

School Transport Plan

Jerrabomberra High School

PREPARED FOR:

Hindmarsh Construction Australia Pty Ltd

REFERENCE:

0747r01v03

DATE:

30/11/2023



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Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01	31/07/2023	Julius Boncato	Hayden Calvey	Paul Corbett	Original Signed
02	18/09/2023	Julius Boncato	Hayden Calvey	Paul Corbett	Original Signed
03	30/11/2023	Julius Boncato	Hayden Calvey	Paul Corbett	

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1. Introduction

1.1. Overview

PDC Consultants (PDC) has been commissioned by Hindmarsh Construction Australia Pty Ltd on behalf of School Infrastructure New South Wales (SINSW) to prepare a School Transport Plan (STP) for Jerrabomberra High School (the school) under the State Significant Development Approval, SSD-24461956 (the SSDA). Broadly, Condition D25 of the SSDA requires the preparation of an STP to address the following aspects:

- The STP to be prepared by suitably qualified consultant and in consultation with Transport for New South Wales (TfNSW) and Queanbeyan-Palerang Regional Council (Council).
- Discuss the arrangements to promote the use of active and sustainable transport modes.
- Discuss the operational transport access management arrangements.
- Measures to promote and support the implementation of the STP.
- Discuss the commitment/measures by the Applicant to support Council in the design of the northern stub road to include an extension and link to the South Poplars Stage 2 development area and that a suitable level of on-street and/or off-street parking be provided as part of that development.
- Discuss a monitoring and review program every six months of the operation of the school and for the STP to be updated annually in consultation with Council, TfNSW and the school community/parents.

Reference should be made to Section 1.2 below and specifically **Table 1** which further elaborates on the particulars of each of the SSDA condition items above.

The authors of this STP are suitably qualified and experienced consultants with a copy of their CVs included as **Appendix A**.

1.2. Response to Conditions

This STP has been prepared in accordance with the relevant conditions outlined in the SSDA, which have produced in **Table 1** and where addressed in this STP.

Table 1: Relevant Conditions & Where Addressed

CONDITION NO.	DESCRIPTION	WHERE ADDRESSED
D25	School Transport Plan Prior to the commencement of operation, a School Transport Plan (STP), must be submitted to the satisfaction of the Planning Secretary. The Plan must: (a) Be prepared by a suitably qualified consultant in consultation with Council and TfNSW.	Refer to Appendix A for report author CVs



CONDITION NO.	DESCRIPTION	WHERE ADDRESSED
	<p>(b) Include arrangements to promote the use of active and sustainable transport modes, including:</p> <ul style="list-style-type: none"> (i) objectives and modes share targets (i.e. Site and land use specific, measurable and achievable and timeframes for implementation); (ii) specific tools and actions to help achieve the objectives and mode share targets; (iii) details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development. <p>(c) Include operational transport access management arrangements, including:</p> <ul style="list-style-type: none"> (i) detailed pedestrian analysis including the identification of safe route options to identify the need for management measures such as staggered school start and finish times to ensure students and staff are able to access and leave the Site in a safe and efficient manner during school start and finish; (ii) the location of all car parking spaces on the school campus and their allocation (i.e. staff, visitor, accessible, emergency, etc.); (iii) the location and operational management procedures of the drop-off and pick-up parking, including staff management/traffic controller arrangements; (iv) the location and operational management procedures for the drop-off and pick-up of students by buses and coaches including staff management/traffic controller arrangements; (v) delivery and services vehicle and bus access and management arrangements; (vi) management of approved access arrangements; (vii) potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing drop-off and pick-up zones; (viii) car parking arrangements and management associated with the proposed use of school facilities by community members; (ix) operational management measures to ensure students who drive themselves to school park in the David Madew Oval Park carpark (subject to Condition D2) and not on the surrounding streets including Bayside Circuit, Palm Circuit, Coachwood Avenue, Environa Drive and the northern stub road; and <p>(d) 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 plan;</p> <p>(e) commitment/measures by the Applicant to support Council in the design of the northern stub road to include an extension and link to the South Poplars Stage 2 development area and that a suitable level of on-street and/or off-street parking be provided as part of that development; and</p> <p>(f) a monitoring and review program every 6 months of the operation of the school and for the School Transport Plan to be updated annually in consultation with Council, TfNSW and the school community/parents.</p>	<p>Refer to Section 4.3.</p> <p>Refer to Section 4.2</p> <p>Refer to Section 7.1</p> <p>Section 3.4.3 and Section 4.2</p> <p>Refer to Section 5.3 and Section 5.4</p> <p>Refer to Section 5.5</p> <p>Refer to Section 5.7</p> <p>Refer Section 5.3.3 and Section 5.3.4</p> <p>Refer to Section 5.3</p> <p>Refer to Section 5.6</p> <p>Refer to Section 5.4.3</p> <p>Refer to Section 5.4.2 and Section 5.6</p> <p>Refer to Section 8</p> <p>Refer to Section 5.8</p> <p>Refer to Section 7.1 and Section 7.4</p>



1.3. Consultation

In accordance with Condition D25(a) of the SSDA, consultation is required to be undertaken with Queanbeyan-Palerang Regional Council (Council) and Transport for New South Wales (TfNSW) in preparation of this STP (ref: 0747r01v03). The below points summarise key consultations with Council and TfNSW relating to various transport aspects associated with this STP. A copy of the email correspondence is included as **Appendix B**. Additionally, reference should be made to **Appendix C** which summarises comments received from external parties, responses by PDC and where applicable, where comments have been addressed in this STP.

- TSA has undertaken initial consultation with TfNSW (Rural and Regional Contracts) related to new and / or modified bus services relating to the school and location on Environa Drive.
- The project team has undertaken consultation with Council and TfNSW including attendance at several Transport Working Group meetings to discuss the active transport infrastructure upgrades related to Condition B24(c – e) of the SSDA.
- The draft STP (ref: 0747r01v01) was issued to Council and TfNSW on 3 August 2023 for review and comment.
- Comments were received from TfNSW and Council on 18 August 2023 and 31 August 2023 respectively.
- Responses to TfNSW and Council comments were provided by PDC on 12 September 2023.
- Comments were received from Department of Planning and Environment (DPE) on 13 November 2023 in relation to the STP (ref: 0747r01v02).
- Responses to DPE comments were provided by PDC on 30 November 2023.

This STP has been prepared taking into consideration the comments provided by TfNSW, Council and Department of Planning and Environment (DPE).

1.4. Structure of this Report

The remainder of this report is structured as follows:

- Section 2: Describes the proposed school as described in the SSDA.
- Section 3: Describes the existing conditions of the site and discusses the findings of the catchment analysis.
- Section 4: Discusses the STP vision and objectives and proposed transport mode share targets for the school.
- Section 5: Discusses the operational transport access management arrangements.
- Section 6: Discusses the proposed communications plan of this STP.
- Section 7: Outlines the data collection methods for the purposes of monitoring and reporting.
- Section 8: Outlines the responsibilities of the Travel Coordinator, governing bodies the findings of the STP is to be provided to and resourcing for the ongoing maintenance of the STP.



2. The School

The SSDA permits the construction and operation of a new high school for the site at Environa Drive, Jerrabomberra, and will accommodate 500 students and 45 staff. Specifically, the SSDA permits the following school development works:

- Site preparation including bulk earthworks.
- Construction of school buildings up to three storeys in height; including administration/staff areas, library and hall.
- Covered outdoor learning area, general learning spaces and amenities.
- Car parking and bicycle parking.
- Associated works including landscaping, walkways, central plaza, outdoor games courts, fencing and signage.
- Drainage works and school signage.
- Associated infrastructure upgrades including bus bays, drop-off/pick-up facility, on-street car parking and pedestrian infrastructure.

Figure 1 shows a general layout of the school.



Figure 1: General Layout of the School

3. Existing Conditions

3.1. Site Location

The School site is located at Environa Drive, Jerrabomberra, being approximately 5.8 kilometres south west of Queanbeyan Railway Station and 5.3 kilometres southwest of the Queanbeyan Town Centre. Specifically, the School is located at the south eastern corner of the Environa Drive / Lexcen Avenue priority-controlled intersection.

The School site has two street frontages including Lexcen Avenue to the north and Environa Drive to the west. A bus bay lane is provided separate to the southbound travel lane along Environa Drive. The School site borders undeveloped land to the east and the southern boundary partially borders both undeveloped land and low-density residential dwellings. **Figure 2** shows the site location prior to commencement of construction.



Figure 2: Site Plan (before construction)



3.2. Public & Active Transport

3.2.1. Bus Services

A total of 23 bus services currently operate from the bus zone (Stop ID: 26194) at the southern frontage of Jerrabomberra Public School, on Coachwood Avenue. The public and school bus services are summarised in **Table 2** and illustrated in **Figure 3** and **Figure 4** respectively.

Table 2: Existing Bus Services Serving the Bus Stop at Jerrabomberra Public School

ROUTE	ROUTE NAME	NO. SERVICES	
		AM	PM
836	Jerrabomberra to Queanbeyan	3	7
S103	Jerrabomberra Public School to Queanbeyan West	0	1
S109	Jerrabomberra to Queanbeyan High via Letchworth	1	0
S128	Jerrabomberra Public to Jerrabomberra Waterfall Drive	0	1
S130	Jerrabomberra Public School to Daramalan College via Carolyn Jackson Drive	1	0
S138	Jerrabomberra Public to Jerrabomberra Edwin Land Parkway	0	1
S141	Daramalan College to Jerrabomberra via Letchworth	0	1
S145	St Edmunds and St Clares Colleges to Letchworth via Jerrabomberra	0	1
S155	Queanbeyan High to Jerrabomberra via North Terrace & Letchworth	0	1
S160	Jerrabomberra to Calwell High	1	0
S161	Jerrabomberra North Terrace to Red Hill Public via Jerrabomberra & Letchworth	1	0
S163	Queanbeyan Tharwa Road to St Peter & Paul Primary via Jerrabomberra	1	0
S171	St Francis of Assisi Primary to Jerrabomberra via Waterfall Drive	0	1
S172	Jerrabomberra to St Gregorys Primary via Letchworth	1	0
S173	St Benedicts Primary to Jerrabomberra and Letchworth	0	1
S175	St Peter & Paul Primary to Queanbeyan Tharwa Rd via Jerrabomberra	0	1
S179	Campbell High to Jerrabomberra Limestone Drive via Letchworth	0	1
S180	Jerrabomberra to Telopea Park School via Waterfall Drive	1	0
S187	Queanbeyan to Jerrabomberra (Loop) via Queanbeyan	1	0
S189	Jerrabomberra to Jerrabomberra Public via Waterfall Drive	1	0
S191	Jerrabomberra Public to Queanbeyan West Public via Letchworth	1	0
S216	Jerrabomberra Public to Googong	0	1
S217	Queanbeyan Interchange to Googong Anglican School and Jerrabomberra Public School via Karabar	1	0

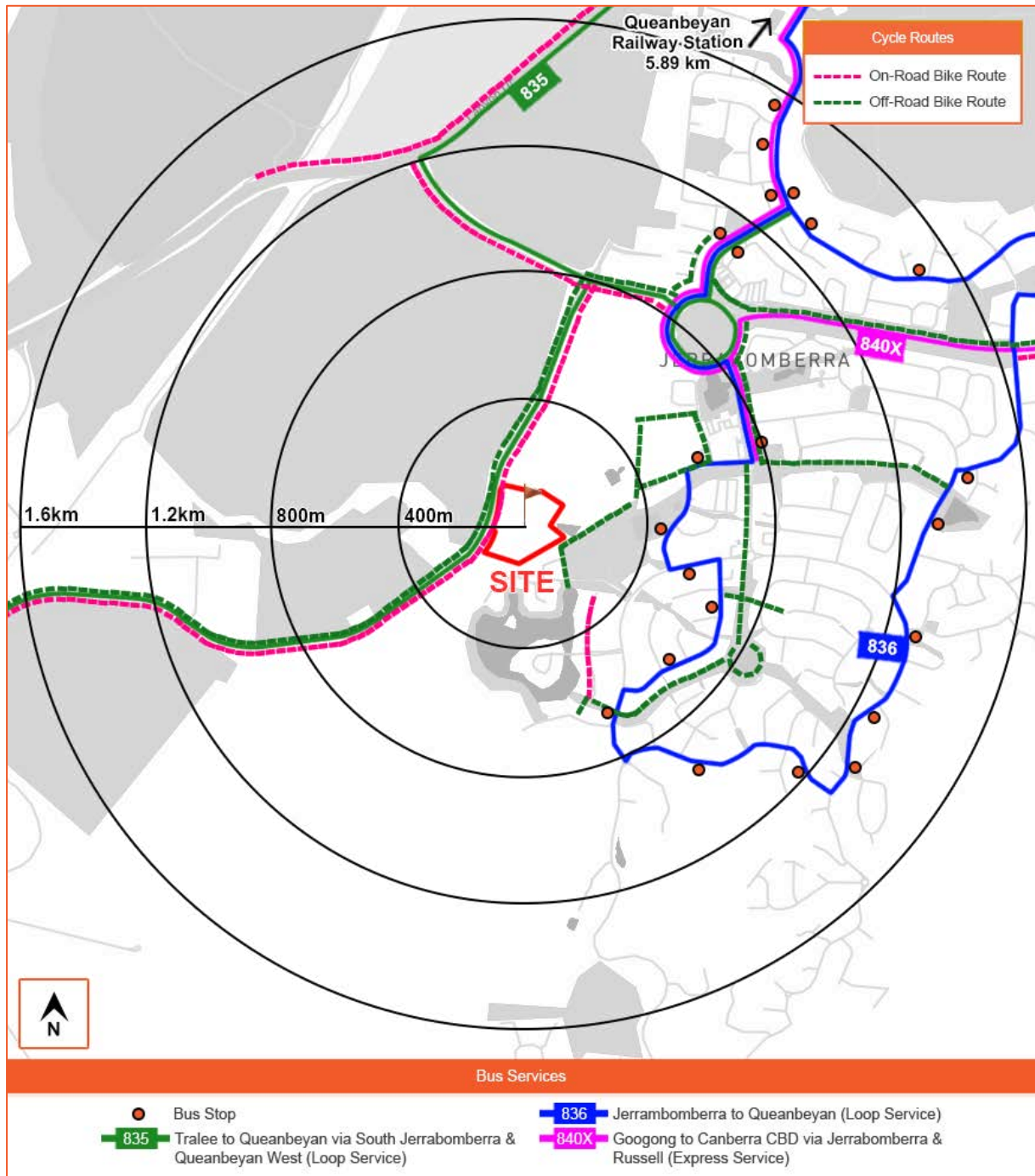


Figure 3: Public Bus Services

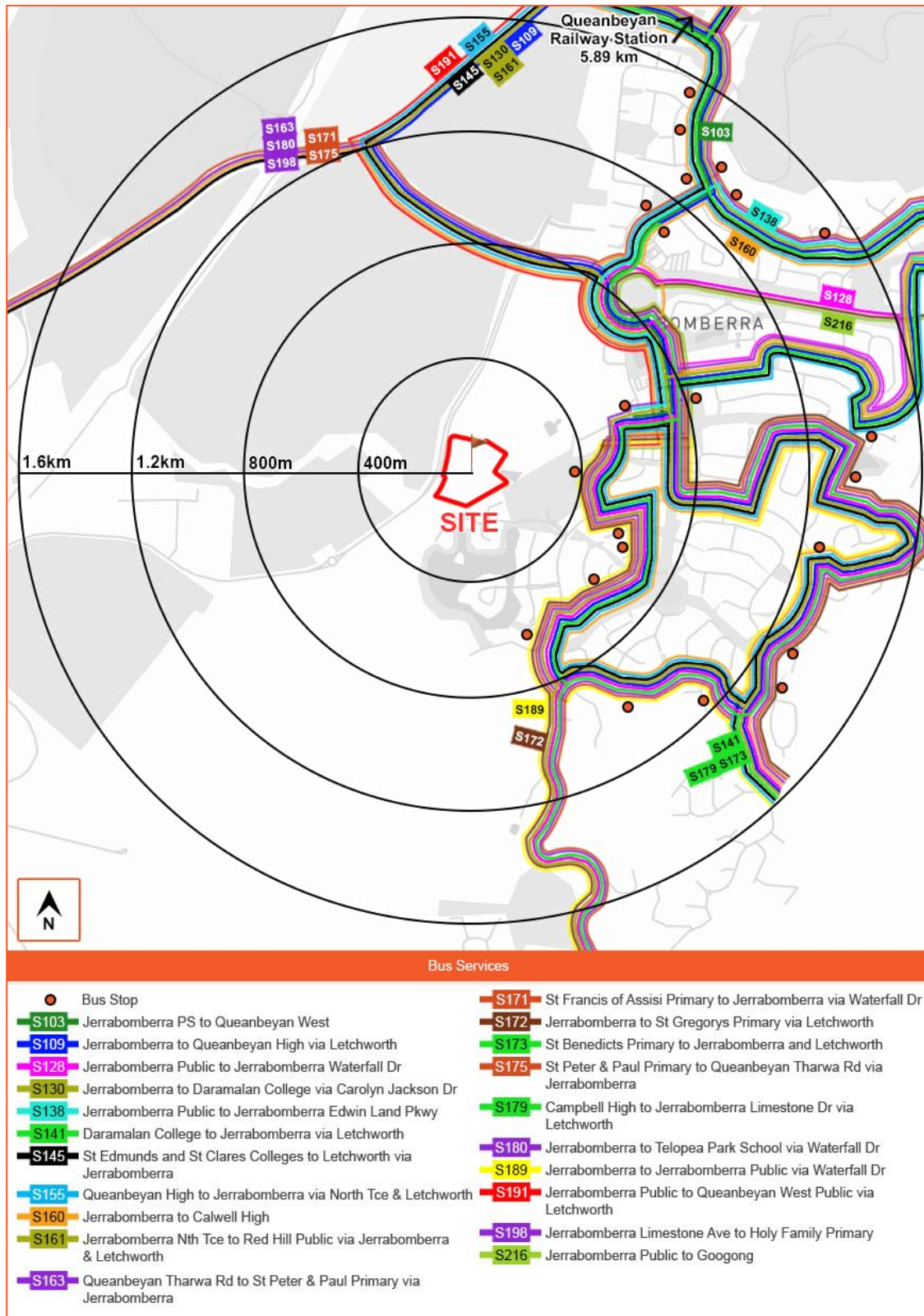


Figure 4: School Bus Services



As will be discussed further in Section 3.5, a hands-up survey was undertaken of students of Jerrabomberra Public School (JPS) and the temporary Jerrabomberra High School (TJHS), both located on Coachwood Avenue, to determine existing travel mode splits of students. Specifically, the students that were surveyed were as follows:

- Year 6 students of JPS. These students would attend the School as Year 7 high school students once construction is completed and is operational by Day 1, Term 1 of 2024.
- Year 7 and 8 students of TJHS. These students would attend the School as Year 8 and 9 high school students once construction is completed and is operational by Day 1, Term 1 of 2024.

