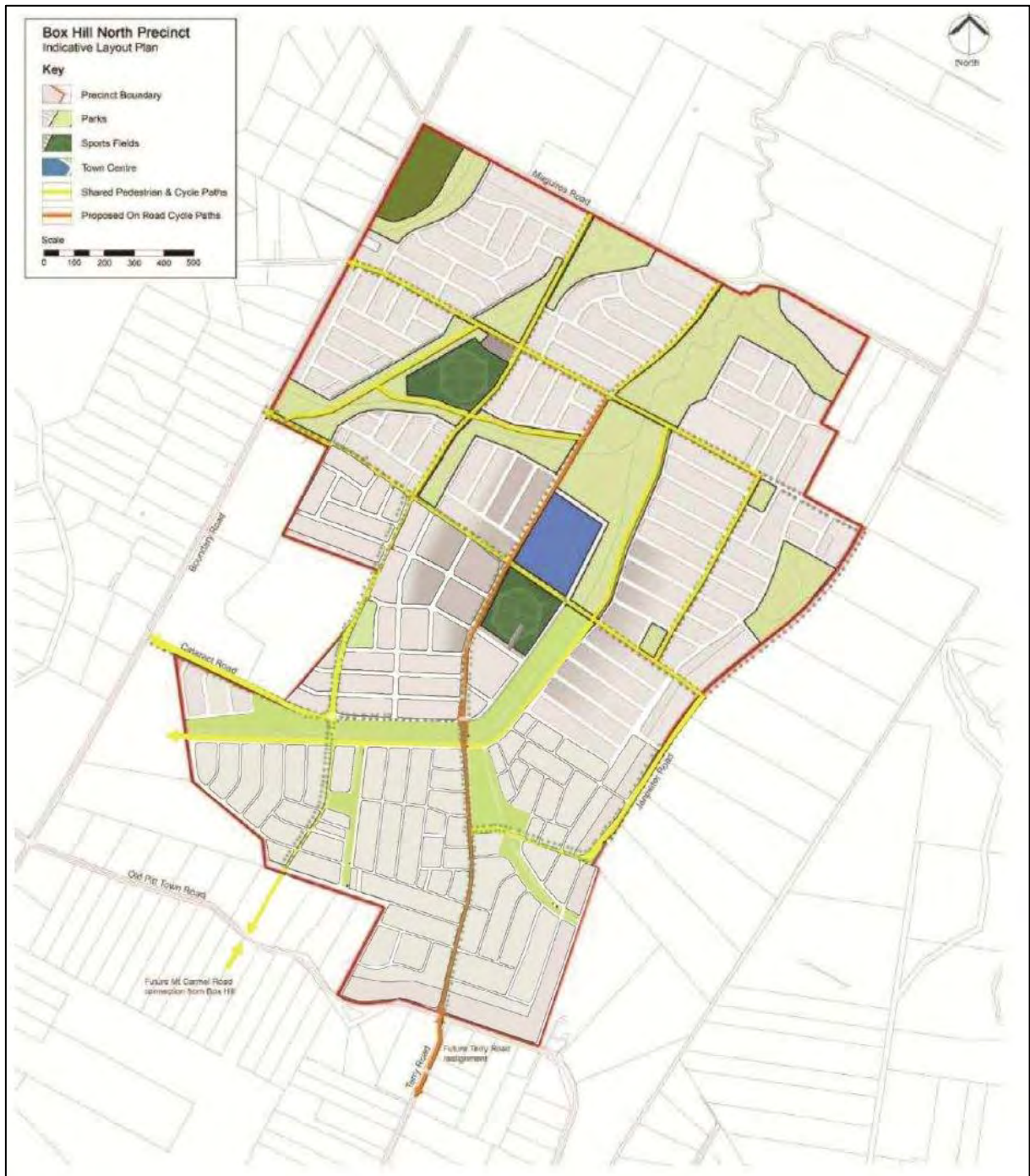


Figure 14: Indicative Box Hill North Pedestrian and Cycle Network

3.10 Travel Mode

3.10.1 Student Travel Mode Share Analysis

The Site is currently vacant and, as such, reliable travel mode data is not yet available.

A school travel questionnaire of St. Mark's Catholic College – a primary and secondary school – at Stanhope Gardens was undertaken in 2018 to determine a similar travel behaviour for students and staff near the locality of Box Hill North. This school was selected for survey due to the following similar characteristics:

- Kindergarten to 12 school structure.
- Similar school student and staff size.
- Locality of the site in the Hills Shire LGA.
- A private college.

The following table details the survey results for existing travel behaviours of at St. Mark's Catholic College for students:

Table 7: Student Modal Split – St Mark's Catholic College

Travel Mode	Percentage
Vehicle driver	3.1%
Vehicle passenger	53.7%
Train	0.2%
Bus	25.7%
Bicycle	1%
Walked only	14.4%
Other mode*	1.9%

* primarily consists of multiple modal trips i.e. vehicle passenger to bus

Notwithstanding the above, analysis has been undertaken of de-personalised data provided by the Catholic Education Diocese of Parramatta for enrolments anticipated at Santa Sophia Catholic College for its commencement in Term 4 2021. The following figures detail the key catchments, namely student, walking, bicycle riding, and public transport with consideration for the School Student Transport Scheme (SSTS) eligibility requirements.

