

NAVIANTO GROUP

TRANSPORT PLANNING & TRAFFIC ENGINEERING

Jindabyne Education Campus – SSD 15788005

Operational School Transport Plan

163A and 163B Barry Way, Jindabyne

2 May 2025

Version STP_Rep02D02

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2 May 2025

Our Reference: 1018_Ostp_Rep02d02 Jindabyne Ec

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1 Introduction

1.1 Purpose of this report

Hansen Yuncken, on behalf of the NSW Department of Education, has commissioned Navianto Group to prepare an Operational School Transport Plan (OSTP) for submission to the Department of Planning, Housing and Infrastructure (DPHI) to satisfy the requirements of Condition D25 of State Significant Development 15788005 (the SSD) for the Jindabyne Education Campus at 207 Barry Way, Jindabyne (the site) (now known as 163 Barry Way, Jindabyne).

Due to the ongoing road works along Barry Way, this report outlines the Operational School Transport Arrangement for Term 2, 2025. This OSTP is generally consistent with the OSTP prepared for Term 1 2025 but updated to include monitoring results of Term 1 2025 and includes changes required for Term 2.

This report is prepared by a team of suitably qualified consultants, Dora Choi and Tanya Chen, whose CVS are attached in Appendix A.

1.2 SSD 15788005 – Mod 3

Condition D25 and sections of this report prepared specifically in response to the condition of consent are provided in Table 1.1.

Table 1.1: Condition D25 School Transport Plan SSD1578805 – Mod 3

D25	School Transport Plan	STP Report Reference
	Prior to commencement of operation, a School Transport Plan (STP), must be submitted to the satisfaction of the Planning Secretary. The plan must:	This Operational School Transport Plan
(a)	Be prepared by a suitably qualified consultant in consultation with Council and TfNSW;	Refer to Section 1.1 and Appendix A
(b)	Include arrangements to promote the use of active and sustainable transport modes, including: <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. 	Refer Section 3 Refer to Sections 3.9 and 3.11 Refer to Sections 3.10 and 3.11 Refer to Sections 3.10, 6 and 7
(c)	Include operational transport access management arrangements, including:	Refer Section 4



	<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 of the drop-off and pick-up of students by buses and coaches including staff management / traffic controller arrangements; (v) Delivery and service 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 arrangement and management associated with the proposed use of school facilities by community members; and 	<p>Refer to Sections 4.1 and 4.4</p> <p>Refer to Sections 4.6, 4.8, 4.9, 4.10, 4.11, 4.12 and Figure 3.2.</p> <p>Refer to Sections 4.2, 4.3 and 4.13</p> <p>Refer to Sections 4.2, 4.3 and 4.5</p> <p>Refer to Sections 4.2, 4.3, 4.5 and 4.10.</p> <p>Refer to Section 4.2 and 4.3.</p> <p>Refer to Section 4.2, 4.3 and 4.13</p> <p>Refer to Section 4.11</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;	Refer to Section 3.10 and Section 5
(e)	Be consistent with the Operational School Travel Plan, prepared by Navianto Group and dated 8 January 2025; and	This Operational School Transport Plan
(e)	Have a monitoring and review program for the operational life of the schools including reviews and updates (where required) every 3 months until the permanent intersection treatments required by Condition D16 are complete.	Refer to Section 6 and 7



1.3 References

The following documents were reviewed and considered in the preparation of this Operational School Transport Plan:

Mod 3

- Reports prepared on behalf of Hansen Yuncken for Modification 3
- Architectural Plans prepared by Pedavoli Architects (04 September 2024)
- Jindabyne Education Campus - Operational School Travel Plan, prepared by Ason Group (03 December 2024)
- Jindabyne Education Campus – MOD 3 Transport Impact Assessment (31 October 2024)

SSD 15788005

- Traffic Assessment (Reference 520703, Revision 1, 3 December 2021), prepared by Aurecon
- Transport Assessment (Reference 511976, Revision 4, 3 December 2021) prepared by Aurecon
- Preliminary School Transport Plan (Reference 511976, Revision 1, 2 August 2021) prepared by Aurecon
- Response to Submissions – SSD 15788005, Reference STH08/00725/04 prepared by Transport for NSW
- SSD-15788005 Development Consent, 10 August 2022
- Department of Planning and Environment Stamped Architectural Plans prepared by Djrd Architects (granted on 10 August 2022)

SSD 15788005-MOD-1

- Transport Assessment (Reference P0338r2v2, 31 October 2022), prepared by Arc Traffic + Transport
- SSD-15788005-Mod-1 Development Consent, 09 May 2023
- Architectural Plans prepared by Pedavoli Architects (16 November 2022)

SSD 15788005-MOD-2

- Architectural Plans prepared by Pedavoli Architects

Review of Environmental Factors 1 (REF 1)

- Barry Way Civil Engineering Works Drawings – Review of Environmental Factors (15 April 2024) prepared by Northrop

Review of Environmental Factors 2 (REF 2)

- Barry Way Civil Engineering Works Drawings – Review of Environmental Factors prepared by Northrop

Review of Environmental Factors 3 (REF 3)

- Temporary Access Road to the Jindabyne Education Campus – Decision Statement (27 November 2024)

Section 138 Submissions

- RA-2024-2804, approved in April 2024 – Northern T-Intersection early works on Barry Way
- RA-2024 -2259, approved September 2024 – Northern T-intersection whole package of works on Barry Way
- RA-2024-4254, approved August 2024 – Southern roundabout early works on Barry Way



- RA-2024-3045, approved October 2024 – Southern roundabout road upgrade works from single carriageway to a roundabout at the Barry Way / Jindabyne Sport & Recreation Centre intersection

Snowy Monaro Regional Council

- Jindabyne Development Control Plan 2024, adopted version 16 August 2024
- Snowy Monaro Regional Council Development Design Specification D1 Geometric Road Design
- Snowy Monaro Regional Council Active Transport Plan 2024

NSW Government

- Snowy Mountains Special Activation Precinct Community Updated April 2024

1.4 Stakeholder Consultation

Since June 2024, Navianto Group has participated in several consultation meetings with Snowy Monaro Regional Council, TfNSW, and Cooma Coaches.

Our record of consultation meetings are detailed in Table 1.2.

Table 1.2: Consultation Record

Meeting Date / Consultation Date	Meeting Attendees Authorities	Issues Discussed
27 August 2024 – MS Teams	<p><u>Snowy Monaro Regional Council:</u> Zachary Crombie-Brown Tanveer Ahmad Sarah Brown</p> <p><u>SI:</u> Jim Lewis Robin Roy</p> <p><u>Hansen Yuncken:</u> Daniel Spirit-Jones Rohan Dubois</p> <p><u>Colliers:</u> Adam Howard Patrick Rogers Chelsea Balzan</p>	<p>Discussion concerning Barry Way water mains works details.</p> <p>Discussion concerning water mains works delaying the completion of Barry Way road works, which results in the need for an interim access arrangement for the northern intersection and arrangements with the southern intersection.</p> <p>Council asked for clarification on whether there will be any arrangements to physically ban right turn and u-turn manoeuvres from south approach Barry Way vehicles into the interim slip road (particular concern raised over the use of Jillamatong Street and other local road intersections with Barry Way).</p> <p>Council discussed up-coming road works associated with a private development further north along Barry Way.</p> <p>Council asked whether the project team considered constructing the southern roundabout first with turn-around arrangements within the site.</p> <p>Navianto advised that the team is looking into construction staging. The on-site turnaround was previously investigated but was not feasible due to constraints (insufficient turnaround space within the staff car park, or along Education Road to create a turnaround area). Alternative u-turn locations along the public road network (i.e., other local road intersections) are not feasible due to the lack of roundabout / suitable intersection treatments, sightline considerations, and road safety considerations.</p>



<p>25 September 2024 – MS Teams Meeting</p>	<p><u>Snowy Monaro Regional Council:</u> Zachary Crombie-Brown Tanveer Ahmad Volker Georgi Peter Smith</p> <p><u>TfNSW:</u> Maurice Morgan Sharon Horner</p> <p><u>SI:</u> Jim Lewis Robin Roy</p> <p><u>Hansen Yuncken:</u> Daniel Spirit-Jones Rohan Dubois</p> <p><u>Colliers:</u> Adam Howard Patrick Rogers Chelsea Balzan</p>	<p>Navianto Group presented interim slip road arrangement, detour arrangement and intersection operations in Term 1, 2025.</p> <p>Council: Volker raised concerns over the detour arrangement and likelihood of south approach vehicles not following detour and u-tuning at a local road intersection. Concerns over compliance with the no right turn from Barry Way into the interim slip road.</p> <p>TfNSW: Sharon Horner raised concerns about the school zone signs needing relocation due to incomplete Barry Way works. Requested a consolidated work zone speed zone plan with proposed school zone location, and TGS details.</p> <p>Discussion of detour – detour involving Kosciuszko Road / Barry Way requires Road Occupancy Licence (ROL).</p> <p>Discussion over the need to seek confirmation from the bus operator over the detour arrangement. Consultation with Salma Cook (Manager, Bus Contracts, Southern Region) and Cooma Coaches required.</p> <p>TfNSW asked whether the project team considered constructing the southern roundabout first with turn-around arrangement within the site.</p> <p>Navianto advised that the on-site turnaround was previously investigated and is not feasible due to constraints (insufficient turnaround space within the staff car park, or along Education Road to create a turnaround area). Alternative u-turn locations along the public road network (i.e., other local road intersections) are not feasible due to the lack of roundabout / suitable intersection treatments, sightline considerations, and road safety considerations.</p>
<p>27 September 2024 – Telephone conversation and e-mail</p>	<p><u>Cooma Coaches:</u> Geoff Ferris</p> <p><u>Navianto Group:</u> Dora Choi</p>	<p>Telephone discussion about Term 1 interim traffic management arrangement.</p> <p>Discussion concerning bus circulation requirements. Cooma Coaches requires right turn from Barry Way onto interim slip road.</p> <p>Discussion about potential remote kiss and drop. Navianto Group will request and facilitate the release of de-personalised data so that Cooma Coaches can provide planning assistance.</p>
<p>15 October 2024 – Telephone conversation and e-mail</p>	<p><u>TfNSW – Bus Contracts</u> Salma Cook</p> <p><u>Navianto Group:</u> Dora Choi</p>	<p>Telephone discussion concerning Term 1 interim site access and discussion between Dora Choi and Geoff Ferris.</p>



		<p>Provide briefing on the status of road works, interim access and proposed detour via Barry Way / Kosciuszko Road roundabout. Dora Choi informed Salma Cook that Cooma Coaches requested right turn access from Barry Way into the interim site access under traffic control arrangement.</p> <p>Salma Cook informed Dora Choi that there is a meeting scheduled for 15 October 2024 within TfNSW (with the TfNSW Bus Planning, and Sharon Horner of TfNSW) to obtain an update on the project. Salma Cook recommended that Dora Choi should attend the meeting to provide an update to TfNSW.</p> <p>Dora Choi discussed that the Jindabyne Public School and Jindabyne High School are not available for selection in the SSTS portal. Salma Cook will liaise with the relevant personnel within TfNSW and circulate an e-mail for the matter to be resolved.</p>
15 October 2024 – MS Teams Meeting	<p><u>TfNSW</u> Lara Manderson – Bus Planning Josh Tang – Bus Planning Sharon Horner</p> <p><u>SI</u> Robin Roy Russell Humble Santi Botross</p> <p><u>Navianto Group</u> Dora Choi</p>	<p>Dora Choi presented the draft Term 1 interim school zone time traffic management plan (which incorporates temporary traffic management and school zones).</p> <p>Discussion with Lara Manderson and Josh Tang concerning the interim access road, Cooma Coaches requirements.</p> <p>Sharon Horner commented on school zone signage requirements and need of a detailed construction traffic management methodology plan. The interim school zone signs will not have dynamic (flashing light or LED speed zone) element.</p> <p>Lara Manderson and Josh Tang advised that any additional buses triggered by construction staging may not be funded by TfNSW.</p>
19 November 2024 – MS Teams Meeting	<p><u>SI</u> Cameron Thomson Jim Lewis Robert McKnight</p> <p><u>Snowy Monaro Regional Council:</u> Peter Smith</p> <p><u>TfNSW</u> Maurice Morgan Blair Oliver</p> <p><u>DPHI</u> Madeline Thomas Bethany Lane Karen Harragon</p> <p><u>Colliers</u> Adam Howard</p> <p><u>Hansen Yuncken:</u></p>	<p>Cameron provided an overview of the Jindabyne Education Campus project, highlighting the modifications to the SSD in particular the transport infrastructure and impact of funding cuts to the active transport infrastructure.</p> <p>Dora outlined the traffic management strategies for construction activities, highlighting the arrangements in place during school zone hours and outside of them. Key features include a temporary roundabout, interim access roads, and traffic controllers to manage bus movements and ensure safety. The plans have been developed in consultation with TfNSW and Cooma coaches.</p> <p>Blair raised concerns regarding the lack of a comprehensive construction traffic management plan and Maurice stressed the importance of accredited traffic control personnel and the consultants responsibility.</p> <p>Madeline sought clarification on the temporary measures for the schools operation, noting that the road works did not form part of the SSD approval.</p>



	<p>Rohan Dubois</p> <p><u>Mecone</u> Benjamin Frasco</p> <p><u>Navianto Group</u> Dora Choi</p>	<p>Condition 16A was raised, necessitating interim site access arrangements. Due to the challenges in relocating the water supply lines and road reprofiling, the estimated completion date for construction is May 2026. Maurice expressed concern regarding the lengthy timeline for the project.</p> <p>Maurice raised concerns regarding road safety and access for students as construction activities commence, highlighting that the interim measures need to ensure safety around the school and requested clarity on the implementation of the shared pathway.</p> <p>Dora confirmed that a 24/7 40km/hr speed zone would be established during construction to enhance safety.</p>
<p>18 December 2024 – MS Teams Meeting</p>	<p><u>SI</u> Cameron Thomson Jim Lewis Jason Maslen</p> <p><u>TfNSW</u> Maurice Morgan Elira Reynolds Blair Oliver</p> <p><u>DPHI</u> Madeline Thomas Bethany Lane</p> <p><u>Colliers</u> Adam Howard</p> <p><u>Mecone</u> Benjamin Frasco</p> <p><u>Navianto Group</u> Dora Choi</p>	<p>Cameron provided an overview of the Mod 3 TfNSW comments and responses.</p> <p>Dora presented traffic controller locations, and the additional traffic bollards along Barry Way to prevent right turn movement into the interim access road. Dora also provided clarifications on the management arrangement at the Sport & Recreation Road / Education Road intersection.</p> <p>Cameron presented the additional Condition D25(f) to require the review and updating of the School Transport Plan after the first term of operations to consider safety and operation of interim site access arrangements and associated measures. The additional condition also requires any identified updated management measures to be implemented prior to the second term of operation.</p> <p>Cameron presented the response in relation to Barry Way Shared Path and the draft new Condition D20A requiring the permanent pedestrian pathway between the school to Jillamatong Street be completed by 21 July 2025.</p> <p>Maurice discussed his concerns being much of the information was not included in the Mod 3 reporting.</p> <p>Dora advised that due to on-going coordination, comments received from Council and TfNSW since the preparation of the Mod 3 report, and school readiness planning, there were further refinements to operational transport planning made.</p> <p>Jim advised the status of road works and the interim pathway being for two school terms only, with recently secured funding allowing the construction of the permanent shared path between the school and Jillamatong Street by the commencement of Term 3 2025. Jim further advised additional expert advice is being sought to assist with the review and refinement of civil works program.</p> <p>Maurice advised the condition of consent requiring the completion of active transport connections to Jindabyne Town Centre regardless of funding arrangement.</p>



		Dora advised based on the depersonalized data assessed, the shared pathway is not expected to be used by many students due to the small number of students within walking and bicycle catchment to the school.
2 May 2025 – MS Teams Meeting	<p><u>SI</u> Santi Botross Jim Lewis Robert McKnight Hugh Sterndale-Smith</p> <p><u>TfNSW</u> Maurice Morgan Sharon Horner Elira Reynolds Lara Manderson Salma Cook Michelle Andrews Rosie Selby</p> <p><u>Cooma Coaches</u> Chris Fogg Geoff Ferris Sean Mitchell</p> <p><u>Colliers</u> Chelsea Balzan</p> <p><u>Hansen Yuncken</u> Rohan Dubois</p> <p><u>Navianto Group</u> Dora Choi Tanya Chen</p>	<p>Dora provided an overview of the data monitoring and collection that had been undertaken by Aces Group between Week 3 and Week 10 of Term 1, 2025, highlighting:</p> <ul style="list-style-type: none"> • Shared path usage (walking and cycling) is higher than forecasted • Bus Patronage is higher than initially anticipated • Pick-up and drop-off was slightly lower at the beginning, as families were unsure of how the arrangements would work. Therefore some families chose to park in Jillamatong Street and walk via the shared path. • Formal Car Park is highly utilised by staff • Informal Car Park was only available to staff between Week 3 and Week 8. In Week 9 the student parking trial begun and students were allowed to park within the informal car park. • Staff Travel Mode data showed a high percentage of private vehicle usage. Car pooling data was only captured on two days at the end of Term 2. Unfortunately, Staff Travel Mode Survey were not undertaken in Term 1. • Student Travel Mode Data showed higher usage for sustainable transport modes than initially anticipated. <p>An informal car park has been provided on-site that accommodates approximately 40 car parking spaces, that was operational during Term 1.</p> <p>Jim provided an update on the Barry Way Road works. The target date for completion is D1T1 2026 for all road works including the permanent shared path. Watermain approval is currently with Council, as are the permanent shared path drawings.</p> <p>Sharon asked about families walking to and from Leesville and how that was being managed/ if it is being managed? As of D1T2 2025, the family that was walking to/from Leesville is not doing so.</p> <p>Sharon queried if the data collection will continue in Term 2. Dora advised that this is an on-going discussion and she will advise if and what type of data collection may continue for Term 2.</p> <p>Sharon discussed her concerns regarding the need to have parking strategies to futureproof the site from a road safety perspective. The strategies needed to be enduring broader strategies due to potential staff changes at the school and ongoing changes to the school community to not leave the community with a legacy of road safety issues in the future.</p>



		<p>Maurice discussed his concerns regarding road safety when vehicles were parking along Tinworth Drive, Barry Way, and Sports and Recreation Road. What measures had been put in place to prevent this? Dora advised that since the student parking trial began in Week 9 of Term 1, no vehicles were parking in these locations.</p> <p>Maurice asked if there was any queuing along Barry Way associated with pick-up and drop-off at the Education Campus. Dora advised that there has not been a queuing issue at the Education Campus.</p>
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A revised combined signage plan is attached in Appendix B outlining the interim school zone signs, traffic management signage, and showing traffic controllers for Term 2, 2025.

Telephone conversations and email exchanges are attached in Appendix E, confirming consultation has been undertaken in accordance with Conditions A8 and D25 of SSD-15788005-Mod 3.

On-going coordination with the TfNSW Bus Planning Team and Cooma Coaches (local bus operator) will continue throughout the balance of the 2025 school year.



2 Existing Conditions

2.1 Site and Locality Description

The New Education Campus at Jindabyne (New Primary School and High School) is located at 163 Barry Way, Jindabyne, legally described as Lot 1 DP 1294413, within the Snowy Monaro Regional Council Local Government Area. The new education campus relocates the existing Jindabyne Central School from 8/20 Park Road, Jindabyne to 163 Barry Way, Jindabyne.

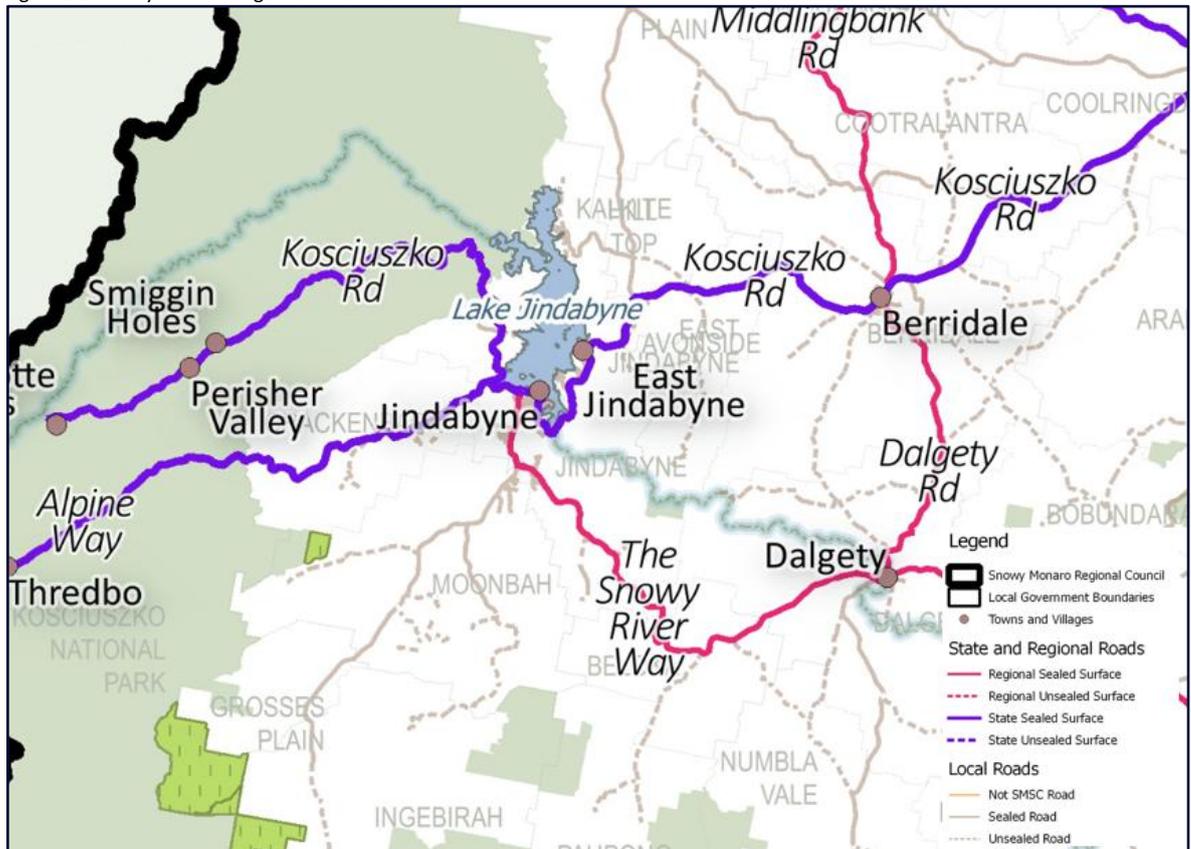
2.2 Road Network

Barry Way is classified as a regional road under the care and management of the Snowy Monaro Regional Council, as shown in Figure 2.1.

In the vicinity of the subject site, Barry Way accommodates one traffic lane and a sealed shoulder in each direction, with a table drain adjacent to the eastern side of the road. Between the Sport & Recreation Centre access road and Tinworth Drive, Barry Way accommodates two traffic lanes in each direction, tapering back to a single lane in each direction north and south of these intersections.