As part of this survey, students that had taken the bus for journeys to and from school were asked which bus route they had taken. **Table 3** summarises the bus routes that students currently use.

Table 3: Buses Services used by Students at TJHS (Year 7 – 8) and JPS (Year 6)

ROUTE	ROUTE NAME	NO. STUDENTS	
		AM	PM
835	Tralee to Queanbeyan via South Jerrabomberra & Queanbeyan West (Loop Service)	10	14
S187	Jerrabomberra to Telopea Park School via Waterfall Drive	14	0
S217	Queanbeyan Interchange to Googong Anglican School and Jerrabomberra Public School via Karabar	6	0
S189	Jerrabomberra to Jerrabomberra Public via Waterfall Drive	1	0
S128	Jerrabomberra Public to Jerrabomberra Waterfall Drive	0	7
S138	Jerrabomberra Public to Jerrabomberra Edwin Land Parkway	0	5
S103	Jerrabomberra Public School to Queanbeyan West	0	14
S216	Jerrabomberra Public to Googong	0	3

From **Table 3**, it can be seen that out of some 22 school buses, the surveyed students utilise only seven buses. Furthermore, a moderate portion of students utilise a public bus route, Route 835. It is noteworthy to mention that this route does not stop at Jerrabomberra Public School and students are currently required to catch the bus at Limestone Drive, opposite Jerrabomberra Village Shopping Centre (Stop ID: 26191).

3.2.2. Future Bus Services

At the time this report has been prepared, TfNSW and the bus operators, QCity Transit (CDC Canderra), are currently in discussions and assessing potential bus routes to service the new high school. Once the new bus routes have been confirmed this STP and Transport Access Guide will be updated with the new information which can then be distributed to the school community including staff, students and parents / guardians.



3.2.3. Active Transport Infrastructure

The existing active transport infrastructure is provided:

- An on-road bicycle path is provided on the northern side of Tomsitt Drive.
- Footpaths are provided on the northern side of Coachwood Avenue.
- Footpaths are provided on the eastern side of Jerrabomberra Parkway.
- Off-road shared paths including:
 - On the eastern side of Environa Drive, between Tomsitt Drive and Jerrabomberra Creek.
 - On the western side of Environa Drive between Jerrabomberra Creek and Stonecrop Avenue.
 - These off-road shared paths have road crossings of Environa Drive via refuges at the Roundabout at Oxalis Street and under the Jerrabomberra Creek Bridge.
- Off-road shared path around David Madew Oval and Jerrabomberra Public School.
- Footpaths along:
 - Along the southern side of Bayside Crescent.
 - Around Jerrabomberra Lake.
- On-road cycle lanes along both sides of Environa Drive.
- Refuge island on Bicentennial Drive, near Coral Drive

Further to the above:

- Signalised pedestrian crossings are provided at the intersection of Tomsitt Drive and Henry Place.
- School crossings are provided at the frontage to Jerrabomberra Public School on Coachwood Avenue and Firethorn Place.
- A raised pedestrian crossing is provided on Jerrabomberra Parkway, north of Coachwood Avenue.

3.2.4. Committed Active Transport Infrastructure

As part of the delivery of the new school, the following committed active transport infrastructure have been committed by SINSW and will be constructed prior to the school opening:

- A pedestrian crossing across Lexcen Avenue, at the intersection of Environa Drive and Lexcen Avenue.
- A staggered, raised wombat combat crossing along Jerrabomberra Parkway between Coachwood Avenue and Bicentennial Drive.



- A 2.5-metre-wide footpath along the western side of Jerrabomberra Parkway, between the new crossing on Jerrabomberra Parkway and Coachwood Avenue and an east-west connection to the existing school crossing on Coachwood Avenue.
- Widening of the existing footpath on the northern side of Coachwood Avenue, at its western end to 2.5 metres.

3.3. South Jerrabomberra

Of note is that the South Jerrabomberra urban release area as indicated in **Figure 5** falls within the enrolment catchment of the school (further discussed in Section 3.4).

Per Council's South Jerrabomberra Local Infrastructure Contributions Plan 2018 (SJ Contributions Plan), the areas of South Tralee, Forrest Morrison and Walsh are expected to accommodate 1,500 dwellings under an ultimate scenario. The SJ Contributions Plan has projected in the order of, 4,275 residents will reside within the above suburbs in 20 years as land is progressively developed over the coming years. The suburbs of North Tralee, South Poplars and North Poplars are expected to comprise of commercial land uses.

At the time this STP has been prepared, much of the areas that are planned for residential land zoning (South Tralee, Forrest Morrison and Walsh) are currently in construction or undeveloped. As will be discussed further in Section 3.4, whilst the analysis of the depersonalised student data show there is no students residing within the suburbs of South Tralee, Forrest Morrison and Walsh, close monitoring will be undertaken noting that future high school students will inevitably reside in these areas and it is expected that there will be a demands for a bus route to service these areas.

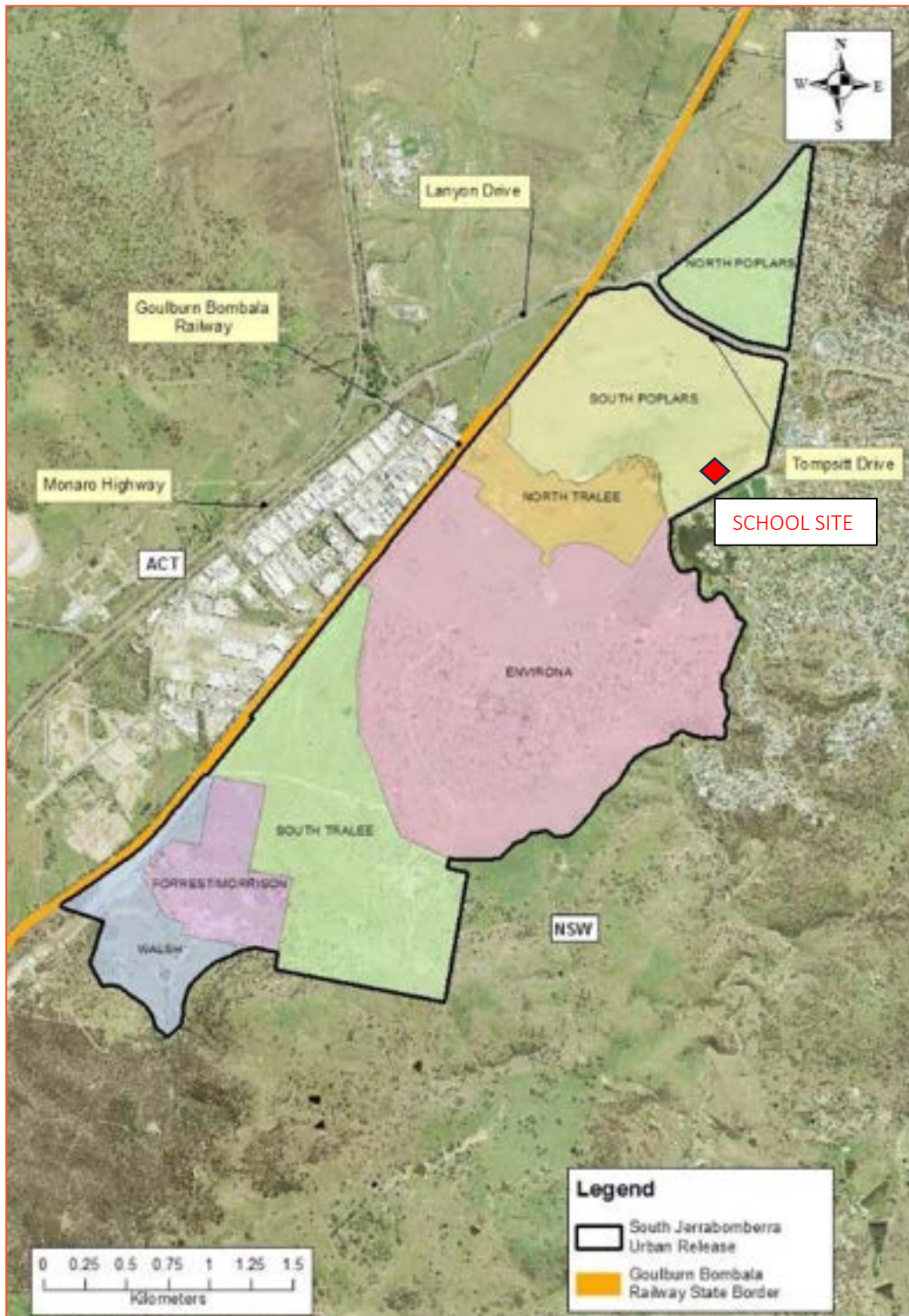


Figure 5: South Jerrabomberra Urban Release Area



3.4. Catchment Analysis

3.4.1. General

The catchment area of the school is relatively large and includes the suburbs of Jerrabomberra, Environa and Tralee as shown in **Figure 6**.

A catchment analysis has been undertaken using geographical information software (GIS) in the context of residential locations of the school's student population. This assessment has used depersonalised student data for anonymity and privacy. The catchment analysis represents the population at the time of assessment and will fluctuate each year as new students start or leave the school.

The catchment analysis included the locations of 341 existing student residences considered to be within the school catchment, providing an excellent sample size to determine potential transport demands, by mode for future students at the school. The existing student numbers are based on enrolments of at various schools including Karabar High School, Merewether High School, Googong Public School, Carlton Public School, Jerrabomberra Public School, Queabeyan Public School, Queanbeyan East Public School, Queanbeyan South Public School, Queanbeyan West Public School and Hanwood Public School, that reside within the school's catchment area. The existing student numbers of the public schools mentioned above are Year 6 students only.

The sections below provide discussion on the catchment analysis for:

- Public transport catchment.
- Walking and cycling catchment.

3.4.2. Public Transport Catchment

For context, the School Student Transport Scheme (SSTS) provides eligible school students with free or subsidised travel on public transport between home and school, on trains, buses, ferries, light rail and long-distance coach services.

In accordance with guidelines set out by TfNSW and the NSW Government, high school / secondary (Year 7 - 12) students are eligible for a free school travel student if they meet the following criteria:

- The student is a resident of NSW.
- The student lives more than 2 kilometres (straight line distance) from school; or
- The student lives 2.9 kilometres or more by the most direct practical walking route to the nearest entry point to the school.

With regard for the above, **Figure 7** illustrates the 2 kilometre radius and 2.9 kilometre distance with respect to the school and shows the aforementioned boundaries cover the majority of Jerrabomberra. This indicates that students within the boundaries are ineligible for free bus travel.

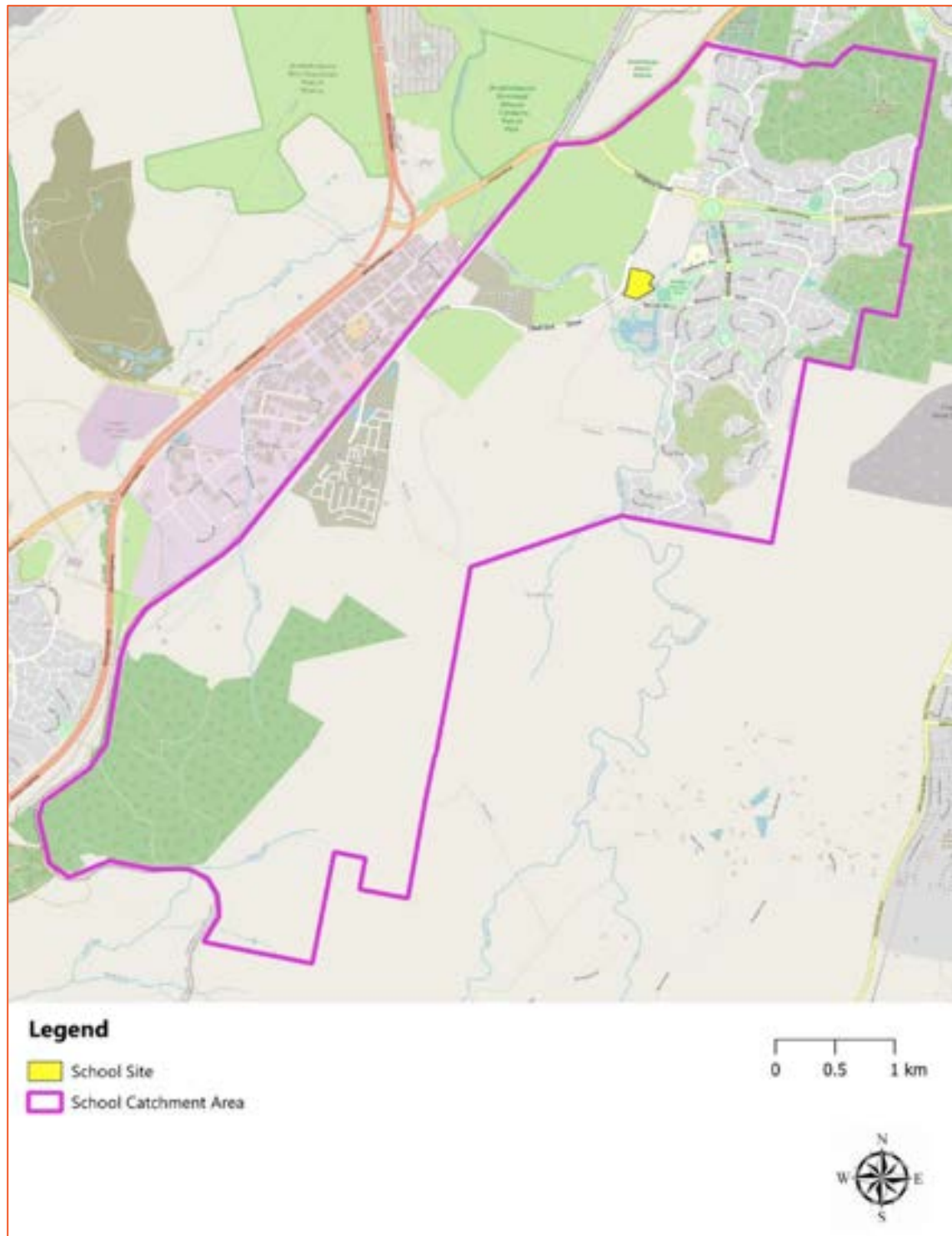


Figure 6: Jerrabomberra High School Catchment Area

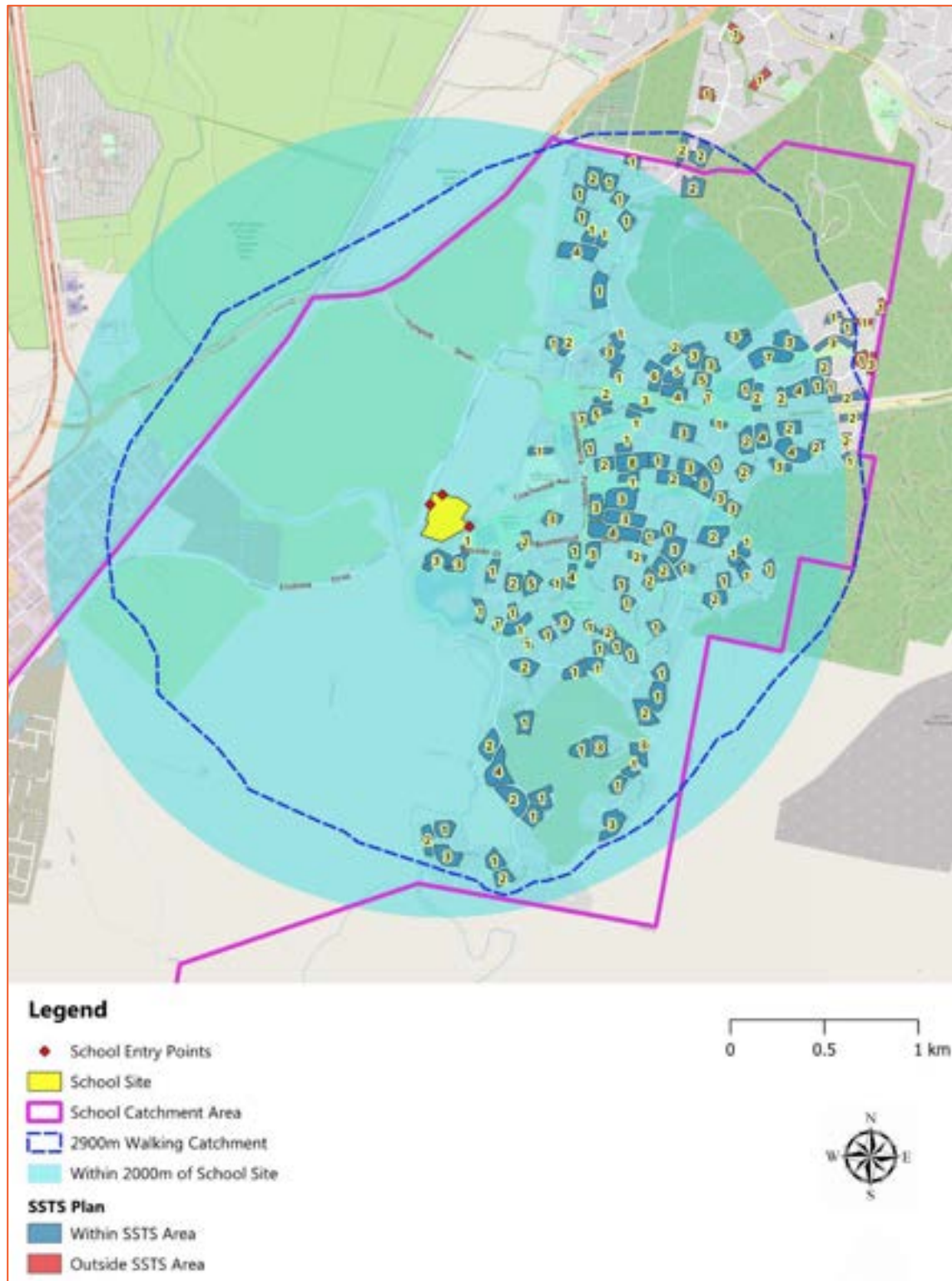


Figure 7: Jerrabomberra High School – SSTS Exclusion Zone



3.4.3. Active Transport Catchment Area

In reviewing the walking and cycling catchment area for the school, consideration has been given to the catchment criteria as set out by SINSW which are as follows:

- Pedestrians: Within a 400-metre, 800-metre and 1,200-metre catchment radius.
- Cyclists: Within a 1,200-metre, 2,400-metre and 3,600-metre catchment radius

3.4.3.1 Walking Catchment

From **Figure 8** and Error! Reference source not found., it can be seen that 24% of existing students fall within the 1,200 metre walking catchment of the new school.