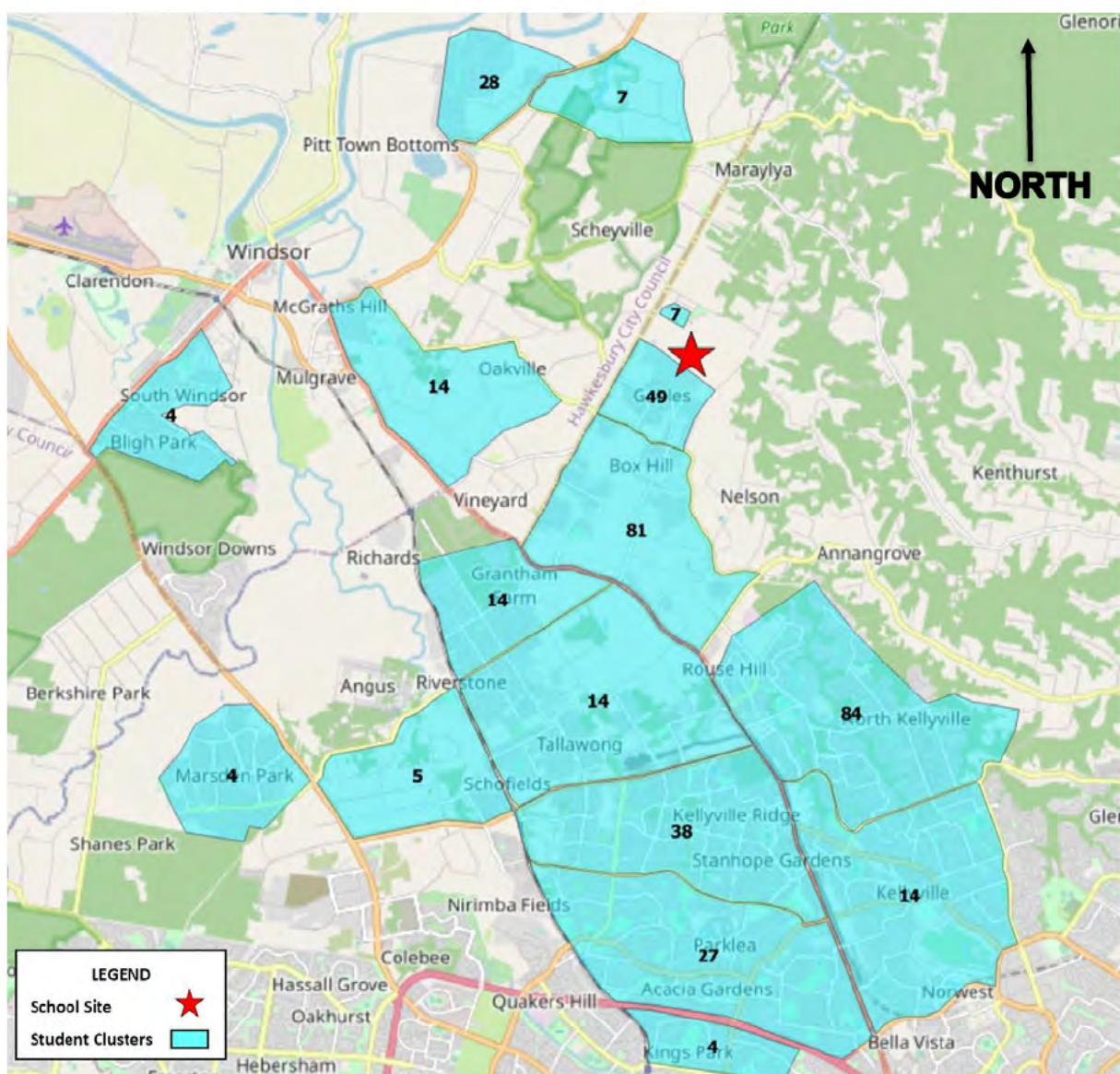


Figure 15: Student Distribution

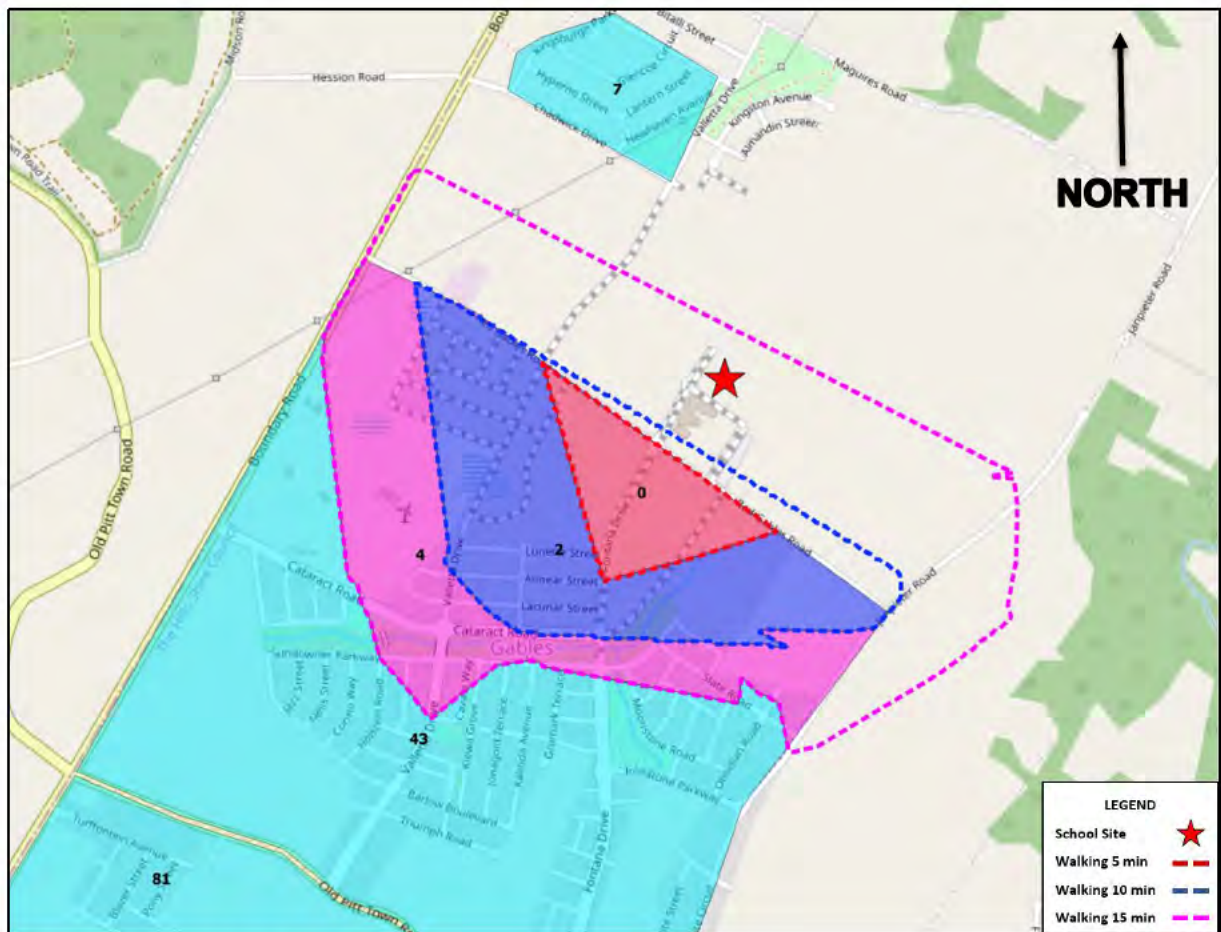


Figure 16: Walking Catchment

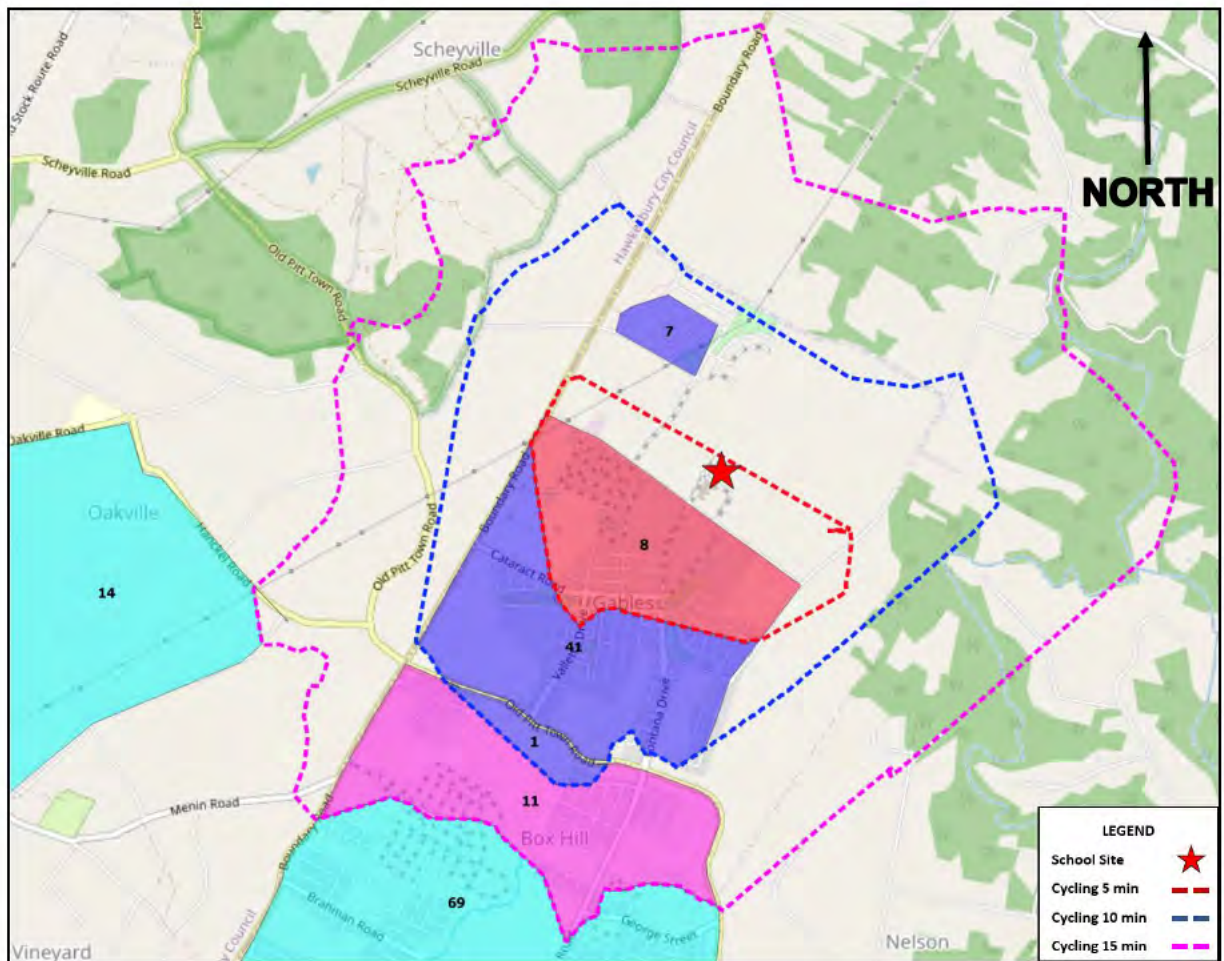


Figure 17: Bicycle Riding Catchment

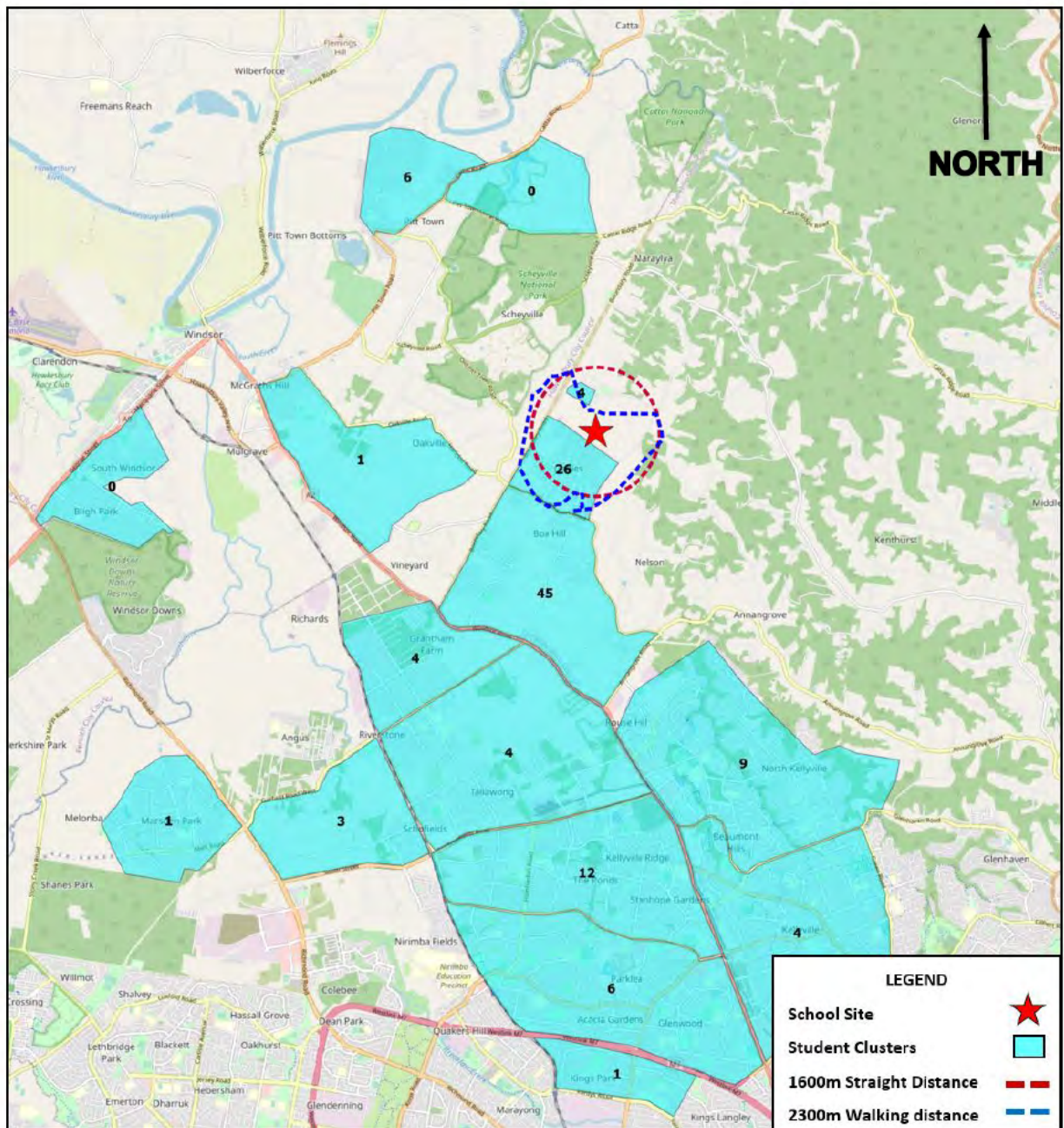


Figure 18: SSTS Eligibility – Primary School

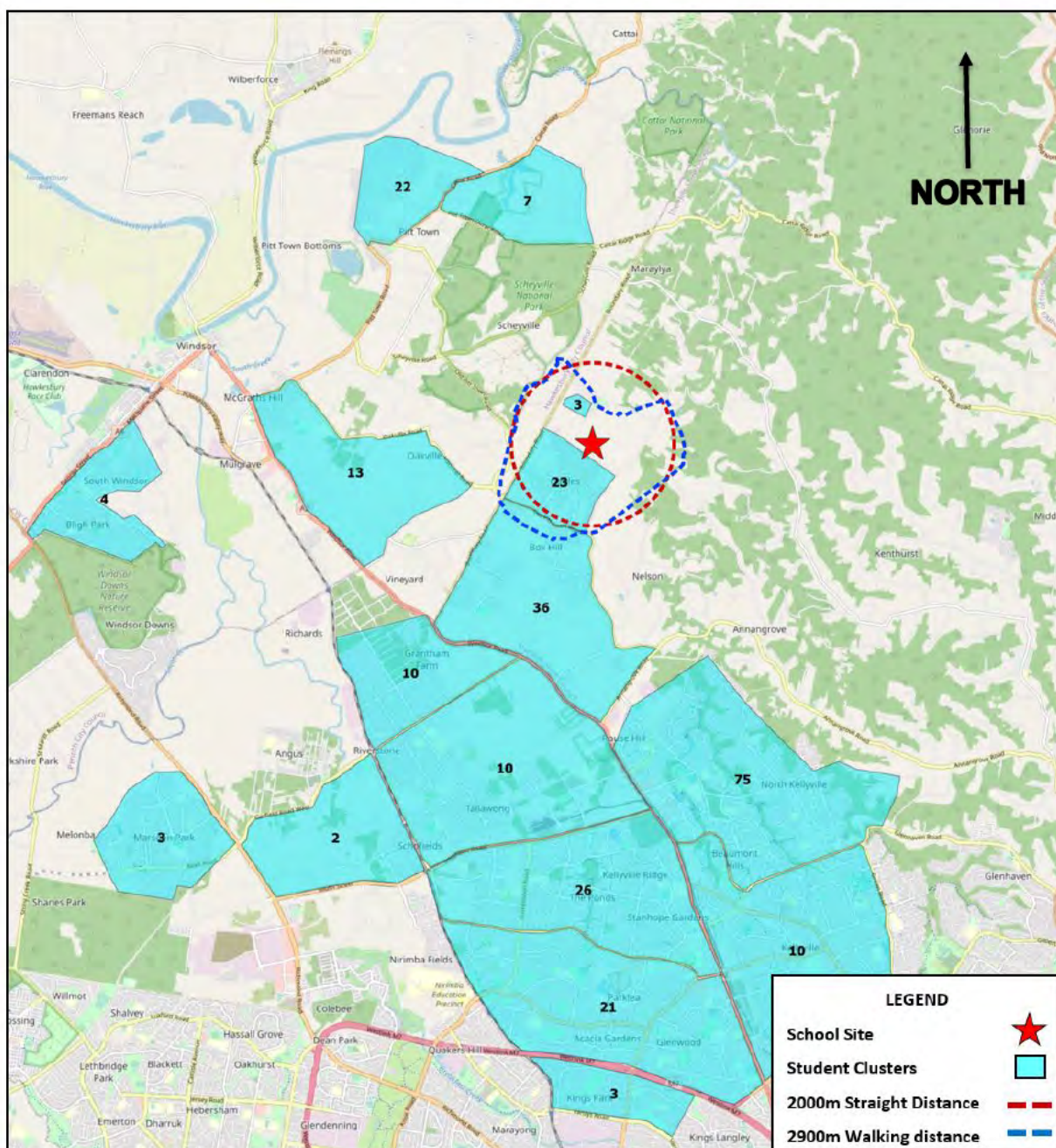


Figure 19: 2. SSTS Eligibility – Secondary School

With reference to the above figures, the following tables details the student locations in proximity to the School:

Table 8: Student Residence Proximity

Distance	Students (%)	
	Primary	Secondary
Within 400m	0%	0%
Within 800m	0%	0%
Within 1.2km	6%	2%
Within 1.6km	9%	3%
Within 2km	7%	4%
Within 2.2km	0%	0%
Within 2.9km	6%	2%
2.9km +	72%	90%

A more detailed breakdown for the 5-minute, 10-minute, and 15-minute walking and bicycle riding distances is presented in **Table 9** and **Table 10**.

Table 9: Bicycle Riding and Walking Catchment – Primary Students

Catchment	Travel Mode	
	Walking	Bicycle Riding
5-Minute	0% (within 400m)	3% (within 1.2km)
10-Minute	2% (within 800m)	20% (within 2.4km)
15-Minute	1% (within 1.2km)	5% (within 3.6km)

Table 10: Bicycle Riding and Walking Catchment – Secondary Students

Catchment	Travel Mode	
	Walking	Bicycle Riding
5-Minute	0% (within 400m)	1% (within 1.2km)
10-Minute	0% (within 800m)	7% (within 2.4km)
15-Minute	1% (within 1.2km)	1% (within 3.6km)

With consideration for the above, the walking and bicycle riding catchments, and the average mode share patterns of schools in the Sydney Metropolitan Area, Ason Group has ranked the likelihood of students utilising a specific transport mode based on age and distance from the school. This is detailed in **Table 11** and **Table 12**.

Table 11: Mode Use by Age and Distance: Kindergarten to Year 2

Catchment	Travel Mode			
	Walking	Bus	Car	Bicycle
Within 400m	High	Low	Moderate	Low
401m – 800m	Moderate	Low	Moderate	Low
801m – 1200m	Low	Low	High	Low
1201m – 1600m	Low	Low	High	Low
1601m +	Low	Low	High	Low

Table 12: Mode Use by Age and Distance: Year 3 to Year 6

Catchment	Travel Mode			
	Walking	Bus	Car	Bicycle
Within 400m	High	Moderate	Low	Moderate
401m – 800m	High	Moderate	Low	Moderate
801m – 1200m	Moderate	High	Low	High
1201m – 1600m	Low	High	Moderate	High
1601m +	Low	Moderate	Moderate	High

Table 13: Mode Use by Age and Distance: Year 7 to Year 12

Catchment	Travel Mode			
	Walking	Bus	Car	Bicycle
Within 400m	High	Moderate	Low	Low
401m – 800m	High	Moderate	Low	Moderate
801m – 1200m	Moderate	High	Low	High
1201m – 1600m	Low	High	Moderate	High
1601m +	Low	High	Moderate	High

With the above breakdown of the likely transport modes to be adopted by students, a mode share target for Term 4 2021 has been developed for both primary and secondary students. This is detailed in **Table 14**.

Table 14: Student Mode Share – Term 4 2021

Travel mode	Percentage	
	Primary	Secondary
Vehicle passenger	78%	64%
Train	0%	0%
Bus	10%	20%
Bicycle	5%	10%
Walking	2%	1%
Other (multi-modal, dropped off further off-site then walk, etc.)	5%	5%

However, following the implementation of the action plan and the communication strategies, the above mode share would likely change. This is discussed further in Section 4.

3.10.2 Staff Travel Mode Share Analysis

As previously mentioned, Ason Group undertook travel mode surveys of staff at St. Mark's Catholic College. The results of this are detailed in **Table 15**.

Table 15: Staff Modal Split – St Mark's Catholic College

Travel Mode	Percentage
Vehicle driver	100%
Vehicle passenger	0%
Train	0%
Bus	0%
Bicycle	0%
Walked only	0%
Other mode	0%

In addition to this, Ason Group has undertaken a review of the Journey-To-Work data from the Australian Bureau of Statistics for the Rouse Hill / Beaumont Hills Destination Zone (DZN: 113025844) from the detailed in **Figure 20**.

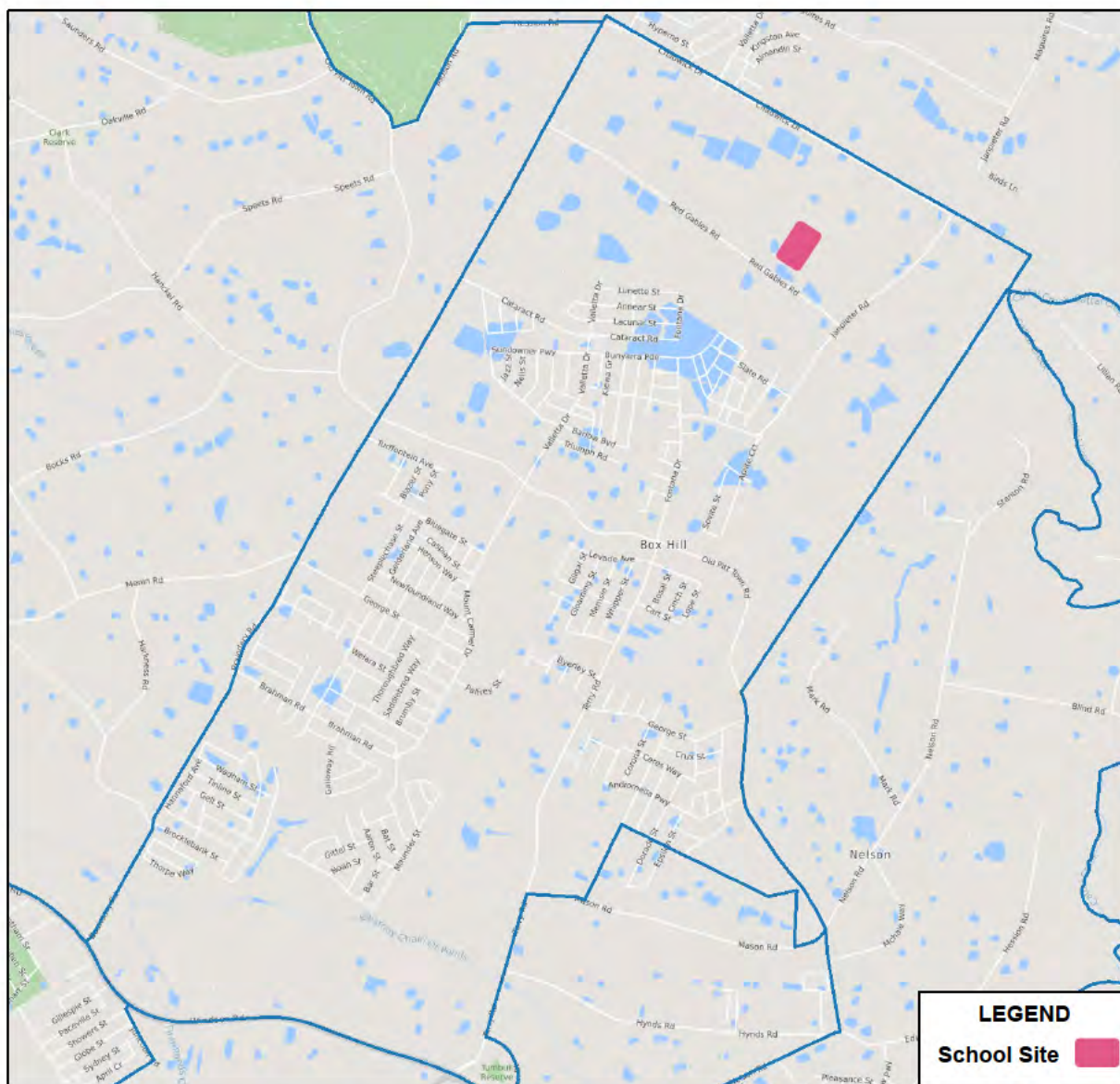


Figure 20 : Site Context within Destination Zone

The travel mode data is detailed in **Table 16**.

Table 16: Journey-To-Work Travel Mode Data

Travel Mode	Percentage
Vehicle Driver	89%
Vehicle Passenger	5%
Train	2%
Bus	0%
Bicycle	0%
Walking	4%
Other Mode	0%

As is evident from the above, the majority of employees within the destination zone travel to the site as a vehicle driver.

Similar to the student mode share, it is anticipated that this can be improved with the implementation and adoption of strategies and initiatives detailed within the action plan in Section 4.

3.11 Population Growth

As detailed in Section 3.10, the School provided data for student enrolments for Term 4 2021. The School have also provided enrolment data for 2022, however it was identified that some families are moving from suburbs outside of the local area into Box Hill.

Furthermore, the broader Box Hill area is undergoing development with approximately 4,100 residential dwellings being provided. Indeed, data sourced from Profile.id indicates that the area has been experiencing significant population growth. This growth is detailed in **Table 17**.

Table 17: Population Growth (ending June 30) – Box Hill

Year	Number	Percentage Change
2012	1,124	-%
2013	1,043	-7.28%
2014	,982	-5.77%
2015	954	-2.86%
2016	949	-0.58%
2017	953	+0.40%
2018	985	+3.43%
2019	2,660	+170%
2020	4,687	+76.21%

Source: profile.id, Australia Bureau of Statistics, Regional Population Growth, Australia; <https://profile.id.com.au/the-hills/population-estimate?WebID=140>

As s evident from the above, there has been significant increase in population within Box Hill over the past 2 years. Given that the development of the suburb is not yet compete, with additional residences still under construction, it is expected that the population would continue to grow with families sending children to the School. Therefore, it is anticipated that the walking and cycling mode shares would increase as families move closer to the School.

4 Action Plan

4.1 Action Plan Measures

On 27th August 2020, Ason Group met with the School Principal, Mark Devries, with TSA Management and Buildcorp to discuss the key items related to the future operation of the School including potential measures to be adopted to encourage alternative modes of transport. The following strategies are subject to discussion still and are to be reviewed prior to commencement of Term 1 2021.

These identified strategies include promotion of some event or day-specific activities. In isolation, these may not dramatically alter the day-to-day travel of staff. However, there are benefits of such activities whereby participation can increase awareness of alternative modes of travel that can then form the basis of future travel patterns.

Table 18: Action Plan Measures

Item No.	Action / Description	Target	Timeframe	Responsibility
1. General				
1.1	Establish a centralised Travel Plan Coordinator (TPC) which is to take responsibility for the ongoing review and monitoring of this Plan. This person(s) shall also provide direction to staff / parents in relation to -specific requirements arising from the Plan. This requires funding of approximately \$80k for 13 months.	School Administration	By start of Term 4 2021	School Administration
1.2	Provide 'Travel Welcome Pack' for newly employed staff, highlighting alternate modes of transport other than use of a private vehicle.	Staff	By start of Term 4 2021 and ongoing	TPC
1.3	Review of Plan as a regular item on the agenda of staff / management meetings.	Staff	Annually	TPC
1.4	Preparation of a Transport Access Guide (TAG) and review following changes stipulated by the TPC.	Staff, Students, and Parents	By start of Term 4 2021 and ongoing	TPC
2. Walking and Cycling				
2.1	Promote National Ride2Work Day and coincide with participation in Ride-To-School Day. This provides an opportunity for students, parents, and staff to try riding to school as well as celebrating those that currently utilise bicycles.	Staff, Student, and Parents	Annual	School / TPC
2.2	Promote Walk to Work Day and coincide with participation in "Walk Safely to School" Day. Similar to the above, it would encourage alternative modes of transport. Older students can be paired with younger students who live close together to walk to school as a pair or group	Staff, Students, and Parents	Annual	School / TPC

Item No.	Action / Description	Target	Timeframe	Responsibility
2.3	Develop further school-specific activities designed to get people moving with a reward participation. For example, a competition to see which staff and/or student in each year can get the most 'steps' in a given time period; similar to September activities.	Staff, Students, and Parents	Annual	School / TPC
2.4	Encourage volunteers to organise a walking school buses. This allows for students to travel to school in an organised group guided by two adults. This would require liaising with the TPC.	Students and Parents	Weekly, Monthly, Annually	TPC / Parents
2.5	Advocate, provide, and maintain safe pedestrian and bicycle facilities to and from the school.	Staff and Students	On-going	TPC / Council
2.6	In accordance with the bicycle riding mode share targets identified, sufficient secure parking spaces and 'EoJ' facilities shall be provided, clearly signposted, and maintained.	Staff and Students	On-going	School / TPC

3. Education Initiatives

3.1	For Year K-2 students include education programs teaching road awareness using play-based learning	Students	On-going	School / TPC
3.2	For Year 3 students include education programs teaching road safety with a focus on walking independently to school.	Students	On-going	School / TPC
3.3	For Year 4 students include education programs to teach road safety with a focus on bicycle riding independently to school. This may include an experience or an excursion to the CARES a bicycle safety education facility in St Marys.	Students	On-going	School / TPC
3.4	For Year 5-12 students include education programs to teach how to travel independently on the public bus system in preparation for travelling to high school and other destinations.	Students	On-going	School / TPC

4. Public Transport

4.1	Display route maps and timetables (for services within 10 minutes walking distance) in high trafficable areas within the school.	Staff and Students	On-going	TPC
4.2	Advocate for TfNSW to improve public transport services in response to increased development within the surrounding area.	Staff and Students	On-going	TPC
4.3	Provide information to new students and parents regarding the School Student Transport Scheme. This should be provided as part of the "Welcome Pack"	Students	On-going	School / TPC
4.4	Update this Plan and TAG to reflect changes to any bus routes and service times.	Staff and Students	On-going	TPC
4.5	Undertake a review to promote initiatives for staff using public transport. This may include a review of potential tax incentives for Government employees that use public transport.	Staff	On-going	TPC

Item No.	Action / Description	Target	Timeframe	Responsibility
4.6	Promote use of public transport for students with a rewards scheme. i.e., students are provided incentives to travel to and from the school.	Students	On-going	TPC
5. Shared Vehicles				
5.1	Review initiatives for staff and parents to promote car-pooling. This may include (but not limited to) the provision of online services or forums to facilitate ease of finding carpooling scheme participants.	Staff / Parents	On-going	TPC
5.2	Liaise with staff to discuss the feasibility of a parking management scheme which would discourage the use of single occupant car travel to the site while incentivising employees to travel by alternative modes of transport.	Staff	To be undertaken prior to school opening	TPC
6. Private Vehicles				
6.1	Restrict senior students driving to and from the School.	Staff / Parents	On-going	School

4.2 Communications Strategy

With consideration to the above measures, a communication strategy has been developed that can be adopted by the future school administration and TPC to communicate the measures detailed above. It should be noted that this communication strategy is subject to review following further discussions with the School administration.