Barry Way, adjacent to the subject site, has a current posted road work speed zone of 40km/hr due to the ongoing roadworks along Barry Way. School zones are signed and in place along Barry Way during school zone hours.

Figure 2.1: Snowy Monaro Regional Council Road Classifications



Source: State and Regional Classified Roads in the Snowy Monaro Region (www.snowymonaro.nsw.gov.au)



The Sport & Recreation Centre Access Road is a private road and, therefore, not under the care and management of the Council. Typically, it has an approximate carriageway width of 5.2 metres, allowing for a single lane of traffic in each direction. Speed Humps are intermittently located along the length to slow vehicles.

On the approach to Barry Way, the eastern leg of the future roundabout has been constructed. The Barry Way/ Sports and Recreation Centre Access Road/ Tinworth Drive intersection is configured and sign controlled as a temporary roundabout.

Tinworth Drive is a local road under the care and management of Council. Typically, it has sealed carriageway width of approximately 5.6 metres, accommodating one lane of traffic in each direction.

2.3 Existing Public Transport

There is currently limited access to public transport services within the Jindabyne township. The only form of public transport is buses, and there are no bus stops along Barry Way from the Jindabyne Town Centre to the education campus site.

School bus services commenced operations on Day 1, Term 1, 2025 and will continue for the remainder of the 2025 school year.

On-going coordination with the TfNSW Bus Planning Team and Cooma Coaches (local bus operator) is expected for the balance of the 2025 school year.

2.4 Existing Active Transport

A temporary shared path on the eastern side of Barry Way between the School and Jillamatong Street has been provided to enable pedestrian and cyclist access to/from the education campus. There is also no adequate street lighting, shelter, or pedestrian crossing from the Jindabyne Town Centre to the education campus site.

A permanent shared path on the eastern side of Barry Way between the School and Jillamatong Street has been funded. The permanent shared path design is pending final approval from Snowy Monaro Council.

2.5 Snowy Mountains Special Activation Precinct (SAP)

In April 2024, the NSW Government provided the following community update with respect to the Snowy Mountains SAP:

“The NSW Government is making an initial \$196.3 million investment for the Snowy Mountains Special Activation Precinct (The Snowy Mountains precinct) as part of the 40-year vision to support the development of year-round tourism opportunities, to improve community amenities, support a diverse supply of housing and create long-term sustainable growth for generations to come.

These priority projects support the needs of the community and tourists to Jindabyne and the Snowy Mountains region, as well as aligning with government priorities and funding available.”



Figure 2.2: Snowy Mountains SAP Priority Projects



Source: Snowy Mountains SAP Community Update April 2024

It is noted that the active transport infrastructure provided within the Snowy Mountains SAP and outlined within the Aurecon Transport Assessment have not been included within the priority projects to be delivered by the NSW Government, Regional Growth NSW Development Corporation (RGDC) and the Snowy Monaro Regional Council within the next four years.

2.6 Snowy Monaro Regional Council – Active Transport Plan 2024

The Snowy Monaro Regional Council adopted a new Active Transport Plan in 2024, which identified the following active transport projects.

- Snowy Monaro Project #3 – Rides Guide
- Jindabyne Project #1 – Barry Way Shared Path

In particular, the Barry Way Shared Path project provides connection between the Jindabyne Education Campus to Reedys Cutting Road, with stage 1 of the project, being the permanent connection between the Education Campus and Jillamatong Street funded. It is noted that a temporary shared path, between Jillamatong Street and the Jindabyne Education Campus has been provided, in accordance with Condition D20 of SSD-15788005

At the time of preparation of this report, Snowy Monaro Regional Council is in the process of preparing a funding application for the delivery of the balance of the Barry Way shared path between Jillamatong Street and Reedys Cutting Road.

Council’s Active Transport Plan outlines responsibilities for projects, whereby the NSW Department of Education is assisting Council with their application as intended by the Active Transport Plan.



3 Jindabyne Education Campus Development

3.1 School Operational Characteristics

The Education Precinct is anticipated to accommodate a maximum of 925 students, consisting of 515 primary school students and 410 high school students.

Term 1, 2025 operations had a combined enrolment of between 580 to 600 students. Based on data provided by the NSW Department of Education, the enrolment is approximately 50% primary school and 50% high school. This percentage split is expected to change in future years.

The current bell times for Term 2 operations are:

- Primary School: 9:10 am - 3:10 pm
- High School: 9:05 am – 3:15 pm

NOTE: Bell times may be subject to change in the future due to school operational requirements or school bus scheduling requirements.

Out of School Hours Care (OSHC) services is expected to commence later in 2025.

3.2 Jindabyne Education Campus

The Jindabyne Education Campus Development comprises:

Jindabyne Public School (163A Barry Way, Jindabyne)

- A single-storey built form arranged in a U-shape surrounding a central play space area. The primary school campus will include 20 learning spaces amenities, special education learning spaces, a library and outdoor and hardstand courts.

Jindabyne High School (163B Barry Way, Jindabyne)

- A built form consisting of linear double-storey buildings, including 20 classrooms, amenities, special education learning spaces, and a library. A sports field and hardstand courts will also be provided on campus.
- A 'Shared Plaza' central to the site with communal facilities including administration, hall and gym.

3.3 Education Campus Transport Facilities

The Education Campus is providing the following transport facilities:

- 111 formal on-site car parking spaces, comprising:
 - 60 x staff spaces in a car park (inclusive of two accessible car parking spaces); and
 - 51 x Drop-off and Pick-up (Kiss and Ride, 10 minute Stort Stay and Visitor (outside the AM and PM peaks)) spaces along Education Road;
- 44 informal on-site car parking spaces (gravel), comprising:
 - 32 x staff spaces; and
 - 12 x Year 12 student spaces.
- 6 bus bays



- 50 bicycle parking spaces (with an additional capacity of 50 bicycle parking spaces when demand increases)
- End of trip facilities consisting of:
 - 14 student showers
 - 2 staff showers
- Vehicular access to the education campus by two separate accesses to/from Barry Way, connected via a new access road (referred to as Education Road)
- Separate vehicle access to the informal car parking areas to/from Sports and Recreation Access Road
- Concrete shared path along east side of Education Road connecting to the Barry Way temporary shared path
- Concrete footpath on west side of Education Road
- Two pedestrian crossings across Education Road

The site plan for the school campus is shown in Figure 3.1.

Location of end of trip facility is shown in Figure 3.3.

Figure 3.1: Site Plan

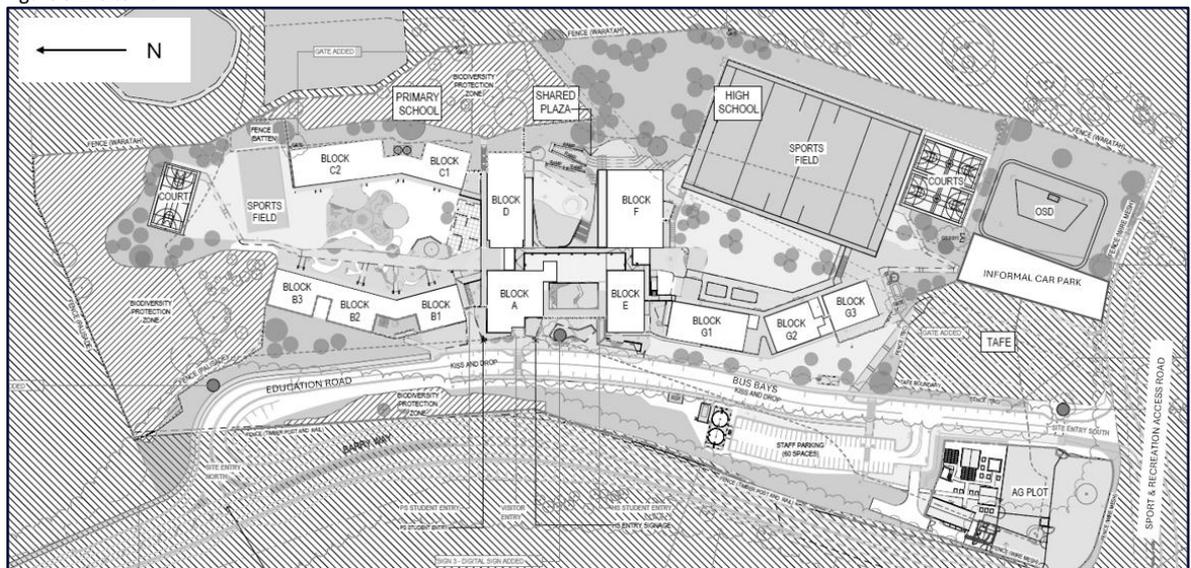
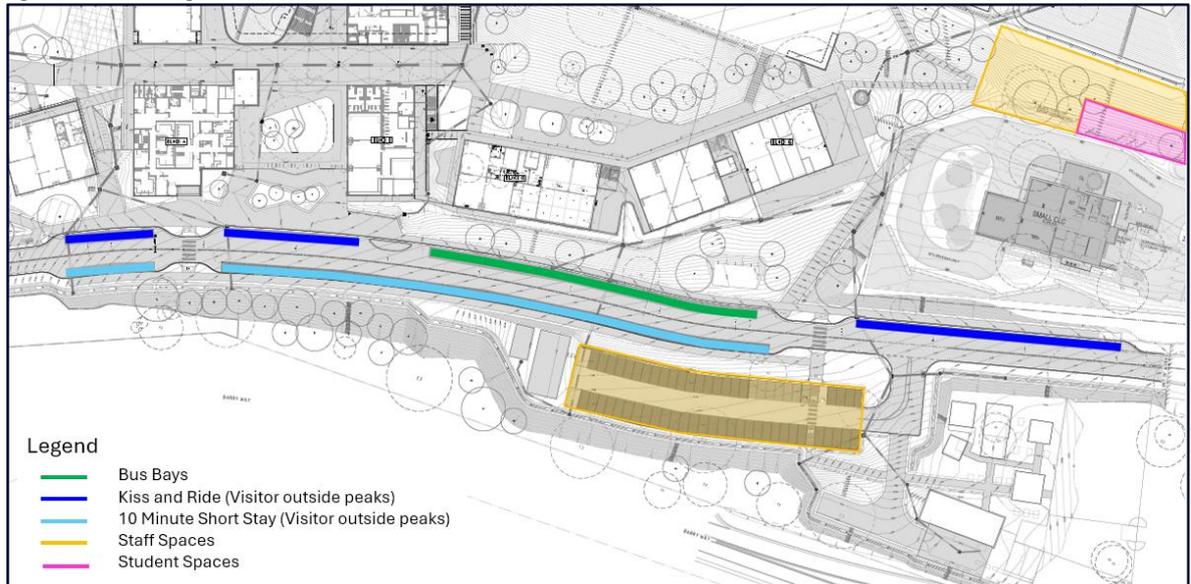
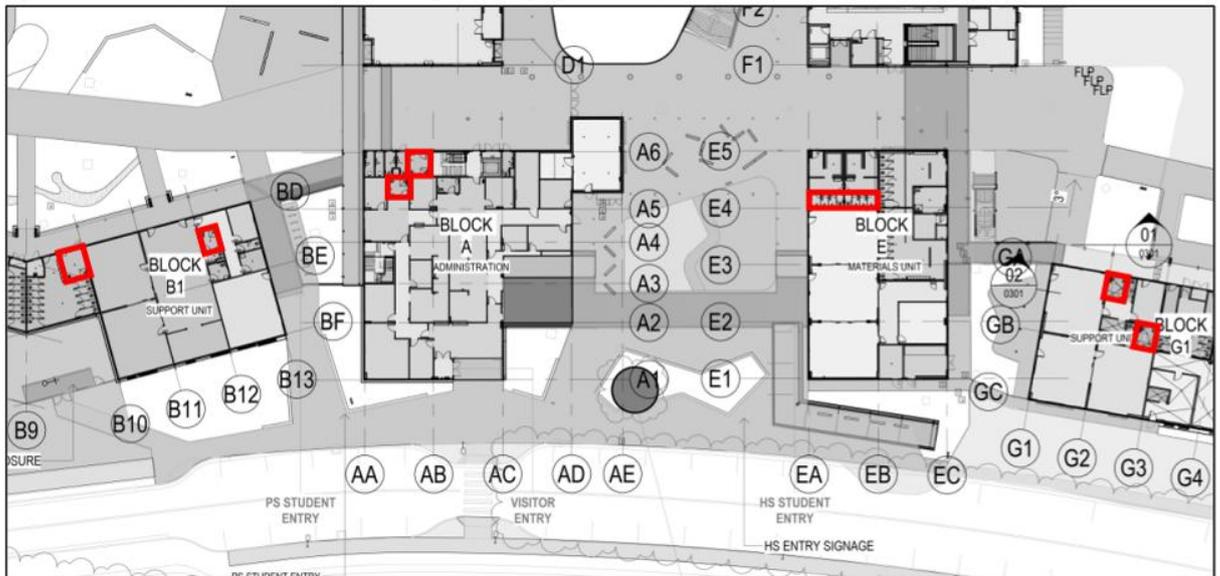


Figure 3.2: Car Parking Allocation



Source: Pedavoli Architects and Navianto Group

Figure 3.3: End of Trip Facilities (showers and changerooms highlighted in red)



Source: Ason Group

3.4 Jindabyne Education Precinct Intersections Road Works

To access the Education Precinct, site access is available via the following new intersections.

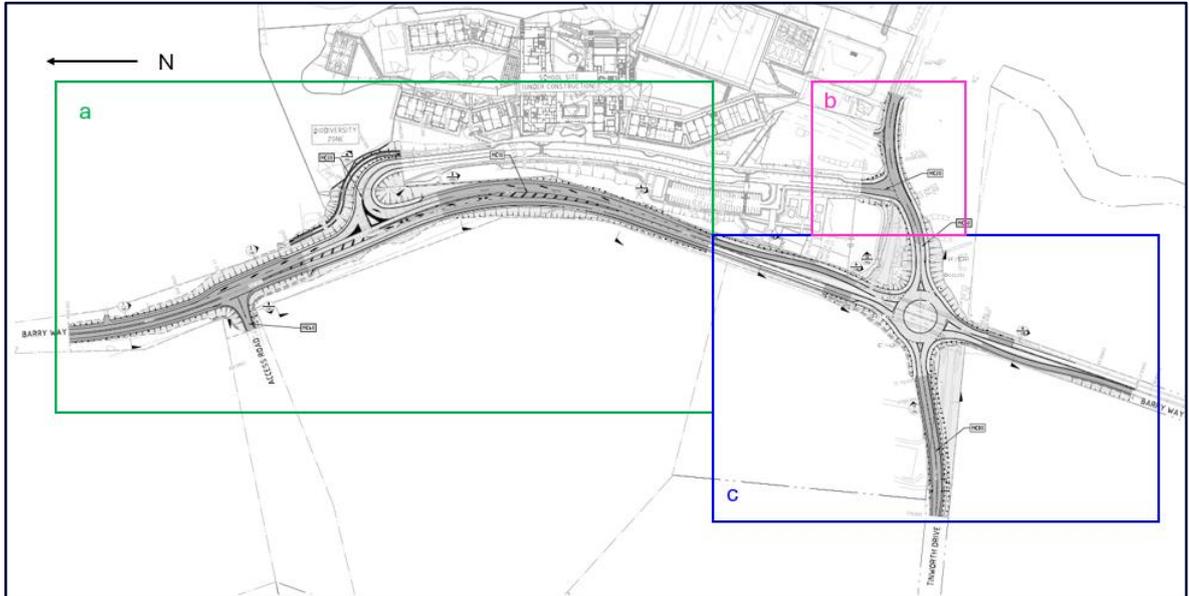
- A new priority controlled northern T-intersection catering for the following movements:
 - Left turn in – for all vehicle movements
 - Right turn in – for buses only
 - Left turn out – for all vehicle movements
- A new priority-controlled T-intersection with the unnamed Sport and Recreation Road catering for the following movements:
 - Left and right turn in – for all vehicle movements



- Left and right turn out – for all vehicle movements
- c) New roundabout controlled intersection of Barry Way / Tinworth Drive / Sport & Recreation Road for the following movements:
 - All turning movements

The intersection configurations are shown below in Figure 3.4.

Figure 3.4: Jindabyne Education Precinct Intersection Roadworks



Source: Northrop and Navianto Group

During Term 2, 2025, construction works along Barry Way, the northern T-intersection (intersection a) and roundabout at Barry Way / Tinworth Drive / Sport & Recreation Road (intersection c) will be underway.

The Education Road/ Sport and Recreation Access Road intersection has been completed and is in operation since the start of Term 1 2025.

The full package of road and intersection works are expected to take up to 24 months (until December 2026) to complete.

Due to the ongoing nature of roadworks, operational traffic management arrangements will be progressively reviewed and updated until the full completion of roadworks.

3.5 Active Transport Infrastructure

The original Transport Impact Assessment prepared by Aurecon forming part of the EIS of SSD-15788005, which approved the development of the Education Campus within the site boundary included the provision of:

- Shared path along the east side of 'Education Road', within the site boundary (Section 6.1 of Aurecon TIA)
- Shared path along the eastern boundary of the Education Campus to connect with future shared pathway intended to be delivered as part of the Snowy Mountains SAP (Section 6.1 and Table 8.1 of Aurecon TIA)
- 50 on-site bicycle parking spaces
- 2 staff end of trip facilities
- 14 student end of trip facilities



As outlined in Section 2.4 of this report, the Snowy Mountains SAP works relied upon by the project have not been included within the priority projects to be delivered by the NSW Government, Regional Growth NSW Development Corporation (RGDC) and the Snowy Monaro Regional Council within the next four years.

DOE has worked closely with the Snowy Monaro Regional Council and secured funding for the delivery of the permanent shared path works connecting Jillamatong Street and the Jindabyne Education Campus. These works are expected to be complete in July 2025, with the permanent shared path available for school travel on Day 1, Term 3 2025 (22 July 2025). In the interim, a temporary shared path has been provided between Jillamatong Street and the Jindabyne Education Campus.

At the time of writing, DOE is assisting the Snowy Monaro Regional Council in compiling a funding application for the Barry Way Shared Path project between Reedys Cutting Road and Jillamatong Street, the balance of the Barry Way shared path project identified in Council's Active Transport Plan.

3.6 Interim Northern Access Road

The interim northern access road includes:

- A temporary 2.5m wide shared path connection between Jillamatong Street and the Jindabyne Education Campus
- A one-way southbound traffic lane providing connection from Barry Way to Education Road

Similar to the Term 1 arrangements, the interim northern access road will remain in operation for the duration of Term 2, 2025.

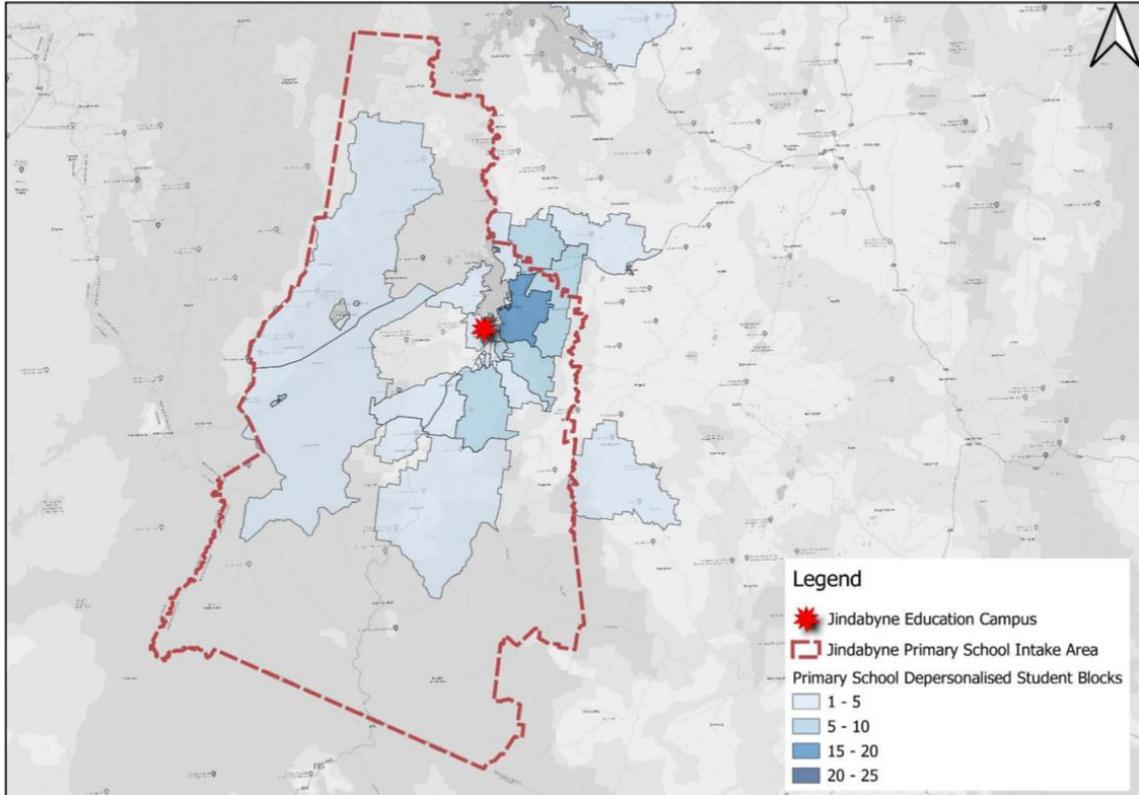
Interim traffic management arrangements are further detailed in Section 4 of this report.

3.7 Student Enrolment Intake

The intake areas of both the Jindabyne Public School and Jindabyne High School, which form the Jindabyne Education Campus, based on the latest depersonalised student data (2024 data, as the depersonalised data for 2025 is not yet available) are presented in Figure 3.5 and Figure 3.6.