Table 4: Summary of Existing Students Living within the Walking Catchment of the School

BOUNDARY	NO. STUDENTS	% STUDENTS	CUMULATIVE %
Within 400 m	8	2%	2%
Within 401 m – 800 m	23	7%	9%
Within 801 m – 1,200 m	52	15%	24%
Outside 1,200 m	258	76%	100%
TOTAL:	341	100%	-

3.4.3.2 Cycling Catchment

From **Figure 9** and Error! Reference source not found., it can be seen that the majority of Jerrabomberra is captured in the cycling catchment of the school.

Table 5: Summary of Existing Students Living within the Cycling Catchment of the School

BOUNDARY	NO. STUDENTS	% STUDENTS	CUMULATIVE %
Within 1,200 m	83	24%	24%
Within 1,201 m – 2,400 m	212	62%	86%
Within 2,401 m – 3,600 m	46	14%	100%
TOTAL:	341	100%	-

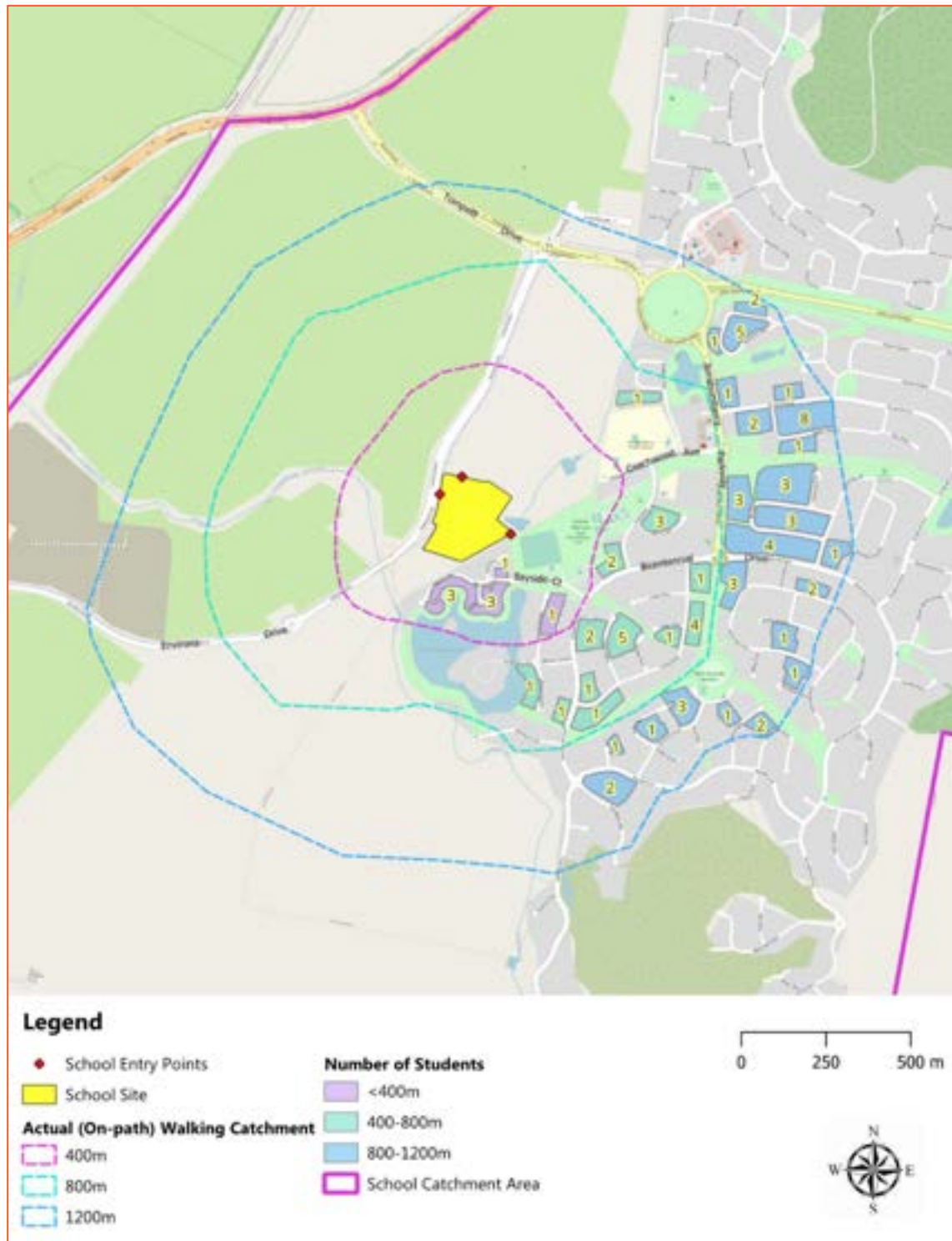


Figure 8: Jerrabomberra High School – Walking Catchment Area

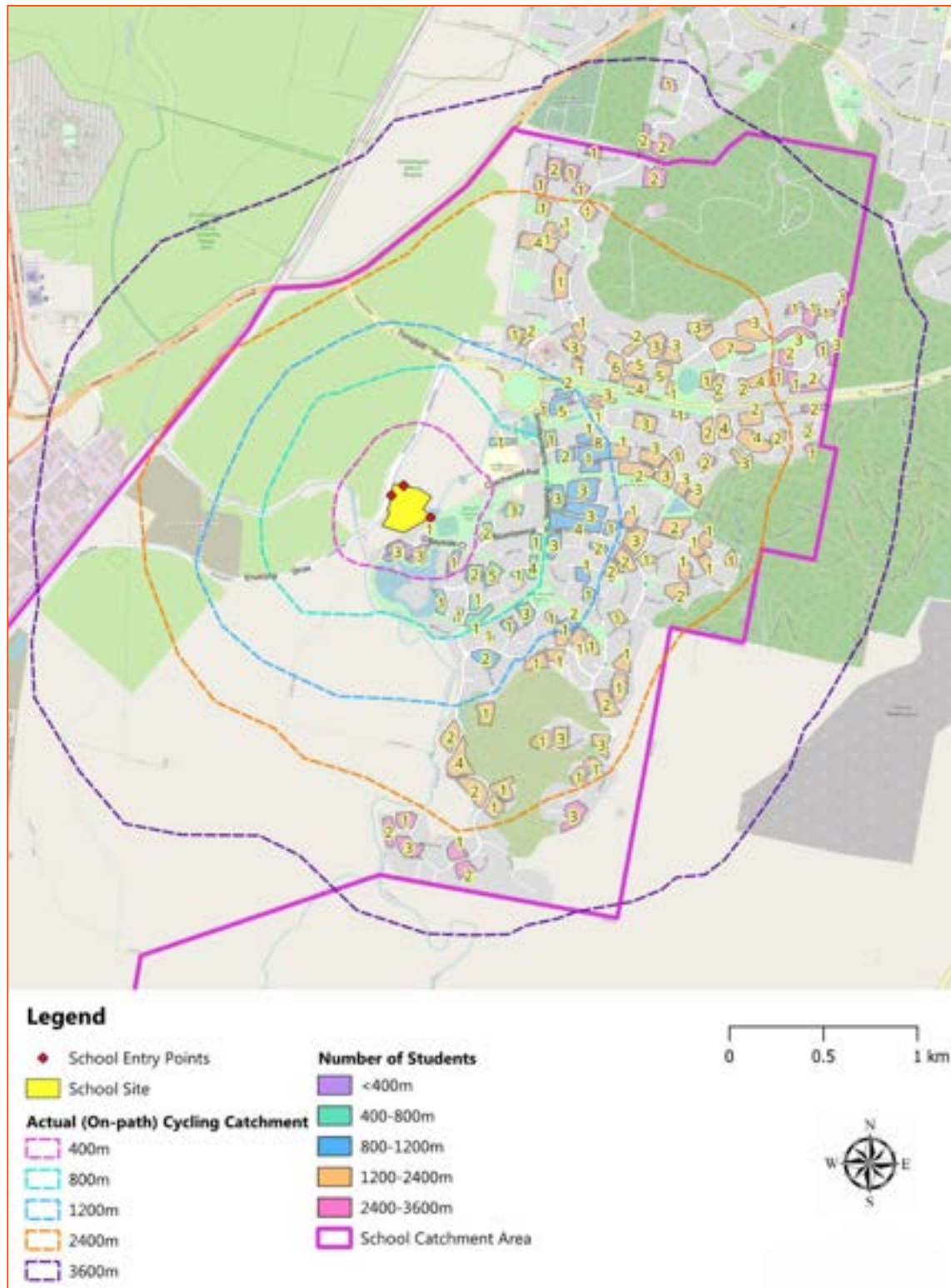


Figure 9: Jerrabomberra High School – Cycling Catchment Area



3.5. Existing Student Travel Mode Share

As discussed previously, a hands-up survey was undertaken of:

- Year 6 students of JPS. These students would attend the School as Year 7 high school students once construction is completed and is operational by Day 1, Term 1 of 2024.
- Year 7 and 8 students of TJHS. These students would attend the School as Year 8 and 9 high school students once construction is completed and is operational by Day 1, Term 1 of 2024.

The above JPS and TJHS students will form the future student cohort once the School is operational of Day 1, Term 1 of 2024. **Table 6** summarises the results of the hands-up survey and shows the existing student mode share splits for a typical school day morning (i.e. arriving to school) and afternoon (i.e. departing from school).

Table 6: Existing Student Mode Share Targets

MODE	MORNING MODE SHARE SPLIT	AFTERNOON MODE SHARE SPLIT	AVERAGE
Car, dropped off	46%	24%	35%
Bus	11%	27%	19%
Walked	23%	29%	26%
Rode a bicycle or other rideable (incl. pedestrian scooter, skateboard, rollerblades etc.)	20%	20%	20%

It is evident from **Table 6** that during a typical morning on a school day, there is generally an even split of private car use (46%) and active and public transport (54%) for journeys to school. During a typical school day afternoon, it can be seen that there is a modal shift with reduced private car dependency (24%) and a substantial proportion departing the school using alternative public and active transport modes (76%). The shift in travel modes between the morning and afternoon may be attributed to parents dropping off their children to school prior to travelling to work. In the afternoons, parents may still be at work and unable to pick up their children at school end. And so, these children may have to use alternative transport modes for journeys back home. This is evident in the increase in mode share in the afternoon for 'walked (+ 6%) and 'bus (+ 16%)'.

The average mode share split has been used as the baseline scenario.

4. School Transport Planning

4.1. School Transport Plan Vision and Objectives

The vision and objectives of this STP are to:

- Achieve the transport mode shares identified in **Table 8** and **Table 9** of this STP.
- Proactively identify and meet school travel demand safely, efficiently and sustainably.
- Deliver transport infrastructure to meet school travel demand.
- Maximise the use of active and public transport modes to reduce car traffic before and after school day start and end times.
- Decongest the road networks around schools.
- Increase active travel to and from school in a safe transport environment.
- Enhance connectedness to neighbourhood and community through safe travel to and from school.
- Empower students and young people to be safe road users now and into the future.

4.2. Sustainable Travel Action Plan

To attain the vision and objectives of this STP as outlined in Section 4.1, a sustainable travel action plan (action plan) has been developed which includes a range of initiatives, programs and actions to achieve the targeted transport mode share for the school. The action plan is presented in **Table 7**.

Table 7: Sustainable Travel Action Plan

STRATEGY	ACTION / DESCRIPTION	TIMING	RESPONSIBILITY
Sustainable Transport and Road Safety Programs and Initiatives			
Ride-To-School Day	The school participates in Ride-to-School Day. It is a nationwide program delivered by Bicycle Network, designed to support schools to encourage, empower and enable more students to get physically active on their journey to school.	In the first year of opening and annually thereon.	Travel Coordinator
High School Road Safety	Students from Year 9 – 12 (once participates in the NRMA Young Driver Road Safety Program.	Annually and when the school accommodates Year 9 – 12 students.	Travel Coordinator



STRATEGY	ACTION / DESCRIPTION	TIMING	RESPONSIBILITY
	<p>The program is a curriculum-linked virtual road safety program targeted to years 9-12, designed by expert NRMA staff and facilitated by teachers within schools.</p> <p>The program contains six units, each running for approximately 30 minutes. All six units includes a 10-minute informative video, followed by an online quiz (with results sent to the school at the conclusion of the program):</p>		
Road Safety Education - RYDA	<p>High school students in Years 9 – 12 attend the RYDA program.</p> <p>RYDA is a partnership which supports teachers on the journey as they provide their students with the tools and understanding they need to see themselves as active, responsible road citizens. RYDA becomes part of the school culture from the first to last day of a young person’s high school life, providing students with the tools, habits and motivation to take action and stay safe on our roads a both drivers and passengers throughout their lives.</p>	Annually and when the school accommodates Year 9 – 12 students.	Travel Coordinator
September (or similar month long or week long event)	The school participates in September (or similar event) to encourage staff, students, parents and guardians to be more active.	Annually	Travel Coordinator

Reduce Car Travel

Encourage car pooling amongst staff and students	Advocate the benefits of car pooling on the environment. Establish forums, or online services for car pooling participants to find passengers and drivers. Three car spaces in the staff car park, near the pedestrian link to the school and staff car park has been provided.	In the first year of opening and ongoing	Travel Coordinator
Encourage staff and students to download apps which track distance walked or jogged or steps taken.	Encourage staff and students to download apps such as StrideKick where groups can be made which tracks steps taken, distance walked / jogged and can be shared with participants. Progress is tracked over a period (a month) and goals are set.	In the first year of opening and ongoing.	Travel Coordinator



STRATEGY	ACTION / DESCRIPTION	TIMING	RESPONSIBILITY
Prepare a Transport Access Guide	A Transport Access Guide will be prepared to detail bicycle and car parking locations, bus routes and bus stops	Prior to school opening and updated annually	Travel Coordinator
Staggered start and finish times	Monitor pedestrian movements before and after school bell times to determine whether staggered start and finish times are necessary. Attention should be given to north-south pedestrian movements across Lexcen Avenue as there may be an influx of students crossing the road, particularly during the afternoon as students may want walk up to the fast food outlets (McDonalds and KFC), north of the school.	Upon full occupation of the school (Year 7 – 12) and within 6 months of operation	Travel Coordinator

Resourcing

Appoint a Travel Coordinator maintain the STP and review and monitor the goals, objectives and measures periodically.	Progress the appointment of a Travel Coordinator for the school.	Prior to school opening	SINSW / DoE
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Infrastructure Improvements to Support Active Transport

Construct the pedestrian crossing on Jerrabomberra Parkway between Coachwood Avenue and Bicentennial Park	New crossing per SSDA	Prior to school opening	SINSW
Construct footpath connection on the western verge of Jerrabomberra Parkway to Coachwood Avenue and connecting with the existing school crossing in front of Jerrabomberra Public School	New footpath per SSDA and discussions with Council	Prior to school opening	SINSW
New pedestrian crossing on Lexcen Avenue, at the intersection of Environa Drive / Lexcen Avenue	New crossing per SSDA	Prior to school opening	SINSW
Widen existing footpath on the northern side of Coachwood Avenue, at its western end and connecting with the existing shared path.	Footpath widening per SSDA	Prior to school opening	SINSW

4.3. Transport Mode Share Targets

The following student and staff mode share targets have been identified with consideration for the public and active transport coverage, existing and future residential occupancy within the catchment school catchment area and catchment analysis. **Table 8** and **Table 9** provides the mode share targets of students and staff for the school respectively. Three scenarios have been established for the high school with corresponding timeframes and outlined below:

- Base: 1 – 3 years of operation.
- Moderate: 3 – 5 years of operation.
- Reach: 5 – 10 years of operation.

The above timeframes have taken into consideration that full occupancy of the school would not be reached until 2037, when Year 12 students are able to attend the school.

Table 8: Student Mode Share Targets

MODE	BASE		MODERATE		REACH	
	NO.	%	NO.	%	NO.	%
Car, dropped off	68/195	35%	75/500	15%	15/500	3%
Bus	37/195	19%	110/500	22%	125/500	25%
Walked	51/195	26%	150/500	30%	165/500	33%
Rode a bicycle or other rideable (incl. pedestrian scooter, skateboard, rollerblades etc.)	39/195	20%	115/500	23%	175/500	35%
Car, as Driver	0/195	0%	50/500	10%	20/500	4%

Note: Number of students in 'base scenario' from average students that completed the hands-up survey.

The transport mode share under the 'base scenario' is based on the existing student mode share results of the hands-up survey undertaken of Year 6 students of JPS and Year 7 and 8 students of the TJHS.

Table 9: Staff Mode Share Targets

MODE	TARGET	
	NO.	%
Walked	5/45	10%
Rode a bicycle or other rideable (incl. pedestrian scooter, skateboard, rollerblades etc.)	5/45	10%
Car, as Driver	32/45	70%
Car, as Passenger	5/45	10%

5. Operational Transport Access Management Arrangements

5.1. General

This section discusses the operational access management arrangements for the School. **Figure 10** provides an overview of pedestrian and vehicle access points and key locations of car bicycle parking.

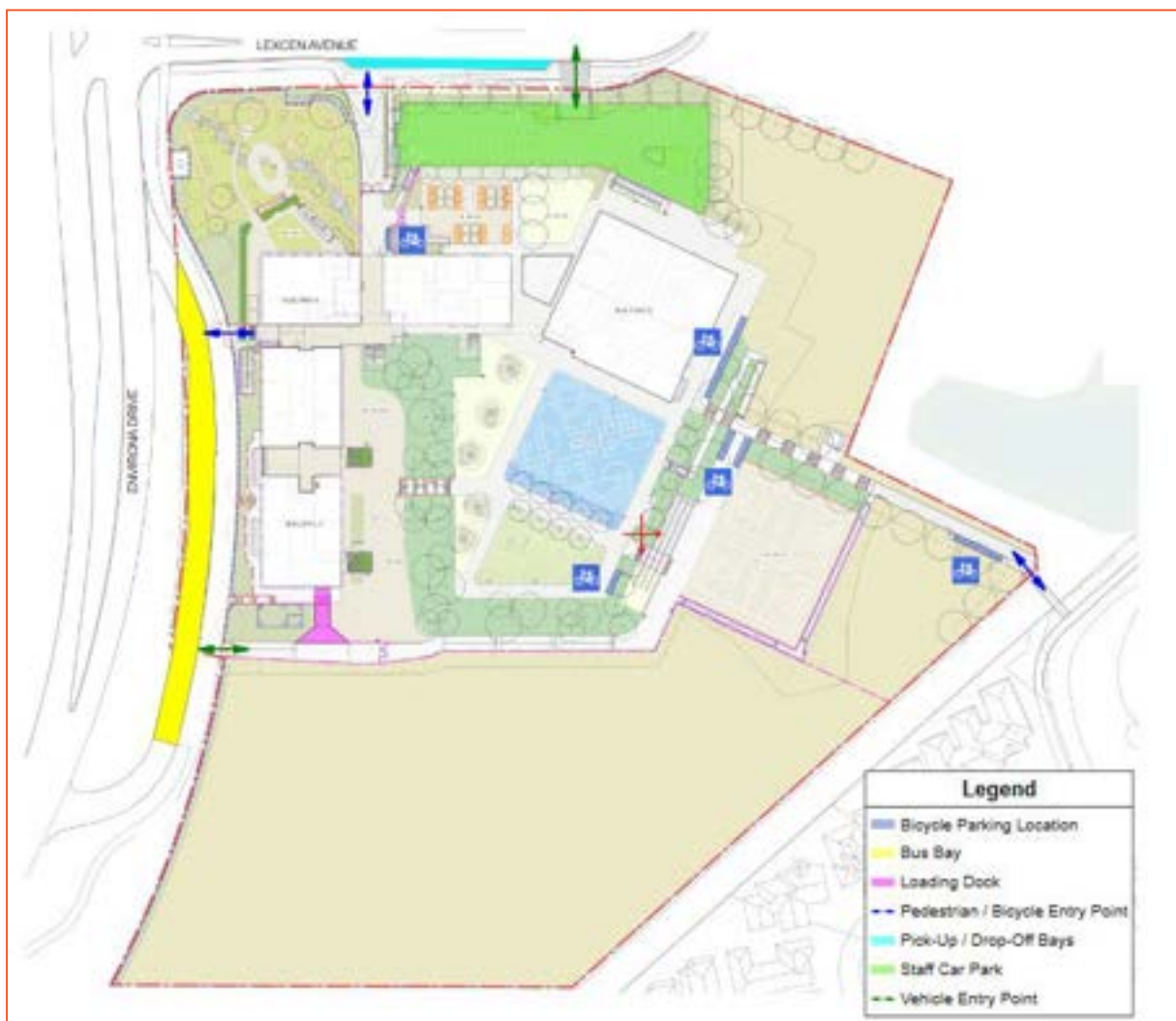


Figure 10: School Pedestrian and Vehicle Access Points and Parking Facilities

The sub-sections below provide discussion to each of the access and parking facilities of the School.