Table 19: Communication Strategy

What	When	Method	Target	Responsibility
Share objectives and goals with the student body and staff	Prior to school opening and every term during operation	Welcome packs to new staff and families. Social media. Website.	Staff, Students, Parents	School / TPC
Provide information regarding transport options to and from the school, and on-site end-of-trip facilities.	Prior to school opening. This information is to be available always and presented every term	Welcome packs to new staff and families. Website. Information boards within school grounds.	Staff, Students, Parents	School / TPC

What	When	Method	Target	Responsibility
Provide details regarding school promoted initiative that encourage alternative modes of transport, such as: Ride-To-School Day, Walk-To-School Day, September, etc.	Annually prior to the event	Social Media Website. E-newsletters.	Staff, Students, Parents	School / TPC
Provide details regarding the safety and volunteer process to manage a walking school bus	This information is to be available always and presented every term	Welcome packs to new families. Website. E-newsletters.	Students and Parents	School / TPC
Provide details regarding availability of student bus passes	Prior to, and at school opening. This information is to be available always and presented every term	Welcome packs to new families. Website.	Students and Parents	School / TPC
Liaise with parents regarding the education programs provided by the school that encourage alternative transport modes	Prior to school opening. This information is to be available always and presented every term	Welcome packs to new families. Website.	Students and Parents	School / TPC
Link key resources regarding operation of school zones, road safety, and parking restrictions within the local area.	Prior to, and at school opening. This information is to be available always and presented every term.	Welcome packs to new families. Social Media Website. E-newsletters.	Parents	School / TPC
Detail information regarding operation of drop-off / pick-up area	Prior to, and at school opening. This information is to be available always and presented every term.	Welcome packs to new families. Social Media Website. E-newsletters.	Parents	School / TPC

4.2.1 Welcome Packs

As detailed above, new staff and families shall be provided with a 'welcome pack' as part of the on-site induction process which includes the Plan and other information in relation to sustainable transport choices. This pack shall include a copy of the Plan as well as general information regarding the health and social benefits of active transport. Advice on where to find further information should also be included.

4.2.2 Accurate Transport Information

In addition to these 'welcome packs', a Travel Access Guide (TAG) shall be provided to all staff and students.

A copy of the TAG should also be displayed prominently in staff areas, such as lunchrooms and foyer areas, and information boards throughout the school for parents and students. The TAG shall be presented in a form that is reflective of the commitment to achieving positive transport objectives. This TAG is presented in **Appendix D**.

4.3 Mode Share Targets

The latest student enrolment data shared by the School indicates that the School will be at capacity by either the end of 2022 or early 2023. However, per the road opening diagram shown in **Figure 5: Site and Town Centre Context – Opening Day** access to the School at the end of 2022 will only be possible from the south (Fontana Drive) or west (Boundary Road). Residential development within 10 minutes of either walking (800m) or cycling (2.4km) distance is sparse and access similarly limited by the lack of road network, walking and cycling connectivity.

For new schools, the last school years to reach capacity is typically the senior years (years 9 to 12) as parents and students are normally reluctant to transfer schools in the senior years. Currently the walking distance from the closest residential development to the School is just under 1km with the next closest more than 1.8km away. The 800m comfortable 10-minute walking distance is achievable for older students but requires further education and encouragement for the younger years so the percentage of students who can walk to School is expected to be low. Given that unless accompanied by a parent, students under 10 years of age cannot cycle to school alone, the amount of students who can cycle to school within the first year or two is expected to be low.

The School community has expressed an urgent need for bus information leading up to the start of Term 4, 2021 with the School requesting for school bus connections from both the north west and south east directions. Given the enthusiasm from school community and enrolment into the SSTS programme a higher percentage of students utilising bus services can be expected.

With consideration for the population growth, development in the surrounding areas, the above Action Plan and the communication strategy, the following target mode shares have been identified for the short term (2021 – 2024).

It is expected that further travel mode surveys would be undertaken once the School is operational to establish baseline figures from which progress can be measured.

Table 20: Mode Share Targets Short Term (2021 – 2024)

Travel Mode.	Proposed	
	Staff	Students

Vehicle driver	75%	0%
Vehicle passenger	10%	60%
Train	0%	0%
Bus	5%	35%
Bicycle	5%	2.5%
Walked only	5%	2.5%
Other	0%	0%

The main limitation for this School in improving the active travel mode share in the short term is the lack of transport infrastructure and connectivity in this area. The School anticipates one third of their enrolment in 2023 to come from the Windsor / Pitt Town direction where currently the only direct active travel connection is the school's chartered bus which is not a long term solution given the number of students anticipated to require this service. The School is committed to and has shown the commitment and connections of its community in pushing for school bus services but the direction from TfNSW so far is that the existing road network is at capacity and cannot accommodate additional services during school times, resulting in the School adjusting its bell time to better secure additional school bus services in the future.

Table 21: Mode Share Targets Medium Term (2024 – 2026)

Travel Mode.	Proposed	
	Staff	Students
Vehicle driver	75%	0%
Vehicle passenger	10%	44%
Train	0%	0%
Bus	5%	50%
Bicycle	5%	3%
Walked only	5%	3%
Other	0%	0%

It is anticipated that after 2024 the road network and public transport links in the northern western Central City District would be developed to deliver improved connectivity for public transport from the west of the school. The 50% bus mode share target is dependent on bus service delivery in the medium term and the School is committed to pursuing further bus connectivity in the area so students will be able to access the School by public transport no matter where they live.

Noting that the Gables town centre infrastructure and associated residential development is unlikely to come online before the end of 2026 and that the School is a Catholic school with no catchment boundaries, the walking and cycling mode share increase will be a long term goal. However the population in this area is forecasted to have a 12% increase between 2021 and 2026 so the mode share of students walking and cycling is expected to increase.

Table 22: Mode Share Targets Long Term (2027 – 2031)

Travel Mode.	Proposed	
	Staff	Students
Vehicle driver	70%	0%
Vehicle passenger	10%	40%
Train	0%	0%
Bus	10%	50%
Bicycle	5%	5%
Walked only	5%	5%
Other	0%	0%

In the long term the Gables town centre infrastructure and a portion of the residential development is anticipated to be completed so that walking and cycling would be accessible within 800m (10 min walk) or 1.2km (10 min cycling) of the school. To encourage the uptake of walking and cycling the School will implement a pavement decal system to guide students walking and cycling to School from the local area.

Note that in the long term it is anticipated that the School will have more students living within closer proximity to the School as population in the Box Hill area is forecasted to grow 1339.31% by 2036 and that the students attending the School in the short and medium term from areas outside of the LGA graduate.

This changing mode share is to be assessed as part of the monitoring and review process discussed in Section 6.

5 Governance and Support

5.1 Travel Plan Coordinator

A staff member within the School will be appointed as the Travel Plan Coordinator (TPC) and be responsible for:

- Actively lobby for the expansion of school bus services to the west,
- Engagement with the staff and parent bodies,
- Implementation and promotion of the Plan actions,
- Monitoring the effectiveness of the Plan (refer to monitoring requirements outlined in **Section 6**) and ongoing maintenance of the Plan,
- Provide advice in relation to transport-related subjects to staff, management, and visitors, as required, and
- Liaise with external parties (i.e. Council, public transport, and car share operators) in relation to Travel Plan matters.

This role will be staffed by the school as an internal position and the role will be voluntary with no financial incentives given.

The medium and long term mode share targets have been discussed with the TPC within the School and the TPC is aware the targets for active travel is dependent on a number of infrastructure factors outside of the School's control, they are not unrealistic. The TPC will review the mode share targets for short, medium and long term as part of the review and monitoring actions in correlation with the infrastructure and school population changes.

5.2 Resourcing

It is not anticipated that the maintenance of this Plan will have significant ongoing cost implications and shall be reviewed on an annual basis by the TPC in order for the best outcome.

6 Monitoring and Review Process

6.1 Plan Maintenance

This Plan shall be subject to ongoing review and will be updated as necessary in response to changing requirements. The Plan will be reviewed initially within 6 months of Day 1, Term 4, followed by a second review 6 months after the initial review. Beyond the initial two reviews, the Plan will be reviewed yearly. Regular reviews will be undertaken by the Travel Plan Coordinator (TPC), as required.

Key considerations regarding the review of the Plan shall be:

- Updating baseline conditions to reflect any changes to the transport environment in the vicinity of the Site such as changes to bus services, new cycle routes, new roads, etc. In this regard, review of the Plan – and associated TAG in particular – may be undertaken on a more frequent basis,
- Tracking progress against proposed travel mode targets,
- To identify any shortfalls and develop an updated action plan to address issues, and
- To ensure travel mode targets are updated (if necessary) to ensure they remain realistic but also ambitious.

6.2 Monitoring and Review Actions

To assess the efficacy of the Plan strategies, the following actions are to be undertaken by the TPC:

- Review updated de-personalised data from the Catholic Education Diocese of Parramatta with a GIS analysis.
- Travel mode surveys to determine the proportion of persons travelling to/from the site by each transport mode. This will be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the Site, as far as practicable. This survey may be undertaken online or in-person at the discretion of the TPC.
- Review information regarding participation in active travel programs.
- Undertake community consultation to gauge feedback regarding implemented strategies and areas for improvement to further encourage use of alternative modes of transport.
- Periodic on-site review of facilities such as the drop-off / pick-up area, bicycle racks.

The initial audit will be undertaken within 6-months of the school opening to establish baseline mode share as early as possible.

The estimated cost of the actions to be taken by the TPC is around \$60,000 to \$80,000 for the first year following school opening. The school has been consulted with regarding the cost implication and has the financial resource to support the actions.

6.3 Feedback Framework

Following the actions undertaken as part of the review process, feedback is to be provided to key stakeholders including: the community, TfNSW, Council, and the Catholic Education Diocese of Parramatta, detailing the efficacy of the strategies. The strategies and Plan will be adapted accordingly.

Appendix A

Author's CV

Dora has 20 years of professional experience across the fields of urban planning, and traffic and transport engineering. With specialities in concept and schematic traffic design, road safety engineering, construction traffic management planning and major event traffic and transport operations planning, Dora focus on achieving practical, customer centred solutions commensurate with the project type, purpose and level of user experience established in collaboration with clients, delivery partners and project teams.

Dora's expertise in land use development planning and design has specific focus on car park design, traffic

management system design, and loading facilities design and design of traffic systems based on the operational requirements as well as future adaptability of spaces. Dora has been involved in a broad range of traffic and transport projects providing high quality service and end to end project advice to a range of public and private sector clients.

Dora has worked on a broad range of inter-disciplinary design teams where she collaborated with clients and consultants of various disciplines in achieving forward thinking outcomes that considers both current and future needs of end users.

QUALIFICATIONS & EDUCATION

- Post Graduate Diploma in Transport and Traffic (Monash)
- Post Graduate Diploma Planning & Design (Melbourne)
- Bachelor of Science (Auckland)

KEY PROJECTS

Warrick Lane Precinct, Blacktown NSW Blacktown City Council

The Warrick Lane Precinct (The Precinct) is located within the Blacktown City Centre, 500 metres east of Blacktown Railway Station. The 2.8-hectare site has been identified for redevelopment as part of the of the Blacktown City Centre Transformation. The objective of the transformation is to provide employment, housing, social, cultural, recreation and transport infrastructure within a framework of sustainability and design excellence.

Dora was engaged by Blacktown City Council to provide traffic and transport advice on the transformation project, and managed the delivery of a range of transport engineering output including schematic and detailed design input to the Project, Transport Impact Assessment in multiple phases, DA stage and Detailed Stage Construction Traffic and Pedestrian Management Plan preparation and worked closely with the broader project team.

KEY SKILLS

- Transport Management and Operations Planning
- Transport Design
- Event Traffic and Transport Management Operations Planning and Delivery
- Stakeholder management

Blacktown Health Precinct, Blacktown NSW Blacktown City Council

Blacktown Health Precinct is located to the east of the Blacktown City Centre. The Health Precinct has been identified as a transformation project of the Blacktown City Council to support the forecasted growth in population planned for Blacktown. The objective of the transformation is to provide employment and social infrastructure within a framework of sustainability and design excellence.

Dora was engaged by Blacktown City Council to provide traffic and transport advice on the transformation project, and managed the delivery of a range of transport engineering output including masterplan, strategic transport analytics and design input to the Project.

Woolworths National Loading Facilities Transport Management Safety Review | Woolworths

Dora was the National Technical Leader for the development and delivery of a loading facilities transport management safety review program for the Supermarkets branch of Woolworths which involved the development and delivery of

a transport management inspection, review and reporting program involving over 1000 stores. Dora worked closely with the Health and Safety section of Woolworths and was a key member of the delivery team of the study.

Woolworths Drive Program Design Standards Development and Test Fit | Woolworths

Dora was the National Technical Design Lead for the review and provision of technical design advice to inform the development of standard layout and the design guideline of drive through facilities for Woolworth Supermarket assets. Dora has completed a series of test fits across a number of stores located in NSW, SA, WA and NT reviewing and providing design options to retrofit drive through facilities.

Woolworths Minchinbury Distribution Centre (NSW) | Woolworths

Dora was the Project Director and Transport Engineering Lead for the redesign of loading, circulation and parking facilities within the existing Woolworths Minchinbury Distribution Centre and associated Development Application Transport Assessment and Modification application.

Woolworths Fresh Refrigerated Distribution Centre (VIC) | Fabcot

Dora was the Transport Engineering Lead from feasibility phase of the project, to completion of Planning Permit application and associated Concept to Schematic Design phases of the Woolworths Fresh Project in Truganina, Victoria. The project involved the development of a fourth leg to a roundabout, B-Double queuing areas, vehicle circulation, as well as parking facilities and design of a channelised right turn facility along Foundation Road.

Woolworths Melbourne South Regional Distribution Centre (VIC) | Fabcot

Dora was the Transport Engineering Lead for the project and has provided transport engineering input from the development of the Principal's Project Requirement, assisting the Project Architect in the development of a reference design, assistance in provision of transport engineering advice to inform site selection, subsequent Concept and Schematic Design work, and Transport Impact Assessment for the Planning Application.

Victoria Police Centre (2016 – 2020) and City West Police Complex (2011 – 2015), Melbourne | Cbus Property

The recently completed Victoria Police Centre and the City West Police Complex located at the corner of Spencer Street and La Trobe Street, Melbourne forms a custom-designed, integrated precinct.

Dora was the Transport Engineering Lead for the project since 2011 and has worked collaboratively with both the Project Principal, representatives of Victoria Police and the Project Design Team to develop custom designed solutions to traffic and transport facilities associated with the development. Dora prepared Transport Assessment reports, technical memorandums, and heavily involved in consultation with authorities and stakeholder consultation.

Secure Facilities, Melbourne | Reserve Bank of Australia

Dora was the Traffic Management Lead for the Secure Facilities developed by the Reserve Bank of Australia in Craigieburn, Melbourne.

Dora was engaged to develop traffic management arrangements, functional requirements and specifications embedded into the architectural, civil and security arrangements of the project.

Other Select Projects:***Education*****Alex Avenue Public School | NSW Department of Education**

Dora was the Transport Engineering Lead for the project, and assisted in the preparation of contingency parking and site access design, responses to Response to Submissions, development of School Transport Plan, and liaison with Council.

New Estella, Wagga Wagga Public School | NSW Department of Education

Dora was the Transport Engineering Lead for the project, and assisted in the preparation of responses to Response to Submissions, development of site access design, School Transport Plan, and liaison with key stakeholders.

Catherine Field Public School | NSW Department of Education

Mixed Use

Langston Place, Epping (NSW) | Cbus Property

88 Walker Street, North Sydney | Billbergia

1 Dension Street, North Sydney | Multiplex and The Winten Property Group

435 Collins Street, Melbourne (VIC) | Cbus Property

140 – 150 Queen Street, Melbourne (VIC) | Cbus Property

Community

Tom Wills Community Oval | Sydney Olympic Park Authority

Wendy is a qualified civil engineer with eight years of work experience across project management, traffic engineering, construction management, and civil and drainage design

During this time, Wendy has been involved in numerous projects for both private organisations and government agencies in Australia and United Kingdom.

Wendy has demonstrated her ability across numerous areas of traffic engineering, transport construction, and civil design and has been involved in many significant projects.

Past projects have ranged in size from detailed design of intersection upgrades to the preparation of Construction Traffic Management Plans, Traffic Control Plans, and Construction and Occupation Certification for both private

and public clients. Wendy also has experience dealing with the Transport Management Centre to obtain Road Occupancy Licenses as well as negotiating with Sydney Coordination Office for CTMP approvals.