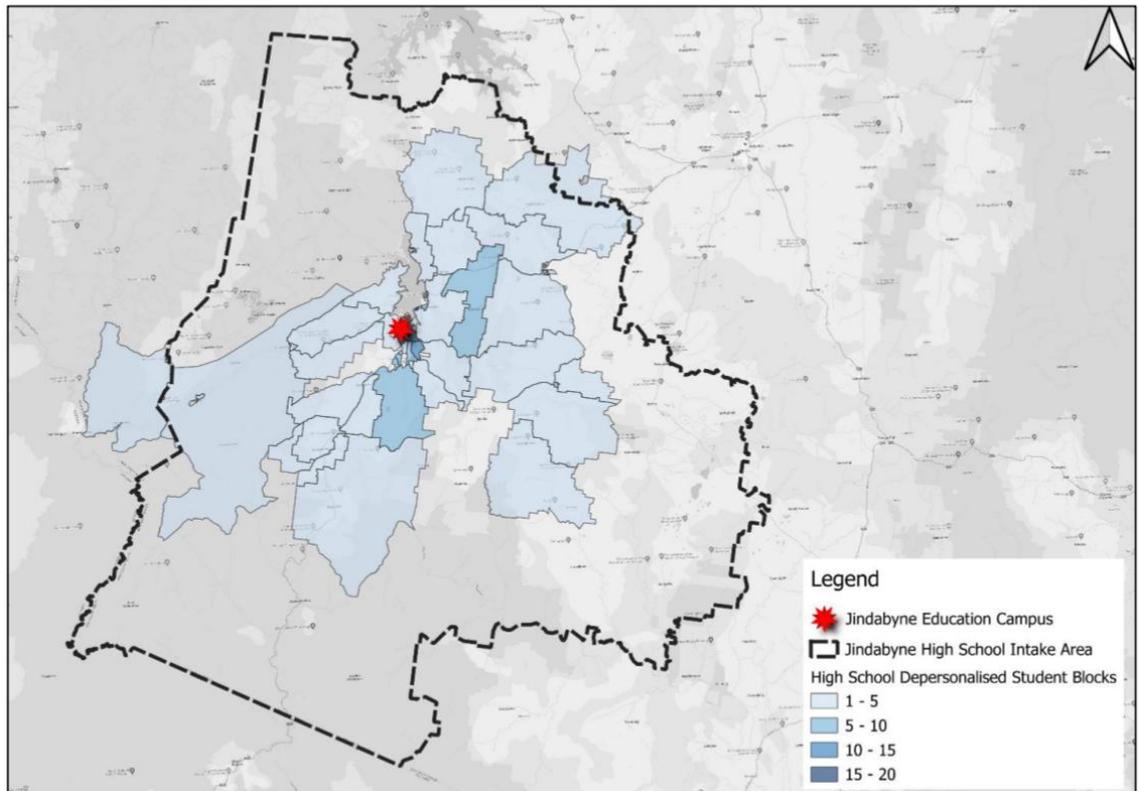


Figure 3.5: Primary School Students Place of Residence



Source: Ason Group

Figure 3.6: High School Students Place of Residence



Source: Ason Group

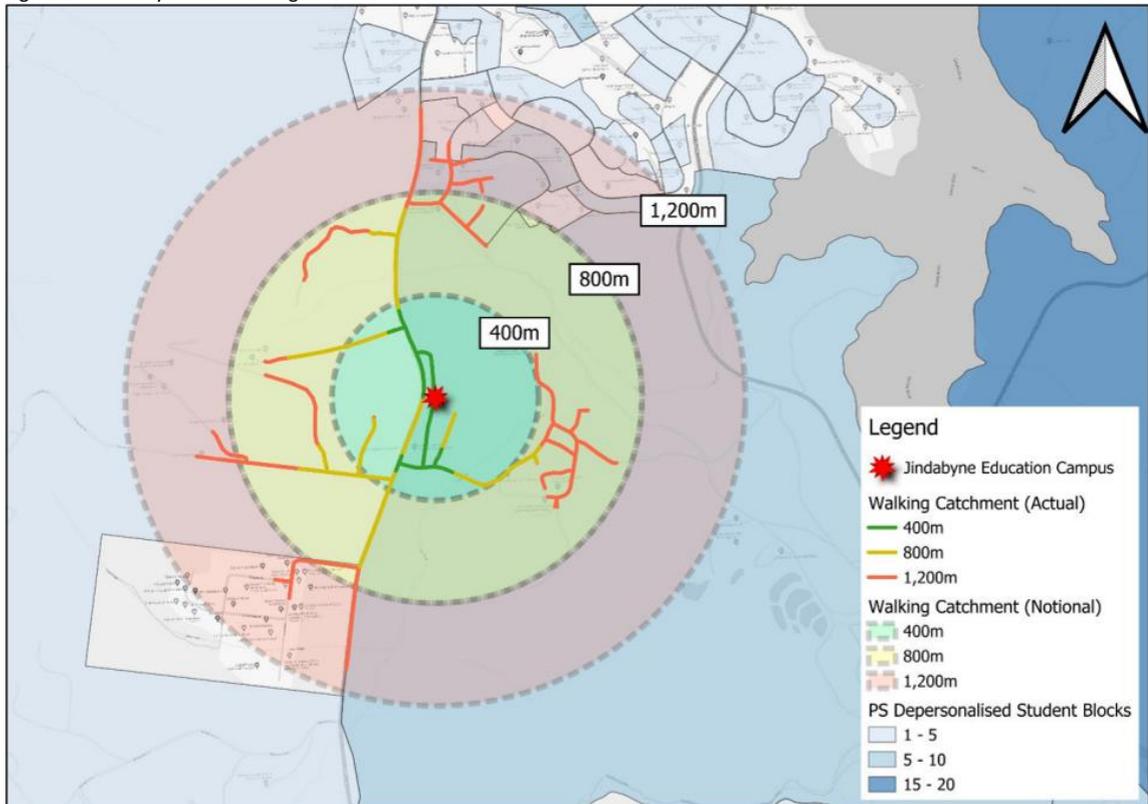


3.8 Active Transport Catchment

Pedestrian Catchment

Walking catchments representing distances students can reasonably walk to school are defined by 400m, 800m and 1200m, equivalent to approximately 5, 10 and 15-minute walks times, respectively. The walking catchment taking into consideration anonymised student location analysis are presented in Figure 3.7 and Figure 3.8.

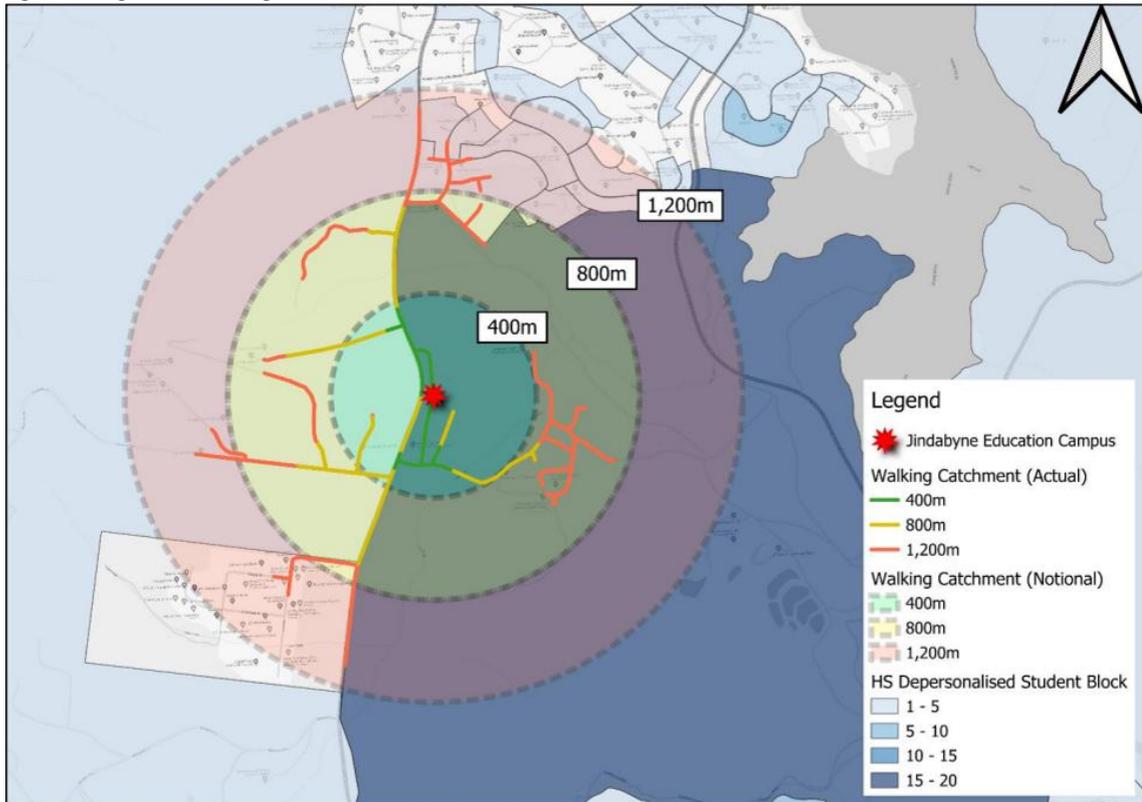
Figure 3.7: Primary School Walking Catchment



Source: Ason Group



Figure 3.8: High School Walking Catchment



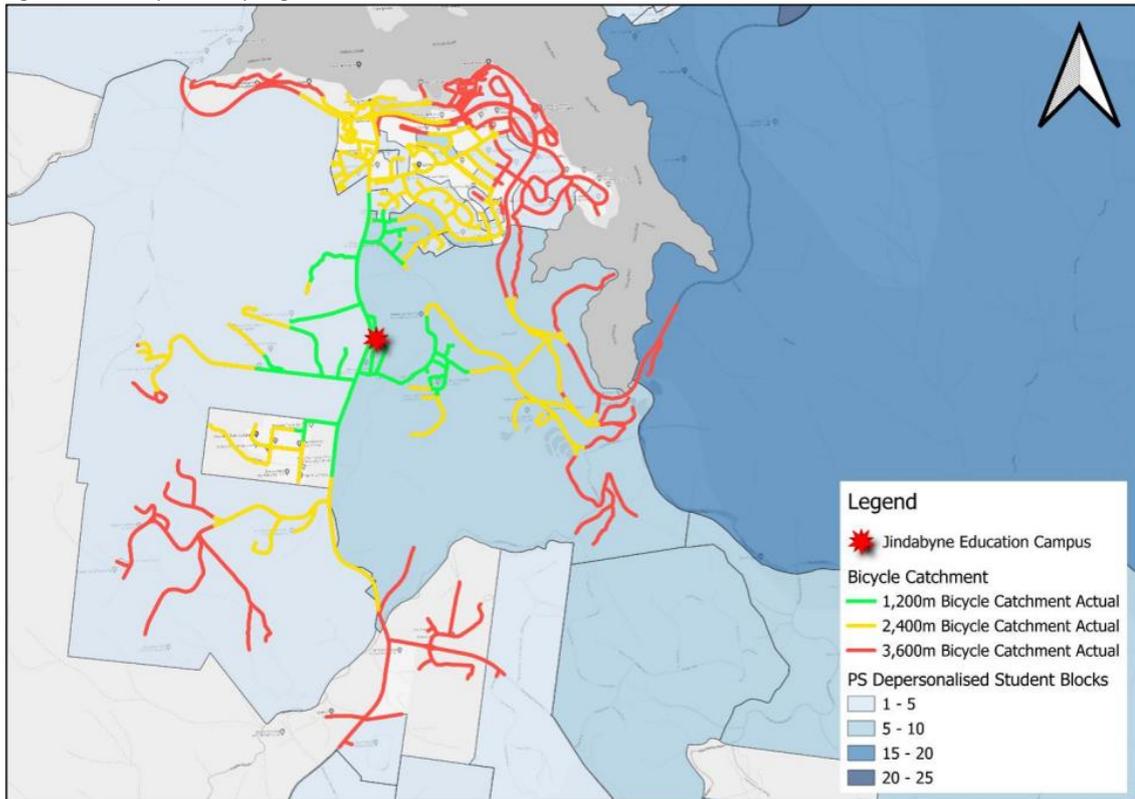
Source: Ason Group

Cycling Catchment

Adopting the same principles of 5, 10 and 15-minute cycling distance increments of the school, the cycling catchment taking into consideration anonymised student location analysis are presented in Figure 3.9 and Figure 3.10 below.

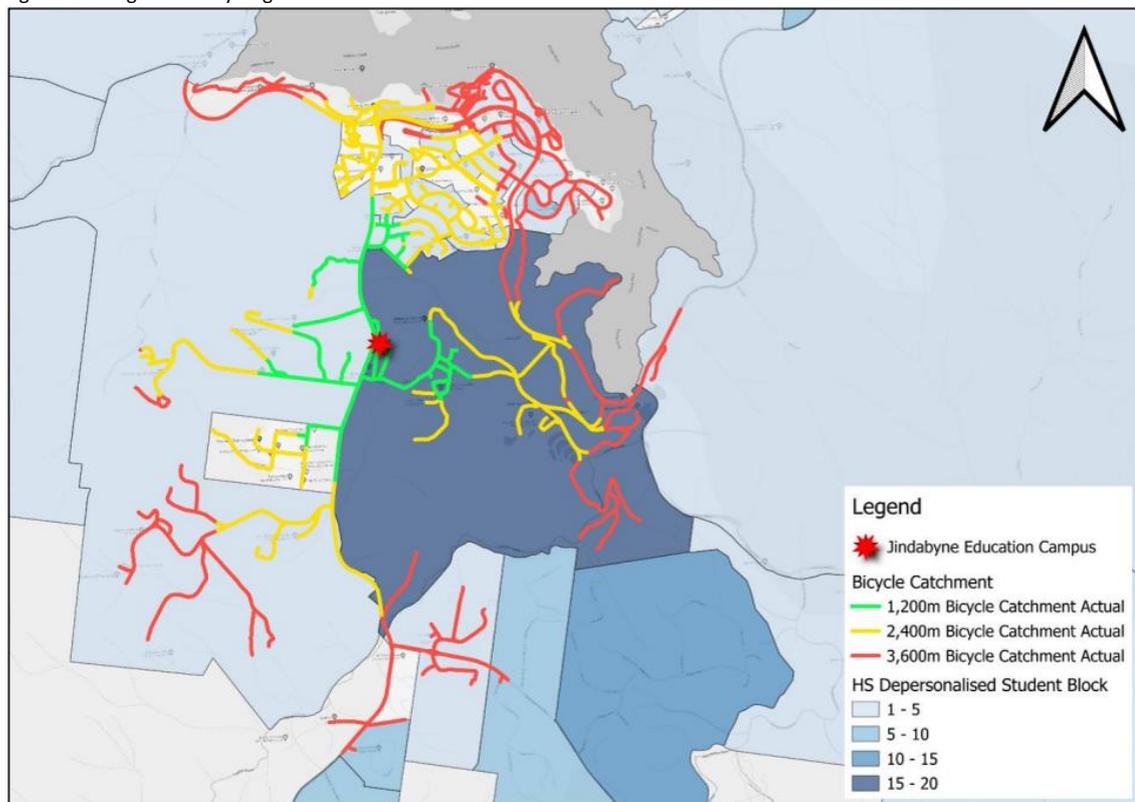


Figure 3.9: Primary School Cycling Catchment



Source: Ason Group

Figure 3.10: High School Cycling Catchment



Source: Ason Group



Catchment Summary

An assessment of the student catchment information provided by SI in the context of active transport catchment areas has been conducted, with the assessment results summarised in Table 3.1 and Table 3.2.

There are no bus stops within close vicinity of the education campus that are serviced by regular public bus routes which students could use to travel to and from school. Students travelling by public transport would rely on school bus routes only. Therefore, a catchment analysis for public transport has not be undertaken as part of this OSTP.

Table 3.1: Primary School Catchment Analysis

Catchment Analysis	Notional (crow flies)		Actual (on path/using road network)	
	Count	Percentage	Count	Percentage
1-400m (5-min walk)	0	0%	0	0%
401-800m (10-min walk)	1	<1%	0	0%
801-1200m (15-min walk)	36	13%	7	3%
1-1600m crow flies/2300m on path (excl. from SSTS Primary)	61 (22%)			
Total Students (2023) Enrolments	280			

Table 3.2: High School Catchment Analysis

Catchment Analysis	Notional (crow flies)		Actual (on path/using road network)	
	Count	Percentage	Count	Percentage
1-400m (5-min walk)	3	1%	0	0%
401-800m (10-min walk)	3	1%	3	1%
801-1200m (15-min walk)	22	8%	6	2%
1-2000m crow flies/2900m on path (excl. from SSTS Secondary)	60 (22%)			
Total Students (2023) Enrolments	279			

Key findings of the catchment analysis are summarised below:

- There are significant gaps in the active transport infrastructure to be delivered by the Council regarding the installation of footpaths within local roads forming part of the Jindabyne South subdivision and the delivery of the Barry Way shared path identified in Council's Active Transport Plan 2024.
- The delivery of the interim shared path connection (and delivery of permanent shared path by Term 3, 2025) between the Jindabyne Education Campus and Jillamatong Street along Barry Way will provide for walking and cycling needs of students within approximately 5 – 10 minutes travel distance.
- A larger proportion of students reside within the SSTS exclusion zones, whereby students over Year 2 are not eligible for free school bus travel. All students of both the public school and high school that made application for SSTS and were initially assessed as not eligible for the free school bus travel have been granted exemptions, and are able to travel via these services..
- The bus services for the education campus offer good coverage of services of the student catchment for both the public school and high school.



- On-going coordination with the TfNSW Bus Planning Team and Cooma Coaches (local bus operator) will continue throughout Term 2, 2025.

3.9 School Transport Plan Objectives

The primary objective of this School Transport Plan are to:

- Reduce the environmental footprint of the Education Campus.
- Promote the use of active transport modes for short to medium distance journeys.
- Promote the use of school bus services based on service coverage agreed to be delivered by TfNSW.
- Reduce reliance on the use of private vehicles travel to / from the Education Campus.
- Encourage a healthier and more active social culture.

3.10 Implementation and Communications Plan

Due to on-going services relocation and road works, the actions that will be implemented for Term 2, 2025 are outlined below:

	Action	Key Objective	Responsibility	Funding
1	Preparation of a Travel Access Guide (TAG) to form part of the Welcome Pack. Refer to Appendix C for a copy of the TAG.	<ul style="list-style-type: none"> ▪ Providing information on available access options ▪ Encourage families to sign up for SSTS ▪ Information concerning available school bus routes ▪ Information concerning interim traffic management measures 	<p>Navianto Group – initial drafting</p> <p>SI Communications Team – branding, publication, printing</p>	Navianto Group has been engaged as the Travel Plan Coordinator until 1-year post completion of Barry Way road works.
2	Distribution of Travel Access Guide	<ul style="list-style-type: none"> ▪ Distribution via e-mail to the school community during this first few weeks of Term 2 ▪ Hard copies of Travel Access Guide available at the Primary School and High School reception area 	<p>Jindabyne Primary School and Jindabyne High School to distribute Travel Access Guide via e-mail.</p> <p>SI Communications Team – production of hard copy guides</p>	This initiative is fully funded by the NSW Department of Education.
3	Monitor bus patronage and usage of each school bus routes	<ul style="list-style-type: none"> ▪ Aces Group to conduct occasional observations to determine the bus patronage utilisation. 	Jindabyne Primary School & Jindabyne High School – undertake hands up survey	Navianto Group has been engaged as the Travel Plan Coordinator until 1 year post-completion of Barry Way road works.



		<ul style="list-style-type: none"> Workshop with TfNSW Bus Planner and the bus operator to discuss bus operations and opportunities to refine traffic management operations and / or school bus routes. 	<p>Navianto Group – drafting of hands up survey questions, analysis of data and assist school staff in undertaking hands up survey. Organise Transport Working Group meeting.</p> <p>Aces Group – provide feedback on bus patronage numbers for the school bus routes during the AM and PM periods.</p> <p>Bus Operator – provide feedback from drivers and school community. Participation in workshop.</p> <p>TfNSW – Participation in Transport Working Group meeting.</p>	<p>Funding for the TPC beyond Navianto’s engagement will be reviewed and confirmed in future updates to the STP and revised as further funding is identified.</p>
4	Monitor effectiveness of interim shared pathway	<ul style="list-style-type: none"> Aces Group / Navianto Group to conduct occasional observations to determine shared path utilisation. Workshop with the school to discuss opportunities to promote walking and cycling with the school community 	<p>Jindabyne Primary School & Jindabyne High School – undertake hands up survey</p> <p>Navianto Group – conduct occasional observation and monitoring of data collected by Aces Group.</p> <p>Aces Group – provide feedback on the shared path usage by pedestrians and cyclists.</p>	<p>TfNSW has approved funding for the permanent Barry Way shared path between the Jindabyne Education Campus and Jillamatong Street.</p> <p>DOE is assisting Council with regards to the future funding for the continuation of the shared path between Jillamatong Street and Reedys Cutting Road, with an estimated timing between 1-3 years.</p>
5	Promote use of school buses	<ul style="list-style-type: none"> Encourage families who have not signed up to the SSTS, to sign up. Provide up to date information relating to school bus routes in TAGs. 	<p>Jindabyne Primary School & Jindabyne High School – Issue messaging to school community to encourage families to sign up for SSTS.</p> <p>Navianto Group – review monitoring data and develop targeted messaging. Work with the schools to distribute messaging to the school community.</p>	<p>Navianto Group has been appointed as the Travel Plan Coordinator until 1 year post completion of roadworks.</p>



		<ul style="list-style-type: none"> Review school bus usage monitoring data and conduct review of targeted messaging required to encourage increase in school bus usage mode share. If additional school bus routes proposed by Cooma Coaches obtain funding approval, review and increase mode share target for bus travel mode. 		
6	Promote staff and student car pooling	<ul style="list-style-type: none"> Navianto Group to work with the Schools to develop and distribute messaging to school staff encouraging carpooling to / from school. Develop and implement priority parking arrangements for staff that carpool. Provide pavement marking to support priority parking management arrangements. Monitor and review mode share of carpooling and seek increases in carpooling mode share target. 	<p>SI – provide pavement marking as detailed in Section 4.12.</p> <p>Navianto Group – provide messaging to promote staff and student carpooling. Develop priority parking arrangements.</p> <p>Jindabyne Primary School & Jindabyne High School – distribute messaging relating to carpooling.</p>	Pavement marking is to be included in the car parking works.
7	Updating of School Travel Plan in Year 1 of school operations Updating of Travel Access Guide	<ul style="list-style-type: none"> Prepare updates to the School Travel Plan at the end of each school term in Year 1 of school operations. Review mode share targets and seek increases in mode share targets of walking, bicycle, bus, and carpooling. Capture monitoring data in Term 2 2025. Analyse and present data to TfNSW in July 2025 to facilitate the Term 3 update of the School Travel Plan. 	<p>Navianto Group to prepare updated School Travel Plan and Travel Access Guide each school term.</p> <p>Aces Group to monitor bus utilisation, kiss and ride usage and provide raw data to Navianto Group.</p> <p>SI to facilitate Transport Working Group meetings.</p>	<p>Navianto Group has been engaged as the Travel Plan Coordinator until 1 year post-completion of Barry Way road works.</p> <p>Aces Group has been engaged to provide traffic control services in Term 1 2025.</p>



		<ul style="list-style-type: none"> Attend Transport Working Group Meetings in 2025 to facilitate on-going discussion between stakeholders. Develop updated Travel Access Guides per school term to encourage walking, cycling, carpooling, and school bus services. 		
8	Promote walking and riding bicycle / rideable to school	<ul style="list-style-type: none"> Navianto Group to work with the Schools to develop and distribute messaging to school staff encouraging walking and riding a bicycle to school. Navianto Group to develop messaging to encourage mode shift to active travel modes. Monitor and review mode share of walking and riding bicycle / rideable and seek increases in mode share target for active travel modes. 	<p>Jindabyne Primary School & Jindabyne High School – Issue messaging to school community to encourage walking and cycling options.</p> <p>Navianto Group – review monitoring data and develop targeted messaging. Work with the schools to distribute messaging to the school community.</p>	Navianto Group has been engaged as the Travel Plan Coordinator until 1 year post-completion of Barry Way road works
9	Travel survey	<ul style="list-style-type: none"> Navianto Group to work with the SI Transport Team to refine travel survey wording to better reflect local conditions and encourage responses that will support improved active travel and use of public transport. 	<p>Navianto Group – review and refine travel survey questions.</p> <p>SI Transport Team – review and provide feedback on travel survey questions.</p>	Navianto Group has been engaged as the Travel Plan Coordinator until 1 year post-completion of Barry Way road works
10	Handover of Travel Plan Coordinator role	<ul style="list-style-type: none"> Within 12 months of completion of Navianto Group’s engagement as Travel Plan Coordinator, assist SI and the School in seeking a replacement Travel Plan Coordinator. 	Navianto Group – facilitate the appointment of a replacement Travel Plan Coordinator. Prepare and share materials with new Travel Plan Coordinator.	SI to engage with DoE to facilitate the transfer the Travel Plan Coordinator role to DoE appointed personnel and corresponding funding arrangements.