5.2. Pedestrian and Bicycle Accesses & Facilities

5.2.1. Pedestrian & Bicycle Access

As shown by **Figure 10**, there will be three main school entry points for pedestrian and bicycle (or other rideable) access and located on Lexcen Avenue (north), Environa Drive (west) and to the east, connecting with an existing shared path along the perimeter of David Madew Reserve.

5.2.2. Bicycle Parking

A total of 114 bicycle parking spaces is provided within various areas of the school as shown by **Figure 10**. With more specificity, **Table 10**, outlines the location of the bicycle spaces throughout the School.

Table 10: Bicycle Parking Location throughout the School

BICYCLE PARKING LOCATION	NO. BICYCLES PARKING
Between the northern pedestrian entry and Building A	10 bicycles
East of Building B	40 bicycles
North-western corner of the Sports Terrace	28 bicycles
South-eastern corner of the Upper Playground	12 bicycles
At the eastern pedestrian entry	24 bicycles
TOTAL:	114 bicycles

5.2.3. End Of Trip Facilities

One unisex shower / change cubicle will be provided near the north pedestrian entry.

5.3. Vehicle Accesses and On-Site Facilities

5.3.1. Staff Car Parking

The staff car park will be utilised by various vehicle types including staff car parking, waste collection and facilitating pick-up and drop-off operations of student support buses. Vehicle access to the staff car park will occur off Lexcen Avenue as shown by **Figure 10**. The car park will be gated, and an intercom system will be linked to the office. The gate can be operated remotely, via remote control, to allow access.

As shown by **Figure 11**, the site will accommodate a total of 44 car spaces including two accessible spaces and three carpool spaces and will solely be designated to staff. The Staff Car Park Plan is also included as **Appendix D** which can be distributed to staff on the proposed allocation of car spaces.



Figure 11: Staff Car Park General Arrangements

5.3.2. On-Site Pick-Up and Drop-Off Arrangements for Students with Special Needs

Parents and guardians with special needs children and support minibuses associated with the NSW's Government Assisted School Travel Program (ASTP) will be able to pick-up and drop-off students within the staff car park and at the designated pick-up / drop-off bay as shown **Figure 11**.

The available information on the ASTP team at the Department of Education indicates that:

- The volume of students who will require the ASTP services is not currently known.
- Transport will be provided in vehicles ranging from a car to a 12-seater minibus.
- Typically, up to three ASTP vehicle will be queued up at the end of the school day.
- Students who require ASTP services should be picked up and dropped off separate from general parental traffic volumes.
- Students running onto the road is a major safety risk.

5.3.3. Waste Collection

The waste collection arrangements for the School are as follows:

- Waste vehicles will enter the staff car park via Lexcen Avenue to access the waste pad as shown by **Figure 11**.
- The staff car park will accommodate waste trucks of up to 11 metres in length with front-loading capabilities.



- The appointed waste contractor will determine the collection hours based on school location and logistical access. The waste contractor will be advised that waste collection will be scheduled outside the typical school peak periods being:
 - 8 am – 9:30 am during a school weekday morning.
 - 2:30 pm – 4 pm during a school weekday afternoon.
- The waste contractor will be provided with fob access to activate the gate.

5.3.4. Deliveries

General deliveries including deliveries to the wood and metal store will be accommodated via a loading dock on the south-western corner of the school. The loading dock will be accessible via a gated vehicle access driveway onto Environa Drive, off the bus bay. The largest vehicle to access the loading dock is an 8.8-metre-long medium rigid vehicle (MRV) and access will be restricted to outside the typical school peak periods being:

- 8 am – 9:30 am during a school weekday morning.
- 2:30 pm – 4 pm during a school weekday afternoon.

5.4. Off-Site Parking and Pick-Up / Drop-Off Facilities

5.4.1. Lexcen Avenue Pick-Up / Drop-Off Bay

Eight indented on-street parking spaces will be provided on the southern kerbside of Lexcen Avenue to facilitate pick-up and drop-off operations during school peak periods.

To access these spaces, parents and guardians will be required undertake a U-turn at the eastern end of Lexcen Avenue, using the turning head. Once the students have been picked up or dropped off, parents and guardians will exit the bay and head towards the west to leave Lexcen Avenue and onto Environa Drive.

The pick-up and drop-off bay will be signposted with 'No Parking' signage between the hours of 8 am – 9:30 am and 2:30 pm – 4:30 pm during school days. These restrictions will encourage quick vehicle turnover whilst outside these times, the bays would be utilised for public (and visitor) parking.

5.4.2. David Madew Oval – Student Parking

High school students that drive to and from school will be advised that parking is available within David Madew Oval to the south-west. A total of 71 car spaces is available across two separate parking areas. The parking areas is accessible via Bayside Crescent.

Flyers, Facebook posts and regular announcements in newsletters and assemblies will communicate the information of designated student parking in David Madew Oval to ensure that students are discouraged to park along Lexcen Avenue and nearby residential streets including Bayside Circuit, Palm Circuit, Coachwood Avenue, Environa Drive.

Furthermore, it is noted that the school would not accommodate Year 11 and Year 12 students (students of these years are typically able to drive) until 2026 and 2027 respectively. Further measures of the communications and operational management strategies will be detailed in subsequent revisions of the STP and prior to 2026.

5.4.3. Visitor Parking

As illustrated by **Figure 12** below, visitor parking will be accommodated on-street and within Lexcen Avenue. Lexcen Avenue will provide a total of 15 on-street spaces including:

- Northern Kerbside: Seven spaces.
- Southern Kerbside: Eight spaces and only outside school hour peak periods.

5.5. Bus Bay Arrangements

A separate bus bay is provided along the eastern kerbside of Environa Drive. The bus bay has a useable length of approximately 105 metres and currently linemarked to allow for four buses to stand within the bay concurrently.

The bus bay will be signposted and restricted as a 'No Stopping, Buses Excepted' during school peak periods being:

- 8 am – 9:30 am during a school weekday morning.
- 2:30 pm – 4 pm during a school weekday afternoon.



Figure 12: Available Visitor Parking Along Lexcen Avenue

5.6. Day-to-Day School Operations

A summary of the school management strategies for the day-to-day operations is provided in **Table 11**.

Table 11: Management Strategy Summary

FACILITY	LOCATION	MANAGEMENT STRATEGY
Pedestrian & Vehicle Access Points	<p>Pedestrian access is provided via the following:</p> <ul style="list-style-type: none"> - Access on Lexcen Avenue (main entry) - Access on Environa Drive (entry from the busy bay) - Access on the eastern boundary, connecting with a shared path provided along the perimeter of David Madew Oval. <p>Vehicle access to school is provided via the following:</p> <ul style="list-style-type: none"> - Access onto Lexcen Avenue serving the staff car park. - A separate access onto the bus bay (Environa Drive) serving the loading dock for deliveries. 	<p>All pedestrian entry / exit into the school will be controlled using gates, which will close outside of school periods to prevent unauthorised access.</p> <p>Access to the car park will be controlled by a gate and a card reader / intercom. Only authorised vehicles (staff and the waste collection contractor) will be issued with a key fob to open the gate.</p> <p>A security fence will be provided around the perimeter of the school to restrict school access to the designated entry points for pedestrian, cyclists and vehicles.</p> <p>All waste collection will be scheduled to occur outside school peak periods of school activities to minimise conflict with pick-up and drop off operations and pedestrian movements.</p> <p>Deliveries will also scheduled to occur outside peak periods of school activity, i.e., no deliveries will be scheduled between 8:00am – 9:30am and 2:30pm – 4:00pm. Delivery vehicles will not be issued with a key fob or be able to access the school when it is unattended.</p>
Active Transport	<p>To support active transport, the following infrastructure will be provided:</p> <ul style="list-style-type: none"> - A pedestrian crossing across Lexcen Avenue, at the Environa Drive / Lexcen Avenue intersection. - A raised wombat crossing in a staggered arrangement across Jerrabomberra Parkway, between Coachwood Avenue and Bicentennial Drive. - A new footpath on the western side of Jerrabomberra Parkway north of the new crossing and continuing to the west along Coachwood Avenue, connecting with the existing school crossing. - Widening of the shared path at the end of the end of Coachwood Avenue to 2.5 metres. - 114 bicycle spaces will be provided throughout the school. 	<p>Communicate the ways students can get to school, emphasising active and public transport, through a TAG.</p> <p>All individuals will be responsible for locking their bikes at the designated bike rack.</p> <p>Advanced cycling and bike maintenance classes will be provided to high school students.</p>
Pick-Up and Drop-Off including Assisted School Transport	<p>The high school student pick-up and drop-off bays will be on the southern kerbside of Lexcen Avenue.</p> <p>Parents and guardians with special needs children and support minibuses associated with the NSW's Government Assisted School Travel Program (ASTP) will be able to pick-up</p>	<p>Staff will not manage nor supervise the operation of the school pick-up and drop-off bay.</p> <p>A designated pick-up /drop-off bay is provided within the staff car park for parents and guardians with special needs children and support minibuses.</p>



FACILITY	LOCATION	MANAGEMENT STRATEGY
Program	and drop-off students within the staff car park and at the designated pick-up / drop-off bay.	<p>Students will be responsible for embarking and disembarking the bus services.</p> <p>The pick-up and drop-off bay will be signposted with 'No Parking' signage between the hours of 8 am – 9:30 am and 2:30 pm – 4:30 pm during school days. These restrictions will encourage quick vehicle turnover whilst outside these times, the bays would be utilised for public (and visitor) parking.</p> <p>A TAG has been prepared detailing student, parent and guardian behaviours for pick-up and drop-off operations.</p>
Buses	<p>A bus zone will be provided adjacent to the school, along Environa Drive.</p> <p>The bus zone is provided as a separate lane from the southbound travel lane on Environa Drive.</p>	<p>Staff will be allocated to "bus duty" in afternoon periods, within the school gates, to support the safe movement of students using the bus zone.</p> <p>A TAG has been prepared outlining the bus routes serving the school, timetables and SSTS criteria.</p> <p>Buses for excursions (or similar) will use the school's designated Bus Zone.</p> <p>Review bus patronage on an annual basis to ensure that there is sufficient capacity for primary and high school students.</p> <p>Review the school bus routes in the context of student addresses (using the depersonalised household data) and coordinate / advocate for better bus service design to pick up kids closer to where they live.</p> <p>Excursion buses will be required to be accommodate within the bus bay and will be required to arrive and depart the school during school peak periods only.</p>
Staff Parking	A car park with 44 car spaces will be provided including two accessible car spaces and three carpool spaces.	<p>Gates providing access to the car park will be kept closed at all times, unless being used by the school.</p> <p>All vehicle accesses will be controlled using gates, along the school property boundary.</p>
Visitor Parking	<p>Visitor car parking will be available along Lexcen Avenue including:</p> <ul style="list-style-type: none"> - Northern kerbside accommodates seven on-street spaces. - Southern kerbside accommodates eight spaces within the pick-up and drop-off bay. Visitor parking is available outside school peak periods. 	<p>A TAG has been prepared showing the locations of available visitor parking along Lexcen Avenue.</p> <p>Reminders through the communication channels will be issued to advise parents and guardians of the available visitor parking and parking restrictions during school peak periods.</p>
Student Parking	<p>Student car parking is available in David Madew Oval as part of an agreement with QPRC.</p> <p>High school students that drive to and from school will be advised that parking is available within David Madew Oval to the south-west.</p> <p>A total of 71 car spaces is available across two separate parking areas. The parking areas accessible via Bayside Crescent.</p>	<p>Students will be advised of the designated student car parking in David Madew Oval and will be communicated to students through Principal's Message, newsletters, Facebook posts.</p> <p>The content in the above messages will include minimising impact on residents, ameliorate traffic along Lexcen Avenue, noting heightened traffic activity during school peak periods.</p> <p>It is expected that a proportion of high school students attending Jerrabomberra High School would not be driving until 2026 or 2027, being the first Year 11 and 12 that would be eligible to drive independently. Further communication strategies will be considered in subsequent revisions of the STP and prior to 2026.</p>



5.7. Event Transport Operations

During school events, excursions and the like, the management strategies will be similar to the strategies outlined in **Table 11**. Excursion buses will be required to conform to arriving and departing the School during the typical school peak periods.

5.8. Commitments in Relation to Condition D25(e)

With reference to the SINSW 'Response to Request for Additional Information Letter dated 1 June 2022, SINSW commits to consult with Council and Regional NSW in the design of the northern stub road (now called Lexcen Avenue) to include an extension and link to the South Poplars Stage 2 development area and that a suitable level of on-street and off-street parking be provided as part of that development. A copy of the SINSW Letter is included as **Appendix E** for reference.

6. Communications Plan

6.1. Overview

A communications plan as outlined in **Table 12** has been developed for the promotion of the public and active transport and road safety measures. The communications plan provides a guide for some of the messages that the school principal may communicate to the school community. Example messaging has been included in **Appendix F** for reference.

Table 12: Communications Plan

WHAT	WHEN	HOW	TO WHOM
<p>Encourage uptake in active transport (walking and cycling). Provide data to show current breakdown.</p> <p>1. Mode Share Breakdown</p>	Week 1, Term 4	<ul style="list-style-type: none"> - Facebook page. - School Compass App 	Students, parents and guardians.
<p>Road safety behaviour</p> <p>1. School zones</p> <p>2. Pedestrian safety</p> <p>3. Bus Safety TfNSW 'Be Bus Aware'</p>	<p>1st Post: Week 3, Term 4</p> <p>2nd Post: Week 5, Term 4</p> <p>3rd Post: Week 8, Term 4</p>	<ul style="list-style-type: none"> - Facebook page. - School Compass App 	Students, parents and guardians.
<p>Pick-Up & Drop-Off Arrangements.</p> <p>Advise parents and guardians of the no parking rule, you can stop for less than 2 minutes but must remain within 3 metres of the vehicle if you are dropping off or picking up passengers.</p>	Week 1, Term 4	<ul style="list-style-type: none"> - Facebook page. - School Compass App 	Students, parents and guardians.
<p>School Student Transport Scheme</p> <p>Advise parents and guardians that their child or children may be eligible for free or subsidised travel between home and school on NSW public transport.</p> <p>For high school students to be eligible for a free school travel pass, they are required to live a minimum distance away from the school, being 2 km straight line distance or 2.9 km walking or further.</p>	<p>1st Post: Week 2, Term 4</p> <p>2nd Post: Week 7, Term 4</p>	<ul style="list-style-type: none"> - Facebook page. - School Compass App 	Students, parents and guardians.
<p>Snap Send Solve (QPRC)</p> <p>A phone app which can be used to report various issues within the community and public domain. This includes illegal parking, graffiti, abandoned trolleys etc. The app is available on both android and apple mobile devices. Download links and instructions to use the app can be found below:</p>	Week 4, Term 4	<ul style="list-style-type: none"> - Facebook page. - School Compass App 	Students, staff, parents and guardians.



WHAT	WHEN	HOW	TO WHOM
For Android devices. For Apple devices.			
Advise students, parents and guardians of nearby bike shops to encourage uptake in cycling. Check-out bike shops near the school during holidays so students can get a bike ready for next term.	Week 10, Term 4	- Facebook page. - School Compass App	Students, staff, parents and guardians.
Public Domain Works – Jerrabomberra Parkway, Coachwood Avenue	Within 1-2 days upon receiving LTC approval of public domain works.	- Facebook page. - School Compass App	Students, staff, parents and guardians.
Year 6 of JPS ‘Walk to your New School’ The Principal will take Year 6 students of JPS to the eastern pedestrian entry point of JHS to show the new walking route once they attend the high school as Year 7 students.	Week 3-4, Term 4	- In-person with JPS and its Year 6 students.	Students
September	Week 6, Term 3 (2024) (two weeks prior to the event)	- Facebook page. - School Compass App	Students, parents and guardians.

6.2. Transport Access Guide

A TAG has been prepared for the school to encourage the use of sustainable modes of travel. The TAG will be used as a critical piece of information included in “welcome packs” provided to parents, guardians and carers as part of the Year 7 induction and for new enrolments throughout the school year.

A summary of the infrastructure and supporting management strategies are detailed in summary the TAG will provide:

- Active travel information, including:
 - Best active transport routes to school and how to access bicycle parking.
 - Messaging that a socially distant way of getting to school is walking and cycling.
 - Safety tips/rules for cycling (safety on wheels).
 - The health advantages of walking and cycling.
- Bus travel options, including:
 - School bus routes.
 - Information on the eligibility of the school bus pass (SSTS).



- Pick-up and drop-off locations.
- Snap Send Solve.

A copy of the TAG for the school is included as **Appendix G**.

Having regard for the above, it is noted that TfNSW and the bus operators are still assessing the new bus routes to serve the School. This STP and TAG will be updated once information on the new bus routes is known.



7. Data Collection and Monitoring

7.1. Data Collection

For data collection, a number of tools will be available for monitoring and informing future transport planning of the school as discussed in the sub-sections below.