While working in the UK Wendy was involved in the management, design and delivery of several large scale projects for local councils such as the School Streets project for Haringey and Liveable Streets programme in Tower Hamlets.

Wendy has worked on a broad range of inter-disciplinary design teams where she collaborated with clients and consultants of various disciplines in achieving forward thinking outcomes that considers both current and future needs of end users.

QUALIFICATIONS & EDUCATION

- Master of Engineering Management (University of Technology Sydney)
- BE Civil Engineering w Architecture (University of New South Wales)
- RMS Prepare a Work Zone Traffic Management Plan Card (Combined orange and red card)
- WorkCover Occupational Health and Safety Construction Induction Card.
- Member of Engineers Australia

PROFESSIONAL BACKGROUND

- 2020 – Current: Ason Group
Senior Traffic Design Engineer
- 2019 – 2020: Project Centre Limited (UK)
Senior Traffic Engineer
- 2019 – 2019: WSP (UK)
Senior Engineer
- 2016 – 2019: GTA Sydney
Consultant and Senior Consultant
- 2012 – 2016: The Hills Shire Council
Graduate, and Civil Design Engineer

KEY SKILLS

- Transport Management and Operations Planning
- Transport Design
- Civil and Drainage Design
- Stakeholder management
- Autocad suite / Microstation
- Vehicle tracking / Autoturn

KEY PROJECTS & EXPERIENCE

388 George Street, Sydney | Multiplex

Wendy was the Project Manager and Traffic Management Lead for the Construction Traffic Management Planning for the development, as well as the internal traffic management works with the adjoining building that include coordination with Sydney Light Rail Works and construction activities of other nearby developments.

David Jones Elizabeth Street, Sydney | Mainbrace

Wendy was the Project Manager and Traffic Management Lead for the Construction Traffic Management Planning for

the development in obtaining the first approval for nighttime concrete works in the CBD from SCO and overtime ROLs while liaising with adjoining developments and Sydney Metro.

Langston Place, Epping | Hutchison Builders

Wendy was the Project Manager and Traffic Management Lead for the Construction Traffic Management Planning for the development in obtaining the first approval for construction works during Epping to Chatswood rail replacement period from the expanded SCO.

Tom has a Bachelor of Civil Engineering and has been working in the traffic engineering and transport planning industry since 2015.

During this time, Tom has undertaken numerous projects for both private developers and Government Agencies, including Councils and NSW Health Infrastructure across a range of industry sectors.

Tom has demonstrated ability in all areas of traffic engineering and transport planning and has been involved in many significant studies.

Past projects have ranged in size from detailed design advice in relation to small residential developments with highly constrained accesses opportunities to the preparation of Traffic Impact Assessment (TIA) for large development submissions.

Tom has been trained in and worked with numerous transport planning models and this experience allows him to provide strategic and specialist advice on transport planning issues. These models and programs include AutoCAD, Autotrack, and SIDRA.

QUALIFICATIONS & EDUCATION

- BE Civil Engineering (University of NSW)
- Member AITPM
- Member of Engineers Australia

PROFESSIONAL BACKGROUND

- 2015 – Current: Ason Group
Traffic Engineer
- 2015: Birzulis Associates
Structural Engineer

KEY SKILLS

- Traffic Impact Assessments
- Master Planning & Feasibility Studies
- Sustainable Transport Planning
(Green Travel Plans & Transport Access Guides)
- Transportation Modelling Analysis (SIDRA)
- Australian Standards (AS2890 & AS1158) Compliance
- Car Park & Loading Dock Design & Assessment,
including for Construction & Occupancy Certification
- Construction Traffic Management Plans

KEY PROJECTS & EXPERIENCE

Education

- *Loreto Normanhurst*
Modal analysis of staff and students and assessment of existing travel behaviours.
- *Moriah College*
TIA to support a new 80-space early learning centre in an existing educational facility.
- *Santa Sophia Catholic College*
TIA to support a new 1,600 primary and secondary school and a 60-space Early Learning Centre.
- *Mt Sinai College*
TIA to support the provision of an 80-space early learning centre in an existing school.

NSW Health Infrastructure

- Numerous Sydney Ambulance Metropolitan Infrastructure Strategy (SAMIS) sites in Caringbah, Artarmon, Haberfield, Liverpool, Blacktown, Bankstown, Northmead, Narrabeen, and Penrith.
- Child care centre in the Royal North Shore Hospital – traffic study to support a 70-space child care centre.

Residential, Commercial & Mixed Use Developments

- *Waterloo Road, Macquarie Park Masterplan*
TIA to support the concept masterplan for the commercial development at 45-61 Waterloo Road.
- *Rosehill Street Planning Proposal*
Traffic study to support a concept plan of 320 residential units and 2,550m² of commercial GFA.
- *Warrawong Shopping Centre*
Multiple traffic studies to support additional tenancies and removal of car parking.

Industrial Developments

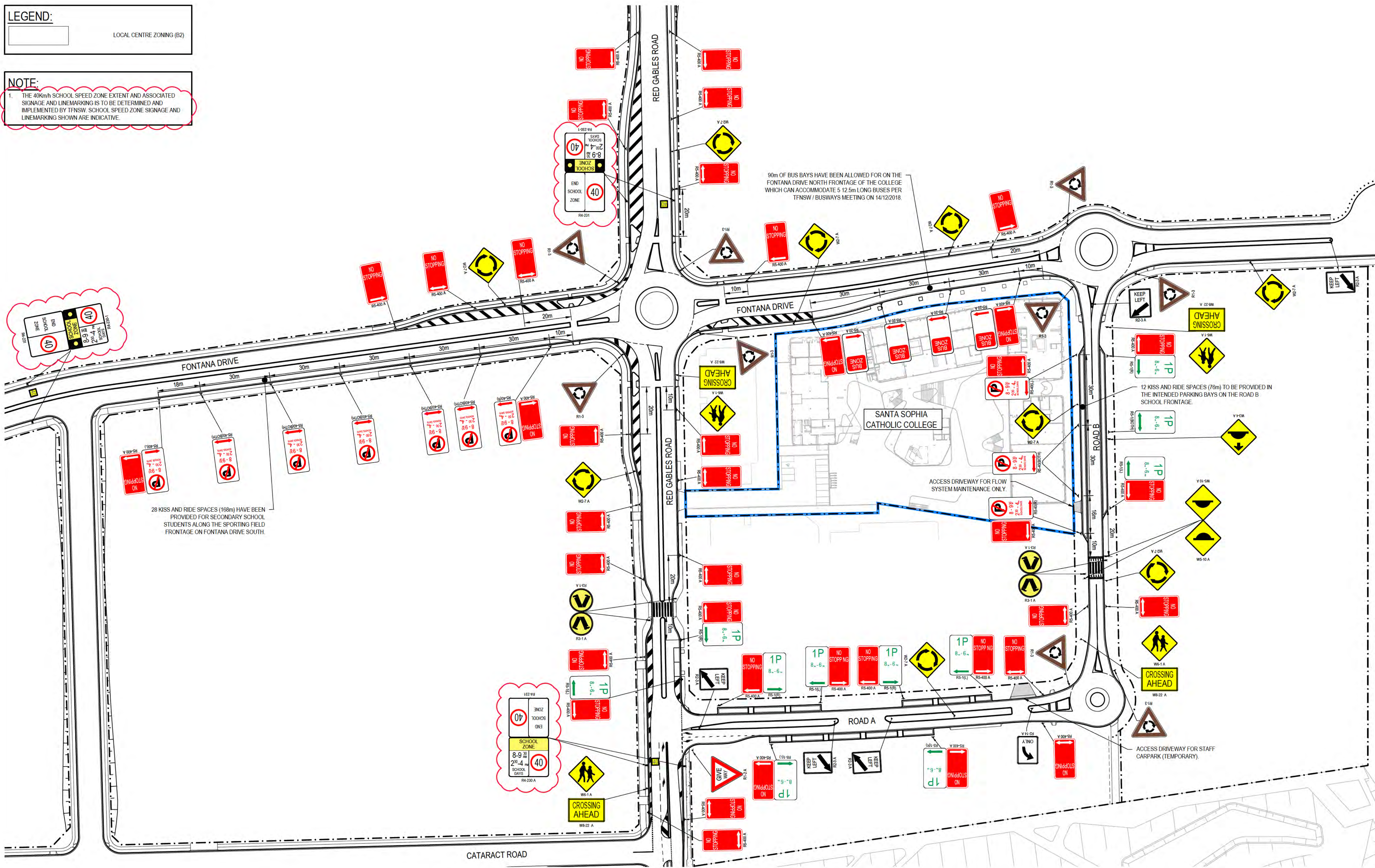
- *Minto Intermodal*
TIA to support the SSDA for a new intermodal.
- *Old Wallgrove Road*
TIA to support a 44,000m² warehouse for submission DP&E.
- *South Street, Rydalmere*
TIA to support a warehouse development for submission to Parramatta Council

Appendix B

Traffic Signage and Line Marking Plan

LOCAL CENTRE ZONING (B2)

1. THE 40Km/h SCHOOL SPEED ZONE EXTENT AND ASSOCIATED SIGNAGE AND LINEMARKING IS TO BE DETERMINED AND IMPLEMENTED BY TfNSW. SCHOOL SPEED ZONE SIGNAGE AND LINEMARKING SHOWN ARE INDICATIVE.



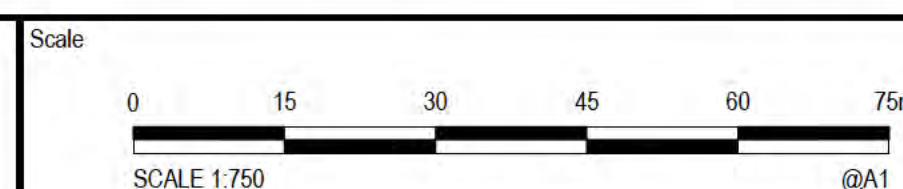
11	3/06/2021	ISSUED FOR INFORMATION	CWH	-	-	RH
10	2/06/2021	ISSUED FOR INFORMATION	CWH	-	-	RH
9	1/06/2021	ISSUED FOR INFORMATION	CWH	-	-	RH
8	25/05/2021	ISSUED FOR INFORMATION	CWH	-	-	RH
7	24/05/2021	ISSUED FOR INFORMATION	CWH	-	-	RH
6	20/05/2021	ISSUED FOR INFORMATION	CWH	-	-	RH
5	18/05/2021	ISSUED FOR INFORMATION	CWH	-	-	RH
4	13/05/2021	ISSUED FOR INFORMATION	CWH	-	-	RH
REV	DATE	DESCRIPTION	DRN	DES	VERIF	APPR



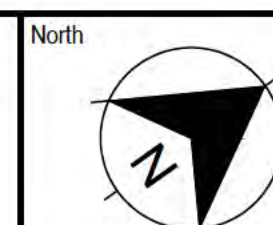
Stockland
it's your place



THE GABLES
BOX HILL



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Enspire Solutions Pty Ltd
205/275 Alfred Street N, North Sydney NSW 2060
ABN: 71 624 801 690
Phone: 02 9922 6135

Title	TOWN CENTRE PARKING SIGNAGE
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Scale	1:750
Date	9/06/2020
Size	A1
Datum	AHD

Status	FOR APPROVAL NOT TO BE USED FOR CONSTRUCTION
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Project Number/Drawing Number	180004-SK-0141
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11

Appendix C

Bus Route Maps

How to use this timetable

This timetable provides a snapshot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures at transportnsw.info

Real-time planning


You can plan your trip with real-time information using the Trip Planner or Departures at transportnsw.info or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick-up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information.

Find the latest apps at transportnsw.info/apps

Accessible services

All new buses are wheelchair-accessible with low-level floors and space for wheelchairs, prams or strollers. Look for the  symbol in this timetable. Some older buses may not have all the features you need. There will be more accessible services as older buses are replaced.

Who is providing my bus services?

The bus services shown in this timetable are run by Busways Western Sydney.

Fares

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply.

You can use an Opal card or a contactless payment to pay for your travel.

Opal cards

An Opal card is a smartcard you keep and reuse. Add value before you travel, and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, the Central Coast, the Hunter and the Illawarra.

Which Opal card is right for you?


Adult – Customers 16 years or older who are not entitled to any concessions and normally pay full fare.

Child/Youth – For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

Gold Senior/Pensioner – For eligible NSW and interstate seniors, pensioners, war widows/ers and asylum seekers.

Concession – For eligible tertiary students, job seekers, apprentices and trainees.

How to get an Opal card

You can get an Adult or Child/Youth Opal card over the counter at Opal retailers that display the Opal sign . To find your nearest retailer visit transportnsw.info/opal.

If you are eligible to travel with concession fares, you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit transportnsw.info/opal for more information.

Contactless payments

If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and weekend travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus and light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at transportnsw.info/contactless

Explanation of definitions and symbols



Wheelchair Accessible



Bus operates public school days only

741

Riverstone to Oakville via Box Hill & Maraylya

B

Valid from: 12 July 2021

Creation date: 05 Oct 2021

NOTE: Information is correct on date of download.

Monday to Friday									
Riverstone Station	06:43	07:13	07:40	08:10	08:40	09:40	10:40	11:40	12:40
Junction Rd at Hobart St, Grantham Farm	06:48	07:18	07:47	08:17	08:47	09:47	10:47	11:47	12:47
Old Pitt Town Rd at Boundary Rd, Gables	06:54	07:24	07:54	08:24	08:54	09:54	10:54	11:54	12:54
Valletta Dr at Sundowner Pwy, Gables	06:59	07:29	07:59	08:29	08:59	09:59	10:59	11:59	12:59

Monday to Friday									
Riverstone Station	13:40	14:40	15:40	16:40	17:10	17:40	18:10	18:40	19:10
Junction Rd at Hobart St, Grantham Farm	13:47	14:47	15:47	16:47	17:17	17:47	18:17	18:47	19:16
Vineyard Caravan Park, Commercial Rd, Vineyard	-	-	-	-	17:22	-	-	-	-
Old Pitt Town Rd at Boundary Rd, Gables	13:54	14:54	15:56	16:56	17:31	17:56	18:26	18:56	19:23
Valletta Dr at Sundowner Pwy, Gables	13:59	14:59	16:02	17:02	17:37	18:02	18:32	19:02	19:27
Maraylya Public School, Boundary Rd, Maraylya	-	-	-	-	17:42	-	-	-	-
Reedy Rd at Fisher Rd, Maraylya	-	-	-	-	17:46	-	-	-	-
Scheyville Rd near Cattai Ridge Rd, Maraylya	-	-	-	-	17:49	-	-	-	-
Old Stock Route Rd before Saunders Rd, Oakville	-	-	-	-	17:54	-	-	-	-
Oakville Rd after Broos Rd, Oakville	-	-	-	-	17:57	-	-	-	-

Monday to Friday		
Riverstone Station	19:40	20:15
Junction Rd at Hobart St, Grantham Farm	19:46	20:21
Old Pitt Town Rd at Boundary Rd, Gables	19:53	20:28
Valletta Dr at Sundowner Pwy, Gables	19:57	20:32

Saturday									
Riverstone Station	07:43	08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43
Junction Rd at Hobart St, Grantham Farm	07:49	08:49	09:49	10:49	11:49	12:49	13:49	14:49	15:49
Old Pitt Town Rd at Boundary Rd, Gables	07:56	08:56	09:56	10:56	11:56	12:56	13:56	14:56	15:56
Valletta Dr at Sundowner Pwy, Gables	08:01	09:01	10:01	11:01	12:01	13:01	14:01	15:01	16:01

Saturday				
Riverstone Station	16:43	17:43	18:43	19:43
Junction Rd at Hobart St, Grantham Farm	16:49	17:49	18:49	19:49
Old Pitt Town Rd at Boundary Rd, Gables	16:56	17:56	18:56	19:56
Valletta Dr at Sundowner Pwy, Gables	17:01	18:01	19:01	20:01

Sunday & Public Holidays									
Riverstone Station	08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43
Junction Rd at Hobart St, Grantham Farm	08:49	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49
Old Pitt Town Rd at Boundary Rd, Gables	08:56	09:56	10:56	11:56	12:56	13:56	14:56	15:56	16:56
Valletta Dr at Sundowner Pwy, Gables	09:01	10:01	11:01	12:01	13:01	14:01	15:01	16:01	17:01

Sunday & Public Holidays		
Riverstone Station	17:43	18:43
Junction Rd at Hobart St, Grantham Farm	17:49	18:49
Old Pitt Town Rd at Boundary Rd, Gables	17:56	18:56
Valletta Dr at Sundowner Pwy, Gables	18:01	19:01

741

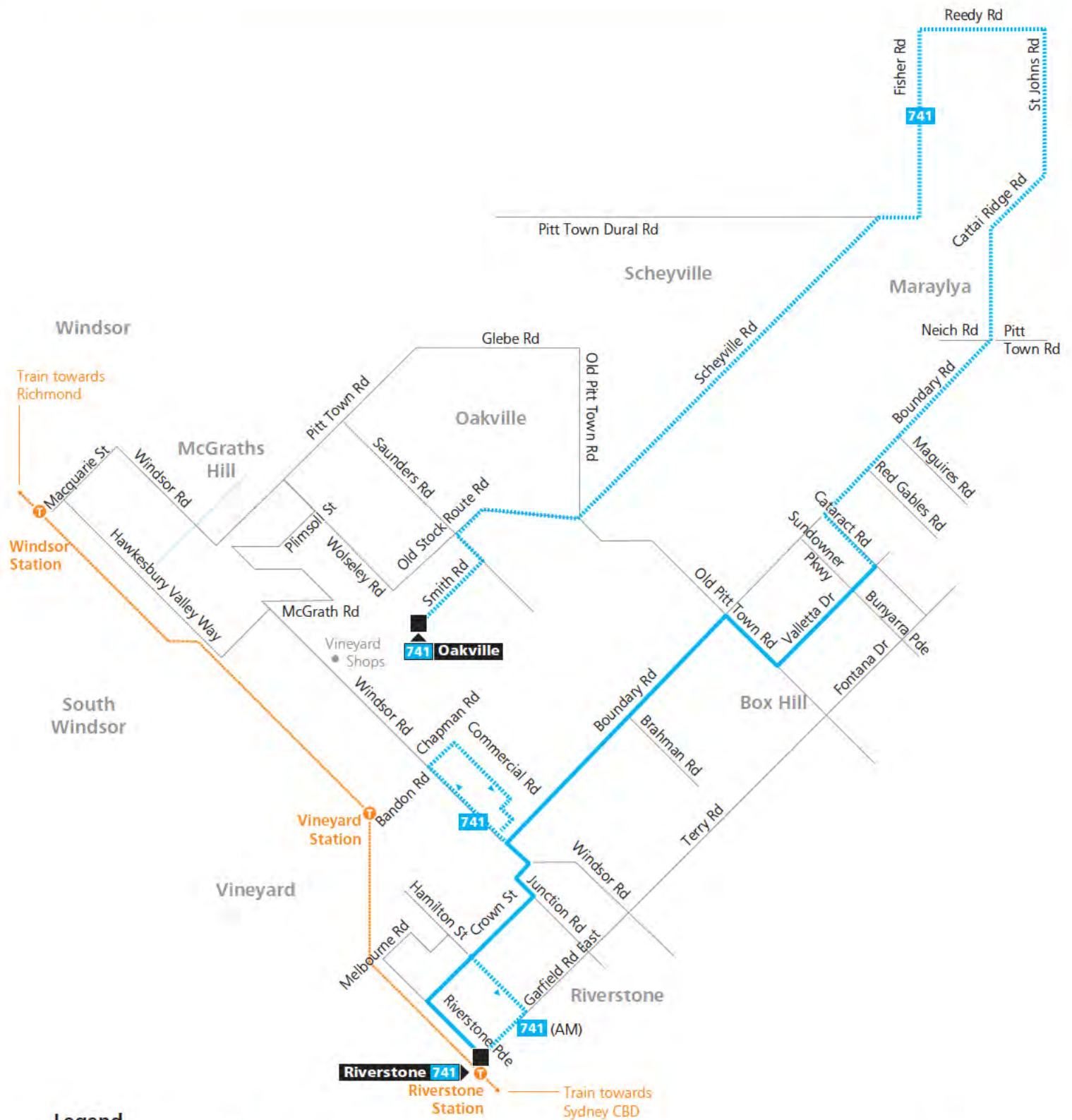
Oakville to Riverstone via Maraylya & Box Hill