	<ul style="list-style-type: none"> Navianto Group to prepare hand-over material, including funding arrangements. Navianto Group to brief and share material prepared to-date, including TAGs, reports, data sets to the new Travel Plan Coordinator. 	SI – facilitate the transfer of the Travel Plan Coordinator Role to a DoE appointed personnel.	
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3.11 Mode Share Targets

The mode share targets for 2025 and a moderate mode share target have been set based on the gaps in active transport infrastructure and the services relocation and road works not expected to be fully complete until 2026.

Reach mode share targets are to be established once the timing of the delivery of walking and cycling infrastructure is determined, likely at the end of the 2025 school year.

As detailed in the catchment analysis in Table 3.1 and Table 3.2 above, 44% of the public school students and 37% of the high school students are eligible for the SSTS. All students of both the public school and high school that made application for SSTS and were initially assessed as not eligible for the free school bus travel have been granted exemptions, and are able to travel via these services.

During Term 1, 2025 Aces Group conducted daily observations of the bus, drop-off and pick-up and shared path utilisation for staff and students. The average of these observations are provided in the mode share targets below, with the details provided in Section 7.

It is noted that the student data did not separate the students of the Public School compared to the High School, and as such, for Term 1, 2025 the Mode Share Targets have been shown for all students.

Table 3.3: Mode Share Targets –School Students

Travel Mode	Base	Moderate	Term 1, 2025 [^]	Reach
Walk	<1%	<2%	5%	TBC*
Bicycle and Rideables	<1%	<1%	1%	TBC*
Bus	30%	40%	41%	TBC*
Car	68 - 70%	57%	53%	TBC*

[^]average of the data obtained from the Aces Group observations

* to be established at the end of the 2025 school year based on timing and delivery of walking and cycling infrastructure

Table 3.4: Mode Share Targets – School Staff

Travel Mode	Base	Moderate	Term 1, 2025 [^]	Reach
Walk	<5%	<5%	0%	TBC*
Bicycle and Rideables	0%	<1%	<1%	TBC*
Bus	0%	0%	0%	TBC*



Carpool	1 - 5%	5-10%	See below**	TBC*
Car (as driver)	90 - 94%	84-87%	98%**	TBC*

^average of the data obtained from the Aces Group observations

* to be established at the end of the 2025 school year based on timing and delivery of walking and cycling infrastructure

** Car Pooling data was only collected on 2 days during Term 1. Whilst the uptake of car pooling for those two days was above the base target, more data collection is required to provide a reliable baseline.

Mode share targets shall be reviewed no later than the end of Term 3 2025 based on collected data and to allow for the school community to settle into the new Education Campus before the establishment of mode share targets for the ultimate design and delivered infrastructure.



4 Interim School Transport Operations and Access Management Plan – Term 1 2025

4.1 Operational Access Management Measures

Plan Management

School Infrastructure will coordinate with the schools to manage pedestrian, bicycle / scooter, and vehicle access, parking and circulation arrangements in conjunction with the coordination of ongoing services relocation and road works along Barry Way.

Key Responsibilities of Management

School Infrastructure and **Colliers** will continue with the day-to-day management and coordination with **Hansen Yuncken** in relation to the ongoing services relocation and road works along Barry Way and the management of stakeholder relationships.

Navianto Group is the appointed transport planning consultant responsible for preparing, reviewing, and refining interim traffic management measures and implementing the school transport plan.

Aces Group is the appointed traffic management implementation contractor responsible for providing personnel and temporary traffic management equipment for implementing interim school zone time traffic management measures.

Jindabyne Public School and **Jindabyne High School** are responsible for the communication of transport messaging to the school community.

4.2 Interim Traffic Management Arrangements

The interim northern access road is a one-way private access road connecting Barry Way to Education Road within the Jindabyne Education Precinct's site boundary. A channelised left turn lane is provided as part of the interim access road design to cater for the deceleration of vehicles on the north approach to perform a left turn to access the interim access road.

The interim access arrangements include a temporary southern roundabout at the Barry Way/ Sport and Recreation access road/ Tinworth Drive intersection for exit manoeuvres from the Education Campus and entry/exit movements for the Tafe CLC and Jindabyne Sports and Recreation Centre.

The interim access arrangement is predominantly based on vehicles turning left into the interim access road. Buses are allowed to turn right only under traffic management during school zone hours.

A temporary shared pathway is provided along the interim road alignment. This interim shared pathway connects Jillamatong Street to the permanent pathway along Education Road.

Temporary construction traffic management arrangements will be in place to support the approved construction works along Barry Way, including the interim northern and southern intersections, outside school zone hours. The construction traffic management plan details the arrangements.

During Term 2, additional traffic management arrangements will be present during school zone hours to support drop-off and pick-up periods to direct and educate parents and carers about the interim traffic arrangements, in particular directing those travelling from the south to U-turn at Barry Way/ Kosciuszko Road roundabout. Locations and roles of traffic controllers that will be in place to support the initial school opening operations are detailed in Table 4.1 and shown in Figure 4.1.



Table 4.1: Locations and Roles of Traffic Controllers (Temporary Traffic Management) during School Zone Period

Location	Purpose	Corresponding Temporary Traffic Management Plan
Northern interim access road / Barry Way intersection	Facilitate school buses right turn movements Implement temporary traffic cones / bollards to prevent general traffic right turn movements into the northern interim access road	During School Zone Period Plan
Kiss and ride, school bus stop along Education Road	Educate school community on correct use of kiss and ride spaces Manage traffic along Education Road	During School Zone Period Plan
Education Road / Sport & Rec Road intersection	Manage peak flows to ensure traffic flows are maintained in a safe manner Ensure only authorised vehicles can access Education Road Provide assistance to road users on the access arrangement to/from the Education Campus	During School Zone Period Plan
Temporary southern roundabout at Barry Way / Tinworth Avenue/ Sport & Rec Road intersection	Manage peak flows to ensure traffic flows along Barry Way is maintained in a safe manner	During School Zone Period Plan

4.3 Temporary Traffic Management Review and Coordination

Temporary traffic management arrangements during school zone hours per the Traffic Guidance Scheme (TGS's) attached in Appendix C will be implemented by Aces Group.

Aces Group will have daily pre-start meetings and post-implementation meetings to report issues to the supervisors. Where traffic safety issues were identified, Aces Group supervisors will be responsible for reporting the matters to School Infrastructure, Colliers, Hansen Yuncken and Navianto Group.

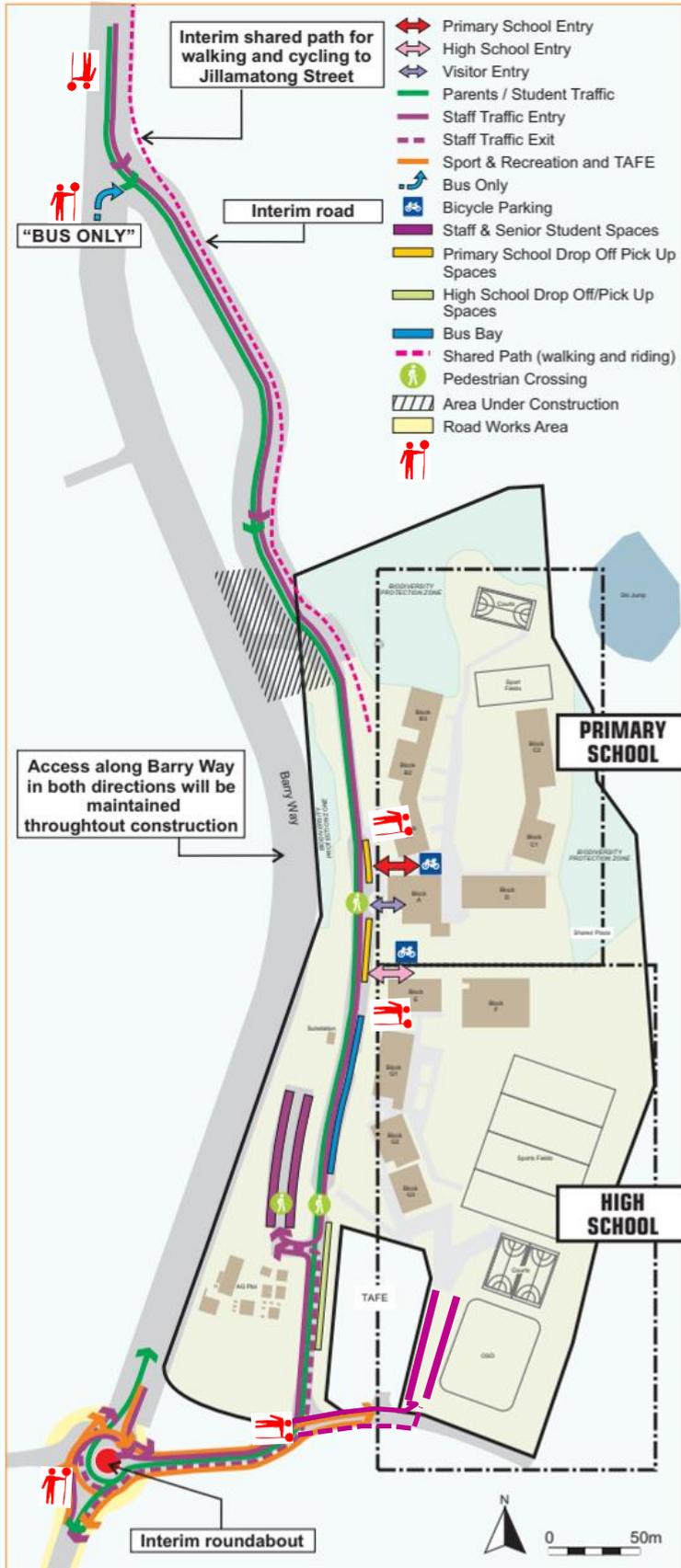
Daily inspection of the temporary traffic management setup will be undertaken by Aces Group personnel holding a Traffic Control Plan implementer ticket.

A further detailed temporary traffic management review is scheduled to take place at the end of Term 2/ the start of Term 3, as the ultimate northern intersection is expected to be complete and operational for Term 3, 2025.

Where significant changes to the traffic guidance scheme is required, Navianto Group will initiate consultation process with Council and TfNSW.



Figure 4.1: During School Zone Period Temporary Traffic Management



4.4 Pedestrian and Bicycle Access

Pedestrian and bicycle access is available via the interim shared pathway connection between Jillamatong Street and the Education Campus, as depicted in **Error! Reference source not found.**

50 bicycle parking spaces are provided within the immediate vicinity of the main access as depicted in **Error! Reference source not found.**

4.5 Bus Access

Bus access is available via the interim northern intersection, both left and right turn movements. Traffic controllers will facilitate right-turn movement in accordance with the Traffic Guidance Scheme for implementation during school zone hours. Buses will exit the Education Campus by travelling south along Education Road, before turning right onto Sport and Recreation Road to access Barry Way via the temporary roundabout.

Consistent with the Term 1 arrangements, staff will keep students catching the bus within the school in the afternoon until the bus arrives and escort the students to the bus.

For special events such as excursions, the bus bay will also be utilised. Students would be escorted to and from the bus bay.

4.6 Staff Access

Staff access is available via the interim access road from the north of the Education Campus, or via the southern roundabout.

Staff exiting the formal car park must turn right out and travel south along Education Road, before turning right onto Sport and Recreation Road to access Barry Way via the temporary roundabout.

Additionally, staff can access the informal car park via the southern roundabout/ Sports and Recreation Road. Staff exiting the informal car park must turn right out and travel west along Sport and Recreation Road to access Barry Way via the temporary roundabout.

4.7 Year 12 Student Access

Year 12 Student Car Parking Spaces have been provided on a trial basis within the informal car park, located to the east of the CLC Tafe. Year 12 student access to these car parking spaces is available via the temporary southern roundabout. Students exiting the informal car park must turn right out and travel south along Sport and Recreation Road to access Barry Way via the temporary roundabout.

4.8 Visitor Access

Consistent with Term 1, For Term 2, visitor access to the school will be via appointment only outside of school peak periods. Visitors will be provided with a copy of the Travel Access Guide (refer to Appendix D) and be directed to use the northern interim access road to access the site.

During peak pick-up and drop-off periods, visitors will be encouraged to use the interim shared path where possible. Where this is not possible, traffic controllers will direct visitors to use the interim 10-minute short-stay spaces. Outside of the peak pick-up and drop-off periods, visitors driving to the education campus can park within the car parking spaces along Education Road. The Kiss and Ride/ Short Stay car parking restrictions are sign-posted and only applicable during peak pick-up and drop-off periods.



Visitors exiting the education campus must travel south along Education Road before turning right onto Sport and Recreation Road to access Barry Way via the temporary roundabout.

4.9 Accessible Access

Two accessible parking spaces are provided within the car parking area, connected to the education campus via constructed footpaths and pedestrian crossings.

4.10 Service Vehicle Access

Service vehicles accessing the education campus will be directed to use the northern interim access to access the site.

Service vehicles exiting the education campus must travel south along Education Road, before turning right onto Sport and Recreation Road to access Barry Way via the temporary roundabout.

Delivery times would be strictly managed, whereby regular services are subject to strict timelines to ensure the minimum movements possible and will occur outside of the school's peak periods. Deliveries will be managed by the School's administration and management staff.

4.11 Out of Hours Access

Out of hours access is expected to be minimal during Term 2 2025 due to on-going services relocation and road works along Barry Way, and the OSHC is not operational.

During Term 2 2025, the proposed use of school facilities by community members is expected to be consistent with Term 1, where dance classes are to be scheduled after 3:30pm, with drop-off and pick-up of these dance students to occur outside the peak pick-up/ drop-off of the education campus.

4.12 Parking Management

Consistent with the Term 1 arrangements, during Term 2 the drop-off and pick-up car parking spaces and the bus bay will be managed by traffic controllers to ensure vehicles move to the front of the drop-off and pick-up car parking areas and do not obstruct bus access.

Staff parking are on a first come first serve basis, with messaging to staff to encourage carpooling to travel to / from the Education Campus.

Six spaces are to be set aside as priority car pooling parking, linemarked as car parking spaces 1 to 6.

The school will keep records of those participating in the car pooling scheme and assign car pooling car spaces to staff that regularly participate in the car pooling initiative.

Year 12 student parking will be on a first come first serve basis, with messaging to Year 12 students to encourage carpool to travel to/from the Education Campus.

4.13 Kiss and Drop Management

During the AM school peak, traffic controllers will direct incoming traffic to the drop-off/pick up spaces on either side of Education Road (operating in a one-way southbound direction between the interim access road and the staff car park).



Traffic controllers at Education Road will maintain radio contact with traffic controllers located at the Barry Way / interim access road intersection to monitor the level of queuing to ensure queues never extend onto Barry Way.

During the PM school peak, the following operational traffic management arrangement will be in place:

- Students to be picked up will be supervised and waiting at the school entry.
- A staff member will assist with the supervision and calling of students being picked-up in the drop-off and pick-up car parking spaces.
- Traffic controllers will direct vehicular traffic to either use the drop-off and pick-up car parking spaces on either side of Education Road.
- When vehicles approach the drop-off and pick-up car parking spaces, the school staff member will be responsible for calling students. Traffic controllers will be responsible for ensuring vehicles drive up to ensure appropriate flow rate is maintained at the kiss and ride area.
- Staff, parents and students have been advised to use the dedicated crossings along Education Road when crossing Education Road. If required, traffic controllers will act as crossing supervisors with stop bat to facilitate pedestrian movements across Education Road.

Hard copies of the Travel Access Guide (Appendix D) which outlines the location of the drop-off and pick-up car parking is available at the Primary School and High School reception area.



5 Governance and Support

5.1 Travel Plan Coordinator

To assist with the implementation and ongoing management and maintenance of the Operational School Transport Plan, Navianto Group will fulfil the role of the Travel Plan Coordinator for the 2025 school year and will be responsible for:

- Coordination of temporary traffic management arrangements to ensure safe and convenient access is maintained for the school community;
- Develop transport messaging for the school's distribution to the school community;
- Implement and promotion of Operational School Transport Plan actions;
- Establish staff travel questionnaire wording and timing of survey frequencies in the 2025 school year;
- Provide advice in relation to transport related subjects to the school management;
- Representation and liaison with external stakeholders (i.e., Council, TfNSW, bus operator);
- Work with the school to establish resourcing requirements and appoint a future school transport plan coordinator who will take over the on-going Travel Plan Coordinator Role upon completion of Navianto Group's engagement.



6 Monitoring and Review Process

6.1 Plan Maintenance

This Operational School Transport Plan will be subject to ongoing review on a per school term basis in 2025, with the frequency of review for the 2026 school year to be confirmed in November 2025.

Reviews of this Operational School Transport Plan throughout the 2025 school year will be undertaken by Navianto Group.

Key matters forming part of each review of the plan for the 2025 school year are:

- Site observation summary of findings during each of Term 2, 3 and 4 of the 2025 school year;
- Status of road works and a summary of the site access arrangement in place for each of Term 2, 3 and 4 of the 2025 school year;
- Review of the effectiveness, safety and suitability of the Traffic Guidance Scheme implemented during and outside school zone hours. Make adjustments to the Traffic Guidance Scheme in consultation with the road works contractor, traffic management implementation contractor and Council;
- Analysis and assessment of traffic data captured during each of Term 2, 3 and 4 of the 2025 school year;
- Updating baseline conditions to reflect changes to the transport environment as the school year progresses;
- Tracking of progress against year 1 travel mode targets;
- Identify shortfalls and develop updated action plan to address issues identified in our review and feedback from the school community, Council and TfNSW;
- Ensure travel mode targets are updated to ensure they remain realistic based on site access conditions and status of active transport connections.

Following the site observations, coordination and Transport Working Group process, the revised Operational School Transport Plan will be submitted to DPHI.

6.2 Site Observations

Periodic site observations to review the site interim traffic management will be undertaken by Navianto Group.

Site observations are scheduled as follows:

- Term 2 – week starting 16 June 2025
- Term 3 – Week starting 28 July or 4 August 2025
- Term 4 – Week starting 27 October 2025

6.3 On-going Coordination

Fortnightly review meetings will be scheduled during the 2025 School Year between the School, Hansen Yuncken, Aces Group Traffic Management, School Infrastructure NSW and Navianto Group to discuss status of road works, effectiveness of temporary traffic management measures, operational school transport plan implementation and feedback from the school community.



Should there be issues identified that requires site observations, arrangements will be made to schedule additional observations, or reschedule planned site observations to ensure review and mitigation measures can be developed promptly and implemented.

6.4 Transport Working Group

Due to the on-going road works in 2025, there is a need for regular transport working group meetings with Council, TfNSW and the local bus operator. Topics of discussions for the Transport Working Group is expected to comprise of the following:

- Provide update to stakeholders on the status of road works and upcoming major work stages
- Provide update from site observations and school community comments
- Discuss any changes to temporary traffic management / operational traffic management measures developed
- Discuss active travel uptake and travel survey findings
- Present refinements to be made to the Operational School Transport Plan
- Discuss uptake of school bus services and refinement opportunities where identified

Meeting minutes of Transport Working Group meetings will form the consultation records for ongoing STP updates for the 2025 school year.



7 Term 1, 2025 Data Collection and Monitoring

7.1 Questionnaire Survey and Hands Up Survey

During Term 1, due to the opening of the education campus while significant road works are underway along Barry Way, and with the introduction of interim road access arrangement, the focus of the TPC was to ensure safe operations of the school road network.

As such, the data collection and monitoring relied data collection undertaken by Aces Group and observations conducted in Term 1.

7.2 On-site Observations

The following data was obtained from on-site observations and data collection undertaken by Aces Group between Week 3 (Tuesday 18 March) and Week 10 (Monday 7 April 2025) of Term 1, 2025. Aces Group collected data on the following:

- Shared Path Usage in both the AM and PM peak periods
- Bus Patronage in both the AM and PM peak periods
- Drop-off and Pick-up usage in both the AM and PM peak periods along Education Road
- Formal Car Park Usage, only recorded during the AM period
- Informal Car Park Usage, only recorded during the AM period

The following analysis is based on the below:

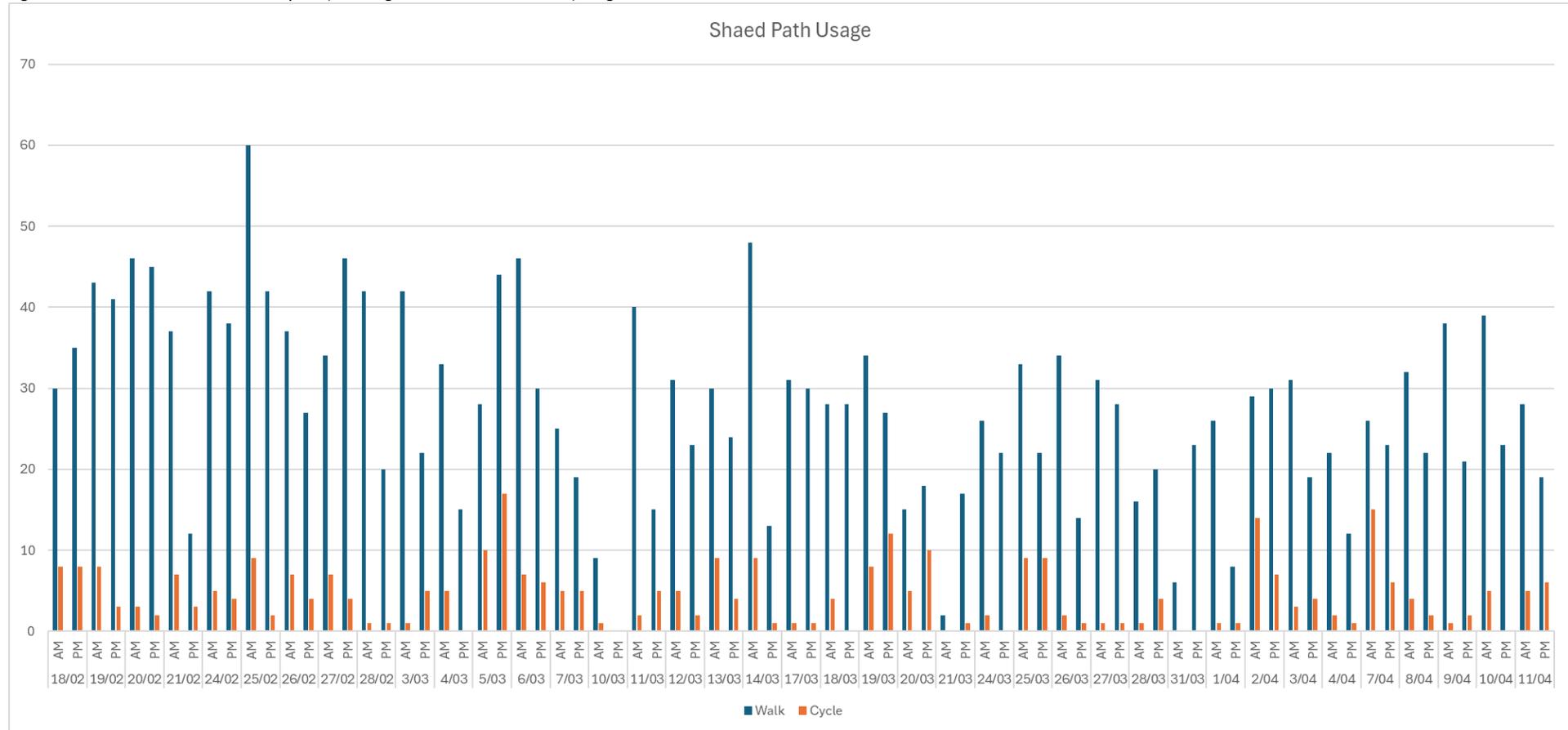
- The student travel mode analysis is based on 90% student attendance each day (i.e. 540 students attending the Jindabyne Education Campus each day)
- Only one teacher rode to school. All other adults cycling along the shared path were assumed to be parents dropping off/picking up students and not teachers arriving/departing their workplace
- Adults walking along the shared path were assumed to be parents dropping off/picking up students and not teachers arriving/departing their workplace
- During Week 3 to Week 8, only staff vehicles were allowed to park on-site within the formal or informal car parking spaces.
- During Week 9 and Week 10, the student parking trial began, which allowed Year 12 students to park within the informal car park.
- During Week 10, data was collected with respect to the number of staff arriving to the education campus via private vehicle, accompanied by either another staff member or their children, who are students of either Jindabyne Public School or Jindabyne High School.
- No data was collected during the PM period on Monday 10 March, due to poor weather conditions. Aces Group were focussed on ensuring the safety of staff and students in the adverse weather conditions.
- During Term 1, the informal car park had an estimated capacity of 40 car parking spaces.