7.1.1. Travel Mode Questionnaire Survey

Travel mode questionnaire surveys will be undertaken of school students and staff to gain an understanding of travel modes splits for journeys to and from the school. A copy of a sample travel mode questionnaire survey for the school is included as **Appendix H**. The travel mode survey will include the following questions:

- The school year of the student.
- Mode of travel for journeys to and from the school.
- Arrival and departure times.
- Selection of measures that would encourage students and staff to walk, cycle, use public transport or carpool to and from school.

7.1.2. Transport Catchment Access

Use of Geographic Information System (GIS) software and analysis of depersonalised student data of the school will inform future bus route services assessment and whether new bus routes are to be provided or modified to accommodate anticipated student demand.

7.1.3. Other Data Collection Methods

Other data collection methods are available however, not considered necessary to form part of the bi-annual monitoring of the STP. However, these methods may be considered should there be significant change to school operations or strategy of this STP. Other data collection methods are presented in **Table 13**.

Table 13: Other Data Collection Methods

DATA COLLECTION METHOD	DESCRIPTION
Bus Patronage	Monitoring of bus patronage (which would be captured as part of the travel mode questionnaire survey) will determine whether sufficient capacity is being provided for high school students.
Targeted Interviews	Targeted interviews with staff, students and their parents or guardians will be undertaken by the appointed Travel Coordinator. The interviews will identify which aspects of the STP are supporting improved transport options and any impediments to transport they are facing.
Traffic and Parking Surveys of Lexcen Avenue	Monitoring traffic volumes along Lexcen Avenue and the pick-up and drop-off bay will assist in understanding actual demand compared to the theoretical assessment as outlined in the Transport Assessment.



7.2. Data Collection Timings

With regard to Section 7.1, **Table 14** outlines the proposed timings to undertake the data collection methods.

Table 14: Data Collection Timing

DATA COLLECTION METHOD	TIMING / TRIGGER
Travel Mode Questionnaire Survey	Three months from post-occupancy and then annually and undertaken at the commencement of each school year.
Transport Catchment Access (GIS)	Every two years.
Bus Patronage	Subject to discussion and approval with the internal school working group and/or transport working group. Three months following the provision of a new bus route to serve the school.
Targeted Interviews	Subject to discussion and approval with the internal school working group and/or transport working group. Six months after any substantial change to school operations or changes to STP strategy.
Traffic and Parking Surveys of Lexcen Avenue	Subject to discussion and approval with the internal school working group and/or transport working group. Three months after the school has reached full student occupation (all years). Six months after any substantial change to school operations or changes to STP strategy.

7.3. Key School Aspects to Monitor

Following consultation with TfNSW and Council, both parties has advised particular aspects of the high school to be monitored including:

- Bicycle parking, EOTF and locker provision and demand by staff. Close monitoring will determine whether additional provisions may need to be provided.
- Planned pedestrian treatments along Environa Drive as part of the future delivery of North and South Poplars, North and South Tralee, Forrest Morrison and Walsh.
- Staff mode share and in particular, 'car, as driver'. This will include monitoring and review of initiatives to reduce private car uptake for journeys to and from the school and which initiatives are successful in reducing private car journeys and which ones require modification, removal or new initiatives to be considered.

7.4. Program Evaluation

The program evaluation will determine whether the initiatives that have been implemented at school have been successful in reaching the objectives and targets set out in Section 4.1 and Section 4.3 respectively. In accordance with D25(f) of the SSDA, the STP strategies and ongoing operations of the school will be monitored every six months.



Key outcomes for the program evaluation will include but not limited to, the following:

- Use of the Transport Access Guide.
- Compare travel mode splits (target -v- actual).
- Identify which initiatives are successful and or unsuccessful.
- Capture necessary updates to the STP relating to the school and public bus network and operations.

7.5. Report Findings

The findings of the data will be presented to relevant stakeholders including the ISWG and TWG and feedback will be provided to determine any updates and revisions to the strategies and STP. The revision of the STP will be undertaken annually.



8. Governance Framework

8.1. Travel Coordinator

To assist with the implementation and ongoing management of the STP, a suitably qualified traffic / transport consultant shall be nominated as the Travel Coordinator. The Travel Coordinator shall be responsible for:

- Liaising with key stakeholders and executing the Communications Plan.
- Implementing and promoting the STP actions to meet the objectives and targets.
- Monitoring the effectiveness of the STP including organising surveys and analysis of depersonalised data as provided by SINSW, as outlined in Section 7.1.
- Review and update the Action Plan based on survey results, to support the travel mode targets.
- Attend internal school working group and external transport working group meetings to discuss transport related issues with the school.

8.2. Internal School Working Group

The internal school working group (ISWG) is formed with school committee and for the school, will be established prior to school opening (Day 1, Term 1 of 2024). The ISWG will include members of the school leadership, the Road Safety Education Officer, the SINSW Asset Management Unit (AMU), Work Health & Safety (WHS) and Travel Coordinator.

The intent of the ISWG:

- Discuss transport and road safety related issues related to the traffic and parking facilities of the school.
- Identify potential mitigation measures.
- Identify issues which will be required to be raised in the external transport working group.

8.3. External Transport Working Group

The external transport working group (TWG) for the school has commenced meeting to discuss transport related matters. The TWG is comprised of various stakeholders including, but not limited to:

- Queanbeyan-Palerang Regional Council.
- School Infrastructure New South Wales / Department of Education.
- Transport for New South Wales.
- Travel Coordinator



The TWG will:

- Meet on a (minimum) quarterly basis.
- Review the issues and recommendations of the ISWG.
- Assess the feasibility of the mitigation measures and allocate resources for their implementation (if required).
- Review the annual survey data and discuss findings with the TWG.
- Respond to issues in a collaborative manner to support the safe and efficient movement of students to and from the school.
- The Travel Coordinator will be responsible for ensuring these meetings are minuted and distributed to the TWG. Key actions/recommendation will be included in the school's Communication Plan with the STP updated accordingly.

8.4. Resourcing

To support the implementation of this STP, it is recommended that SINSW / DoE allocate \$35,000 to \$40,000 per year. This proposed funding will be reviewed on an annual basis by the Travel Coordinator and actual costs will be compared to allocated budget for review by SINSW / DoE.

The funding will need to be provided for the life of the development to enable the review of the STP on an annual basis and implementation of measures to ensure mode share targets are met.



Appendix A



JULIUS BONCATO

SENIOR TRAFFIC ENGINEER



PROFESSIONAL OVERVIEW

Julius is a competent traffic engineer with expertise in the areas of traffic engineering and transport planning. Julius has been involved in several development and infrastructure projects, varying in land-use and scale, and has been involved in all project aspects from design and development, through to construction. This experience allows Julius to provide strategic and specialist advice on transport planning issues that ensure the best possible outcome on all projects he is involved in.

Julius is a very effective communicator and a skilled user of many transport related software packages, including, SIDRA Intersection, AutoCAD, Vehicle Tracking and RapidPlan.

RELEVANT PROJECT EXPERIENCE

TRAFFIC & PARKING IMPACT ASSESSMENTS

Winter Sports World
Jamison Rd, Penrith

Cabramatta East Precinct
Cabramatta Rd E, Broomfield St and Fisher St, Cabramatta

Big Bear Shopping Centre
Military Rd, Neutral Bay

Liverpool West Public School
Hoxton Park Rd, Liverpool

Bexley Bowling Club
Laycock St, Bexley North

Mixed-Use Development
Segers Ave, Padstow

Canada Bay Club
William St, Five Dock

Uniting Residential Aged Care & Independent Living Units
Freeburn St & Yamba Rd, Yamba

Roly-Poly Early Learning Centre
Clovelly Rd, Clovelly

Warehouse Development
Interchange Park, Eastern Creek

Mixed-Use Development
Princes Hwy, Wolli Creek

Mixed-Use Development
Castlereagh St, Haymarket

TRAFFIC MANAGEMENT PLANS

Yennora Distribution Centre
Loftus Rd, Yennora

Showground Business Park
Anella Ave, Castle Hill

Hendra Industrial Estate
Nudgee Rd, Nudgee

Great West Distribution Centre
Great Western Hwy, Arndell Park

Big Bear Shopping Centre
Military Rd, Neutral Bay

Ingleburn Logistic Park
Stennett Rd, Ingleburn

Moorebank Distribution Centre
Helles Ave, Moorebank

Chullora Business Park
Hume Hwy, Chullora

PolAir Facility
Bankstown Airport, Bankstown

Parramatta West Public School
Young St, Parramatta

Domremy College
First Ave, Five Dock

Forrester Distribution Centre
Forrester Rd, St Marys

DESIGN DEVELOPMENT & COMPLIANCE STATEMENTS FOR CONSTRUCTION CERTIFICATE

PolAir Facility
Bankstown Airport, Bankstown

Park One
Waterloo Rd, Macquarie Park

Domremy College
First Ave, Five Dock

Boomerang Tower
Olympic Blvd, Sydney Olympic Park

Uniting Mayflower Westmead
Caroline St, Westmead

Mixed-Use Development
Old Princes Hwy, Sutherland

YEARS OF EXPERIENCE

6 years

QUALIFICATIONS & AFFILIATIONS

BE (Civil)

MIEAust

Member AITPM

Member IPWEA

SafeWork NSW – Work Health & Safety Traffic Control Work (PWZ)

Level 1 Road Safety Auditor

KEY SKILLS & COMPETENCIES

Traffic & Parking Impact Assessments

SIDRA Traffic Modelling

Road Safety Audits

Car Park Design

Car Park & Loading Dock Audits

Traffic Management Plans

Loading Dock Management Plans

Design Development & Compliance Statements for Construction & Occupation Certificates

Peer Review

Data Analysis

PROFESSIONAL BACKGROUND

2017-Present - PDC Consultants



HAYDEN CALVEY

PRINCIPAL TRAFFIC ENGINEER



YEARS OF EXPERIENCE

12 years

QUALIFICATIONS & AFFILIATIONS

BE (Civil)

RMS Level 3 Road Safety Auditor
(02-0754)

RMS Prepare Work Zone Traffic
Management Plan (0032341679)

Member Australian Institute of
Traffic Planning and Management
(AIPTM)

KEY SKILLS & COMPETENCIES

Traffic Modelling

Development Planning

Traffic & Parking Impact
Assessments

Car Park Design

Traffic Management Plans

Traffic Engineering

Design Compliance Statements
for Construction & Occupation
Certificates

Land Use Development
Assessment

Project Management

Peer Review

PROFESSIONAL BACKGROUND

2023-Present - PDC Consultants

2017-2023 - Cardno

2011-2017 - McLaren Traffic
Engineering

PROFESSIONAL OVERVIEW

Hayden brings a unique and varied skill set with a focus on traffic engineering and transport planning. Hayden's extensive experience in working on Local and State Government projects allows him to provide value and expert advice to his clients. Hayden's experience also includes representation at regional panels (i.e. JRPP), public / community forums, Council meetings, Land and Environment Court (L&EC) and numerous stakeholder workshops.

He has extensive experience in project management and undertaking transport studies, Traffic Impact Assessments, Road Safety Audits, and Traffic Management Plans for construction and operation activities. Hayden takes pride in his work ethic and output to ensure the client receives technically sound analysis and practical solutions.

RELEVANT PROJECT EXPERIENCE

Bowmans Creek Wind Farm -Stage 1

Hayden led the transport and traffic impact assessment (TTIA) for the Bowmans Creek Wind Farm project which included assessment of the potential transport impacts during the construction, maintenance, operation, and decommissioning phases of the project.

The key objectives of the TTIA were to address the Secretary's Environmental Assessment Requirements (SEARs) objectives including:

- Reviewing any previous traffic impact assessments undertaken for the surrounding area
- Reviewing existing traffic count data and/or undertake traffic counts in areas where data was not available
- Route assessment for OSOM vehicles from the Port of Newcastle including swept path analysis and site investigations
- Assessing likely project-only and cumulative traffic impacts during the

construction, operational and decommissioning phases of the project (including intersection performance, capacity, safety and site access)

- Identifying necessary mitigation and management measures.



Central West and South West Wind Farms

Hayden led the TTIA for two separate Wind Farm projects located in Central West NSW and South West NSW. The TTIA's included assessment of the potential transport impacts during the construction, maintenance, operation, and decommissioning phases of the projects.

The key objectives of the TTIA's were to address the SEARs objectives including:

- Reviewing any previous traffic impact assessments undertaken for the surrounding area
- Reviewing existing traffic count data and/or undertake traffic counts in areas where data was not available
- Assessing likely project-only and cumulative traffic impacts during the construction, operational and decommissioning phases of the project (including intersection performance, capacity, safety and site access)

- Assessing rail crossing risks
- Identifying necessary mitigation and management measures.





Appendix B

Julius Boncato

From: Julius Boncato
Sent: Tuesday, 12 September 2023 10:23 AM
To: Eli Ramsland; Andrew Lissenden
Cc: Andrew Palmer; Rebecca Lehman; Hayden Calvey; 'Nick.Valois@hindmarsh.com.au'; 'alper.alp@tsamgt.com'; 'Mathew.Romanous@tsamgt.com'; Russell Humble
Subject: RE: TfNSW Comments - Jerrabomberra High School draft School Transport Plan (TfNSW Ref: STH21/00023/13)
Attachments: 23-09-12 PDC Responses to STP Comments.xlsx

Hi Eli and Andrew,

Thanks for your comments. We've considered/reviewed the comments, collated them in the attached spreadsheet and provided responses accordingly. TfNSW's and Council's comments are provided in a separate tab within the spreadsheet.

We are now finalising the School Transport Plan and will have it issued by the end of this week.

In the meantime, if you have any questions or wish to discuss, feel free to reach out.

Kind Regards,

Julius Boncato
Senior Traffic Engineer



+61 435 957 061
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From: Eli Ramsland <Eli.Ramsland@qprc.nsw.gov.au>
Sent: Thursday, August 31, 2023 2:25 PM
To: Andrew Lissenden <andrew.lissenden@transport.nsw.gov.au>; Julius Boncato <jboncato@pdccconsultants.com.au>
Cc: Andrew Palmer <andrew.palmer@qprc.nsw.gov.au>; Rebecca Lehman <Rebecca.Lehman@det.nsw.edu.au>; Hayden Calvey <hayden@pdccconsultants.com.au>; 'Nick.Valois@hindmarsh.com.au' <Nick.Valois@hindmarsh.com.au>; 'alper.alp@tsamgt.com' <alper.alp@tsamgt.com>; 'Mathew.Romanous@tsamgt.com' <Mathew.Romanous@tsamgt.com>; Russell Humble <Russell.humble@det.nsw.edu.au>
Subject: RE: TfNSW Comments - Jerrabomberra High School draft School Transport Plan (TfNSW Ref: STH21/00023/13)

Hi Julius,

Apologies for the delay. Attached is a list of my comments on the bus services and student travel plan proposed for Jerrabomberra High School.

As background information I have also provided Council's comments on the recent DA Modification.

We would like to be kept up to date with the progress of the STP and any updates.

Regards,

Eli Ramsland

Acting Manager, Contracts and Projects

Queanbeyan-Palerang Regional Council

Tel: [\(02\) 6285 6264](tel:0262856264) Mob: [+61 439 967 057](tel:+61439967057)

Web: www.qprc.nsw.gov.au

Mail: PO Box 90 Queanbeyan NSW 2620



From: Andrew Lissenden <andrew.lissenden@transport.nsw.gov.au>

Sent: Friday, 18 August 2023 12:39 PM

To: 'jboncato@pdconsultants.com.au' <jboncato@pdconsultants.com.au>

Cc: Eli Ramsland <Eli.Ramsland@qprc.nsw.gov.au>; Andrew Palmer <andrew.palmer@qprc.nsw.gov.au>; Rebecca Lehman <Rebecca.Lehman@det.nsw.edu.au>; 'hayden@pdconsultants.com.au' <hayden@pdconsultants.com.au>; 'Nick.Valois@hindmarsh.com.au' <Nick.Valois@hindmarsh.com.au>;

'alper.alp@tsamgt.com' <alper.alp@tsamgt.com>; 'Mathew.Romanous@tsamgt.com' <Mathew.Romanous@tsamgt.com>; Russell Humble <Russell.humble@det.nsw.edu.au>

Subject: TfNSW Comments - Jerrabomberra High School draft School Transport Plan (TfNSW Ref: STH21/00023/13)

[EXTERNAL] This email originated from outside of the organisation. Please do not click links or open attachments unless you recognise the sender and know that the content is safe.

Hi Julius,

Further to your email below seeking comments on the draft School Transport Plan (dSTP), Transport for NSW (TfNSW) provides the comments below.

1. **General comment:**

TfNSW acknowledges that you have forwarded the dSTP prepared by PDC Consultants (reference 0747r01v01, Version 01, dated 31/07/2023) to TfNSW for comment as required by Condition D25 of the State Significant Development (SSD) application approval 24461956. TfNSW welcomes the opportunity to provide feedback and acknowledges that the provided dSTP was generally done well subject to lifting the mode share for staff to take more active/public transport given the amazing amount of walking and cycling initiatives on display in the provided dSTP. More detailed comments and suggestions are provided in Point 2 below

2. **Specific Comments/Suggestions:**

- a. **Mode shares:** TfNSW appreciates the mode shares provided for students and staff, but asks that single vehicle mode shares for staff be lowered to reduce car use, and that public transport and active transport shares are increased within the dSTP for staff. This can be done on both a short term and

long term basis. This is especially important given the very proactive communications to students encouraging bicycle and walking initiatives to and from the school. TfNSW asks that amended mode shares for staff need to be tied into the Sustainable Travel Action Plan to help achieve the objectives and mode share targets.

- b. Car parking management strategy: TfNSW acknowledge the initiative in the Sustainable Travel Action Plan to encourage car-pooling amongst staff, but ask that a car parking management strategy for staff be implemented. For example, prioritising parking for staff to car pool. This can be an initiative in the Sustainable Travel Action Plan and in the Travel Access Guide.
- c. Bicycle Parking and End of Trip (EoT): TfNSW appreciate the 114 bike spaces proposed but believes that for 45 staff, there would need to be more than 1 staff change room to encourage more staff to take up cycling to school. Change rooms for students should also be considered to encourage more attractive EoT facilities. TfNSW does acknowledge that the SSD approval has been issued and as such, there are limited opportunities to increase the number of change room facilities. TfNSW requests that as any future upgrades to the school are planned or as the mode share changes, consideration needs to be given to considering additional change room facilities as detailed above. TfNSW also asks that consideration be given to:
 - i. there being more staff lockers allocated to staff to encourage more walking and cycling within the school.
 - ii. the location of the bicycle parking/storage is looked at, before the opening of the school, to ensure it is located at convenient locations, is safe, secured and undercover (i.e. the bike storage areas are placed under cover or are individually covered).
 - iii. bicycle parking and any EoT facilities should be monitored over time to ensure sufficient supply to encourage active transport for staff and students.

Some further guidance on bicycle parking and EoT facilities can be found in the [cycleway design toolkit](#).