B

Monday to Friday									
Service Information									
Oakville Rd at Smith Rd, Oakville	-	-	06:37	-	-	-	-	-	-
Old Stock Route Rd at Saunders Rd, Oakville	-	-	06:39	-	-	-	-	-	-
Scheyville Rd near Cattai Ridge Rd, Maraylya	-	-	06:44	-	-	-	-	-	-
Fisher Rd at Reedy Rd, Maraylya	-	-	06:47	-	-	-	-	-	-
Maraylya Public School, Boundary Rd, Maraylya	-	-	06:52	-	-	-	-	-	-
Valletta Dr after Cavalo Wy, Gables	06:08	06:38	06:58	07:33	08:03	08:33	09:06	10:06	11:06
Old Pitt Town Rd before Boundary Rd, Box Hill	06:11	06:41	07:02	07:37	08:07	08:37	09:10	10:10	11:10
Windsor Rd opp Sydney St, Grantham Farm	06:17	06:47	07:15	07:45	08:15	08:45	09:17	10:17	11:17
Riverstone Station	06:25	06:55	07:25	07:55	08:25	08:55	09:25	10:25	11:25
Monday to Friday									
Valletta Dr after Cavalo Wy, Gables	12:06	13:06	14:06	15:06	16:06	17:06	17:36	18:06	18:36
Old Pitt Town Rd before Boundary Rd, Box Hill	12:10	13:10	14:10	15:10	16:10	17:10	17:40	18:09	18:39
Windsor Rd opp Sydney St, Grantham Farm	12:17	13:17	14:17	15:17	16:17	17:17	17:47	18:15	18:45
Riverstone Station	12:25	13:25	14:25	15:25	16:25	17:25	17:55	18:22	18:52
Monday to Friday									
Valletta Dr after Cavalo Wy, Gables	19:06								
Old Pitt Town Rd before Boundary Rd, Box Hill	19:09								
Windsor Rd opp Sydney St, Grantham Farm	19:15								
Riverstone Station	19:22								
Saturday									
Valletta Dr after Cavalo Wy, Gables	07:02	08:02	09:02	10:02	11:02	12:02	13:02	14:02	15:02
Old Pitt Town Rd before Boundary Rd, Box Hill	07:05	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:05
Windsor Rd opp Sydney St, Grantham Farm	07:12	08:12	09:12	10:12	11:12	12:12	13:12	14:12	15:12
Riverstone Station	07:20	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20
Saturday									
Valletta Dr after Cavalo Wy, Gables	16:02	17:02	18:02	19:02					
Old Pitt Town Rd before Boundary Rd, Box Hill	16:05	17:05	18:05	19:05					
Windsor Rd opp Sydney St, Grantham Farm	16:12	17:12	18:12	19:12					
Riverstone Station	16:20	17:20	18:20	19:20					
Sunday & Public Holidays									
Valletta Dr after Cavalo Wy, Gables	08:02	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02
Old Pitt Town Rd before Boundary Rd, Box Hill	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05
Windsor Rd opp Sydney St, Grantham Farm	08:12	09:12	10:12	11:12	12:12	13:12	14:12	15:12	16:12
Riverstone Station	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20
Sunday & Public Holidays									
Valletta Dr after Cavalo Wy, Gables	17:02	18:02							
Old Pitt Town Rd before Boundary Rd, Box Hill	17:05	18:05							
Windsor Rd opp Sydney St, Grantham Farm	17:12	18:12							
Riverstone Station	17:20	18:20							

Route 741

B



Legend

- Bus route
- Bus route start/finish
- Bus route number
- Train line/station

Diagrammatic Map
Not to Scale

How to use this timetable

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For the most up-to-date times, use the Trip Planner or Departures at transportnsw.info

Real-time planning


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The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick-up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information.

Find the latest apps at transportnsw.info/apps

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- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply.

You can use an Opal card or a contactless payment to pay for your travel.

Opal cards

An Opal card is a smartcard you keep and reuse. Add value before you travel, and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, the Central Coast, the Hunter and the Illawarra.

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Child/Youth – For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

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Find out more at transportnsw.info/contactless

Explanation of definitions and symbols

	Wheelchair Accessible
S	Bus operates public school days only
A	Bus Operates via McCulloch, Elizabeth & Piccadilly Streets, omitting Garfield Rd East between McCulloch and Piccadilly Streets
B	Bus diverts from Old Pitt Town Rd via Mason Rd, Terry Rd and Hynds Rd, omitting Nelson Rd between Mason Rd & Edwards Rd

746

Rouse Hill to Riverstone

B

Valid from: 12 July 2021

Creation date: 05 Oct 2021

NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Service Information				S					
Rouse Hill Station	06:39	07:05	07:39	A07:59	08:29	09:29	10:29	11:29	12:29
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	06:46	07:12	07:46	A08:06	08:36	09:36	10:36	11:36	12:36
Old Pitt Town Rd after Mason Rd, Box Hill	06:53	07:19	07:53	A08:13	08:43	09:43	10:43	11:43	12:43
Terry Rd before Windsor Rd, Box Hill	07:04	07:30	08:04	A08:24	08:54	09:54	10:54	11:54	12:54
Edmund St before Garfield Rd East, Grantham Farm	07:11	07:37	08:11	08:31	09:01	10:01	11:01	12:01	13:01
McCulloch St opp Woods St, Riverstone	—	—	—	08:34	—	—	—	—	—
Norwest Christian College, Riverstone	—	—	—	08:35	—	—	—	—	—
Riverstone High School, McCulloch St, Riverstone	—	—	—	08:37	—	—	—	—	—
Riverstone PS, Elizabeth St, Riverstone	—	—	—	08:40	—	—	—	—	—
Riverstone Station	07:24	07:50	08:24	08:49	09:11	10:11	11:11	12:11	13:11
Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station	13:29	14:29	15:29	16:29	16:59	17:26	17:56	18:26	18:56
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	13:36	14:36	15:38	16:38	17:08	17:35	18:05	18:35	19:05
Old Pitt Town Rd after Mason Rd, Box Hill	13:43	14:43	15:45	16:45	17:15	17:42	18:12	18:42	19:12
Terry Rd before Windsor Rd, Box Hill	13:54	14:54	15:57	16:57	17:27	17:54	18:24	18:54	19:24
Edmund St before Garfield Rd East, Grantham Farm	14:01	15:01	16:05	17:05	17:35	18:02	18:32	19:01	19:31
Riverstone Station	14:11	15:11	16:14	17:14	17:44	18:11	18:41	19:08	19:38
Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station	19:26	19:56	20:26	20:56	21:26				
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	19:35	20:05	20:35	21:05	21:35				
Old Pitt Town Rd after Mason Rd, Box Hill	19:42	20:12	20:42	21:12	21:42				
Terry Rd before Windsor Rd, Box Hill	19:54	20:24	20:54	21:24	21:54				
Edmund St before Garfield Rd East, Grantham Farm	20:01	20:31	21:01	21:31	—				
Riverstone Station	20:08	20:38	21:08	21:38	—				
Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station	08:22	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	08:31	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31
Old Pitt Town Rd after Mason Rd, Box Hill	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38
Terry Rd before Windsor Rd, Box Hill	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50
Edmund St before Garfield Rd East, Grantham Farm	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	16:57
Riverstone Station	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	17:04
Saturday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Rouse Hill Station	17:22	18:22	19:22						
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	17:31	18:31	19:31						
Old Pitt Town Rd after Mason Rd, Box Hill	17:38	18:38	19:38						
Terry Rd before Windsor Rd, Box Hill	17:50	18:50	19:50						
Edmund St before Garfield Rd East, Grantham Farm	17:57	18:57	19:57						
Riverstone Station	18:04	19:04	20:04						

746

Rouse Hill to Riverstone

B

Sunday & Public Holidays

Rouse Hill Station	08:22	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	08:31	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	
Old Pitt Town Rd after Mason Rd, Box Hill	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38	
Terry Rd before Windsor Rd, Box Hill	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	
Edmund St before Garfield Rd East, Grantham Farm	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	16:57	
Riverstone Station	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	17:04	

Sunday & Public Holidays

Rouse Hill Station	17:22	18:22	19:22
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	17:31	18:31	19:31
Old Pitt Town Rd after Mason Rd, Box Hill	17:38	18:38	19:38
Terry Rd before Windsor Rd, Box Hill	17:50	18:50	19:50
Edmund St before Garfield Rd East, Grantham Farm	17:57	18:57	19:57
Riverstone Station	18:04	19:04	20:04

746

Riverstone to Rouse Hill

B

Monday to Friday									
Service Information									
Riverstone Station	-	-	06:19	06:49	07:19	07:49	S 08:06	08:52	09:52
Edmund St after Garfield Rd East, Grantham Farm	-	-	06:25	06:55	07:25	07:55	B 08:12	08:58	09:58
Terry Rd after Windsor Rd, Box Hill	05:33	06:03	06:33	07:03	07:33	08:03	B 08:20	09:06	10:06
Old Pitt Town Rd before Nelson Rd (Hail & Ride), Nelson (2765)	05:44	06:14	06:44	07:14	07:44	08:14	08:31	09:17	10:17
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	05:51	06:21	06:51	07:21	07:51	08:21	08:44	09:24	10:24
Rouse Hill Public School, Clower Ave, Rouse Hill	-	-	-	-	-	-	08:57	-	-
Rouse Hill Station	06:02	06:32	07:02	07:32	08:02	08:32	09:02	09:32	10:32
Monday to Friday									
Service Information									
Riverstone Station	10:52	11:52	12:52	13:52	15:09	15:39	16:09	16:39	17:09
McCulloch St opp Woods St, Riverstone	-	-	-	-	15:15	-	-	-	-
Norwest Christian College, Riverstone	-	-	-	-	15:16	-	-	-	-
Riverstone High School, McCulloch St, Riverstone	-	-	-	-	15:17	-	-	-	-
Riverstone PS, Elizabeth St, Riverstone	-	-	-	-	15:20	-	-	-	-
Edmund St after Garfield Rd East, Grantham Farm	10:58	11:58	12:58	13:58	15:25	15:45	16:15	16:45	17:15
Terry Rd after Windsor Rd, Box Hill	11:06	12:06	13:06	14:06	15:33	15:53	16:23	16:53	17:23
Old Pitt Town Rd before Nelson Rd (Hail & Ride), Nelson (2765)	11:17	12:17	13:17	14:17	15:44	16:04	16:34	17:04	17:34
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	11:24	12:24	13:24	14:24	15:52	16:12	16:42	17:12	17:42
Rouse Hill Station	11:32	12:32	13:32	14:32	16:02	16:22	16:52	17:22	17:52
Monday to Friday									
Riverstone Station	17:39	18:09	18:39	19:09	19:39	20:39	21:39		
Edmund St after Garfield Rd East, Grantham Farm	17:45	18:15	18:45	19:15	19:45	20:45	21:45		
Terry Rd after Windsor Rd, Box Hill	17:53	18:23	18:53	19:23	19:53	20:53	21:53		
Old Pitt Town Rd before Nelson Rd (Hail & Ride), Nelson (2765)	18:04	18:34	19:04	19:34	20:04	21:04	22:04		
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	18:12	18:42	19:12	19:42	20:12	21:12	22:12		
Rouse Hill Station	18:22	18:52	19:22	19:52	20:22	21:22	22:22		
Saturday									
Riverstone Station	07:22	08:22	09:22	10:22	11:22	12:22	13:22	14:22	15:22
Edmund St after Garfield Rd East, Grantham Farm	07:28	08:28	09:28	10:28	11:28	12:28	13:28	14:28	15:28
Terry Rd after Windsor Rd, Box Hill	07:36	08:36	09:36	10:36	11:36	12:36	13:36	14:36	15:36
Old Pitt Town Rd before Nelson Rd (Hail & Ride), Nelson (2765)	07:47	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	07:55	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55
Rouse Hill Station	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05
Saturday									
Riverstone Station	16:22	17:22	18:22						
Edmund St after Garfield Rd East, Grantham Farm	16:28	17:28	18:28						
Terry Rd after Windsor Rd, Box Hill	16:36	17:36	18:36						
Old Pitt Town Rd before Nelson Rd (Hail & Ride), Nelson (2765)	16:47	17:47	18:47						
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	16:55	17:55	18:55						
Rouse Hill Station	17:05	18:05	19:05						

746

Riverstone to Rouse Hill

B

Sunday & Public Holidays

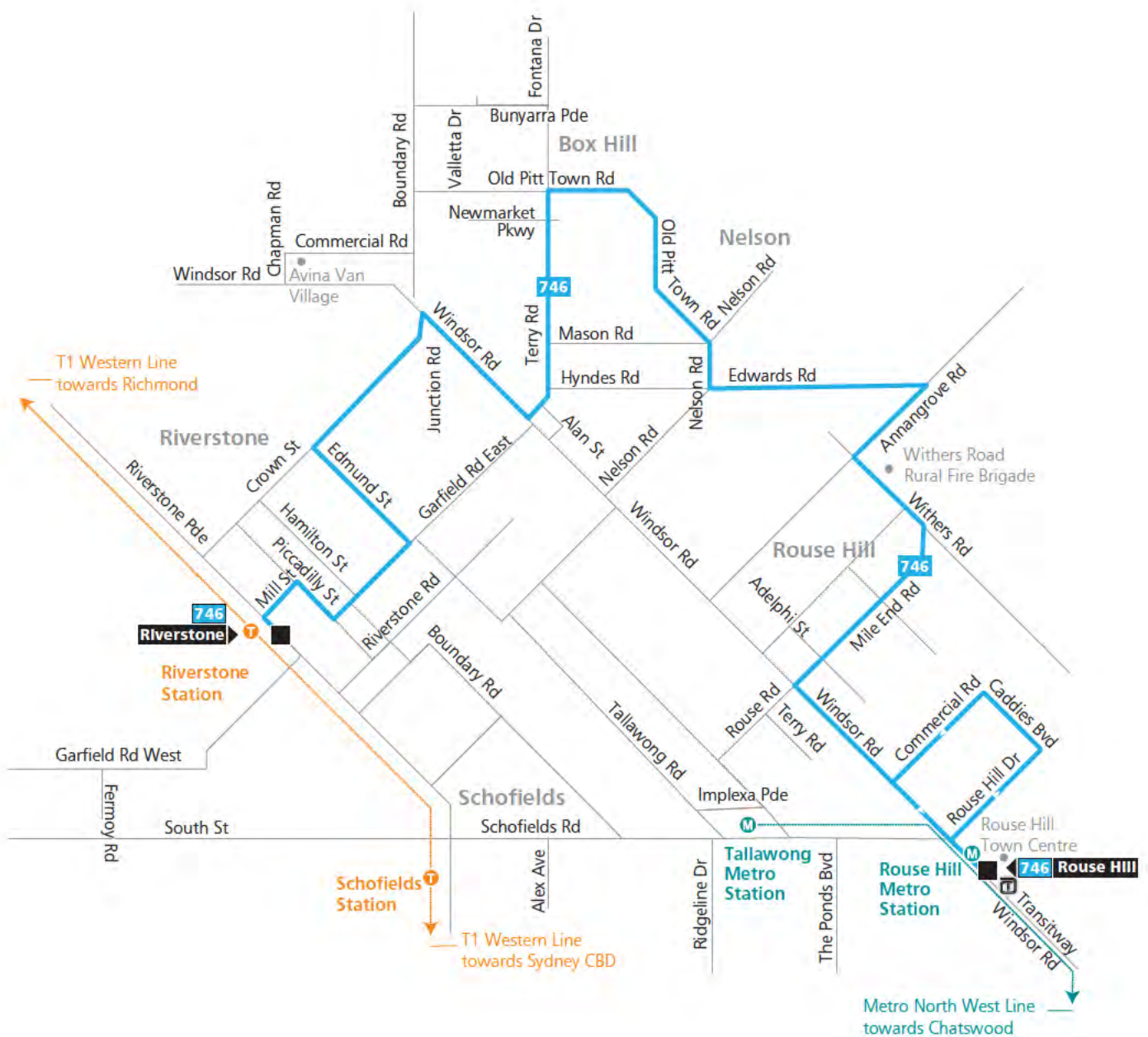
Riverstone Station	07:22	08:22	09:22	10:22	11:22	12:22	13:22	14:22	15:22	
Edmund St after Garfield Rd East, Grantham Farm	07:28	08:28	09:28	10:28	11:28	12:28	13:28	14:28	15:28	
Terry Rd after Windsor Rd, Box Hill	07:36	08:36	09:36	10:36	11:36	12:36	13:36	14:36	15:36	
Old Pitt Town Rd before Nelson Rd (Hail & Ride), Nelson (2765)	07:47	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47	
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	07:55	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55	
Rouse Hill Station	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	

Sunday & Public Holidays

Riverstone Station	16:22	17:22	18:22
Edmund St after Garfield Rd East, Grantham Farm	16:28	17:28	18:28
Terry Rd after Windsor Rd, Box Hill	16:36	17:36	18:36
Old Pitt Town Rd before Nelson Rd (Hail & Ride), Nelson (2765)	16:47	17:47	18:47
Rouse Hill Rural Fire Brigade, Withers Rd, Rouse Hill	16:55	17:55	18:55
Rouse Hill Station	17:05	18:05	19:05


Route 746

B



Legend

- Bus route
- 746 Bus route number
- Bus route start/finish
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 Diagrammatic Map
Not to Scale

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Explanation of definitions and symbols



Wheelchair Accessible



Bus operates public school days only

740

Rouse Hill to Box Hill

B

Valid from: 12 July 2021

Creation date: 05 Oct 2021

NOTE: Information is correct on date of download.