Shared Path Usage

Figure 7.1 below shows the number of pedestrians and cyclists (including scooters and skateboards) using the shared path during the AM and PM periods between Week 3 and Week 10 of Term 1, 2025. The data shows an average of 28 students and 4 cyclists (1 teacher and 3 students) used the shared path when travelling to and from school each day.

Figure 7.1: Shared Path Pedestrian and Cyclist (including scooters and skateboards) Usage

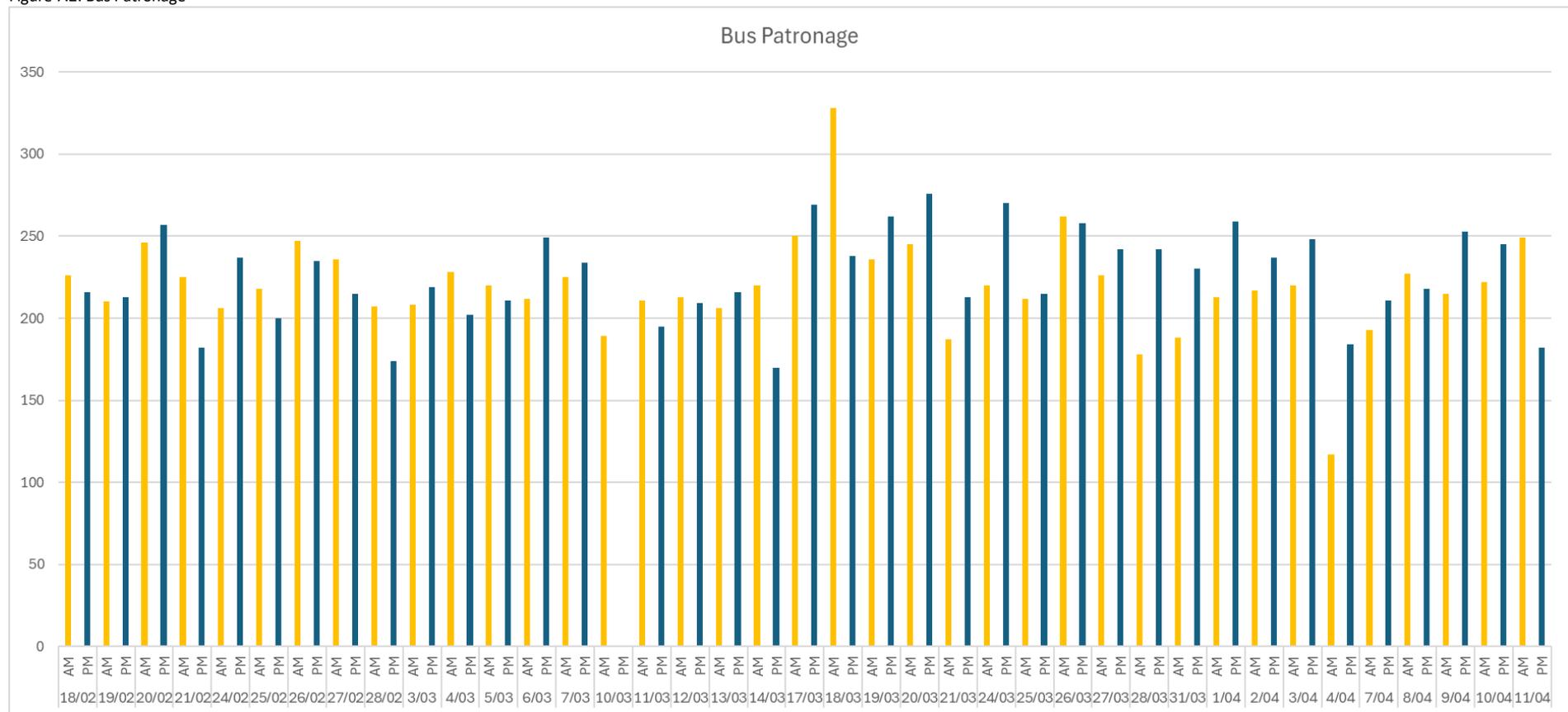


Bus Patronage

Figure 7.2 below shows the number of students using the bus services during the AM and PM periods between Week 3 and Week 10 of Term 1, 2025. The data shows an average of 223 students using the bus services. Further analysis indicates an average of 219 students using the bus services in the AM period and 227 students using the bus services in the PM period. A maximum of 328 students were recorded catching the bus on Tuesday 18 March 2025 during the AM period, with a minimum of 117 students catching the bus on the morning of Friday 4 April 2025.

It is noted that typically, bus patronage was lower on a Friday.

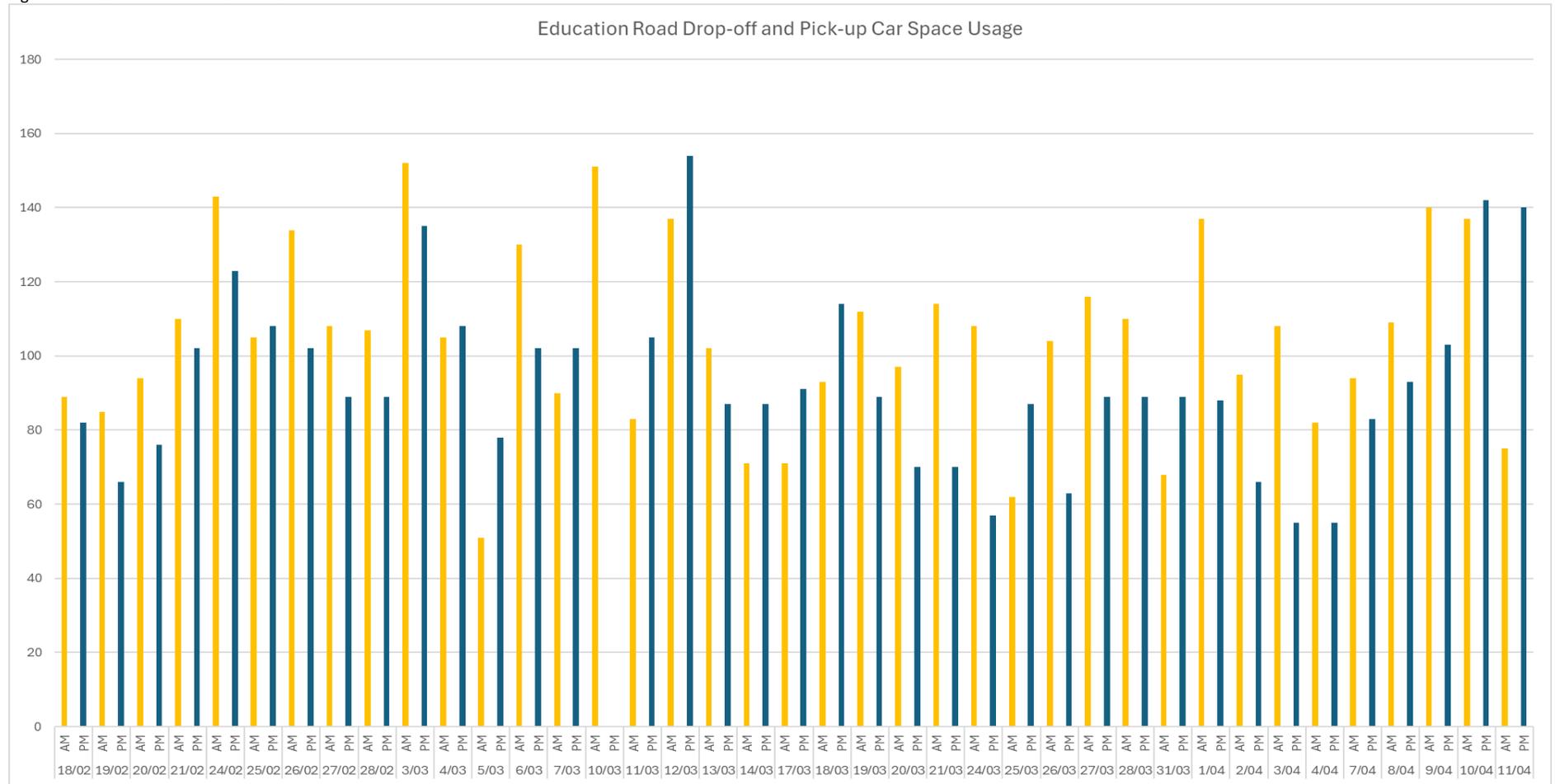
Figure 7.2: Bus Patronage



Education Road Drop-off and Pick-up Car Space Usage

Figure 7.3 below shows the number of vehicles using the drop-off and pick-up spaces along Education Road during the AM and PM periods between Week 3 and Week 10 of Term 1, 2025. The data shows an average of 99 vehicles using the drop-off and pick-up spaces along Education Road. Further analysis indicates an average of 104 vehicles using the drop-off and pick-up spaces along Education Road during the AM period and an average of 90 vehicles using the drop-off and pick-up spaces along Education Road during the PM period.

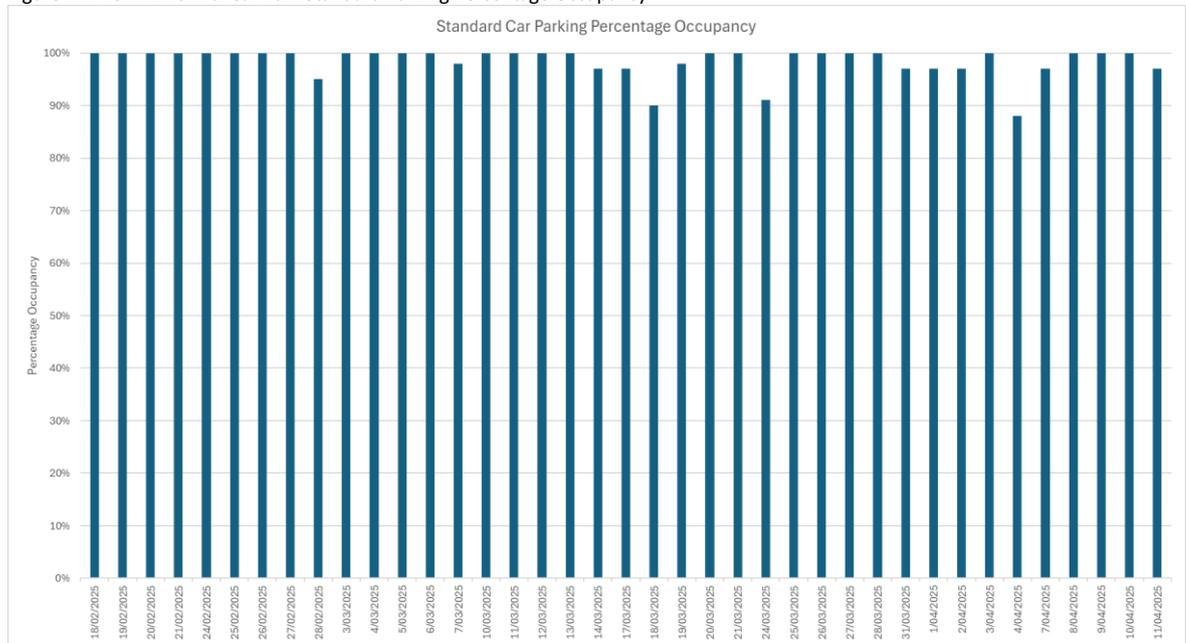
Figure 7.3: Kiss and Ride Vehicle Numbers



Formal Car Park Usage

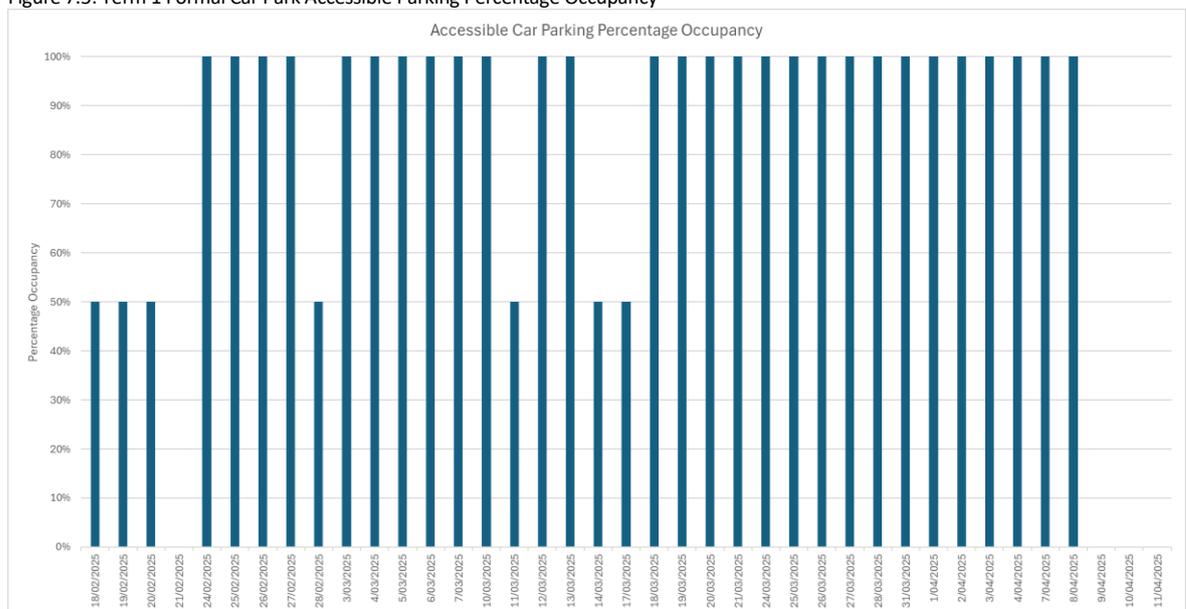
During Term 1, all of the 60 car parking spaces (58 standard spaces and 2 accessible spaces) within the formal car park were allocated to teachers of Jindabyne Public School and Jindabyne High School. The percentage usage of these spaces, separated into standard spaces and accessible spaces, between Week 3 and Week 10 is displayed below in Figure 7.4 and Figure 7.5.

Figure 7.4: Term 1 Formal Car Park Standard Parking Percentage Occupancy



The data suggests that on average the 58 standard car parking spaces within the formal car park are highly utilised with a 98% occupancy between Week 3 and Week 10.

Figure 7.5: Term 1 Formal Car Park Accessible Parking Percentage Occupancy



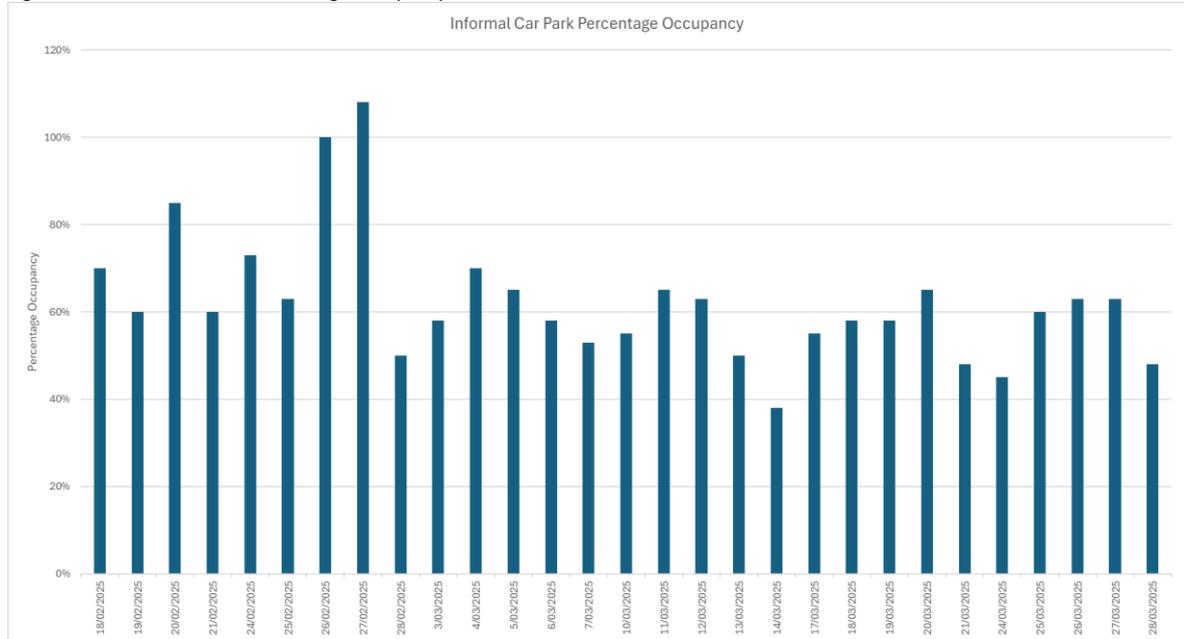
The data suggests that on average the 2 accessible car parking spaces within the formal car park are highly utilised with an 81% occupancy between Week 3 and Week 10.



Informal Car Park Usage

During Term 1, between Week 3 and Week 8, the informal car park was only utilised by teachers of Jindabyne Public School and Jindabyne High School. During Term 1, the informal car park had a capacity to accommodate approximately 40 standard car parking spaces, with the percentage usage of these spaces, between Week 3 and Week 8 displayed below in Figure 7.6.

Figure 7.6: Informal Car Park Percentage Occupancy Week 3 to Week 8



Aces Group noted the following:

- Aces Group were asked to accommodate 4 student vehicles within the informal car park during Week 3 (starting Monday 17 February 2025) due to an excursion during which some Year 12 students would be leaving their vehicle on-site overnight.
- 26 February 2025 and 27 January 2025: Jindabyne High School held an external staff event between 8:00am and 9:00am. This required an additional 20 or so vehicles (above the typical usage for staff of the Jindabyne Education Campus) to be parked within the informal car park, with an additional 5 vehicles parked in the High School Kiss and Drop during this time period.
- Week beginning 3 March 2025: Jindabyne Public School conducted parent-teacher interviews all week between 8:30 a.m. and 6:00 p.m.

The data suggests that between Week 3 and Week 8, the informal car park had an average occupancy of 62%, which equates to 25 vehicles.

During Week 9 and Week 10 of Term 1, the student parking trial begun, which allowed Year 12 students to also park within the informal car park. Initially, 30 spaces have been allocated to staff with the remaining 10 spaces allocated to Year 12 students. The Week 9 and Week 10 car park usage, separated into staff and student parking numbers is shown below in Figure 7.7. Additionally, the overall informal car park percentage occupancies are shown in Figure 7.8.