- d. Travel Access Guide: TfNSW appreciates the Transport Access Guide or TAG (to be distributed 3 months post occupancy) included as an appendix in the dSTP to inform students, staff and visitors to the site of the travel choices available to them. TfNSW asks the TAG include, but not be limited to, the following:
 - i. Provide an overall map that clearly marks street names close to the site that shows walking and cycling paths (making it as easy as possible for staff and students to use the map to find out what journey they can take using sustainable transport) (please see attached TAG sample we have provided).
 - ii. Provide promotion of EoT facilities, including any new cycle infrastructure available, showers, change rooms, and update the number and location of bicycle parking and EoT facilities.
 - iii. Provide information on car-pooling and priority parking for staff who carpool.

Please find a link to the Travel Access Guide attached for further reference [Travel+Access+Guide How+to+Guide \(kimberlin.education\)](#).

- e. Travel Survey: TfNSW appreciates the travel survey is included as an Appendix, and requests that this be distributed to staff, parents and students three months post-occupancy, and every year for the lifecycle of the development. An example of a travel survey to assist in the preparation of the final travel survey can be found [here](#).

- f. Funding: While TfNSW notes that the dSTP details that funding will be allocated “to support the implementation of the plan”, it is recommended that an additional statement is included that funding will need to be provided for the life of the development to enable review of the STP on an annual basis and implementation of measures to ensure mode share targets are met.
- g. Pedestrian Treatments: It is suggested that Table 11 include a comment on what pedestrian crossing treatments have been scoped for Environa Drive once North/South Poplars, North/ South Tralee, Forrest Morrison and Walsh become established. This requires consideration and inclusion and close monitoring.
- h. Designated Bus Drop Off and Pick Up: The dSTP details that the designated bus drop off and pick up accessed from Environa Drive will be used for visitor parking outside of the morning drop off and afternoon bus pick up times (refer to Table 11 and Figure 12). This means that the school has no capacity for buses, if excursions are out of school bus zone times and the anticipated 16 spaces are taken by visitor parking. Most schools have a certain number of permanent Bus Zone spaces to accommodate out of peak time excursions, etc. Consideration needs to be given to enabling 2 – 3 bus zone lengths to remain all day.
- i. Parking: Parking has not been addressed for students that will eventually drive private vehicles from North/South Poplars, North/ South Tralee, Forrest Morrison and Walsh. Close. Monitoring should be undertaken noting demand for increased student parking will occur and students will be reluctant to travel past the school on Environa Drive to Tomsitt Drive through Jerrabomberra to park at the oval. Where is it anticipated that students will park who travel from west to the school in the future and if they do, what consideration for crossing treatments have been considered on Environa Drive? In addition, nothing is identified in the dSTP on how monitoring of students that will drive will be undertaken to ensure they are parking in the agreed areas (i.e. Nothing is identified to monitor students who disregard the request to park at the oval).
- j. Communications Plan: Consideration should be given to including the following in the Communications Plan:
 - i. Bus safety and utilising the TfNSW ‘Be Bus Aware’ campaign ([Be Bus Aware | Transport for NSW](#)).
 - ii. Typo under the ‘Snap Send Solve’ heading in Table 11. The word ‘App’ is missing after ‘A phone’ (first sentence).
 - iii. Consider including information in Appendix D: Communications Plan Messaging, for the No parking rule, you can stop for less than 2 minutes but must remain within 3 metres of the vehicle if you are dropping off or picking up passengers. This could be referenced in Table 11 (p35) where it references “*The pick-up and drop-off bay will be signposted with ‘No Parking’ signage.....*”.

TfNSW asks that an updated dSTP be provided back to TfNSW before occupancy, with enough time to enable a review, for comment.

Regards

Andrew Lissenden
Development Case Officer
Development Services, South
Regional and Outer Metropolitan

Transport for NSW

P 0418 962 703 E andrew.lissenden@transport.nsw.gov.au

transport.nsw.gov.au

Level 4, 90 Crown Street

Wollongong NSW 2500



Transport
for NSW

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal work hours.

OFFICIAL

From: Julius Boncato jboncato@pdconsultants.com.au

Sent: Thursday, 3 August 2023 10:22 AM

To: Eli Ramsland Eli.Ramsland@qprc.nsw.gov.au; Salma Cook Salma.Cook@transport.nsw.gov.au; Andrew Palmer andrew.palmer@qprc.nsw.gov.au; Derek.Tooth@qprc.nsw.gov.au; Damien Pfeiffer

Damien.Pfeiffer@transport.nsw.gov.au; Jacky Woolhouse Jacky.Woolhouse@qprc.nsw.gov.au; Mel Lausz

Mel.Lausz@transport.nsw.gov.au; Andrew Lissenden andrew.lissenden@transport.nsw.gov.au; Cherie Clark

Cherie.Clark@transport.nsw.gov.au; Bunvy Chhay Bunvy.Chhay@transport.nsw.gov.au

Cc: Rebecca Lehman Rebecca.Lehman@det.nsw.edu.au; Hayden Calvey hayden@pdconsultants.com.au; Nick

Valois Nick.Valois@hindmarsh.com.au; Alper Alp alper.alp@tsamgt.com; Mathew Romanous

Mathew.Romanous@tsamgt.com; Russell Humble Russell.Humble@det.nsw.edu.au

Subject: Jerrabomberra High School - Slide Pack and draft School Transport Plan

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CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi All,

Thank you for your time yesterday .

Please find attached the slide pack and draft School Transport Plan (STP) for review/feedback. To note, the STP is a requirement of SSDA (Condition D25) and would need to be satisfied in advance of Day 1/Term 1 opening for next year. And so, we'd appreciate any fast track of comments so that we may be able to address them for the purposing of finalising the report, subsequent re-issue and approval.

Further, this email has been sent to all invitees of yesterday's meeting. Please feel free to pass this on to other colleagues, as required.

If you have any comments or wish to discuss, feel free to reach out.

Kind Regards,

Julius Boncato

Senior Traffic Engineer



+61 435 957 061

jboncato@pdconsultants.com.au



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Appendix C







Ref No.	TfNSW Comments (18/08/2023) to STP (ref: 0747r01v01)	PDC Responses (12/09/2023)	STP Section Reference (ref: 0747r01v03)
1	General Comment		
	TfNSW acknowledges that you have forwarded the dSTP prepared by PDC Consultants (reference 0747r01v01, Version 01, dated 31/07/2023) to TfNSW for comment as required by Condition D25 of the State Significant Development (SSD) application approval 24461956. TfNSW welcomes the opportunity to provide feedback and acknowledges that the provided dSTP was generally done well subject to lifting the mode share for staff to take more active/public transport given the amazing amount of walking and cycling initiatives on display in the provided dSTP. More detailed comments and suggestions are provided in Point 2 below	Noted.	N/A
2	Specific Comments / Suggestions		
a.	Mode shares: TfNSW appreciates the mode shares provided for students and staff, but asks that single vehicle mode shares for staff be lowered to reduce car use, and that public transport and active transport shares are increased within the dSTP for staff. This can be done on both a short term and long term basis. This is especially important given the very proactive communications to students encouraging bicycle and walking initiatives to and from the school. TfNSW asks that amended mode shares for staff need to be tied into the Sustainable Travel Action Plan to help achieve the objectives and mode share targets.	It is noted that the 70% 'car, as driver' mode share for staff was adopted from the original Transport Assessment by GHD. The target was flagged by Council as 'unrealistic' (per Council's Rts Submissions) which resulted in increasing the number of staff car spaces from 32 to 44. Whilst all staff car parking demands are accommodated, retaining the 70% 'car, as driver' mode share is reasonable as a 'target' for this STP that the school can aim towards. No changes are proposed to the staff mode share.	Refer to Section 4.3 (Transport Mode Share Targets).
b.	<u>Car parking management strategy:</u> TfNSW acknowledge the initiative in the Sustainable Travel Action Plan to encourage car-pooling amongst staff, but ask that a car parking management strategy for staff be implemented. For example, prioritising parking for staff to car pool. This can be an initiative in the Sustainable Travel Action Plan and in the Travel Access Guide.	The STP will include additional initiatives in the sustainable travel action plan only. Carpooling spaces linemarked closest to pedestrian access in the car park and will be further discussed in the STP TfNSW (as of 29/08/23) has confirmed that a plan showing allocation of staff spaces such as carpooling, standard spaces, accessible spaces is acceptable for the car parking management strategy.	Refer to Section 4.2 (Sustainable Travel Action Plan) Refer to Section 5.3.1 (Staff Car Parking) and Appendix D (Car Park Plan)
c.	<u>Bicycle Parking and End of Trip (EoT):</u> TfNSW appreciate the 114 bike spaces proposed but believes that for 45 staff, there would need to be more than 1 staff change room to encourage more staff to take up cycling to school. Change rooms for students should also be considered to encourage more attractive EoT facilities. TfNSW does acknowledge that the SSD approval has been issued and as such, there are limited opportunities to increase the number of change room facilities. TfNSW requests that as any future upgrades to the school are planned or as the mode share changes, consideration needs to be given to considering additional change room facilities as detailed above. TfNSW also asks that consideration be given to: i. there being more staff lockers allocated to staff to encourage more walking and cycling within the school. ii. the location of the bicycle parking/storage is looked at, before the opening of the school, to ensure it is located at convenient locations, is safe, secured and undercover (i.e. the bike storage areas are placed under cover or are individually covered). iii. bicycle parking and any EoT facilities should be monitored over time to ensure sufficient supply to encourage active transport for staff and students. Some further guidance on bicycle parking and EoT facilities can be found in the cycleway design toolkit.	Further discussion in the monitoring section of the STP will be provided and observe staff bicycle parking demand and to inform any increase in bicycle parking, change room and locker provisions.	Refer to Section 7.3 (Key School Aspects to Monitor)
d.	<u>Travel Access Guide:</u> TfNSW appreciates the Transport Access Guide or TAG (to be distributed 3 months post occupancy) included as an appendix in the dSTP to inform students, staff and visitors to the site of the travel choices available to them. TfNSW asks the TAG include but not be limited to the following: i. Provide an overall map that clearly marks street names close to the site that shows walking and cycling paths (making it as easy as possible for staff and students to use the map to find out what journey they can take using sustainable transport) (please see attached TAG sample we have provided). ii. Provide promotion of EoT facilities, including any new cycle infrastructure available, showers, change rooms, and update the number and location of bicycle parking and EoT facilities. iii. Provide information on car-pooling and priority parking for staff who carpool. Please find a link to the Travel Access Guide attached for further reference Travel+Access+Guide How+to+Guide (kimberlin.education).	TAG will be revised to show: - requested map of outlining walking and cycling paths/routes close to the school. - discuss transport infrastructure at school (on-site and adjacent-to-site) - discuss EOTF, cycling infrastructure (included as second point above) and location/number of bicycles and EOTF.	Refer to Appendix G (Transport Access Guide)
e.	<u>Travel Survey:</u> TfNSW appreciates the travel survey is included as an Appendix, and requests that this be distributed to staff, parents and students three months post-occupancy, and every year for the lifecycle of the development. An example of a travel survey to assist in the preparation of the final travel survey can be found here.	TfNSW (as of 29/08/2023) has confirmed that after the initial travel survey being 3 months after post-occupation, a travel survey is then only required annually for the life of the development.	Refer to Section 7.2 (Data Collection Timings)
f.	<u>Funding:</u> While TfNSW notes that the dSTP details that funding will be allocated "to support the implementation of the plan", it is recommended that an additional statement is included that funding will need to be provided for the life of the development to enable review of the STP on an annual basis and implementation of measures to ensure mode share targets are met	Noted. Wording of this section will be revised.	Refer to Section 8.4 (Resourcing)
g.	<u>Pedestrian Treatments:</u> It is suggested that Table 11 include a comment on what pedestrian crossing treatments have been scoped for Envirova Drive once North/South Poplars, North/ South Tralee, Forrest Morrison and Walsh become established. This requires consideration and inclusion and close monitoring	A comment can be included that monitoring and discussion of any pedestrian treatments along Envirova Dr as the South Jerrabomberra area is delivered in the coming years.	Refer to Section 7.3 (Key School Aspects to Monitor)
h.	<u>Designated Bus Drop Off and Pick Up:</u> The dSTP details that the designated bus drop off and pick up accessed from Envirova Drive will be used for visitor parking outside of the morning drop off and afternoon bus pick up times (refer to Table 11 and Figure 12). This means that the school has no capacity for buses, if excursions are out of school bus zone times and the anticipated 16 spaces are taken by visitor parking. Most schools have a certain number of permanent Bus Zone spaces to accommodate out of peak time excursions, etc. Consideration needs to be given to enabling 2 – 3 bus zone lengths to remain all day.	Following discussions with SINSW, excursion buses will be required to arrive and depart to/from the school during school peak periods only, being 8-9:30am and 2:30-4pm in the AM and PM respectively.	Refer to Section 5.5 (Bus Bay Arrangements)
i.	<u>Parking:</u> Parking has not been addressed for students that will eventually drive private vehicles from North/South Poplars, North/ South Tralee, Forrest Morrison and Walsh. Close. Monitoring should be undertaken noting demand for increased student parking will occur and students will be reluctant to travel past the school on Envirova Drive to Tompsitt Drive through Jerrabomberra to park at the oval. Where is it anticipated that students will park who travel from west to the school in the future and if they do, what consideration for crossing treatments have been considered on Envirova Drive? In addition, nothing is identified in the dSTP on how monitoring of students that will drive will be undertaken to ensure they are parking in the agreed areas (i.e. Nothing is identified to monitor students who disregard the request to park	New section and discussion will be added to address this comment.	Refer to Section 5.4.2 (David Madew Oval - Student Parking)
j.	<u>Communications Plan:</u> Consideration should be given to including the following in the Communications Plan: i. Bus safety and utilising the TfNSW 'Be Bus Aware' campaign (Be Bus Aware Transport for NSW). ii. Typo under the 'Snap Send Solve' heading in Table 11. The word 'App' is missing after 'A phone' (first sentence). iii. Consider including information in Appendix D: Communications Plan Messaging, for the No parking rule, you can stop for less than 2 minutes but must remain within 3 metres of the vehicle if you are dropping off or picking up passengers. This could be referenced in Table 11 (p35) where it references "The pick-up and drop-off bay will be signposted with 'No Parking' signage."	Noted. Communications Plan to include bus safety information. Noted. Typo to be corrected. Noted. This 'messaging' content can be prepared.	Refer to Section 6 (Communications Plan) and Appendix E (Messaging) N/A Refer to Section 6 (Communications Plan) and Appendix E (Messaging)