Monday to Friday									
Rouse Hill Station	05:35	06:00	06:28	06:58	07:28	07:58	08:28	09:08	09:38
Windsor Rd before Annangrove Rd, Rouse Hill	05:40	06:05	06:34	07:04	07:34	08:05	08:35	09:15	09:45
Terry Rd after Windsor Rd, Box Hill	05:44	06:09	06:38	07:08	07:38	08:10	08:40	09:20	09:50
76 Terry Rd, Box Hill	05:48	06:13	06:42	07:12	07:42	08:15	08:45	09:25	09:55
Bunyarra Pde at Valletta Dr, Gables	05:53	06:18	06:48	07:18	07:48	08:21	08:51	09:31	10:01

Monday to Friday									
Service Information						S			
Rouse Hill Station	10:38	11:38	12:38	13:38	14:38	15:38	16:18	16:48	17:18
Rouse Hill Public School, Clower Ave, Rouse Hill	—	—	—	—	—	15:45	—	—	—
Windsor Rd before Annangrove Rd, Rouse Hill	10:45	11:45	12:45	13:45	14:45	15:56	16:26	16:56	17:26
Terry Rd after Windsor Rd, Box Hill	10:50	11:50	12:50	13:50	14:50	16:03	16:33	17:03	17:33
76 Terry Rd, Box Hill	10:55	11:55	12:55	13:55	14:55	16:08	16:38	17:08	17:38
Bunyarra Pde at Valletta Dr, Gables	11:01	12:01	13:01	14:01	15:01	16:14	16:44	17:14	17:44

Monday to Friday									
Rouse Hill Station	17:48	18:18	18:48	19:18	19:48	20:48	21:48	22:48	
Windsor Rd before Annangrove Rd, Rouse Hill	17:56	18:26	18:56	19:26	19:54	20:54	21:54	22:54	
Terry Rd after Windsor Rd, Box Hill	18:03	18:33	19:03	19:33	19:59	20:59	21:59	22:59	
76 Terry Rd, Box Hill	18:08	18:38	19:08	19:38	20:03	21:03	22:03	23:03	
Bunyarra Pde at Valletta Dr, Gables	18:14	18:44	19:14	19:44	20:09	21:09	22:09	23:09	

Saturday									
Rouse Hill Station	06:38	07:38	08:38	09:35	10:35	11:35	12:35	13:35	14:35
Windsor Rd before Annangrove Rd, Rouse Hill	06:44	07:44	08:44	09:42	10:42	11:42	12:42	13:42	14:42
Terry Rd after Windsor Rd, Box Hill	06:48	07:48	08:48	09:47	10:47	11:47	12:47	13:47	14:47
76 Terry Rd, Box Hill	06:52	07:52	08:52	09:52	10:52	11:52	12:52	13:52	14:52
Bunyarra Pde at Valletta Dr, Gables	06:58	07:58	08:58	09:58	10:58	11:58	12:58	13:58	14:58

Saturday									
Rouse Hill Station	15:35	16:35	17:35	18:35	19:35	20:35	21:35	22:35	23:35
Windsor Rd before Annangrove Rd, Rouse Hill	15:42	16:42	17:42	18:42	19:41	20:41	21:41	22:41	23:41
Terry Rd after Windsor Rd, Box Hill	15:47	16:47	17:47	18:47	19:46	20:46	21:46	22:46	23:46
76 Terry Rd, Box Hill	15:52	16:52	17:52	18:52	19:50	20:50	21:50	22:50	23:50
Bunyarra Pde at Valletta Dr, Gables	15:58	16:58	17:58	18:58	19:56	20:56	21:56	22:56	23:56

Sunday & Public Holidays									
Rouse Hill Station	07:43	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:35
Windsor Rd before Annangrove Rd, Rouse Hill	07:49	08:42	09:42	10:42	11:42	12:42	13:42	14:42	15:42
Terry Rd after Windsor Rd, Box Hill	07:53	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47
76 Terry Rd, Box Hill	07:57	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52
Bunyarra Pde at Valletta Dr, Gables	08:03	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58

Sunday & Public Holidays									
Rouse Hill Station	16:35	17:35	18:35	19:35	20:35	21:35	22:35		
Windsor Rd before Annangrove Rd, Rouse Hill	16:42	17:42	18:42	19:41	20:41	21:41	22:41		
Terry Rd after Windsor Rd, Box Hill	16:47	17:47	18:47	19:46	20:46	21:46	22:46		
76 Terry Rd, Box Hill	16:52	17:52	18:52	19:50	20:50	21:50	22:50		
Bunyarra Pde at Valletta Dr, Gables	16:58	17:58	18:58	19:56	20:56	21:56	22:56		

740

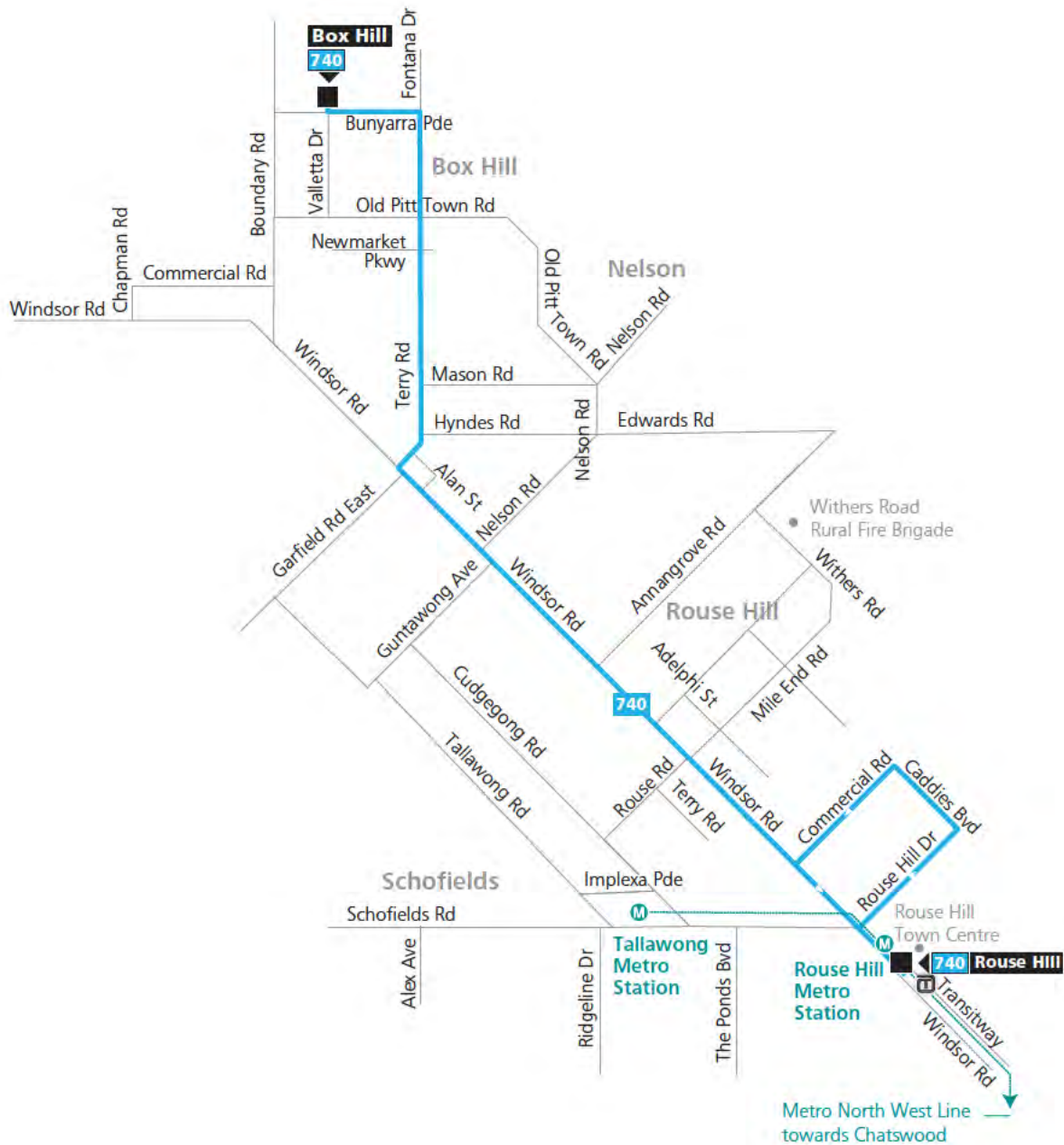
Box Hill to Rouse Hill

B

Monday to Friday									
Service Information									
Bunyarra Pd after Valletta Dr, Gables	04:58	05:28	05:58	06:23	06:53	07:23	07:53	08:28	08:56
63 Terry Rd, Box Hill	05:02	05:32	06:02	06:28	06:58	07:28	07:58	08:33	09:01
Terry Rd before Windsor Rd, Box Hill	05:07	05:37	06:07	06:33	07:03	07:33	08:03	08:38	09:06
Windsor Rd before Annangrove Rd, Rouse Hill	05:11	05:41	06:11	06:38	07:08	07:38	08:08	08:43	09:10
Rouse Hill Public School, Clower Ave, Rouse Hill	—	—	—	—	—	—	—	—	09:15
Rouse Hill Station	05:19	05:49	06:19	06:49	07:19	07:49	08:19	08:54	09:24
Monday to Friday									
Bunyarra Pd after Valletta Dr, Gables	10:06	11:06	12:06	13:06	14:06	15:06	16:19	16:49	17:19
63 Terry Rd, Box Hill	10:11	11:11	12:11	13:11	14:11	15:11	16:24	16:54	17:24
Terry Rd before Windsor Rd, Box Hill	10:16	11:16	12:16	13:16	14:16	15:16	16:29	16:59	17:29
Windsor Rd before Annangrove Rd, Rouse Hill	10:20	11:20	12:20	13:20	14:20	15:20	16:33	17:03	17:33
Rouse Hill Station	10:29	11:29	12:29	13:29	14:29	15:29	16:42	17:12	17:42
Monday to Friday									
Bunyarra Pd after Valletta Dr, Gables	17:49	18:19	18:49	19:19	20:14	21:14	22:14		
63 Terry Rd, Box Hill	17:54	18:24	18:54	19:23	20:18	21:18	22:18		
Terry Rd before Windsor Rd, Box Hill	17:59	18:29	18:59	19:27	20:22	21:22	22:22		
Windsor Rd before Annangrove Rd, Rouse Hill	18:03	18:33	19:03	19:31	20:26	21:26	22:26		
Rouse Hill Station	18:12	18:42	19:12	19:39	20:34	21:34	22:34		
Saturday									
Bunyarra Pd after Valletta Dr, Gables	06:07	07:07	08:05	09:05	10:05	11:05	12:05	13:05	14:05
63 Terry Rd, Box Hill	06:11	07:11	08:10	09:10	10:10	11:10	12:10	13:10	14:10
Terry Rd before Windsor Rd, Box Hill	06:16	07:16	08:15	09:15	10:15	11:15	12:15	13:15	14:15
Windsor Rd before Annangrove Rd, Rouse Hill	06:20	07:20	08:19	09:19	10:19	11:19	12:19	13:19	14:19
Rouse Hill Station	06:26	07:26	08:26	09:26	10:26	11:26	12:26	13:26	14:26
Saturday									
Bunyarra Pd after Valletta Dr, Gables	15:05	16:05	17:05	18:05	19:05	20:05	21:00	22:00	23:00
63 Terry Rd, Box Hill	15:10	16:10	17:10	18:10	19:09	20:09	21:04	22:04	23:04
Terry Rd before Windsor Rd, Box Hill	15:15	16:15	17:15	18:15	19:13	20:13	21:08	22:08	23:08
Windsor Rd before Annangrove Rd, Rouse Hill	15:19	16:19	17:19	18:19	19:17	20:17	21:12	22:12	23:12
Rouse Hill Station	15:26	16:26	17:26	18:26	19:23	20:23	21:18	22:18	23:18
Sunday & Public Holidays									
Bunyarra Pd after Valletta Dr, Gables	07:07	08:07	09:05	10:05	11:05	12:05	13:05	14:05	15:05
63 Terry Rd, Box Hill	07:11	08:11	09:10	10:10	11:10	12:10	13:10	14:10	15:10
Terry Rd before Windsor Rd, Box Hill	07:16	08:16	09:15	10:15	11:15	12:15	13:15	14:15	15:15
Windsor Rd before Annangrove Rd, Rouse Hill	07:20	08:20	09:19	10:19	11:19	12:19	13:19	14:19	15:19
Rouse Hill Station	07:26	08:26	09:26	10:26	11:26	12:26	13:26	14:26	15:26
Sunday & Public Holidays									
Bunyarra Pd after Valletta Dr, Gables	16:05	17:05	18:05	19:05	20:00	21:00	22:00		
63 Terry Rd, Box Hill	16:10	17:10	18:10	19:09	20:04	21:04	22:04		
Terry Rd before Windsor Rd, Box Hill	16:15	17:15	18:15	19:13	20:08	21:08	22:08		
Windsor Rd before Annangrove Rd, Rouse Hill	16:19	17:19	18:19	19:17	20:12	21:12	22:12		
Rouse Hill Station	16:26	17:26	18:26	19:23	20:18	21:18	22:18		

Route 740

B



Legend

- Bus route
- Bus route number
- Bus route start/finish
- Train line/station

Diagrammatic Map
Not to Scale

Proposed School Services for Santa Sophia Catholic College, Gables, NSW

Bell 08:10 and 14:30. Campus opens Term 4, 2021.



The orange circle is for 1.6 km straight line distance from school. The yellow circle is for 2.0 km straight line distance from school which indicates the walking catchment for various ages.

Redacted

AM:

Rouse Hill Station	07:29
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Santa Sophia Catholic College	07:54
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PM:

Santa Sophia Catholic College	14:35 arrival
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Santa Sophia Catholic College	14:37 departure
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Rouse Hill Station	15:02
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Rouse to school via Mount Carmel Dr:



AM:

Opp Rouse Hill Station	07:07	
Cataract Rd before Fontana Dr	07:40	
Santa Sophia Catholic College	07:45	Bell 0810

PM:

Santa Sophia Catholic College	14:47	Bell 1430
Santa Sophia Catholic College	14:49	
Cataract Rd after Fontana Dr	14:54	
Rouse Hill Station	15:33	

Rouse Hill Station to school via Milford:



AM:

Rouse Hill Station	07:25
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Santa Sophia Catholic College	08:00
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PM:

Santa Sophia Catholic College	14:38
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Santa Sophia Catholic College	14:40
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Rouse Hill Station	15:18
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Clower Ave, Rouse Hill to school via Adelphi, Mason and George:

Redacted

AM:

Clover Ave after Panmure St	07:25
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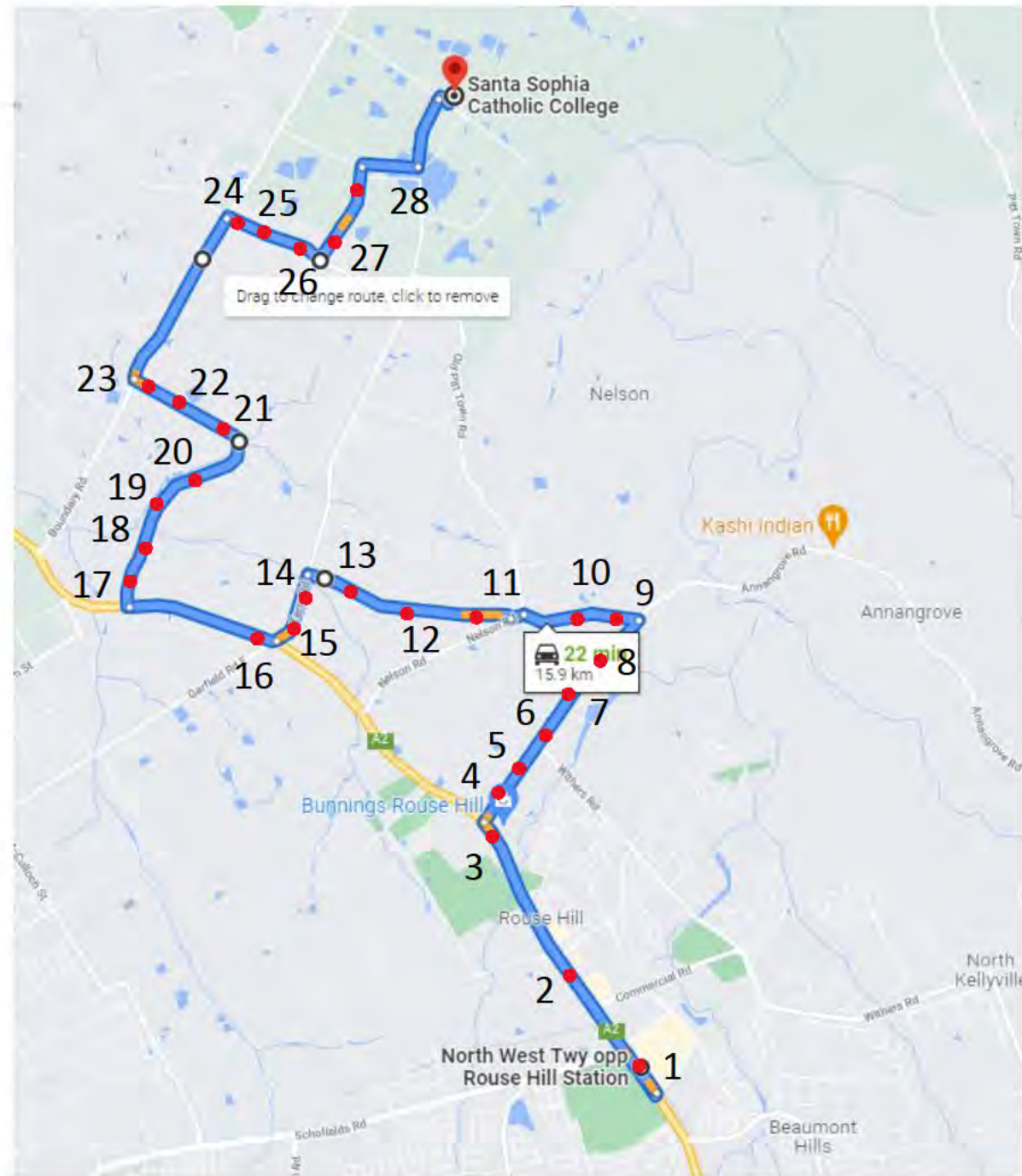
Santa Sophia Catholic College	08:03
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PM:

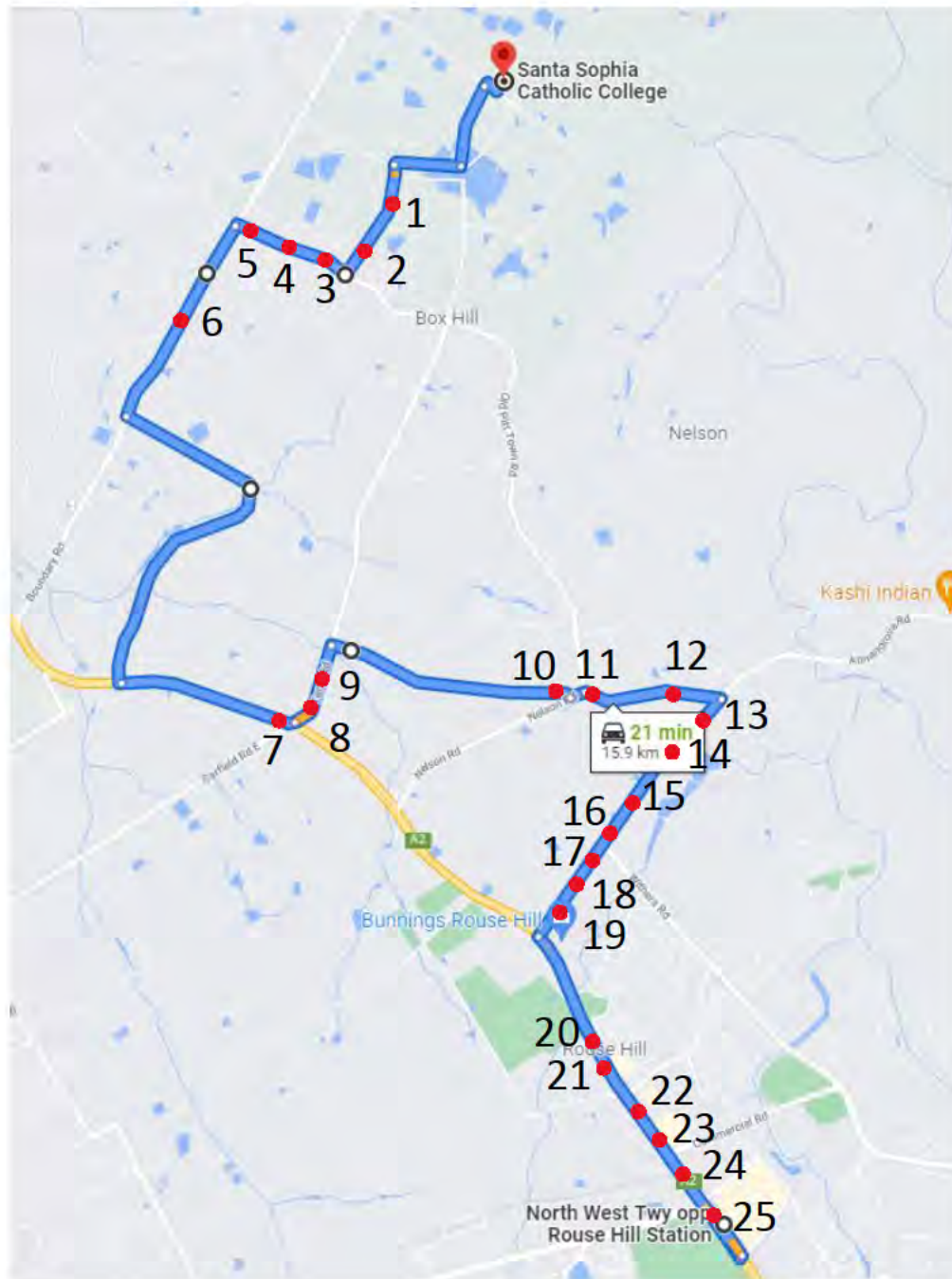
Santa Sophia Catholic College	14:40
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Santa Sophia Catholic College	14:42
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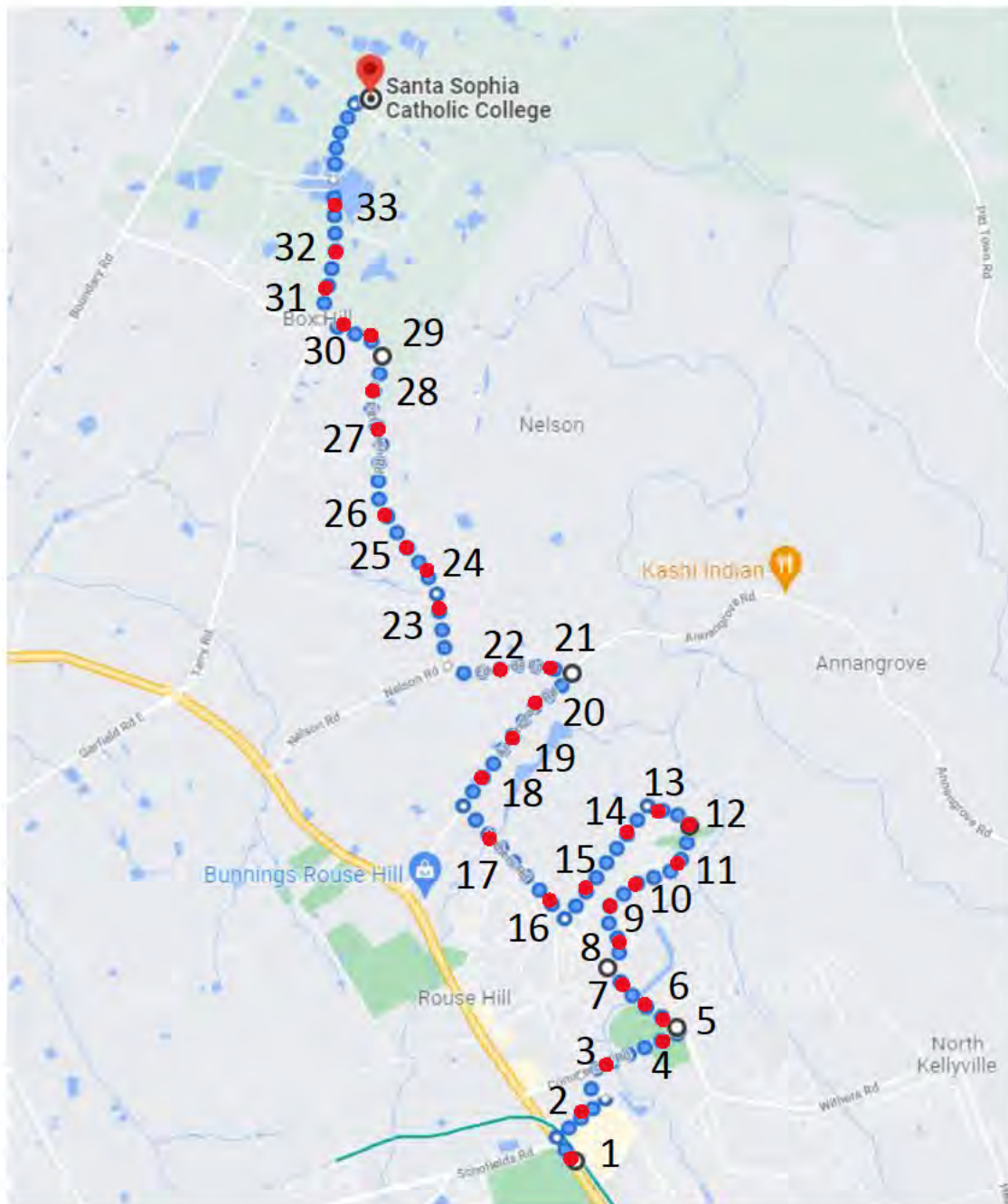
Clover Ave after Panmure St	15:20
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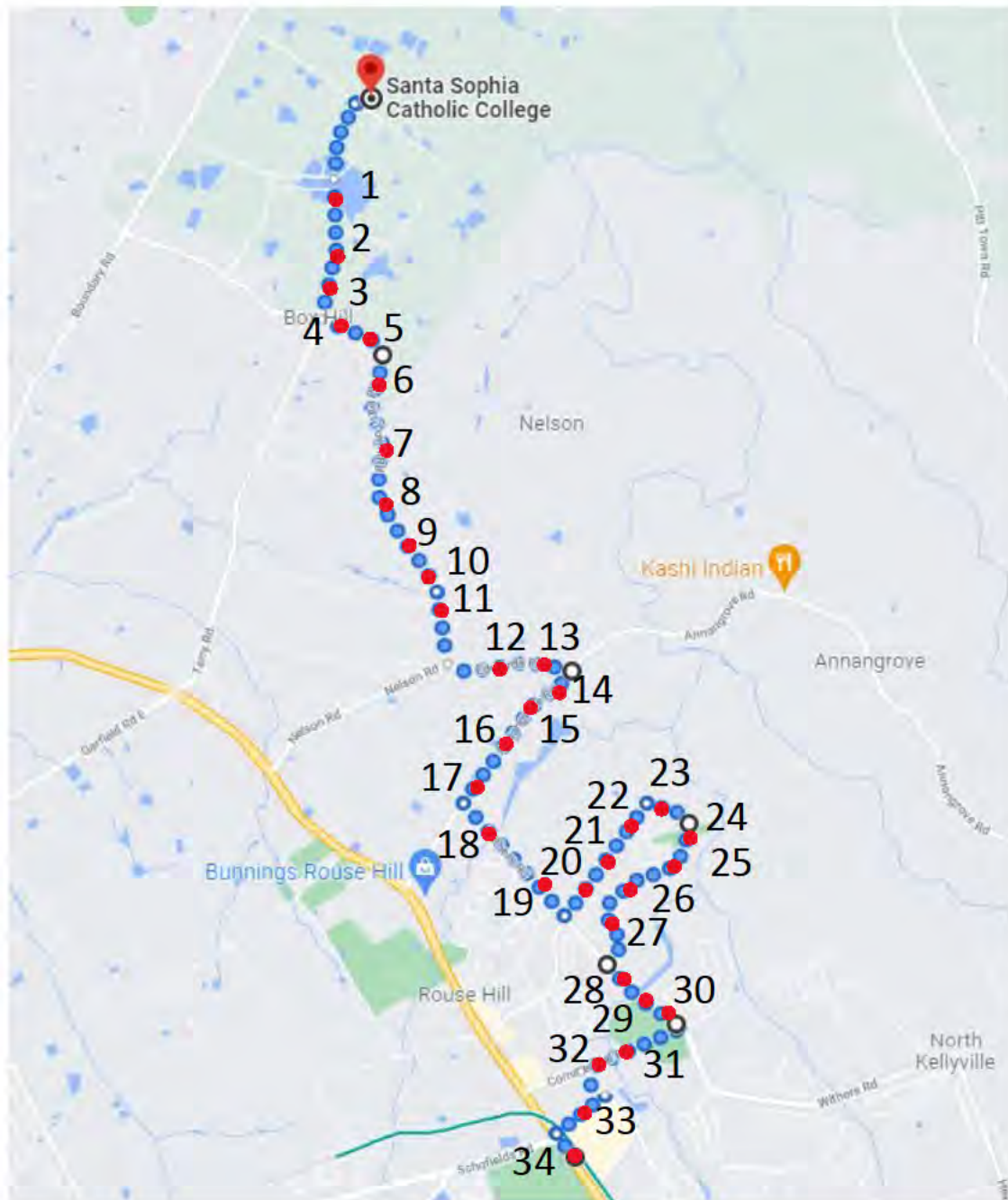
Bus Route Mt Carmel Drive AM		
Bus Stop Number	Bus Stop Name	Bus Stop ID
1	North West Twy opp Rouse Hill Station	2155458
2	Windsor Rd before Rouse Rd	215533
3	Windsor Rd before Annangrove Rd	215597
4	Annangrove Rd after Windsor Rd	2155427
5	Annangrove Rd opp 342	2155428
6	Annangrove Rd after The Water Lane	2155434
7	Annangrove Rd opp 324	2155420
8	269 Annangrove Rd	2155435
9	Edwards Rd after Annangrove Rd	2155424
10	Edwards Rd before Longmeadow Pkwy	276589
11	Hynds Rd opp 15	2765203
12	22 Hynds Rd	2765177
13	32 Hynds Rd	2765175
14	Terry Rd after Hynds Rd	2765160
15	Terry Rd before Windsor Rd	2765153
16	Windsor Rd after Garfield Rd	276567
17	Mount Carmel Dr after Windsor Rd	2765372
18	Lot 11 Mt Carmel Dr	2765390
19	Mt Carmel Dr opp Copenhagen St	2765392
20	Mt Carmel Dr opp Aaron St	2765385
21	Brahman Rd after Mt Carmel Dr	2765397
22	Brahman Rd after Letoken Way	2765382
23	Brahman Rd before Boundary Rd	2765396
24	Old Pitt Town Rd at Boundary Rd	2765189
25	99 Old Pitt Town Rd	2765235
26	105 Old Pitt Town Rd	2765234
27	Valletta Dr after Old Pitt Town Rd	2765348
28	Valletta Dr at Sundowner Pwy	2765350



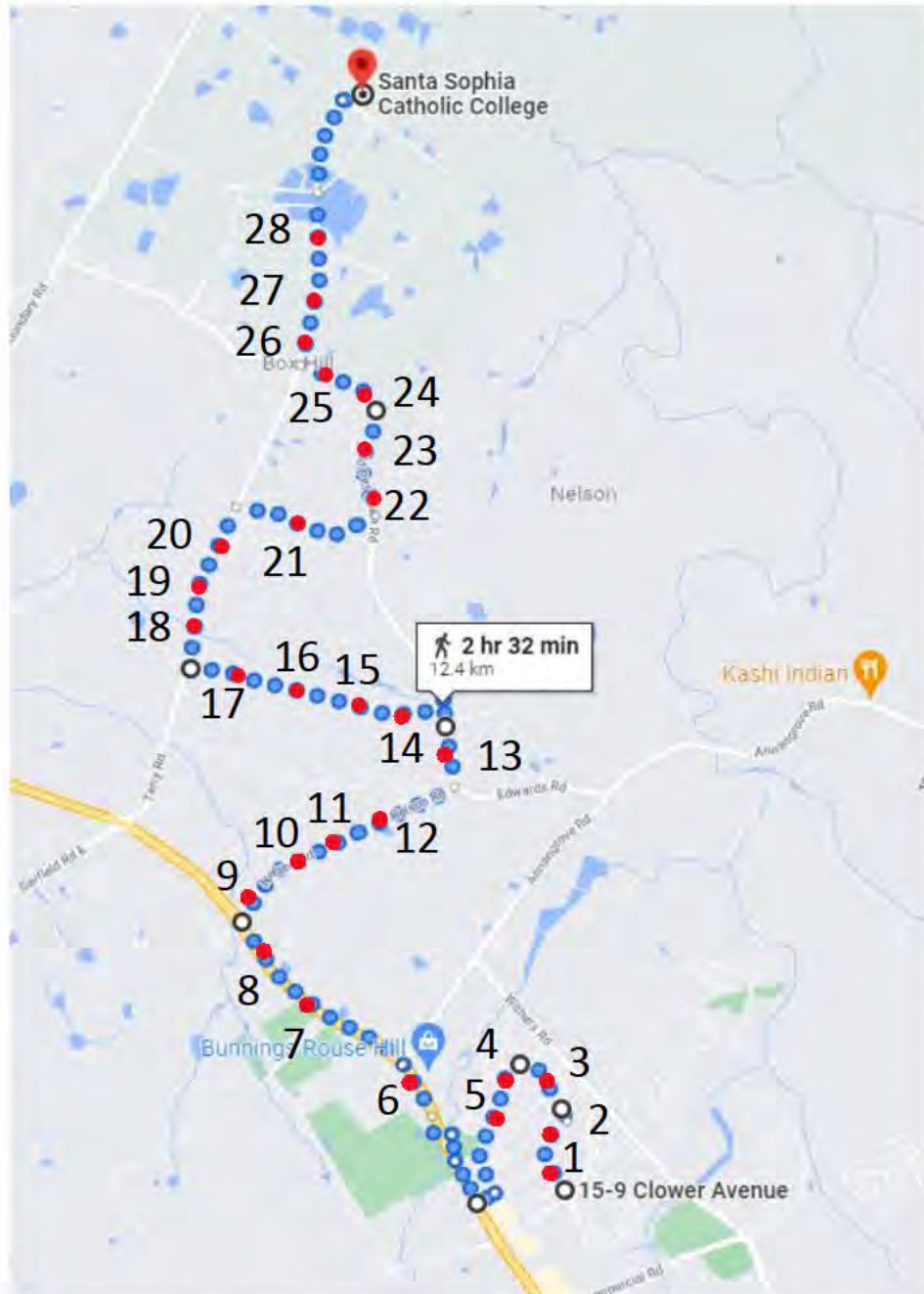
Bus Route Mt Carmel PM		
Bus Stop Number	Bus Stop Name	Bus Stop ID
1	Valletta Dr after Cavalo Wy	2765409
2	Valletta Dr after Triumph Rd	2765349
3	122 Old Pitt Town Rd	2765233
4	112 Old Pitt Town Rd	2765286
5	Old Pitt Town Rd before Boundary Rd	2765270
6	Boundary Rd opp Menin Rd (Hail & Ride)	276596
7	Windsor Rd before Terry Rd	276562
8	Terry Rd after Windsor Rd	2765152
9	Terry Rd after Alan Street	2765154
10	Hynds Rd at Nelson Rd	276590
11	Edwards Rd after Nelson Rd	276565
12	Edwards Rd after Hession Rd	276591
13	Annangrove Rd after Edwards Rd	2155422
14	316 Annangrove Rd	2155436
15	324 Annangrove Rd	2155421
16	Annangrove Rd at Withers Rd	215561
17	Annangrove Rd after Withers Rd	2155419
18	342 Annangrove Rd	2155433
19	Annangrove Rd before Windsor Rd	2155426
20	Windsor Rd before Aberdour Ave	2155354
21	Rouse Hill Shopping Centre, Windsor Rd	215512
22	Windsor Rd after Mile End Rd	215552
23	Windsor Rd before Commercial Rd	2155143
24	Windsor Rd after Commercial Rd	2155346
25	Rouse Hill Station, North West Twy	2155457