Figure 7.7: Week 9 and Week 10 Informal Car Park Usage

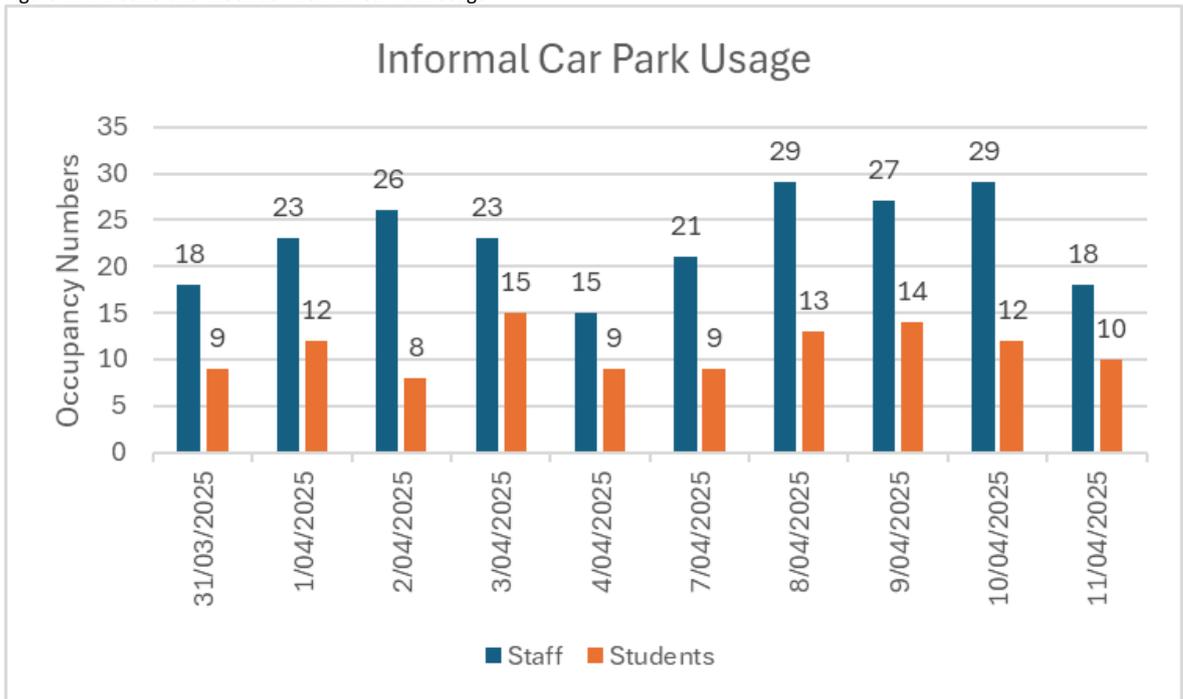
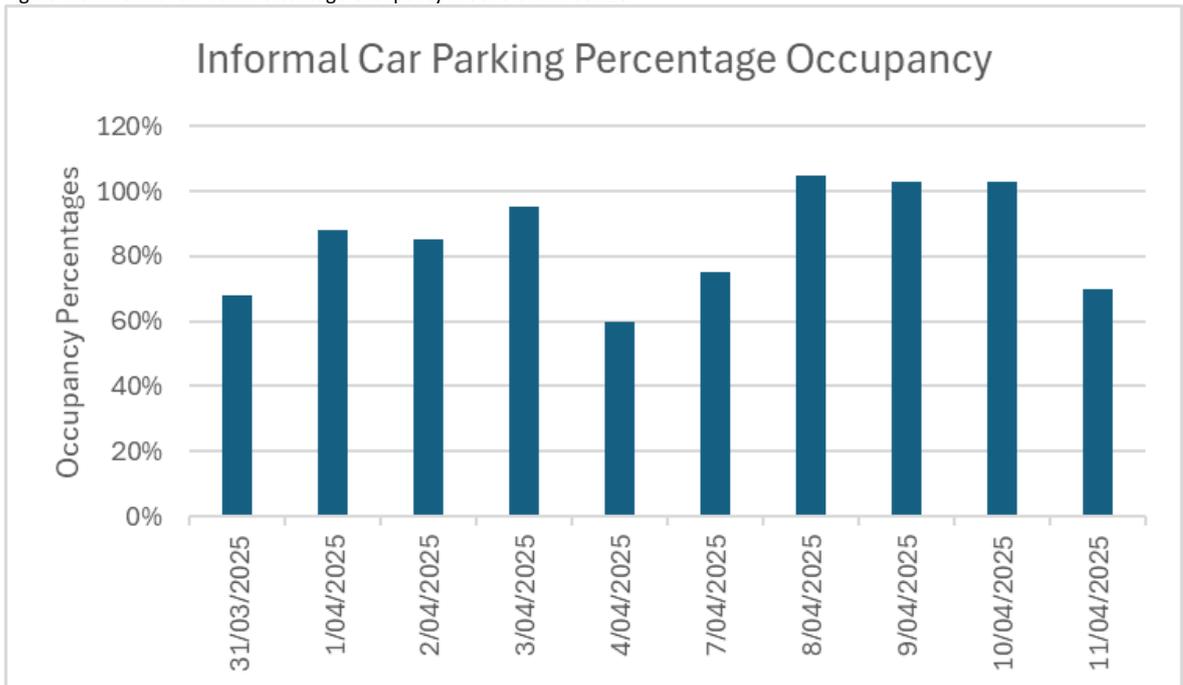


Figure 7.8: Informal Car Park Percentage Occupancy Week 9 and Week 10



The data suggests that during Week 9 and Week 10, the informal car park has an average occupancy of 85%, which equates to 34 vehicles.



7.3 Staff Travel Mode Analysis

Based on the above, staff predominately arrived and departed the Jindabyne Education Campus via private vehicle with the exception of one teacher who rode their bicycle along the shared path.

On Thursday 10 April and Friday 11 April 2025, Aces Group collected data on the proportion of staff arriving to school via private vehicle accompanied by another staff member or by their children who are either students of Jindabyne Public School or Jindabyne High School. The results are as follows:

- Thursday 10 April 2025 – 19 vehicles with two or more staff or one staff and student(s) – Equates to 22%
- Friday 11 April 2025 – 12 vehicles with two or more staff or one staff and student(s) – Equates to 16%

For this assessment, these vehicles have been considered participating in carpooling.

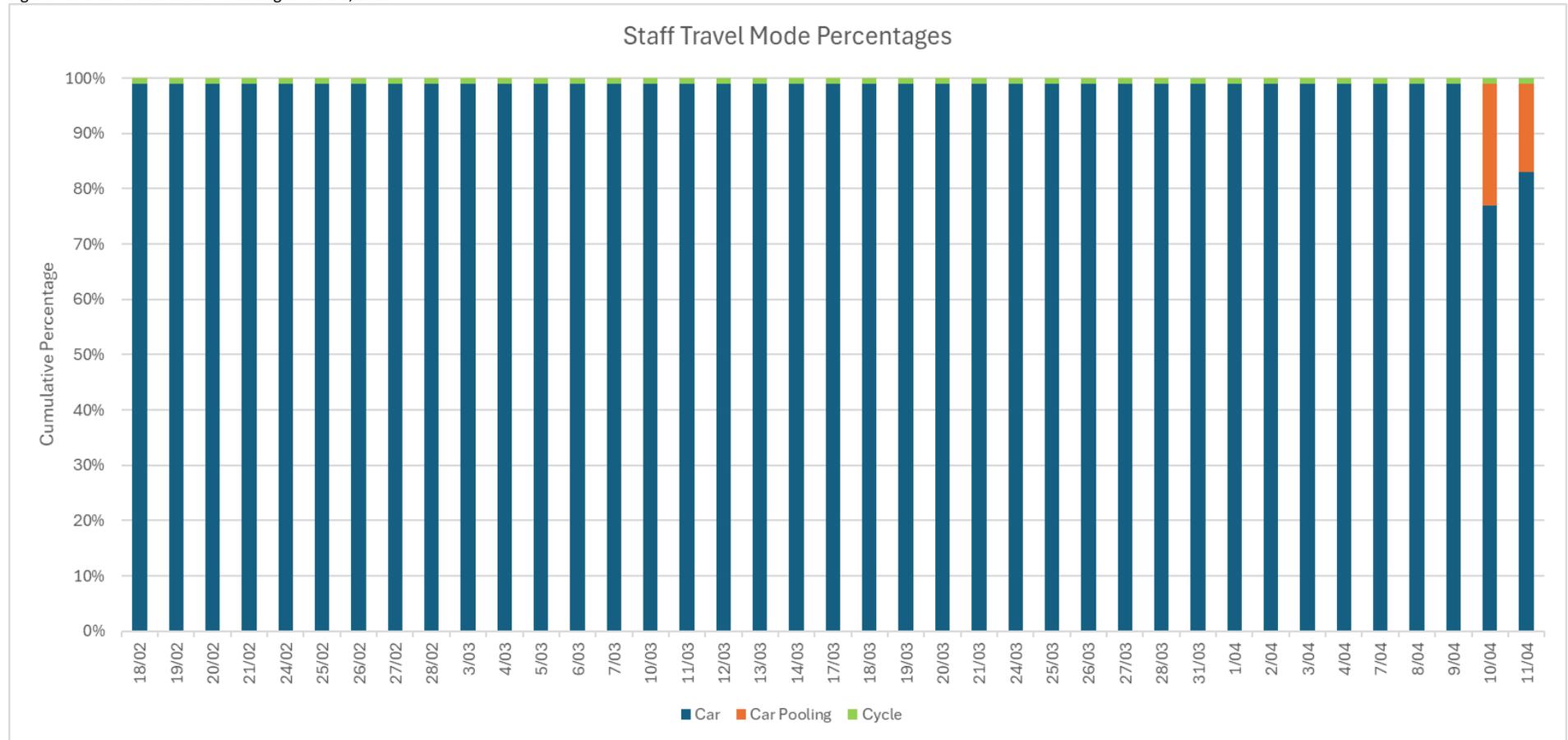
On average, the staff travel mode percentages for Term 1, 2025 are as follows:

- | | |
|----------------|------|
| ▪ Car (driver) | 98% |
| ▪ Car Pooling | 0%** |
| ▪ Bus: | 0% |
| ▪ Walk: | 0% |
| ▪ Cycle: | <1% |

** As mentioned above, carpooling data was only collected on 2 days during Term 1. Whilst the uptake of carpooling for those two days was above the base target (average of 19% for the two days), more data collection is required to provide a reliable baseline.

Figure 7.9 below are the staff travel mode percentages for Term 1, 2025.

Figure 7.9: Staff Travel Mode Percentages Term 1, 2025



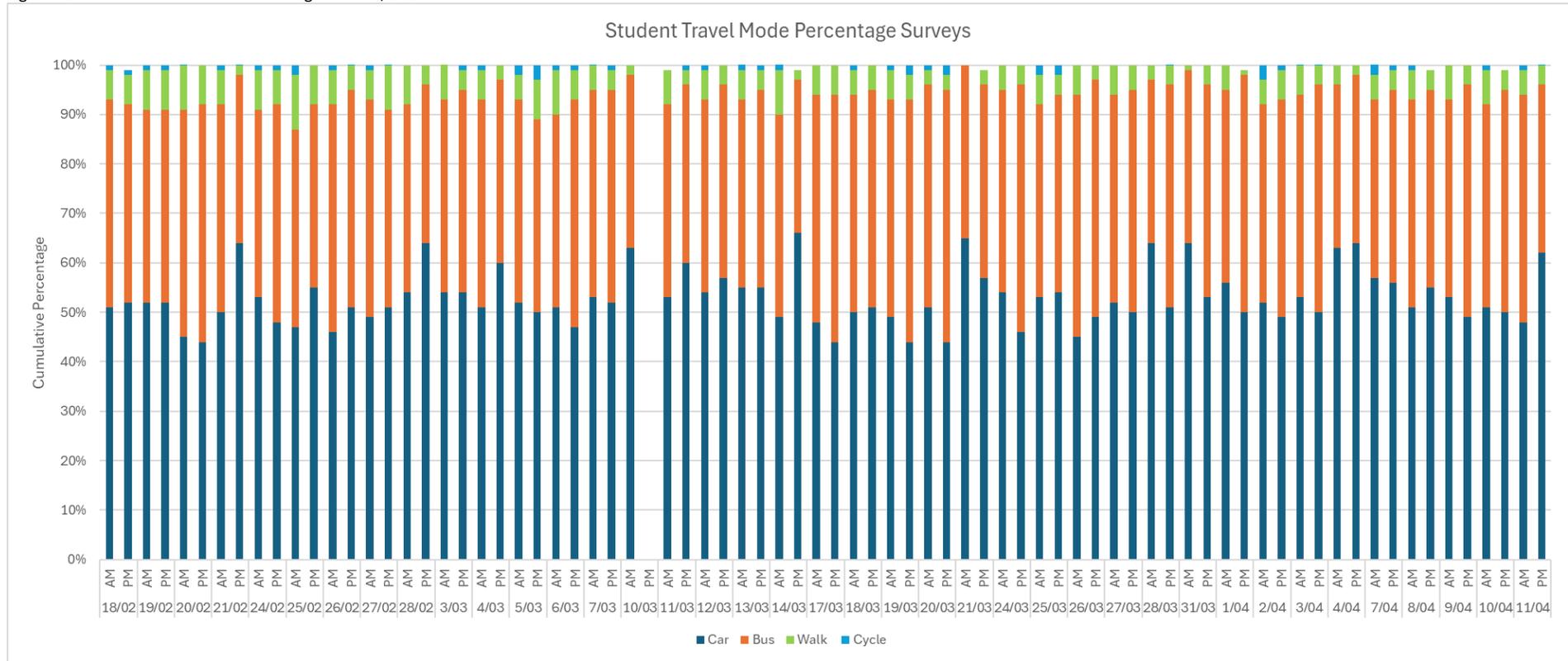
7.4 Student Travel Mode Analysis

Based on the above, the student travel mode percentages are shown graphically in Figure 7.10. On average, the students travel mode percentages for Term 1, 2025 are as follows:

- Car (driver or passenger): 53%
- Bus: 41%
- Walk: 5%

- Cycle: 1%

Figure 7.10: Student Travel Mode Percentages Term 1, 2025



The detailed results are provided in Appendix B.

APPENDIX A

Curriculum Vitae of Authors



Technical Director: Traffic & Transport

Dora Choi

Experience

July 2023 – Current

Technical Director *Navianto Group, Sydney*

Dora co-founded Navianto Group in July 2023 to work with a range of clients on a range of projects where practical, evidence based, innovative human-centred solutions are part of every step of our service offering.

July 2023 – September 2024

Traffic Planner *Parklife Metro D&C, Sydney*

Dora works as a part-time traffic planner with Parklife Metro D&C and works on the traffic management planning for construction activities associated with the delivery of the Station, Systems, Trains, Operations and Maintenance (SSTOM) of the Sydney Metro – Western Sydney Airport project. Dora also undertakes daily monitoring of on-site implementation of traffic management measures and provides technical guidance to other teams in relation to transport planning aspects of the SSTOM project to ensure compliance with SSI conditions.

Education

2011
PG Dip in Transport & Traffic

Monash University

1999
PG Dip in Planning & Design

The University of Melbourne

1996
Bachelor of Science
University of Auckland

Skills

- Business Development
- Problem-Solving
- Stakeholder Engagement
- Traffic Design
- Transport Planning
- Traffic Management

Accreditation

- Road Safety Auditor (VIC)
- Prepare a Work Zone Traffic Management Plan (SafeWork NSW TCT0021456)

Membership

- Member of Planning Institute of Australia

Contact

Po Box 8398, Parramatta
Westfield NSW 2150

0450 923 889
info@naviantogroup.com.au

Experience

July 2020 – June 2023

Principal Lead: Traffic Management & Operations *Ason Group, Sydney*

Group lead of traffic management & operations, where I set the CAD and design output standards, responsible for winning work and meeting Company financial targets, and the day-to-day operations and delivery of traffic engineering and transport planning services. As the Sector Lead for Social Infrastructure Projects, I secured the Due Diligence Panel for Transport Planning Services with the NSW Department of Education for Ason Group. Consistently delivering high-quality, practical transport planning outcomes for various projects, Dora has completed significant amounts of Transport Assessments for State Significant Development Applications.

January 2018 – July 2020

Associate Director – Traffic Engineering *GTA (NSW) Pty Ltd, Sydney*

Leader of the NSW Technical Design Team of GTA Consultants, I am a member of the NSW Leadership Team and responsible for day-to-day operations, business strategy development, planning, and the delivery of services. Being the National Technical Lead in the Woolworths National Store Loading Dock Safety Assessment Project involving 1016 stores nationally, I developed systems to enable high efficiency during the project's delivery phase.

April 2014 – January 2018

Senior Associate – Traffic Engineering *Ratio Consultants, Melbourne*

Sector Lead for Traffic Management, Traffic Design, Major Projects, and Waste Management Planning within the Traffic Engineering Section of Ratio Consultants, I delivered a significant number of major development projects, including the completion of The Emporium Melbourne, Melbourne Wholesale Fruit and Vegetable Market, Victoria Police Centre, City West Police Complex, Casey Hospital Expansion Project, Reserve Bank of Australia PNBS Traffic Signalling, Cleanaway Melbourne South-West Transfer Station, Woolworths South-East Distribution Centre, Woolworths Meat, 435 Collins Street (Collins Arch), and a range of Traffic Engineering and Traffic Management Projects. With a team of 7 staff, I am responsible for the management, operations, work winning and financial KPIs for the Business Areas I lead.

October 2013 – April 2014

Traffic and Transport Manager *G20 Taskforce, Department of the Prime Minister and Cabinet, Brisbane*

As the subject matter expert of traffic, transport management, and operations, I prepare the Traffic and Transport Operations Plan to support the G20 2014 Leaders Summit. I represented G20 Taskforce in stakeholder engagement meetings with the Queensland Police Service, Department of Transport and Main Roads, Brisbane Airport, key land owners and businesses, essential services, and Brisbane City Council.

December 2008 – October 2013

Associate Director *Ratio Consultants, Melbourne*

Preparation of transport impact assessment, traffic design, traffic management planning for a range of projects, including The Emporium Melbourne, Melbourne Wholesale Fruit and Vegetable Market, La Trobe University Agri Bio Centre, 2010 UCI Road World Championships, Frankston Regional Aquatic Centre, and Road Safety Audits for the Geelong Ring Road Section 4A, Port of Melbourne Traffic Signalisation Plans.

October 2007 – November 2008

Senior Traffic Engineer *City of Melbourne, Melbourne*

March 2000 – October 2007

Various Roles *City of Port Phillip, Melbourne*

Select Project Experience

Education

- Galungara Public School
- Estella Public School
- Barramurra Public School
- Denham Court Public School
- Hastings Secondary College – Port Macquarie Campus
- North Sydney Public School
- Googong Public School
- Murrumbateman Public School
- Girraween Public School
- Murrumbidgee High School (Wade Site and Griffith Site)
- Jerrabomberra Temporary High School

Mixed Use

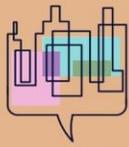
- Ivanhoe Estate Redevelopment (Stage 1 Detailed Design, Stage 2, Stage 3)
- Telopea Precinct Concept Plan & Stage 1A Development
- Soper Place Redevelopment Project
- The Range Hotel (Castle Hill Heartlands)
- Yarrila Place, Coffs Harbour
- The Sanctuary, Wentworth Point
- Warrick Lane Precinct
- Blacktown Health Precinct

Residential / Commercial / Industrial

- Woolworths JR / JN Distribution Centre, Moorebank
- Switchyard, 300 Manchester Road, Auburn
- 520 Gardeners Road, Alexandria
- The Hybrid South Sydney
- 202 Euston Road, Alexandria
- 350 William Street, Melbourne
- 37-39 Hill Road, Wentworth Point
- Woolworths South East Melbourne Distribution Centre
- Woolworths Meat,

Major Events & Construction Traffic Management

- Sydney Metro Western Sydney Airport SSTOM Overarching CTMP
- Fernhill Estate Overarching Event Traffic Management Plan
- Chatswood Lunar New Year 2023 Parade Event Traffic Management Plan
- Yarrila Place Overarching Event Traffic Management Plan
- Chatswood VIVID Event Traffic Management Plan
- Fairfield Showgrounds Event Traffic Management Plan
- 388 George Street, Sydney
- City West Police Complex
- Victoria Police Centre
- 45-61 Waterloo Road,



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81-83 Campbell Street, Surry Hills NSW 2010

- Bungendore Temporary High School
- Wentworth Point Public School – Rapid Transport Assessment and Development Application
- Oran Park Public School – Stage 2
- Gregory Hills Public School – Temporary and Permanent
- Ryde Secondary College
- Austral Public School – Rapid Transport Assessment
- Leppington Public School – Rapid Transport Assessment
- Narrabeen Education Precinct
- Lachlans Line Primary and High School - Rapid Transport Assessment
- Edmondson Park Public School – School Travel Coordinator
- Ed. Square High School
- South West Selective High School - Rapid Transport Assessment
- Showgrounds Castle Hill Public School – Rapid Transport Assessment
- New Public School in The Gables
- New Public School in Hills of Carmel
- New Public School and High School in Terry Road Transformation Project
- 1 Denison Street, North Sydney
- 88 Walker Street, North Sydney,
- 435 Collins Street, Melbourne
- 2 Neilson Place, Footscray
- 360 William Street, Melbourne
- 140 Queen Street, Melbourne
- Queen Victoria Market
- Truganina
- Macquarie Park (Road 14, 16 and Road 1)
- 2014 G20 Leaders Summit
- 2013 Cycling Australia Road Championships
- 2010 UCI Road World Championships
- 2007 FINA World Swimming Championships
- 2007 & 2008 Australia F1 Grand Prix
- Melbourne 2006 Commonwealth Games
- Melbourne Marathon
- Pride March (Melbourne)
- St Kilda Festival

**Associate: Traffic &
Transport**

Tanya Chen

Education

2013
**Bachelor of Civil
Engineering (Honours)**
Swinburne University of
Technology (Australia)

2013
**Bachelor of Business
Law**
Swinburne University of
Technology (Australia)

Accreditation

- NSW Professional Engineer Registration PRE0002496
- NSW Design Practitioner Registration DEP0004075
- VIC Registered Professional Engineer PE0016706
- National Engineering Register – MIEAust NER Civil Engineering
- Road Safety Auditor (VIC)
- Construction Induction White Card

Skills

- Traffic & Transport Planning
- Traffic Impact Statements
- Technical Design and Advice (Australian Standards, AutoCAD and AutoCAD Vehicle Tracking)
- Problem Solving

Contact

tanya.chen@naviantogroup.com.au

Experience

2024 – Current – Navianto Group, Sydney

Associate Traffic and Transport Engineer

Tanya joined Navianto Group in March 2024.

My role involves collaborating in a range of inter-disciplinary teams to deliver practical and best practice advice and outcomes within all facets of the project life (concept design, schematic design and detailed design), ensuring compliance with the relevant standards and requirements.

2021 – 2022 - *Ason Group, Sydney*

Senior Traffic and Transport Engineer

My role involved the preparation of Development Applications, in particular State Significant Development Applications (SSDAs) for Schools Infrastructure New South Wales (SINSW) and private developers.

2013 – 2021 – *Ratio Consultants, Melbourne*

Associate: Transport & Waste Management (January 2021 – April 2021)

Senior Traffic and Transport Engineer & Waste Management (July 2017 – December 2020)

Transport Engineer (July 2013 – July 2017)

My time at Ratio Consultants involved assisting the firm's clients with Town Planning Applications and Planning Permit Endorsements by providing them with quality and timely advice with respect to Traffic & Transport Engineering and Waste Management Services.

I worked on a range of traffic and transport engineering projects in a statutory capacity spanning across a wide range of sectors including residential, industrial, retail and commercial uses. I regularly worked autonomously, preparing Traffic Impact Assessment Statements, VCAT Expert Evidence Statements, Green Travel Plans and provided detailed, timely and professional solution based AutoCAD design advice in accordance with the relevant standards (Planning Scheme and/or Australian Standards).

From March 2019 onwards, I led the firm's Waste Management Division, managing all aspects of the business including nurturing professional relationships with various stakeholders to win jobs, providing innovative and relevant design advice and the preparation of Waste Management Plans for Town Planning Submissions and Endorsement.

My role within Ratio Consultants provided me with a fantastic opportunity to lead, mentor, collaborate and train junior staff and as well engaging in other facets of the business including invoicing and debt management, managing AutoCAD licensing and software renewals, and implementing an office filling system.

2016 - 2017 – *Darebin City Council, Melbourne (Secondment)*

Traffic and Transport Engineer

My role included assessing Town Planning Applications as part of the Engineering Services Team, in particular Traffic Impact Assessments and supporting material which accompanied the Town Planning Application.

2010 - 2012 – *Yarra Ranges Council, Melbourne*

Student Traffic, Drainage and Developments Engineer

This undergraduate student traffic position allowed me an insight into road safety investigations and implementation, customer service and support, drainage investigations, subdivisions and developments.

My time at Yarra Ranges Council taught me the fundamentals of access and car parking design, road safety, interpretation of standards and state and/or local policies and how to build and foster professional working relationships.