JHS TRAVEL PLAN AND BUS SERVICE COMMENTS								
NO.	Team	Commenter Name	Document	Section	Add/Note/Change/Query	Proposed Text/Comments/Action (11/09/2023)	POC Responses (12/09/2023)	STP Section Reference (ref: 074701-03)
1	QPRC, C+P	Eli Ramsland	Bus Route Presentation	New JHS - AM2.1	Change	The proposed change to the 8:55 AM service is to extend the service to the primary school and expect high students to walk from there to JHS. Why would this happen if the service is coming from Tralee and driving past JHS to get to JPS? To encourage more use of the service, it should include driving into Leven Ave and turning into the JHS bus bay and then doing a turn at the Tralee Industrial Estate roundabout before heading to JPS.	for TNSW and bus operator to consider. This bus service would need to turn right into Leven Ave and U-turn at the turning head to then, turn left at Envirova Dr and veer into the bus bay. Following dropping off students, the bus will travel south and U-turn at the South Tralee roundabout and continue the AM2.1 bus route. This will be an additional distance of 1.75km (+ 3.5 min). As of 12/09/2023, it is our understanding that TNSW and the bus operators are liaising and assessing the bus routes to serve the new school.	N/A
2	QPRC, C+P	Eli Ramsland	Bus Route Presentation	All	Query	Noting TNSW's comments that the target mode share for staff taking public and active transport modes should be increased, how do we see this realistically being achieved when a) none of these bus services accommodate the teacher's working hours b) majority of staff would not be living nearby c) they have resources/student work to carry to/from school. Would we be setting the STP for failure by increasing these modes share targets?	Generally agree with Council's comments and per response to TNSW's comment on this matter, we are maintaining the 70% 'car driver' mode share for the initial STP. Monitoring of staff travel mode share will capture how staff are travelling to and from the high school Following the monitoring of actual staff mode shares, initiatives can be reviewed to gain an understanding of how the communications plan/messaging is performing and reviewed to either remove, add or change to meet targets.	Refer to Section 4.3 (Transport Mode Share Targets).
3	QPRC, C+P	Eli Ramsland	Student Travel Plan	General Comment	Note	Council encourages more active transport but notes that the region experiences extreme weather conditions which is challenging for the promotion of active transport modes for purposes outside of recreational activities.	Noted.	N/A
4	QPRC, C+P	Eli Ramsland	Student Travel Plan	General Comment	Note	The topography of some sections of Jerrabomberra would make cycling home a challenge for some students and deter them to ride to school. These areas are outside the 3.2km walkable radius.	Noted.	N/A
5	QPRC, C+P	Eli Ramsland	Student Travel Plan	General Comment	Note	As noted in TNSW's 15 Cities project, very few residents catch a bus service and while TNSW/QPRC/ACT work on improving this statistic and while parents choose to drive to work, there will be a preference to drop children off to school on their way to work as it is convenient. This is noted in Section 3.3	Noted.	N/A
6	QPRC, C+P	Eli Ramsland	Student Travel Plan	General Comment	Note	Majority of staff will unlikely live in Jerrabomberra/Tralee/Queanbean and more likely coming from ACT. Staff are likely to start the day approx. 8am and finish approx. 4:50pm to fulfil their duties/meetings. Teachers are likely to need to carry resources, student work to/from school.	Noted.	N/A
7	QPRC, C+P	Eli Ramsland	Student Travel Plan	General Comment	Note	The current STP needs to discuss the extension/Stage 2 of the school and the infrastructure required. Eg linking on Bicentennial Dr near Bayside Ct, shared path between Coral Dr and David Madew Oval path	No discussion will be provided in this initial STP regarding the details of the Stage 2 development. The Stage 2 team will be updating the STP for Stage 2.	N/A
8	QPRC, C+P	Eli Ramsland	Student Travel Plan	Section 2 - Figure 1	Change	The end of the section refers to Figure 1 and states it is an aerial image but what is shown in Figure 1 is a general plan of the school site. The discrepancy requires fixing	Noted. Referencing to be corrected.	Refer to Section 2 (The School)
9	QPRC, C+P	Eli Ramsland	Student Travel Plan	Section 3.2.2	Add	Additional active transport infrastructure that is currently in place include: offroad shared path on the eastern side of Envirova Dr between Tompsett Dr and Jerrabomberra Creek, offroad shared path on the western side of Envirova Dr between Jerrabomberra Creek and Stonerock Ave, the offroad shared paths have road crossings of Envirova Dr via refuge at the roundabout at Oxalis St and under the Jerrabomberra Creek bridge, offroad shared path around David Madew Oval and JPS. Footpath on southern side of Bayside Ct. Footpath around Jerrabomberra Lake. Onroad cycle lanes along both sides of Envirova Dr. Refuge Island on Bicentennial Dr near Coral Dr	Additional existing active transport infrastructure as listed by Council will be included.	Refer to Section 3.2.2 (Active Transport Infrastructure)
10	QPRC, C+P	Eli Ramsland	Student Travel Plan	Section 3.5	Change	The paragraph after Table 6 notes Table 2 when it should read Table 5	Referencing to be corrected.	Refer to Section 3.5 (Existing Student Travel Mode Share)
11	QPRC, C+P	Eli Ramsland	Student Travel Plan	Section 4.3	Query	Noting TNSW's comments that the target mode share for staff taking public and active transport modes should be increased, how do we see this realistically being achieved when a) don't think there are any bus services that accommodate the teacher's working hours b) majority of staff would not be living nearby c) they have resources/student work to carry to/from school. Would we be setting the STP for failure by increasing these modes share targets?	Per response to Comment 2 in this table.	Refer to Section 4.3 (Transport Mode Share Targets).
12	QPRC, C+P	Eli Ramsland	Student Travel Plan	Figure 10	Query	As the site is on a hill the bike parking areas near Building B, SE of upper playground and NW of sports terrace would be at a different height to David Madew Oval? assume that they are easily accessible from David Madew Oval?	Access to these spaces will be the similar path of travel to the bike spaces east of Block C though will then travel westward past the basketball courts.	N/A
13	QPRC, C+P	Eli Ramsland	Student Travel Plan	Figure 11	Change	Please note Council's comments (attached) in regards to the carpark in our submission for the DA modification. Comments relate to location of carpark driveway, lack of landing/footpath to make the student support bay operable and the waste truck operation	This matter is currently being addressed as part of the response to MOD R5.	N/A
14	QPRC, C+P	Eli Ramsland	Student Travel Plan	Section 5.3.2	Change	There is a lack of landing/footpath to separate the student support bay and the ramp. The bay is hard up against the ramp, so how will anyone open doors, get in and out of the vehicles?	This matter is currently being addressed as part of the response to MOD R5.	N/A
15	QPRC, C+P	Eli Ramsland	Student Travel Plan	Section 5.3.3	Change	The redesign of the carpark in the DA Modification needs to accommodate forward in and out movements for the waste truck to reduce risks associated with the vehicle reversing near vulnerable users and parked cars. Council also suggested the location of the carpark driveway be relocated closer to the cul de sac where Leven Ave is flatter versus where it currently is as the road here is 9% and the contractor raised concerns that large vehicles were at risk of tipping over when they turned into the driveway.	This matter is currently being addressed as part of the response to MOD R5.	N/A
16	QPRC, C+P	Eli Ramsland	Student Travel Plan	Section 5.4.2	Note	Noting TNSW's queries about parking for students coming from new developments. The only new residential development is South Tralee. The rest in Tralee and Poplars are commercial/industrial developments. There is to be no parking along Envirova Dr, not permitted as this is an onroad cycle lane so there is no requirement to cross Envirova Dr. There is an offroad shared path underpass of the bridge over Jerrabomberra Creek for riders though. Council will push for onroad parking to be available in Poplars Stage2 when Leven Ave should continue north into that development and look back into the traffic lights before Tompsett Dr.	Noted.	N/A
17	QPRC, C+P	Eli Ramsland	Student Travel Plan	Section 5.5	Note	Agree with TNSW's comments that excursion buses would not be able to use the bus bay if all of it is permitted to be used for visitor parking. How do deliveries to Building A work if all of the bus bay is assigned to visitor parking? Also check whether any standards restrict use of the bus bay along the 70km/h road without deceleration/acceleration lanes, when teh 40km/h school zone isn't in place	Per response to TNSW's comment: Following discussions with SINSW, excursion buses will be required to arrive and depart to/from the school during school peak periods only, being 8:30-9:30am and 2:30-4pm in the AM and PM respectively. The STP will be revised accordingly.	Refer to Section 5.5 (Bus Bay Arrangements)
18	QPRC, C+P	Eli Ramsland	Student Travel Plan	page 35	Note	Comment on use of bus bay as above	Per response to Comment 17 of this table.	Refer to Section 5.5 (Bus Bay Arrangements)
19	QPRC, C+P	Eli Ramsland	Student Travel Plan	page 36	Note	Comment on student parking as above	Noted and per response to TNSW comment on this matter, the STP will be updated to provide further discussion on student parking.	Refer to Section 5.4.2 (David Madew Oval - Student Parking)
20	QPRC, C+P	Eli Ramsland	Student Travel Plan	Section 5.7	Change	Comment on use of bus bay as above	Section to be updated and per response to Comment 17 of this table.	Refer to Section 5.5 (Bus Bay Arrangements)
21	QPRC, C+P	Eli Ramsland	Student Travel Plan	Table 12 first row	Change	Why advertise just one bike sale over others? would remove this as sixth row addresses uptake of cycling, walking is addressed by September. First row is really about data collection and reporting. This is repeated again in eighth row	The bike sale was only known when initially reviewing bike shops near the school. The owner of the bike shop advised there was a bike sale for the advised duration as they were closing down and moving elsewhere. As such, this was included as a 'one-time' initiative/messaging content in the communications plan to relay this sale to the school community and prior to the commencement of Term 3 (and before the bike shop closed down). With the sale being ended, this can be removed. Repeated row will be deleted	N/A
22	QPRC, C+P	Eli Ramsland	Student Travel Plan	Table 12 fifth row	Change	Snap Send Solve is an app. The graffiti and abandoned trolleys comment is irrelevant	Typo to be corrected.	Refer to Section 6 (Communications Plan) and Appendix E (Messaging)
23	QPRC, C+P	Eli Ramsland	Student Travel Plan	Table 12 last row	Change	This is a repeat and should be removed	Repeated row will be deleted	Refer to Section 6 (Communications Plan)

Ref No.				DPE Comments (13/11/2023) to STP (ref: 0747r01v02)	PDC Responses (30/11/2023)	STP Section Reference (ref: 0747r01v03)
2	(a)	be prepared by a suitably qualified consultant in consultation with Council and TfNSW;	Appendix A and B.	The STP was prepared by Julius Boncato (Senior Traffic Engineer) and reviewed by Hayden Calvey (Principal Traffic Engineer) at the traffic consultancy PDC. Their CV's are appended to the STP as Appendix A which show that they're suitably qualified and experienced consultants.	No action required.	N/A
				Evidence of consultation with TfNSW and Queanbeyan-Palerang Regional Council is appended to the STP as Appendix B. However, the evidence falls short of providing outcomes of the consultation. For example, the Department cannot determine whether all of TfNSW and Council's comments are supported by the Applicant or not, and where in the STP their feedback has been incorporated to reflect TfNSW & Council's views.	Spreadsheet collating Council and TfNSW comments and PDC responses has been appended to the STP. The spreadsheet outlines PDC responses and where applicable, where the comment has been addressed in the STP. Additionally, DPE comments has also been included and addressed similarly.	Refer to Appendix C (Summary Table of External Comments (Council, TfNSW and DPE) and PDC Responses)
3	(b)	include arrangements to promote the use of active and sustainable transport modes, including:	Section 4.1, Section 4.3.	Section 4.1 provides the objectives of the STP. Section 4.3 provides the mode share targets for both students and staff, comprising 'base', 'moderate', and 'reach' targets. However, the timeframe for the base, moderate and reach scenarios are not defined in the STP so it is not known when the targets are intended to be achieved by.	Timeframes for base, moderate and reach scenarios have been defined	Refer to Section4.3 (Transport Mode Share Targets)
	(i)	objectives and modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation		DPE Comment 3 Please revise s.4.3 to define the timeframe for the base, moderate and reach scenarios.		



Appendix D

Legend	
	Accessible Spaces (2)
	Car Park Vehicle Access
	Pedestrian Access Points to/from Car Park
	Staff Car Pool Spaces (3)
	Standard Staff Car Space (39)
	Support Bus Bay Drop-Off / Pick-Up





Appendix E

Karen Harragon
Director, School and Infrastructure Assessments
Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

01 June 2022

Dear Ms Harragon

**New High School in Jerrabomberra (SSD-24461956)
Response to request for additional information**

I refer to your letter dated 23 May 2022 requesting additional information in relation to the New High School in Jerrabomberra, generally in response to parking issues raised by Queanbeyan-Palerang Regional Council (Council) and comments by Transport for NSW (TfNSW).

School Infrastructure NSW (SINSW) on behalf of the Department of Education (DoE) has engaged with Council regarding the provision of on-street car parking, and explored additional opportunities for on-street car parking in the northern stub road and also within the bus bay adjacent Envriona Drive. As a result, Council has withdrawn its objection to parking-related issues. SINSW met with Council on 24 May 2022, and Council subsequently confirmed via email that it has withdrawn its objection (see email dated 26 May 2022 submitted previously to the Department of Planning and Environment under separate cover).

The key outcomes of the 24 May meeting with Council were:

- DoE commit to providing a minimum of 5 on-street parking spaces along the northern stub road and will endeavour to maximise the number of spaces (up to 7 may be possible based on current consultant advice). Refer to **Attachment A** for a plan mark-up discussed with Council that shows where these spaces will be located.
- DoE agree to enter into discussions with Council regarding joint use of David Madew Oval and associated car park.
- DoE agree to the use of the bus bay for parking outside of school zone times, noting the need to accommodate excursion buses within the bus bay.

Council recognise that further on-street parking could be provided by the developer of the 'South Poplars Innovation Precinct' (Poplars) as part of a future stub road extension. DoE will continue to consult with Regional NSW on the South Jerrabomberra Regional Jobs Precinct Draft Master Plan, particularly in relation to extending the existing stub road to link to the South Poplars Stage 2 development area and that a suitable level of on-street and off-street parking be provided as part of that development.

Please find following a response to the issues raised in your letter.

1. Student car parking

As evidenced by the Council email of 26 May 2022, it is noted that Council no longer objects to any parking-related matters.

As a matter of policy, DoE seeks to minimise on-site parking for new school developments as part of an effort to increase sustainable travel mode shares and reduce the use of private vehicles.

DoE will finalise the School Transport Plan in consultation with Council and TfNSW. The objective of the plan is to support students to walk, cycle or take a bus to access the school, with the self-drive option discouraged. Therefore, not providing parking for students, but providing active transport facilities and bus access options, supports this transport vision and objective.

However, any remnant student parking demand will be met through a combination of existing on-street parking in the area, future on-street parking along the stub road extension, and potentially parking in the David Madew Oval carpark (DoE seeks to enter into discussions with Council regarding joint use of the oval and carpark).

Regarding DPE's concerns about the school catchment area, DoE notes that the catchment area for the proposed high school is preliminary and is subject to change. Nonetheless, the project team considers that sufficient on-street parking will be provided for students as agreed with Council.

2. Visitor car parking

To reiterate, Council no longer objects to any parking-related matters. Visitors to the school will be able to utilise surrounding on-street parking including:

- The 7 car parking spaces located on the southern side of the stub road in the 'kiss 'n drop' zone outside the designated no parking hours of 8:00 am–9:30 am and 2:30 pm–4:00 pm Monday–Friday.
- The minimum 5 parallel parking spaces that will be provided on the northern side of the stub road.
- Parking within the bus bay adjacent Environa Drive (outside of school zone times).

Note that school grounds must be safe for all students, staff and visitors. Parking areas may be available for use by visitors at the discretion of the principal.

I trust this information enables DPE to finalise its assessment of the application and issue draft conditions.

If you have any further queries, please do not hesitate to contact the undersigned or Sarah Kelly on 0419 125 237.

Yours sincerely,



Lachlan MacDonald
Senior Project Director
School Infrastructure NSW

Attachments –

Attachment A: Plan mark-up showing stub road parking



Appendix F



**JERRABOMBERRA
HIGH SCHOOL**



**Transport
for NSW**

Did you know that your child may be eligible for

FREE or DISCOUNTED TRAVEL

to and from school under the School Student Transport Scheme (SSTS)?



Visit <https://www.service.nsw.gov.au/transaction/apply-for-a-school-travel-pass> to check your eligibility and apply TODAY

**SCAN TO LEARN
MORE!**



KISS AND RIDE ETIQUETTE



Drop your kids off safely at the designated Kiss and Ride spots near the school



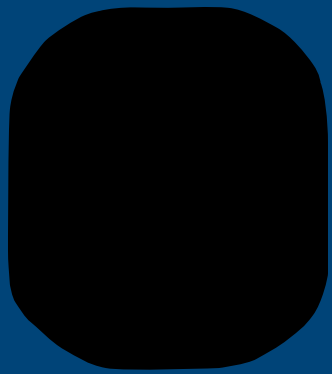
Kiss and Ride zones are active
8:00 AM - 9:30 AM and 2:30 PM - 4:30 PM



A vehicle may only stop at a kiss and ride zone for a maximum of 2 minutes. This area is a 'NO PARKING' zone.



Parents and/or Carers must stay within
3 METRES of the vehicle



Be Bus Aware

Buses are **large, heavy vehicles** and can't stop quickly.



PEDESTRIANS

- Plan ahead and don't rush for the bus
- Avoid being distracted by mobile devices
- Stand back from the kerb when waiting for a bus

STOP! One step back from the kerb

LOOK! Continuously both ways

LISTEN! For the sounds of approaching traffic

THINK! Whether it is safe to cross and keep checking until safely across



DRIVERS

- Give way to buses
- Slow down to **40km/h** when bus lights are flashing, unless a lower speed limit applies
- Look out for children crossing the road near bus stops, in school zones or along bus routes

SCAN TO LEARN MORE
ABOUT BUS SAFETY





Appendix G



JERRABOMBERRA HIGH SCHOOL

Transport Access Guide

SEPTEMBER 2023

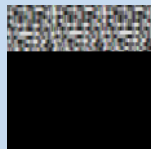
Project overview

Jerrabomberra High School aims to promote sustainable modes of travel to help create a green future for all. The options below include a variety of active transport options such as walking, buses and more to help students pursue their education whilst being environmentally conscious.

School Student Transport Scheme

The School Student Transport Scheme (SSTS) gives eligible school students free or subsidised travel between home and school on NSW public transport

Visit: www.service.nsw.gov.au/transaction/apply-for-a-school-travel-pass



Something broken on the way to school?

Use the Snap Send Solve app or website to report issues to the people who can fix them.

Things like abandoned trolleys, broken footpaths or water leaks can all be reported in the app.

Download it today from the App Store or Google Play. Or visit www.snapsendsolve.com

Message from your Principal

Hey everyone,

The wait is finally over, and I am honoured to welcome you all to our new Jerrabomberra High School. The bricks are laid, the concrete has been poured and the walls have been painted. Now we need you, the community, to take control and transform this from a mere building to a school.

As part of our ongoing commitment to sustainability, we are focusing on active transportation for traveling to school. Just as huge strides start with small steps, every student should endeavour to use sustainable modes of transport to make their mark in a much bigger picture. So be keen to go green and hop on a bus instead of your car. Get ready to ride the green wave with us and show the world that our school is leading the way in making a positive impact! To get you started, this guide will help you make active transport choices that go a long way in minimising your carbon footprint.

As always, a massive thank you all for the support and patience as we navigate these changes and I can't wait to see you all back after the break. Same faces in new places, so lets bring in that green attitude for the commencing term!

Scott O'Hara
Jerrabomberra High School

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au





Catching the bus to school

The Jerrabomberra Public School, Coachwood Ave Bus Stop (Stop ID: 26194) which is located less than 800 m away from the school provides students access to the public and school bus transport.

Additionally, the proposed bus stop on Envriona Drive on the frontage of the school will provide students with further access to bus routes. More information on the services will be provided soon.

S36	○	Jerrabomberra to Queanbeyan (Loop Service)	○
S103	○	Jerrabomberra PS to Queanbeyan West	○
S109	○	Jerrabomberra to Queanbeyan High via Letchworth	○
S128	○	Jerrabomberra Public to Jerrabomberra Waterfall Dr	○
S130	○	Jerrabomberra to Daramalan College via Carolyn Jackson Dr	○
S138	○	Jerrabomberra Public to Jerrabomberra Edwin Land Pkwy	○
S141	○	Daramalan College to Jerrabomberra via Letchworth	○
S145	○	St Edmunds and St Clares Colleges to Letchworth via Jerrabomberra	○
S155	○	Queanbeyan High to Jerrabomberra via North Tce & Letchworth	○
S160	○	Jerrabomberra to Calwell High	○
S161	○	Jerrabomberra Nth Tce to Red Hill Public via Jerrabomberra & Letchworth	○
S163	○	Queanbeyan Tharwa Rd to St Peter & Paul Primary via Jerrabomberra	○
S171	○	St Francis of Assisi Primary to Jerrabomberra via Waterfall Dr	○
S172	○	Jerrabomberra to St Gregorys Primary via Letchworth	○
S173	○	St Benedicts Primary to Jerrabomberra and Letchworth	○
S175	○	St Peter & Paul Primary to Queanbeyan Tharwa Rd via Jerrabomberra	○
S179	○	Campbell High to Jerrabomberra Limestone Dr via Letchworth	○
S180	○	Jerrabomberra to Telopea Park School via Waterfall Dr	○
S189	○	Jerrabomberra to Jerrabomberra Public via Waterfall Dr	○
S191	○	Jerrabomberra Public to Queanbeyan West Public via Letchworth	○
S198	○	Jerrabomberra Limestone Ave to Holy Family Primary	○
S216	○	Jerrabomberra Public to Googong	○



Cycling to school

Jerrabomberra High School is facilitated by numerous paths and roadways that makes cycling a viable option for travel. The map overleaf shows the available bicycle paths that you can take to school. To support this initiative, the school has provided 114 bicycle parking spaces that can be used by students, staff and visitors.

Always ensure you ride safely by:

- Wearing a correctly fitted helmet
- Keeping to the left
- Taking extra care when on or near a busy road or driveway
- Slowing down near pedestrians and leaving a 1 metre space when riding past them.



Walking to school

Students are able to take advantage of the walking paths available to opt for a healthier alternative to transport. See the map on the next page for an overview of the safe walkways surrounding Jerrabomberra HS.

For a safe journey:

- Always use crossing facilities when possible and do not jaywalk
- Be conscious of your surroundings and other pedestrians.
- Be aware of cyclists and cars exiting driveways



Kiss and Ride

Kiss and ride facilities are provided along the southern kerbside of Lexcen Ave. The bay will be signposted with 'No Parking' signage between the hours of 8 am – 9:30 am and 2:30 pm – 4:30 pm during school days. The School's expectation for those using the Kiss and Ride areas is that parents / carers must remain within the vehicle and may stop for up to a maximum of 2 minutes.