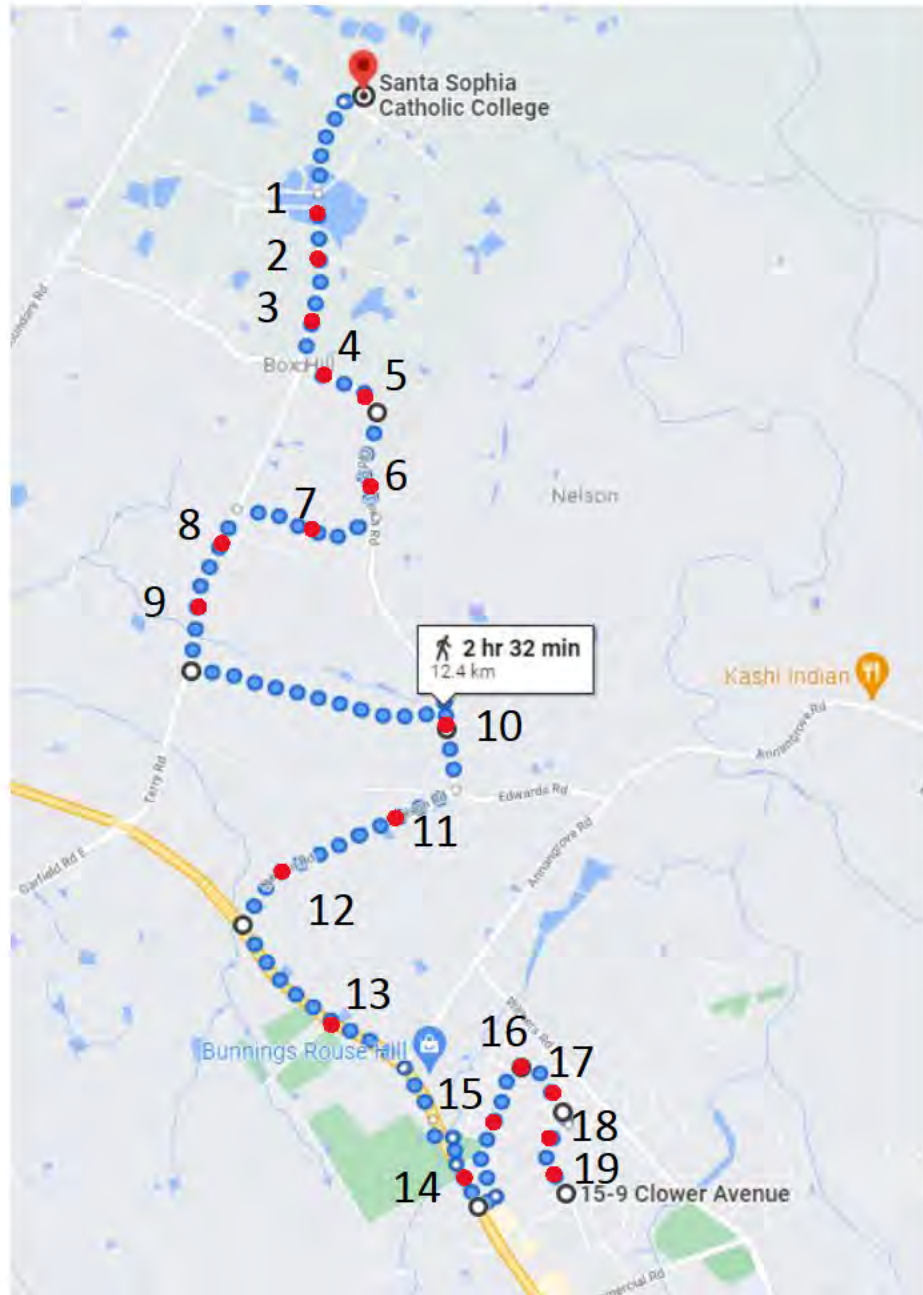
Bus Route via Milford AM		
Bus Stop Number	Bus Stop Name	Bus Stop ID
1	North West Twy opp Rouse Hill Station	2155458
2	Rouse Hill Dr after Civic Way	2155326
3	Commercial Rd at McCombe Ave	2155200
4	Commercial Rd before Withers Rd	2155201
5	Withers Rd after Commercial Rd	2155288
6	Hills Centenary Park, Withers Rd	2155203
7	Withers Rd at Brushwood Dr	2155204
8	Milford Dr after Withers Dr	215540
9	Milford Dr after Carmelita Cct	215541
10	Milford Dr after Weeroona Pl	215542
11	Milford Dr after Stanford Cct	215543
12	Milford Dr opp Chevron Pl	215544
13	Milford Dr before Mile End Rd	215545
14	85 Mile End Rd	215546
15	Mile End Rd opp Mile End Community Church	215547
16	Withers Rd after Mile End Rd	2155356
17	Withers Rd opp Rouse Hill Rural Fire Brigade	2155455
18	Annangrove Rd after The Water Lane	2155434
19	Annangrove Rd opp 324	2155420
20	269 Annangrove Rd	2155435
21	Edwards Rd after Annangrove Rd	2155424
22	Edwards Rd before Longmeadow Pkwy	276589
23	Nelson Rd opp McHale Way	2765369
24	Old Pitt Town Rd after Mason Rd	2765221
25	196 Old Pitt Town Rd	2765222
26	182 Old Pitt Town Rd	2765225
27	Old Pitt Town Rd after George St	2765227
28	162 Old Pitt Town Rd	2765228
29	152 Old Pitt Town Rd	2765230
30	Old Pitt Town Rd before Terry Rd (Hail & Ride)	2765127
31	Fontana Dr after Old Pitt Town Rd	2765358
32	Fontana Dr at Triumph Rd	2765357
33	Fontana Dr before Bunyarra Pde	2765355



Bus Route via Milford PM		
Bus Stop Number	Bus Stop Name	Bus Stop ID
1	Fontana Dr at Travertine Gr	2765354
2	Fontana Dr opp Triumph Rd	2765356
3	Fontana Dr before Old Pitt Town Rd	2765407
4	Old Pitt Town Rd after Fontana Dr	2765247
5	123 Old Pitt Town Rd	2765231
6	127 Old Pitt Town Rd	2765229
7	Old Pitt Town Rd opp George St	2765226
8	137 Old Pitt Town Rd	2765224
9	147 Old Pitt Town Rd	2765223
10	Old Pitt Town Rd before Nelson Rd (Hail & Ride)	2765347
11	Nelson Rd at McHale Way	276564
12	Edwards Rd after Nelson Rd	276565
13	Edwards Rd after Hession Rd	276591
14	Annangrove Rd after Edwards Rd	2155422
15	316 Annangrove Rd	2155436
16	324 Annangrove Rd	2155421
17	Annangrove Rd at Withers Rd	215561
18	Rouse Hill Rural Fire Brigade, Withers Rd	2155454
19	Withers Rd before Mile End Rd	2155451
20	Mile End Rd after Withers Rd	2155344
21	Mile End Community Church, Mile End Rd	2155186
22	Mile End Rd after Money Cl	2155187
23	Milford Dr after Mile End Rd	2155188
24	Milford Dr after Chevron Pl	2155189
25	Milford Dr opp Weeroona Pl	2155191
26	Milford Dr before Knox Pl	2155349
27	Milford Dr before Withers Rd	2155257
28	Withers Rd after Milford Dr	2155193
29	Withers Rd opp Hills Centenary Park	2155194
30	Withers Rd at Bentley Ave	2155258
31	Commercial Rd after Withers Rd	2155196
32	Commercial Rd at Caddies Bvd	2155197
33	Rouse Hill Dr at Civic Way	2155327
34	Rouse Hill Station, North West Twy	2155457



Clower Ave, Rouse Hill to school via Adelphi, Mason and George AM		
Bus Stop Number	Bus Stop Name	Bus Stop ID
1	Clower Ave after Panmure St	2155361
2	Clower Ave opp Rouse Hill Public School	215536
3	Adelphi St at Greygum Ave	2155135
4	Adelphi St opp Mailey Cct	2155136
5	Adelphi St after Grimmett Ave	2155207
6	Windsor Rd before Annangrove Rd	215597
7	Windsor Rd at Guntawong Rd	276566
8	Windsor Rd before Burns Rd	2765278
9	Nelson Rd after Windsor Rd	2765413
10	Nelson Rd opp Flower St	2765147
11	Nelson Rd opp Box Rd	2765148
12	Nelson Rd opp The Water Lane	2765150
13	Nelson Rd opp McHale Way	2765369
14	Mason Rd after Nelson Rd	2765215
15	37 Mason Rd	2765212
16	27 Mason Rd	2765211
17	Mason Rd before Terry Rd	2765208
18	40 Terry Rd	2765162
19	48 Terry Rd	2765163
20	Terry Rd opp George St	2765165
21	58 George St	2765288
22	Old Pitt Town Rd after George St	2765227
23	162 Old Pitt Town Rd	2765228
24	152 Old Pitt Town Rd	2765230
25	Old Pitt Town Rd before Terry Rd (Hail & Ride)	2765127
26	Fontana Dr after Old Pitt Town Rd	2765358
27	Fontana Dr at Triumph Rd	2765357
28	Fontana Dr before Bunyarra Pde	2765355



Clower Ave, Rouse Hill to school via Adelphi, Mason and George PM		
Bus Stop Number	Bus Stop Name	Bus Stop ID
1	Fontana Dr at Travertine Gr	2765354
2	Fontana Dr opp Triumph Rd	2765356
3	Fontana Dr before Old Pitt Town Rd	2765407
4	Old Pitt Town Rd after Fontana Dr	2765247
5	123 Old Pitt Town Rd	2765231
6	127 Old Pitt Town Rd	2765229
7	George St at Corvus Way	2765287
8	43 Terry Rd	2765164
9	Terry Rd before Mason Rd	2765161
10	Nelson Rd at McHale Way	276564
11	Nelson Rd after The Water Lane	2765151
12	Nelson Rd after Windsor Rd	2765159
13	Windsor Rd before Annangrove Rd	2155357
14	Windsor Rd before Aberdour Ave	2155354
15	Adelphi St after Noble Way	215598
16	Adelphi St at Mackay Way	215599
17	Adelphi St after Yellowgum Ave	2155100
18	Rouse Hill Public School, Clower Ave	215549
19	Clower Ave opp Panmure St	2155293

Appendix D

Travel Access Guide

Transport Access Guide (TAG)

Santa Sophia Catholic College is committed to providing students with safe, easy, and sustainable ways of getting to and from school. The options include walking, bicycle riding, catching public transport or by car.



Walking to School

Students living around Santa Sophia could walk to school in 15 minutes or less, saving the need for drop off and pick up by car.

The map over the page shows safe and accessible walking trails for you and your child to travel safely to and from home and Santa Sophia Catholic College. Footpaths are available on both sides of the roads within the local road network, with shared paths provided typically on one side of the road as well.

The local road network is still under-development and this plan will be updated as more of the road network comes online.



Bicycle Riding and Scootering to School

Families who live approximately 2km from the school have the option to bicycle ride or scooter to school.

The Department of Education recommends that children under the age of 10 should ride away from vehicles and driveways. Please ensure that young riders are guided and taught how to be a safer scooter and bicycle riders which includes wearing a helmet at all times.

Detailed overleaf are the shared paths in the locality which will facilitate safe bicycle riding to and from school. Children can then secure their bicycle at the school's bicycle parking spaces.



Public Transport

Students may be eligible for a free or discounted transport pass. The School Student Transport Scheme (SSTS) 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 is no more than 1.6km, or if the walking distance is 2.3km or further.

Families can register students with Transport for NSW via the School Student Transport Scheme (SSTS) portal at <https://apps.transport.nsw.gov.au/ssts/>

There are currently three bus services within proximity of the school:

Route 740: providing a service every 30 minutes during the peak periods between Rouse Hill Station and Valletta Drive, Box Hill North.

Route 741: providing services every 30 minutes during the peak periods between Riverstone to Maraylya and Oakville via Box Hill North.

Route 746: providing a service every 20-30 minutes during the peak periods between Riverstone to Rouse Hill Town Centre via Box Hill North.

A new timetable will be released closer to school opening date. More information on timetables are available on the Transport NSW Trip Planner website: <https://transportnsw.info/trip#/trip>



Car

We encourage carpooling to reduce both traffic and environmental impacts.

Students can be dropped off or picked up from school at the Kiss and Ride zone Road B.



asongroup

info@asongroup.com.au | (+61) 2 9002 6001 | Suite 502, Level 5, 1 Cadellagh Street, Sydney NSW 2000



Transport

Access Guide



How to travel to and from

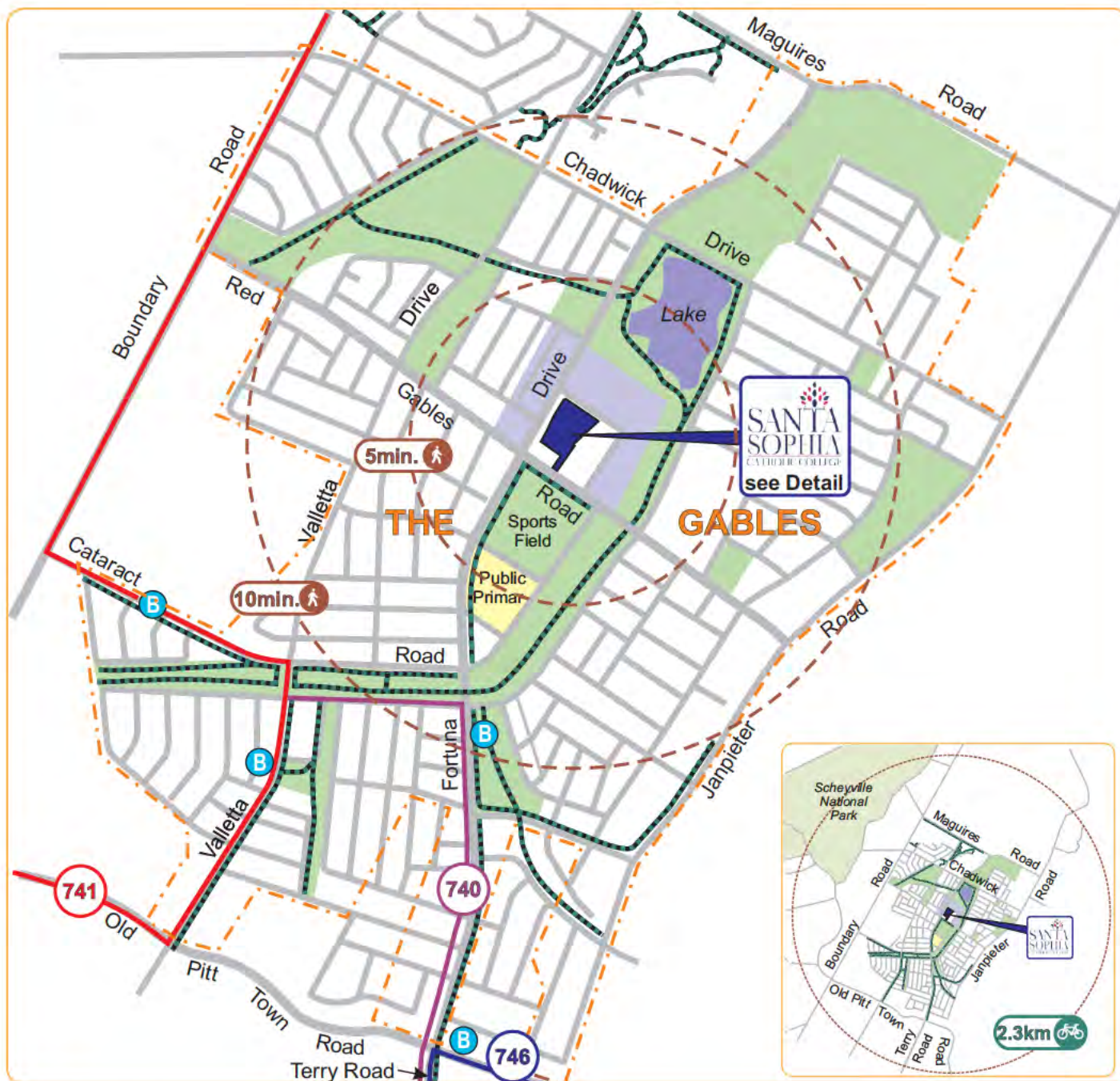
Santa Sophia Catholic College



10 Red Gables Road,
Box Hill NSW 2765

June 2021

Travel Access Guide Santa Sophia Catholic School



Santa Sophia Catholic School Detail



Parking and Pedestrian Provisions

	110 spaces temporary carpark
	10 Bay CELC Drop Off (with 2 accessible spaces)
	bicycle racks
	12 bay Kiss and Ride area
	5 bay bus area
	Pedestrian crossing
	School grounds entry

Useful Links:

[Google Maps |](https://maps.google.com/)
[School Student Transport Scheme |](https://apps.transport.nsw.gov.au/ssts/#/)
[Safe Travel |](https://apps.transport.nsw.gov.au/ssts/#/)
<https://education.nsw.gov.au/parents-and-carers/wellbeing/health-and-safety/safe-travel-drop-off-and-pick-up-initiative/>
https://roadsafety.transport.nsw.gov.au/stayingsafe/schools/dropoff_pickup.html

Active Transport

	Main Off-Road Shared Cycle Paths
	Walking Routes (minutes)
	Red Gables Road / Road B / School Link
	Cycling and Scooting Radius (kilometres)

Appendix E

Record of Consultation (TfNSW)
Removed for Publication