Select Project Experience

Residential

- Gardenhill (820 Elgar Road, Doncaster VIC)
- Habitus South Melbourne (10-16 Boundary Street, South Melbourne VIC)
- East Central Tower (820 Whitehorse Road, Box Hill VIC)
- The Gatwick Hotel (34 Fitzroy Street, St Kilda VIC)
- Grace (1555-1559 Malvern Road, Glen Iris VIC)
- 27-33 Stamford Crescent, Rowville VIC
- 9–15 Templestowe Road, Bulleen VIC
- 594 Upper Heidelberg Road, Heidelberg VIC
- 14 Woorigoleen Road, Toorak VIC
- 99-101 Old Warrandyte Road, Donvale VIC
- 11-13 King Edward

Commercial/ Industry

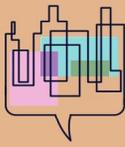
- Collins Arch (447 Collins Street, Melbourne VIC)
- Westfield Doncaster (619 Doncaster Road, Doncaster VIC)
- City West Police Complex (360 William Street, Melbourne VIC)
- WaterMarc and Banyule Council Offices (1 Flintoff Street, Greensborough VIC)
- Sailors Rest (3 Moorabool Street, Geelong VIC)
- 60-60a Ricketts Road & 2-6 Gilby Road Mount Waverley VIC
- 131-135 Dover Street, Cremorne VIC
- Maybloom Bentleigh (99 Brewer Street, Bentleigh East VIC)

Mixed Use

- 600 Collins (600 Collins Street, Melbourne VIC)
- 1-9 & 11-17 Lyall Road, Berwick VIC
- 10-16 Selwyn Street, Elsternwick VIC
- Seddon Square (43-47 Buckley Street, Seddon VIC)
- 15-31 Batman Street, West Melbourne VIC
- 207-209 Victoria Parade & 1 Smith Street, Fitzroy VIC
- Esquire Hawthorn (18-22 Lilydale Grove, Hawthorn East VIC)
- Hunter Prahran (14-18 Porter Street, Prahran VIC)
- 129 Martin Street, Brighton VIC
- 2-8 Brighton Street, 5 Little Lesney Street & 1-3 Wiltshire Street, Richmond VIC
- Florenze Terrace,

Education, Health and Recreation

- Jindabyne Education Campus (163 Barry Way, Jindabyne, NSW)
- Bethlehem Hospital Redevelopment – Calvary Bethlehem Health and Retirement (476 Kooyong Road, Caulfield South VIC)
- Professor Lynn Corcoran Early Learning Centre (1G royal Parade, Parkville VIC)
- Kingswood College (355 Station Street, Box Hill VIC)
- Mullum Mullum Reserve VIC
- Cabrini Hospital (185-189 Wattletree Road, Malvern VIC)
- North Sydney Public School (182 Pacific Highway, North Sydney NSW)
- Googong Public School (241 Gorman Drive, Googong NSW)
- Murrumbateman Public School (2 Fairley Street, Murrumbateman NSW)
- Denham Court Public School



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- Avenue, Albion VIC
- 3-7 Percy Street, Prahran VIC
- Ashbury Terraces (149-163 Milton Street, Ashbury NSW)
- Sanctuary at Wentworth Point (The Sanctuary, Wentworth Point NSW)
- 129-135 Bridge Road, Richmond VIC
- 11-15 Pearson Street and 10-12 Adolph Street, Cremorne VIC
- 219-221 Park Street, South Melbourne VIC
- 9 Ambrose Avenue, Cheltenham VIC
- North Melbourne (89-101 Lothian Street, North Melbourne VIC)
- Ivanhoe Estate Redevelopment – Stage 2 (Macquarie Park, NSW)
- Telopea Precinct Concept Plan & Stage 1A Development NSW
- (Corner Commissioners Drive, Willow Drive and Denham Court NSW)
- 38-40 Stronach Avenue, East Maitland NSW
- 7 Martin Close & 42 Stronach Avenue, East Maitland NSW

APPENDIX B

Aces Group Term 1 Daily Observations



Staff Mode Share Percentages Term 1, 2025

Date	Car	Car Pooling	Cycle
18/02	99%	N/A	1%
19/02	99%	N/A	1%
20/02	99%	N/A	1%
21/02	99%	N/A	1%
24/02	99%	N/A	1%
25/02	99%	N/A	1%
26/02	99%	N/A	1%
27/02	99%	N/A	1%
28/02	99%	N/A	1%
3/03	99%	N/A	1%
4/03	99%	N/A	1%
5/03	99%	N/A	1%
6/03	99%	N/A	1%
7/03	99%	N/A	1%
10/03	99%	N/A	1%
11/03	99%	N/A	1%
12/03	99%	N/A	1%
13/03	99%	N/A	1%
14/03	99%	N/A	1%
17/03	99%	N/A	1%
18/03	99%	N/A	1%
19/03	99%	N/A	1%
20/03	99%	N/A	1%
21/03	99%	N/A	1%
24/03	99%	N/A	1%
25/03	99%	N/A	1%
26/03	99%	N/A	1%
27/03	99%	N/A	1%
28/03	99%	N/A	1%
31/03	99%	N/A	1%
1/04	99%	N/A	1%
2/04	99%	N/A	1%
3/04	99%	N/A	1%
4/04	99%	N/A	1%
7/04	99%	N/A	1%
8/04	99%	N/A	1%
9/04	99%	N/A	1%
10/04	77%	22%	1%
11/04	83%	16%	1%

Student Mode Share Percentages Term 1, 2025

Date	Time Period	Car	Bus	Walk	Cycle
18/02	AM	51%	42%	6%	1%
	PM	52%	40%	6%	1%
19/02	AM	52%	39%	8%	1%
	PM	52%	39%	8%	1%
20/02	AM	45%	46%	9%	1%
	PM	44%	48%	8%	0%
21/02	AM	50%	42%	7%	1%
	PM	64%	34%	2%	1%
24/02	AM	53%	38%	8%	1%
	PM	48%	44%	7%	1%
25/02	AM	47%	40%	11%	2%
	PM	55%	37%	8%	0%
26/02	AM	46%	46%	7%	1%
	PM	51%	44%	5%	1%
27/02	AM	49%	44%	6%	1%
	PM	51%	40%	9%	1%
28/02	AM	54%	38%	8%	0%
	PM	64%	32%	4%	0%
3/03	AM	54%	39%	8%	0%
	PM	54%	41%	4%	1%
4/03	AM	51%	42%	6%	1%
	PM	60%	37%	3%	0%
5/03	AM	52%	41%	5%	2%
	PM	50%	39%	8%	3%
6/03	AM	51%	39%	9%	1%
	PM	47%	46%	6%	1%
7/03	AM	53%	42%	5%	1%
	PM	52%	43%	4%	1%
10/03	AM	63%	35%	2%	0%
	PM				
11/03	AM	53%	39%	7%	0%
	PM	60%	36%	3%	1%
12/03	AM	54%	39%	6%	1%
	PM	57%	39%	4%	0%
13/03	AM	55%	38%	6%	2%
	PM	55%	40%	4%	1%
14/03	AM	49%	41%	9%	2%
	PM	66%	31%	2%	0%
17/03	AM	48%	46%	6%	0%
	PM	44%	50%	6%	0%
18/03	AM	50%	44%	5%	1%

18/03	PM	51%	44%	5%	0%
19/03	AM	49%	44%	6%	1%
	PM	44%	49%	5%	2%
20/03	AM	51%	45%	3%	1%
	PM	44%	51%	3%	2%
21/03	AM	65%	35%	0%	0%
	PM	57%	39%	3%	0%
24/03	AM	54%	41%	5%	0%
	PM	46%	50%	4%	0%
25/03	AM	53%	39%	6%	2%
	PM	54%	40%	4%	2%
26/03	AM	45%	49%	6%	0%
	PM	49%	48%	3%	0%
27/03	AM	52%	42%	6%	0%
	PM	50%	45%	5%	0%
28/03	AM	64%	33%	3%	0%
	PM	51%	45%	4%	1%
31/03	AM	64%	35%	1%	0%
	PM	53%	43%	4%	0%
1/04	AM	56%	39%	5%	0%
	PM	50%	48%	1%	0%
2/04	AM	52%	40%	5%	3%
	PM	49%	44%	6%	1%
3/04	AM	53%	41%	6%	1%
	PM	50%	46%	4%	1%
4/04	AM	63%	33%	4%	0%
	PM	64%	34%	2%	0%
7/04	AM	57%	36%	5%	3%
	PM	56%	39%	4%	1%
8/04	AM	51%	42%	6%	1%
	PM	55%	40%	4%	0%
9/04	AM	53%	40%	7%	0%
	PM	49%	47%	4%	0%
10/04	AM	51%	41%	7%	1%
	PM	50%	45%	4%	0%
11/04	AM	48%	46%	5%	1%
	PM	62%	34%	4%	1%

Student Mode Share per Student Term 1, 2025

Date	Time Period	Car*	Bus	Walk	Cycle
18/02/2025	AM	276	226	30	8
	PM	218	216	35	8
19/02/2025	AM	279	210	43	8
	PM	283	213	41	3
20/02/2025	AM	245	246	46	3
	PM	236	257	45	2
21/02/2025	AM	271	225	37	7
	PM	343	182	12	3
24/02/2025	AM	287	206	42	5
	PM	261	237	38	4
25/02/2025	AM	253	218	60	9
	PM	296	200	42	2
26/02/2025	AM	249	247	37	7
	PM	274	235	27	4
27/02/2025	AM	263	236	34	7
	PM	275	215	46	4
28/02/2025	AM	290	207	42	1
	PM	345	174	20	1
3/03/2025	AM	289	208	42	1
	PM	294	219	22	5
4/03/2025	AM	274	228	33	5
	PM	323	202	15	0
5/03/2025	AM	282	220	28	10
	PM	268	211	44	17
6/03/2025	AM	275	212	46	7
	PM	255	249	30	6
7/03/2025	AM	285	225	25	5
	PM	282	234	19	5
10/03/2025	AM	341	189	9	1
	PM	N/A	N/A	N/A	N/A
11/03/2025	AM	287	211	40	2
	PM	325	195	15	5
12/03/2025	AM	291	213	31	5
	PM	306	209	23	2
13/03/2025	AM	295	206	30	9
	PM	296	216	24	4
14/03/2025	AM	263	220	48	9
	PM	356	170	13	1
17/03/2025	AM	258	250	31	1
	PM	240	269	30	1
18/03/2025	AM	270	328	28	4

18/03/2025	PM	274	238	28	0
19/03/2025	AM	262	236	34	8
	PM	239	262	27	12
20/03/2025	AM	275	245	15	5
	PM	236	276	18	10
21/03/2025	AM	351	187	2	0
	PM	309	213	17	1
24/03/2025	AM	292	220	26	2
	PM	248	270	22	0
25/03/2025	AM	286	212	33	9
	PM	294	215	22	9
26/03/2025	AM	242	262	34	2
	PM	267	258	14	1
27/03/2025	AM	282	226	31	1
	PM	269	242	28	1
28/03/2025	AM	345	178	16	1
	PM	274	242	20	4
31/03/2025	AM	346	188	6	0
	PM	287	230	23	0
1/04/2025	AM	300	213	26	1
	PM	272	259	8	1
2/04/2025	AM	280	217	29	14
	PM	266	237	30	7
3/04/2025	AM	286	220	31	3
	PM	269	248	19	4
4/04/2025	AM	339	117	22	2
	PM	343	184	12	1
7/04/2025	AM	306	193	26	15
	PM	300	211	23	6
8/04/2025	AM	277	227	32	4
	PM	298	218	22	2
9/04/2025	AM	286	215	38	1
	PM	264	253	21	2
10/04/2025	AM	274	222	39	5
	PM	272	245	23	0
11/04/2025	AM	258	249	28	5
	PM	333	182	19	6

Student K & D Term 1, 2025

Date	Time Period	Kiss and Ride
18/02	AM	89
	PM	82
19/02	AM	85
	PM	66
20/02	AM	94
	PM	76
21/02	AM	110
	PM	102
24/02	AM	143
	PM	123
25/02	AM	105
	PM	108
26/02	AM	134
	PM	102
27/02	AM	108
	PM	89
28/02	AM	107
	PM	89
3/03	AM	152
	PM	135
4/03	AM	105
	PM	108
5/03	AM	51
	PM	78
6/03	AM	130
	PM	102
7/03	AM	90
	PM	102
10/03	AM	151
	PM	N/A
11/03	AM	83
	PM	105
12/03	AM	137
	PM	154
13/03	AM	102
	PM	87
14/03	AM	71
	PM	87
17/03	AM	71
	PM	91
18/03	AM	93

18/03	PM	114
19/03	AM	112
	PM	89
20/03	AM	97
	PM	70
21/03	AM	114
	PM	70
24/03	AM	108
	PM	57
25/03	AM	62
	PM	87
26/03	AM	104
	PM	63
27/03	AM	116
	PM	89
28/03	AM	110
	PM	89
31/03	AM	68
	PM	89
1/04	AM	137
	PM	88
2/04	AM	95
	PM	66
3/04	AM	108
	PM	55
4/04	AM	82
	PM	55
7/04	AM	94
	PM	83
8/04	AM	109
	PM	93
9/04	AM	140
	PM	103
10/04	AM	137
	PM	142
11/04	AM	75
	PM	140

APPENDIX C

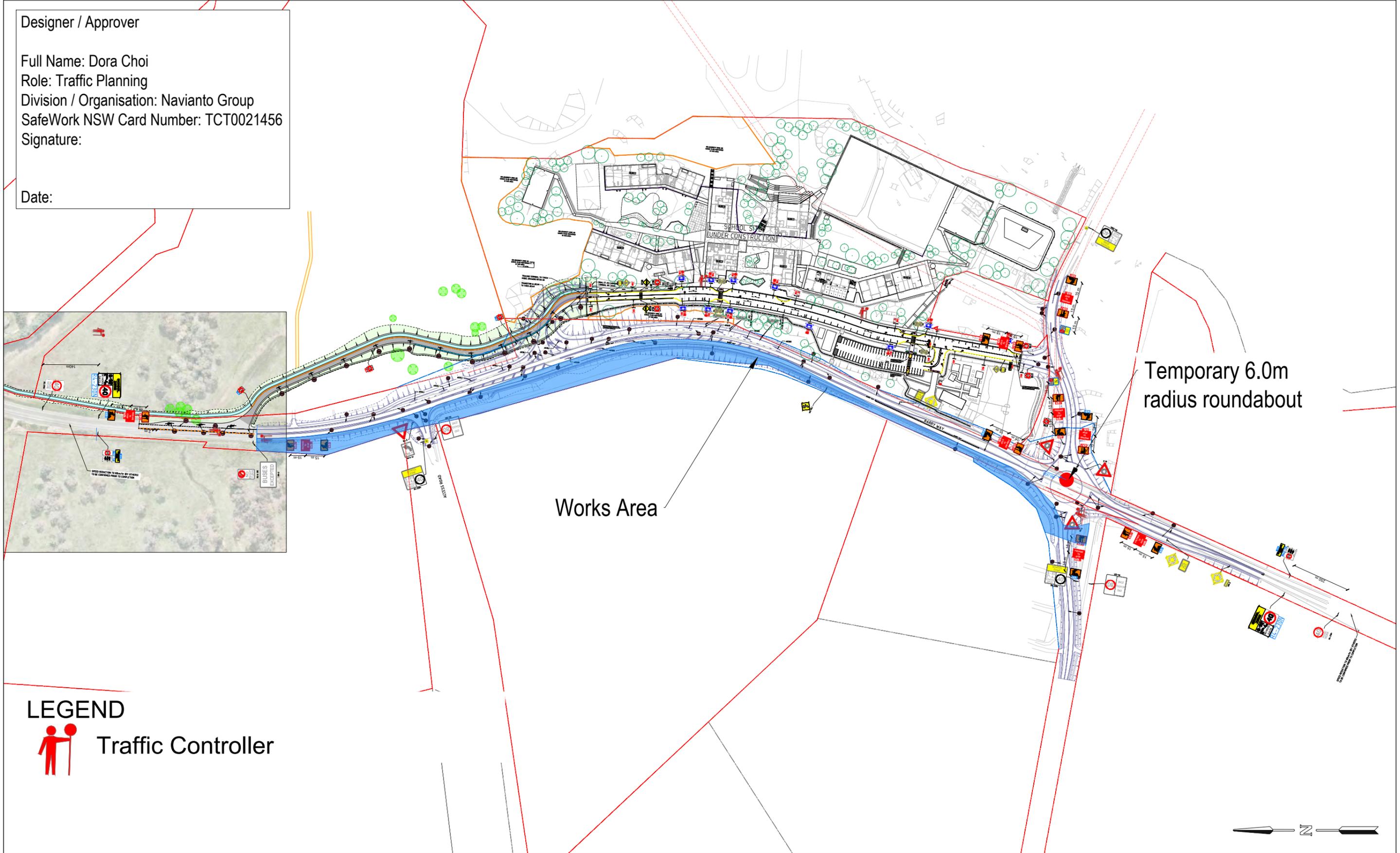
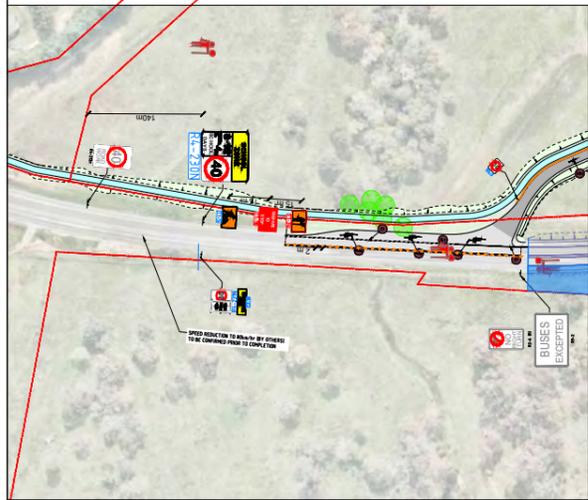
Traffic Guidance Scheme – During School Zone Hours and Outside School Zone Hours



Designer / Approver

Full Name: Dora Choi
 Role: Traffic Planning
 Division / Organisation: Navianto Group
 SafeWork NSW Card Number: TCT0021456
 Signature:

Date:



Works Area

Temporary 6.0m radius roundabout

LEGEND



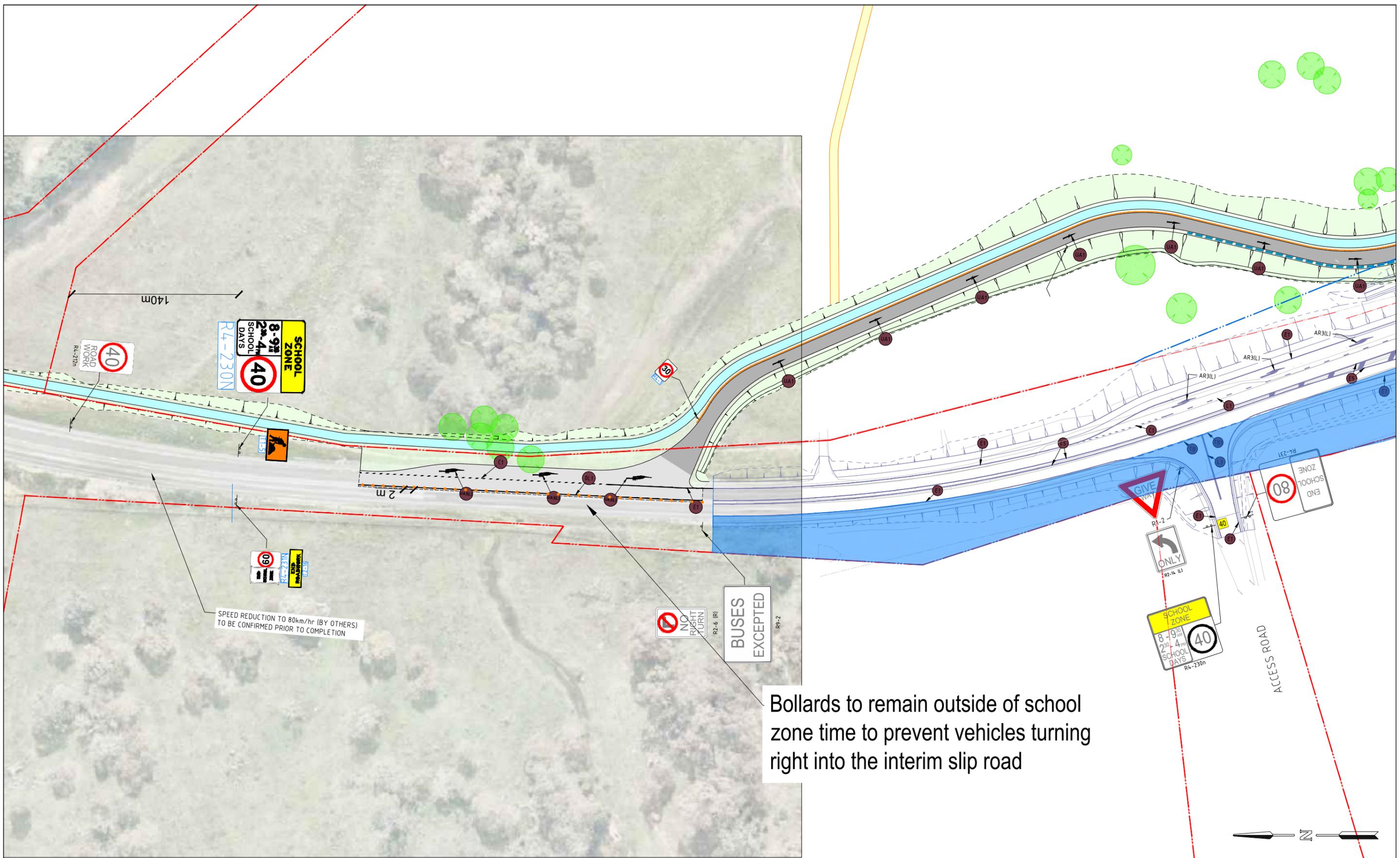
GENERAL NOTES
 This traffic management plan is intended to inform the TGS's (to be provided by other parties).
 This drawing is provided for information purposes only and should not be used for construction.
 Barry Way and Education Road Base Plans prepared by Northrop.
 Ultimate Scenario based on completion of all intersections along Barry Way.
 Interim Scenario based on Interim Access Staging Plan Stage 8 (REV C)

DESIGNED T.CHEN	PAPER SIZE A3	CLIENT Hansen Yuncken
APPROVED BY D.CHOI	DATE 29.04.2025	PROJECT 1018
SCALE NOT TO SCALE		163 Barry Way, Jindabyne

DOCUMENT INFORMATION	
JINDABYNE EDUCATION CAMPUS TGS INTENT	
INTERIM SCENARIO TERM 2, 2025 SCHOOL ZONE TIME ONLY	
FILE NAME NAV1018-06-v07.dwg	SHEET NAV05



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Bollards to remain outside of school zone time to prevent vehicles turning right into the interim slip road