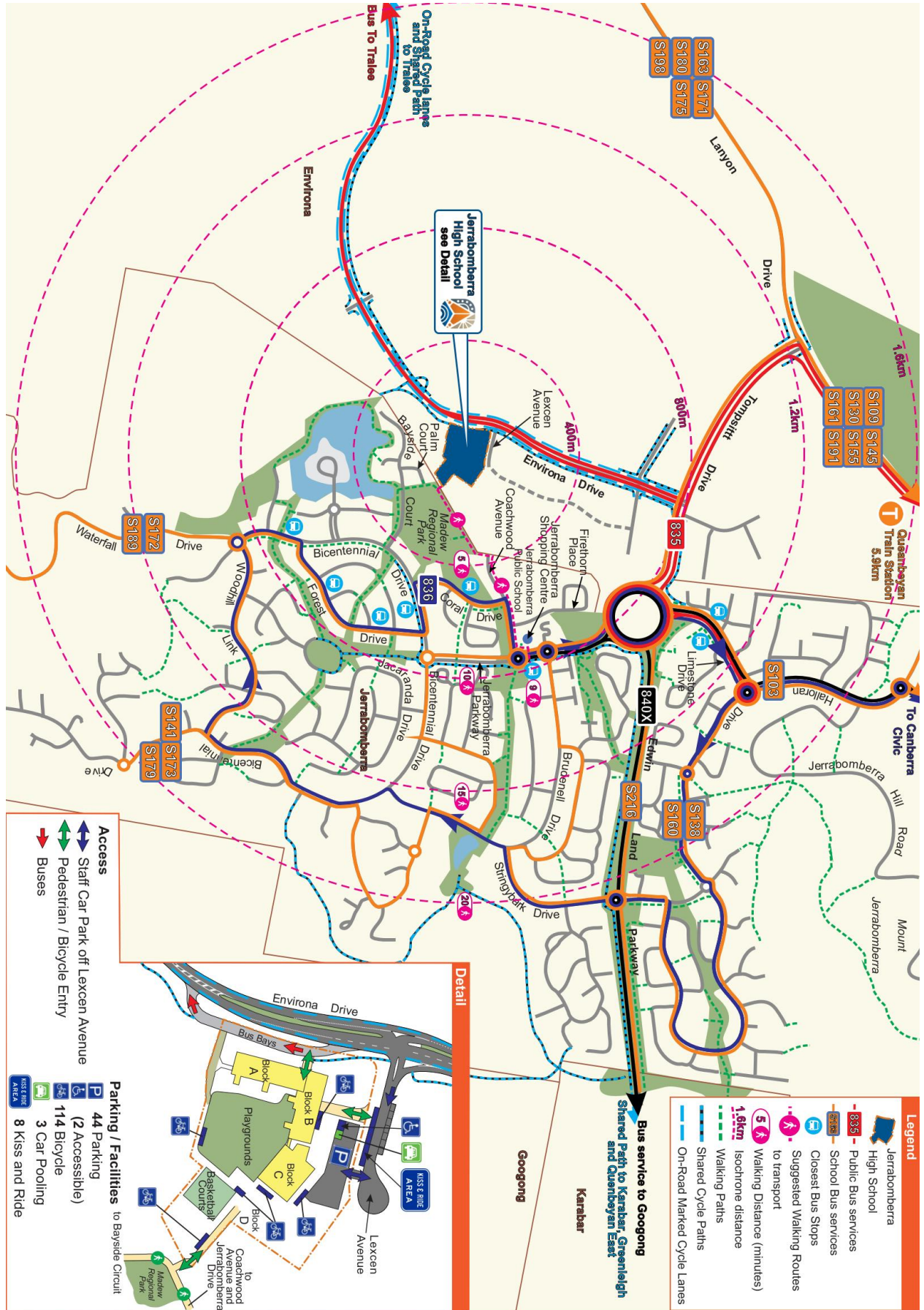


Carpooling to work

Carpooling to school is an eco-friendly and efficient way for to commute to work. Less cars mean less traffic and congestion on the road. Staff are encouraged orgainse shedules or 'rosters' and collaborate with each other to get to work in a more pleasant, stress-free and economical way. Carpool drivers can park in the 3 designated carpool spaces within the staff car park

For more information contact:

School Infrastructure NSW
 Email: schoolinfrastructure@det.nsw.edu.au
 Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au



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 Email: schoolinfrastructure@det.nsw.edu.au
 Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au



Appendix H

Please read the below before starting the interview:
 School Infrastructure NSW are conducting this questionnaire to understand how you travel to school. This should take 5 minutes to complete. Please complete the survey by xx/xx/xx.
 If you have transport feedback for our team, please contact us at _____@.com.au

Principal questionnaire
 About the school operations

required 1 School name and suburb: [free form]
 required 2 How many students are enrolled? Please enter the total number in the text box. (up to 4 digit number)
 required 3 What age group does your school serve? [pick one]
 k-2
 k-6
 7-12
 k-12
 VET
 Other (please specify)

required 4 On a typical day, how many employees and volunteers are on-site (including Permanent, Temporary, Casual, and Volunteers)? Please enter the total number in the text box. [3 digit number]
 required 5 What is the school start bell time? hh:mm
 required 6 What is the school finish bell time? hh:mm
 optional 7 If you school has multiple or staggered bell times, please describe: [free form]
 required 8 How many OOSH places? [3 digit number]
 required 9 When does OOSH start? hh:mm
 required 10 When does OOSH finish? hh:mm
 optional 11 Please share any additional information about OOSH. Is it at capacity? Busier in the morning or afternoon or on specific days? [free form]

About school transport infrastructure

required 12 Any transport policies? ie When are students permitted to travel independently to school? Are students discouraged from riding bicycles, wheeled devices? [free form]
 required 13 How many pedestrian entries to the school? [1 digit number]
 required 14 How do you manage pedestrian entries? [free form]
 required 15 How much parking is available at the school, on the school grounds? Please enter a number from 0-999 in each text box.
 total car spaces [3 digit number]
 any bicycle parking spaces [3 digit number]
 any carpool parking spaces [2 digit number]
 any accessible car parking spaces (DDA compliant) [2 digit number]
 any motorcycle or motor scooter parking [2 digit number]
 any visitor parking [2 digit number]
 any loading zones for deliveries [2 digit number]
 any vehicles parked on sports fields, green space or play areas [2 digit number]
 any student car parking [3 digit number]
 any bus or shuttle parking (on-site) [2 digit number]
 any scooter / skateboard / wheeled toy parking? [3 digit number]

transport management

required 16 Does your school have end of trip facilities (showers, lockers and change rooms) for staff or students that Yes [pick 1]
 No
 required 17 If you have car parking, how is this parking allocated (e.g. longest service, hierarchy, furthest distance travelled, key role)? [free form]
 required 18 Is your school well connected to the footpath network in the surrounding neighbourhood? If not please describe any issues. [free form]
 required 19 Where do school buses stop at your school? Please tick all that apply: School bus bay within campus grounds [tick all that apply]
 School bus bay on the street adjacent to the school
 School buses use the bus stop for regular services near the school
 The school is not served by school buses
 required 20 Do you have pedestrian operations or infrastructure other than footpaths near your school entries? Please tick any that apply: School crossing supervisor [tick all that apply]
 Zebra crossing
 Refuge
 Pedestrian Signal
 No pedestrian operations or infrastructure
 Other (please specify)
 required 21 Does the school have a traffic and parking management plan for day-to-day operations and / or functions, events, carnivals? Yes [pick 1]
 No
 required 22 Does the school or a third party operate shuttles, buses or vans for the Journey to School? Yes [pick 1, free form to explain more about the bus operations - what school bus number]
 No

required 23 Do you offer staff any transport benefits? Please tick all that apply: vehicle salary packaging [pick any]
 Opal cards
 car parking
 fleet motor vehicle
 fleet bicycle
 GoGet or car share membership
 kilometer reimbursement
 travel reimbursement
 carpool matching program
 carpool incentives
 Other (please specify)

required 24 Do you offer students any transport programs? Please tick any that apply: Travel Access Guide for students, parents and visitors [pick any]
 Carpool matching program
 School crossing staff or volunteers at zebra crossings (lollipop, etc)
 Independent walking training
 Walk to School
 Walking school buses
 Ride to School
 Walk and Wheel Wednesdays
 Road safety education
 RideScore
 Buses or shuttles for school excursions
 Incentives for sustainable transport use
 No
 Other (please specify) [free form]

required 25 Does the school have a managed 'kiss and drop' location for students to be dropped off and picked up by private car? Please tick all that apply: Yes, on school grounds [tick all applicable]
 Yes, on a street adjacent to school grounds
 No managed 'kiss and drop' location
 Other (please specify)

optional 26 Do parents picking up and dropping off students cause traffic issues around your school? If so, do you receive complaints about these issues from parents or community members? Please describe any issues. [free form]

optional 27 Do you have other schools close enough to you that the two schools create conflicting traffic issues? If so, have you tried to coordinate transport solutions with them and what has been the result of that? [free form]

required 28 Do you place any restrictions on students riding a bicycle to school? Yes [pick 1]
 No

required 29 What school resources do you use to manage the arrival and departure of students? (e.g. staff managing drop off and pick up processes, staff walking students to bus stops, etc) If staff are helping to manage transport, please estimate the total staff hours spent on this each week. [free form]

communications

optional 30 Which communication channels do you use with staff, students, parents and friends? please tick all that apply: Social media [pick 1]
 E-newsletter
 Hard copy / print newsletter or flyers
 Printed posters
 School website
 School intranet
 Other (please specify)

optional 31 Which communication channels do you prefer we use with you regarding transport information? please tick all that apply: Social media [pick 1]
 E-newsletter
 Hard copy / printletter
 Phone call
 Other (please specify)

optional 32 How do you travel to school? [pick one]
 drove a car and parked on-site
 drove a car and parked nearby
 dropped off (driver did not stay)
 bus
 train
 ferry
 walked (incl ped scooter, skateboard, rollerblades)
 rode a bicycle
 motorcycle / motorscooter

optional 33 How frequently do you travel to school using something other than driving alone (e.g. public transport, walking, cycling or carpooling)? Never [pick 1]
 Less than once a fortnight

At least once a fortnight
Weekly
Several times a week
Every day

required	34 Which teachers have completed Road Safety Education training for the HPE curriculum)	[name, contact email]
required	35 Who is your Asset Management Unit officer?	[name, contact email]
required	36 Who is your WHS advisor?	[name, contact email]
required	37 What aspect of transport are you prepared to promote in your Principal's message for the Travel Access Guide	[free form]
required	38 Are you aware of any other transport initiatives underway in your local area or at other schools which would support our Transport Assessment.	[free form]
required	39 Any other transport feedback for our team? any existing traffic / transport concerns? (road safety, vehicle speeds, traffic volumes, school buses, public buses, active transport)	[free form]
optional	40	[any question the DEL would like to use this all school opportunity ask / seek an answer]

landing page following the questionnaire:

If you have feedback between questionnaires, please use this link to notify local councils, utilities or other authorities of issues that need addressing in your community.
<https://www.snapsendsolve.com/>

Please read the below before starting the questionnaire:

School Infrastructure NSW are conducting this questionnaire to understand how you travel to school. This should take 5 minutes to complete. Please complete the survey by xx/xx/xx. If you have transport feedback for our team, please contact us at _____@.com.au

required	1	Are you staff, student or parent / carer of a student?	<ul style="list-style-type: none"> staff-permanent staff temporary staff casual volunteer student parent / carer 	[pick one]
required, if this goes to multiple schools, add a drop down with each school participating:	2	Which school do you attend?		[drop down]
required - adapt infants, PS or HS or community school as required (k-6 or 7-12)	3	What year are you (or your child) in?	<ul style="list-style-type: none"> k-2 3-6 7-10 11-12 more than one student 	[drop down]
required	4a	Which post code did you travel from on survey day?		[free form]
required	4b	Which suburb did you travel from on survey day?		[free form]
required	5	How did you travel to school on the survey day?	<ul style="list-style-type: none"> drove a car and parked on-site drove a car and parked nearby dropped off (driver did not stay) bus train walked rode a bicycle or other rideable (incl ped scooter, skateboard, rollerblades) motorcycle / motorscooter 	<p>[pick one]</p> <p>4b If this is directed at primary school return home</p> <ul style="list-style-type: none"> drive to work drive to public transport drive to errand(s) other
optional	6	If you travelled by bus, which bus number did you catch?		[free form]
optional	7	If you drove a car, how many passengers were in the car?	<ul style="list-style-type: none"> 0 -- just me 1 -- 1 passenger, 1 driver 2 3+ 	[pick one]
optional	8 (for students)	If you were dropped off by a car, where did the car go next? Please be specific, ie "to work in Parramatta"		[free form]
optional	9 (for students)	Do you use a different transport mode since Covid-19? If	<ul style="list-style-type: none"> drove a car and parked on-site drove a car and parked nearby dropped off (driver did not stay) bus train combination bus + train or more than 1 bus walked rode a bicycle or other rideable (incl ped scooter, skateboard, rollerblades) motorcycle / motorscooter 	[free form]
optional	10 (for staff)	If you drove, what is your primary reason for doing so?	<ul style="list-style-type: none"> dropping off / picking up child(ren) need the car to drive elsewhere before school (e.g sport, work, an appointment) need the car to drive elsewhere after school (e.g sport, work, an appointment) health reasons convenience lack of transport options (e.g. no bus service or footpath) worried about road safety / busy roads worried about heat / shade worried about weather variation (rain, hail, wind) did not drive other (please specify) 	[pick up to 3]
required	11	what time do you arrive at school?	<ul style="list-style-type: none"> before 6:15 am 6:15-6:30 6:30-6:45 6:45-7:00 7:00-7:15 7:15-7:30 7:30-7:45 7:45-8:00 8:00-8:15 8:15-8:30 8:30-8:45 8:45-9:00 after 9:00 	[pick one]
required	12	what time do you leave school?	<ul style="list-style-type: none"> before 2:45pm 2:45-3:00 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 after 5:30 	[pick one]
optional	13	which measures would encourage you to walk or ride a bike to school?	<ul style="list-style-type: none"> lower speed roads place to store my helmet place to store my scooter / skateboard better lighting more shade more weather protection (eg covered walkways) back up options in case of inclement weather (bus, train or car for rainy days or days when the weather changes) shower / change rooms safe bicycle parking information on safe routes bicycle group so I can ride with others walking group so I can walk with others loan / discount to buy a bicycle / helmet other (please specify) 	[pick up to 3]
optional	14	which measures would encourage you to use public transport?	<ul style="list-style-type: none"> cheaper public transport more frequent public transport bus route to my neighbourhood improved waiting area at school (shade / weather protection) improved waiting area at home (shade / weather protection) better connections to other transport (train or bus) 	[pick 2]

optional	15	which measures would encourage you to carpool	<ul style="list-style-type: none"> public transport group so I can ride with others information about public transport other (please specify) help finding someone to carpool with reduced parking cost know the driver personally free parking sharing driving responsibility certainty in finding a car space (ie dedicated car space for carpoolers) secure parking a ride home if I needed to assist with a sick child / personal responsibilities other (please specify) 	[pick 2]
required	16	any other transport feedback for our team?		[free form]

optional 17 Do you use the same transport mode to school as you did before COVID-19? [any question the principal would like to use this all school opportunity ask / seek an answer]

landing page following the questionnaire: <https://www.snapsendsolve.com/>
 If you have feedback between questionnaires, please use this link to notify local councils, utilities or other authorities of issues that need addressing in your community.

School characteristics	School name	
	School type	
	primary, high school, selective, central, private	
	LGA	
	(post amalgamation if different)	
	existing school transport policy? (eg promote active travel, prevent bicycle-riding)	
	TAG on school website (multi-modal, not just map)	
	Student population at survey date	
	Staff-total at survey date	
		Staff-FTE
		Staff-PTE
	School bell time (am)	
	School bell time (pm)	
<i>any staggered start arrangements in place?</i>		
OOSH places on-site		
OOSH hours		

Student travel demand	Within "crow flies" catchment of pedestrian entries	
	1-400 metres	
	401-800 metres	
	801-1200 metres	
	1201-2400 metres	
	2400-3600 metres	
	within 1.6 or 2 km SSTS exclusion zone (crow flies)	
	Within on-path or "actual" catchment of pedestrian entries	
	1-400 metres	
	401-800 metres	
	801-1200 metres	
	1201-2400 metres	
	2400-3600 metres	
	within 2.3 or 2.9 km SSTS exclusion zone (on-path)	
	total within a 400 m walk to a bus / train / ferry trip which would bring the student closer to school <i>but</i> excluded from SSTS	
total within a 400 m walk to a bus / train / ferry trip which would bring the student closer to school <i>and</i> eligible for SSTS		
total within a 400 m walk to a bus / train / ferry trip which would bring the student closer to school		

Site transport access	Total pedestrian entries	
	Any bicycle parking off-street	
	Any wheeled device parking off-street (ped scooters, skateboards, helmet storage)	
	Any end-of-trip facilities	
	Total public transport and school bus routes serving the site	
	Bus operator(s) and school bus operator(s)	
	Bus bay length	
	Car parking required in (DCP)	
	Car parking provided off-street	

	Drop off / pick up for students off street (m)	
	Drop off / pick up for students on street (m)	
Site transport observations	Pedestrian demand (entry 1)	
	Pedestrian demand (entry 2)	
	Bicycle parking occupancy	
	Wheeled device occupancy	
	Parking occupancy	
	Informal parking observed	
	Kiss-and-drop queue length (area 1)	
Kiss-and-drop queue length (area 2+ if required)		
Informal kiss-and-drop behaviour (double parking, u-turn, etc)		
Survey information	Date conducted	
	Distribution method (email newsletter, student email, FB post, P&F, hard copy, intercept, all, other)	
	Survey conducted for (1 day, 1 week)	
	total student/parents participants	
	staff participants	
	FTE responses	
	PTE responses	
Survey / questionnaire	student mode share	
		<i>Public transport mode share</i>
		<i>(if not split by mode in previous surveys)</i>
		Public bus
		School bus
		Train (incl light rail, metro, heavy rail)
		Ferry
	Car driver	
	Car passenger	
	Walk only	
	<i>(includes ped scooter, rollerblade and skateboard)</i>	
	Bicycle	
	Other	
staff mode share		
Bus		
Train (incl light rail, metro, heavy rail)		
Ferry		
Car-drive alone		
Car passenger, car left (carpool or uber)		
Car passenger, carpooled and car stayed		
Walk only		
Motorcycle / motor scooter		
Bicycle		
Other		
atio	report date	

Report informa

report name
traffic counts conducted Y/N
consultant
engaged by (Education, SINSW, architect, PM, other)
any additional conditions during DA

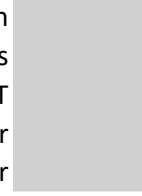


Proposed mode share

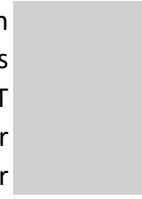
Staff

Student

Train
Bus
AT
Car driver
Car passenger



Train
Bus
AT
Car driver
Car passenger



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