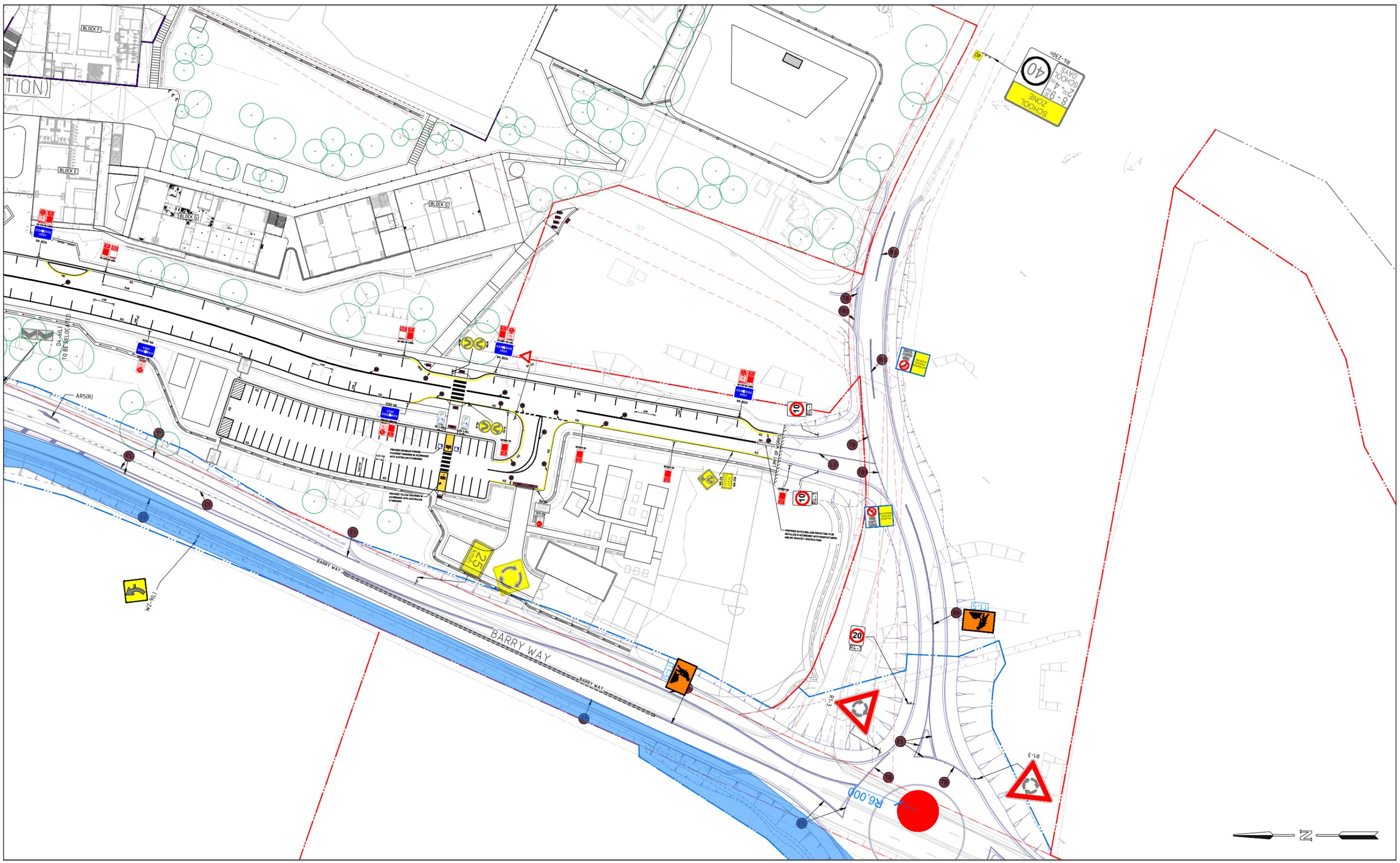
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APPROVED BY D.CHOI	DATE 29.04.2025	PROJECT 1018
SCALE NOT TO SCALE		163 Barry Way, Jindabyne

DOCUMENT INFORMATION	
JINDABYNE EDUCATION CAMPUS TGS INTENT	
INTERIM SCENARIO TERM 2, 2025 OUTSIDE SCHOOL ZONE TIME	
FILE NAME NAV1018-06-v07.dwg	SHEET NAV14

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Ultimate Scenario based on completion of all intersections along Barry Way.
Interim Scenario based on Interim Access Staging Plan Stage 8 (REV C)

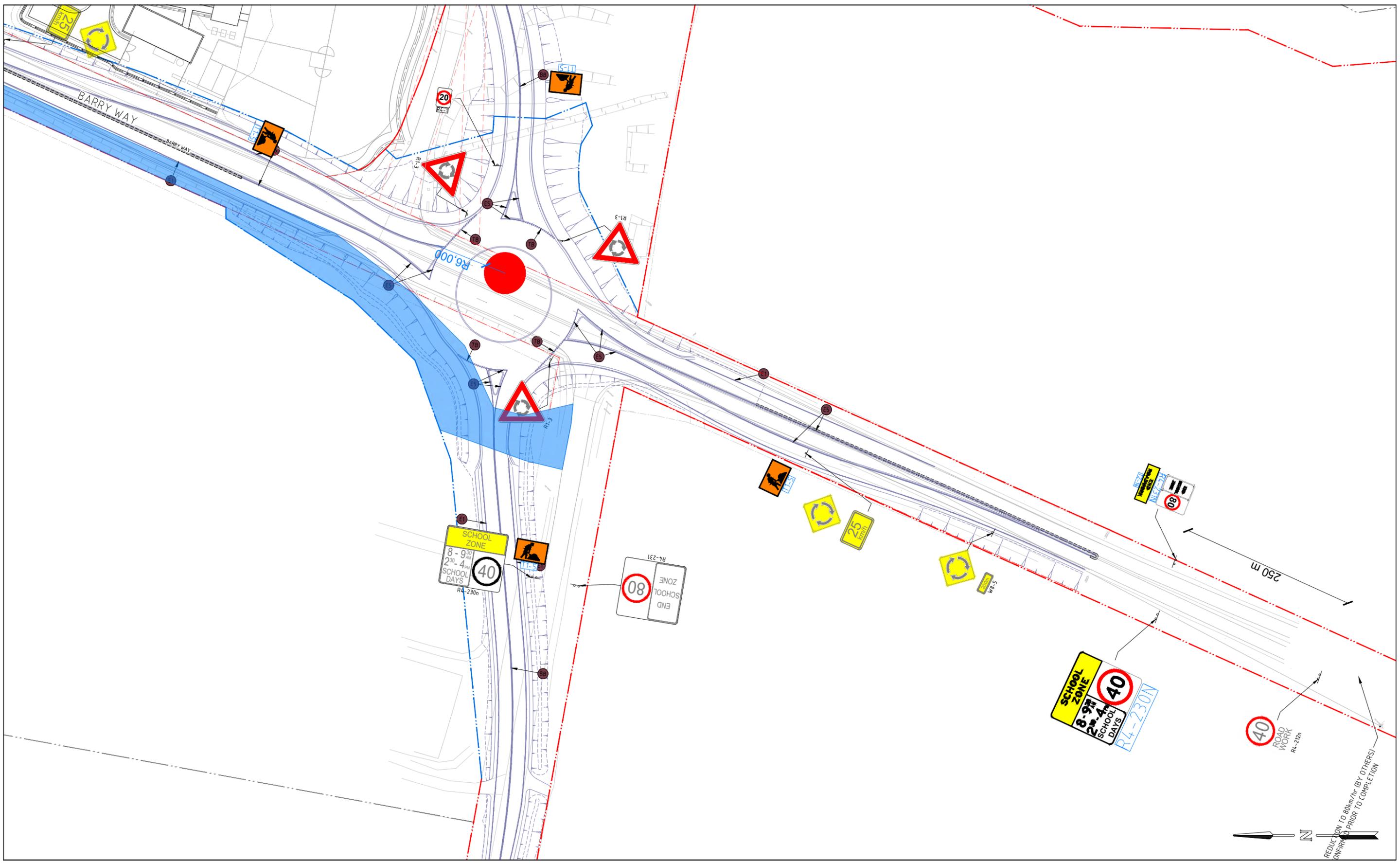
DESIGNED T.CHEN	PAPER SIZE A3
APPROVED BY D.CHOI	DATE 29.04.2025
SCALE NOT TO SCALE	

CLIENT Hansen Yuncken
PROJECT 1018 163 Barry Way, Jindabyne

DOCUMENT INFORMATION	
JINDABYNE EDUCATION CAMPUS SIGNAGE PLAN	
INTERIM SCENARIO TERM 1, 2025 OUTSIDE SCHOOL ZONE TIME	
FILE NAME NAV1018-06-v07.dwg	SHEET NAV16

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DESIGNED T.CHEN	PAPER SIZE A3
APPROVED BY D.CHOI	DATE 29.04.2025
SCALE NOT TO SCALE	

CLIENT Hansen Yuncken
PROJECT 1018 163 Barry Way, Jindabyne

DOCUMENT INFORMATION	
JINDABYNE EDUCATION CAMPUS SIGNAGE PLAN	
INTERIM SCENARIO TERM 1, 2025 OUTSIDE SCHOOL ZONE TIME	
FILE NAME NAV1018-06-v07.dwg	SHEET NAV17



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APPENDIX D

Travel Access Guide



Jindabyne Education Campus

Travel Access Guide – Dec 2024



About Jindabyne Education Campus

Jindabyne Education Campus is located on **163 Barry Way, Jindabyne**.

We are lucky to have a number of different transport options for students travelling to school.

Based on our 2024 transport assessment:



10% of students live within a 15-minute walk less than 1.2km to school



22% of students live within riding distance within 2.0km

Interim Transport Access Arrangement

With on-going road and civil works, there will be temporary traffic management arrangements in place along Barry Way when school commences in 2025.

The temporary arrangements include the following:

- 40km/h road work speed zones at all times, and
- 40km/h School Zone during school zone times.



Jindabyne Public School
Phone: 6451 3500
Email: jindabyne-p.school@det.nsw.edu.au

Jindabyne High School
Phone: 6456 2346
Email: jindabyne-h.school@det.nsw.edu.au

School buses

School buses will operate from Day 1 Term 1 2025. To apply for a bus pass, visit the School Student Transport Scheme website: apps.transport.nsw.gov.au/ssts.

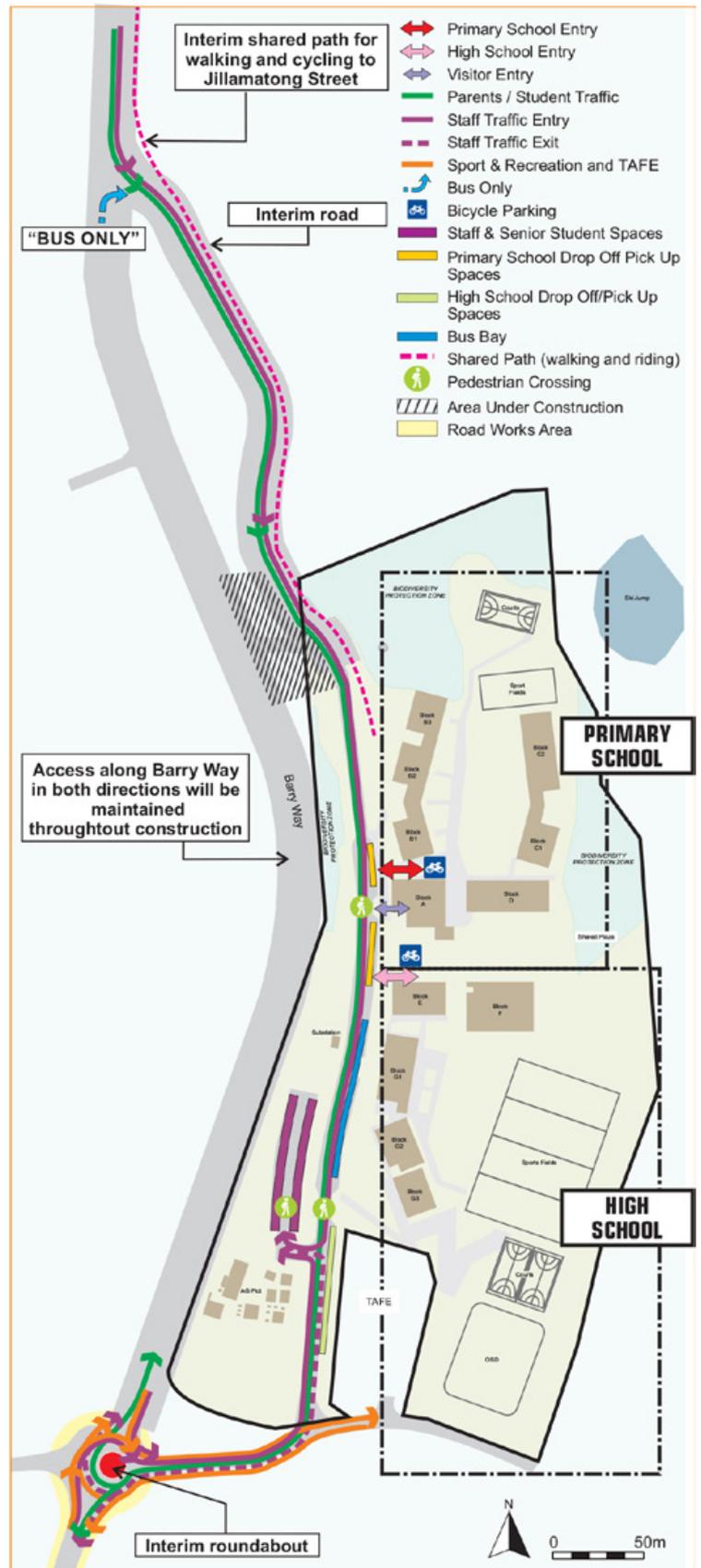
Vehicular access

During the construction phase, vehicular access into the Jindabyne Education Campus will be via LEFT-TURN ONLY at the interim access road (school buses are excepted). Access into the site will be managed by traffic controllers during school zone times and reviewed in Term 1.

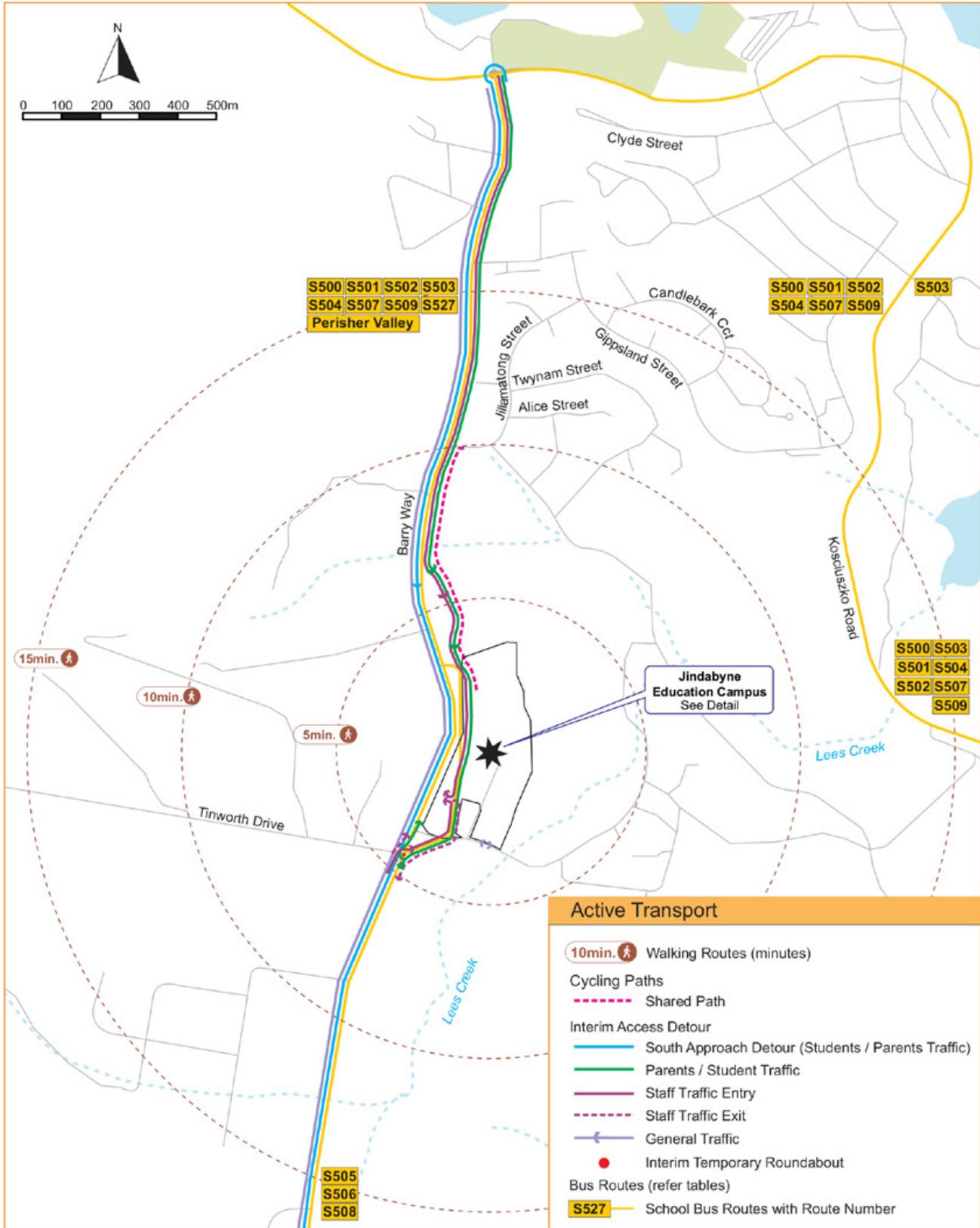
Exiting from the Jindabyne Education Campus will be via the new Sport & Recreation Road and temporary roundabout at Barry Way. Traffic controllers will be present to manage traffic flow during the initial phase of the school opening.

Refer to the diagram for details.

We want to make our new campus a safe place for all who visit. Allow plenty of time for travel and where possible, use school bus services provided by Cooma Coaches.



Public and Active Transport Map



Using public transport and school buses



The school is served by a number of school bus routes.

For more information on the School Student Transport Scheme, visit transportnsw.info/tickets-opal/ticket-eligibility-concessions/school-student-travel

School Bus Services (morning)

Bus Number	Route Description	Link
S500AM	Cooma-Jindabyne	https://enable.busable.app/p_sb/cooma_coaches/01JBDM1NPRCDVJFWTBSTXYM93G
S501AM	Berridale-Jindabyne	https://enable.busable.app/p_sb/cooma_coaches/01J6E1TB1YRC4KK85JGNGA317N
S502AM	Berridale-Jindabyne (Education Centre only)	https://enable.busable.app/p_sb/cooma_coaches/01J6E37PA9DXB6KSQ7FADP3CRW
S503AM	Kalkite-Jindabyne 2	https://enable.busable.app/p_sb/cooma_coaches/01JBZER671NW0QG6SZ8Z7ZMXD4
S504AM	Kalkite-Jindabyne 1	https://enable.busable.app/p_sb/cooma_coaches/01JBZFEXWP76AM8J5M4NCDRT5N
S505AM	Lakewood-Jindabyne	https://enable.busable.app/p_sb/cooma_coaches/01JDY3P7DFV66FATM3TSXWX6Z
S506AM	Mowamba Way-Jindabyne	https://enable.busable.app/p_sb/cooma_coaches/01JBZFSK8WYP3THBS80WTPRB91
S507AM	East Jindabyne-Jindabyne	https://enable.busable.app/p_sb/cooma_coaches/01JBZG2BXNE2VXHSY884CKR9VH
S508AM	Ingebirah-Jindabyne	https://enable.busable.app/p_sb/cooma_coaches/01JBZGGMM2ZG24DKQ9P59VV1V4
S527AM	Thredbo-Jindabyne	https://enable.busable.app/p_sb/cooma_coaches/01JBZHSC56H2DXP54NM9FWGBGC

School Bus Services (afternoon)

Bus Number	Route Description	Link
S500PM	Jindabyne-Cooma	https://enable.busable.app/p_sb/cooma_coaches/01JBDMSN56K96R05EP9PRVG6PN
S501PM	Jindabyne-Berridale	https://enable.busable.app/p_sb/cooma_coaches/01JBZJ591K0YZGASTQ3KPKQ459D
S502PM	Jindabyne-Berridale (Education Centre only)	https://enable.busable.app/p_sb/cooma_coaches/01JBZJJ18YM80WWKBCYBRMV33T
S503PM	Jindabyne-Kalkite 2	https://enable.busable.app/p_sb/cooma_coaches/01JBZK5Y11G0PHMS9EF9BE6MQH
S504PM	Jindabyne-Kalkite 1	https://enable.busable.app/p_sb/cooma_coaches/01JBZKCRZ6N47PY90JW4CR2B40
S505PM	Jindabyne-Lakewood	https://enable.busable.app/p_sb/cooma_coaches/01JBZKRXR7KTSS71JVCZBKFAQ4
S506PM	Jindabyne-Mowamba Way	https://enable.busable.app/p_sb/cooma_coaches/01JBZMAE6N960AYPDB54P3EYKE
S507PM	Jindabyne-East Jindabyne	https://enable.busable.app/p_sb/cooma_coaches/01JBZRFZM7VW7EPOV75NE7ZGDA
S508PM	Jindabyne-Ingebirah	https://enable.busable.app/p_sb/cooma_coaches/01JBZHFW01JDB90ZPDT5Z8G4B
S527PM	Jindabyne-Thredbo	https://enable.busable.app/p_sb/cooma_coaches/01JBZS4262NXXNY7MVZ3J6632

Bicycle NSW membership

Bicycle NSW offers our Jindabyne school students and staff a special discount -15% off all memberships.

Sign up using the discount code pn21.

By joining Bicycle NSW, families are covered by insurance when riding a bicycle. This offers discounted, guided bicycle rides and events within NSW!

Also, Bicycle NSW offers local bicycle rider groups which can help you learn about riding routes along low traffic streets.

Apply online for Membership using link or for further information

www.bicyclensw.org.au

www.bicyclensw.org.au/bnsw-membership



Bicycle parking and end of trip facilities

Bicycle and scooter parking facilities are provided between Block A and Block B1 and between Block A and Block E for both students and staff to use.

End of trip facilities are available within Blocks A, B1, E and G1. Reach out to the front desk for access to the end of trip facilities provided on-site.

Car

Carpooling is a great way to share the daily travel to and from the school. Parents, carers and staff are encouraged to get in touch with each other to make carpooling arrangements that suit them.

Whether it is once a week or more frequently, carpooling is a great way of traveling to and from the school and work towards reducing our carbon footprint and reducing the amount of traffic around the school.

For more information on the School Student Transport Scheme, visit transportnsw.info/tickets-opal/ticket-eligibility-concessions/school-student-travel

For more information

Phone: 1300 482 651

Email: schoolinfrastructure@det.nsw.edu.au

Website: schoolinfrastructure.nsw.gov.au



APPENDIX E

Example Questionnaire Survey



Jindabyne Education Campus Staff Travel Questionnaire

Please read the below before starting the questionnaire:

Jindabyne Education Campus (Jindabyne Public School and Jindabyne High School) is conducting this questionnaire to understand how you travel to and from school.

Please answer all questions based on travel in the last week.

An external consultant is conducting this questionnaire. Your answers will be confidential, unless you specifically request a response from our transport team.

If you have transport feedback for our team, please contact tanya.chen@naviantogroup.com.au

* Required

1. What type of staff member are you? *

Staff - permanent

Staff - temporary

Staff - casual

Volunteer

2. Which postcode do you usually travel from to come to school? *

3. Which suburb do you usually travel from to come to school? *

4. How do you travel to School (typical day)? *

- by - as a driver, and the car is parked at school
- by car - as a passenger, and the car is parked at school
- by car - as a passenger, and the car does not stay
- motorcycle/ motorscooter
- bus
- ride a bicycle or other rideable (ped scooter, skateboard, rollerblades)
- walk

5. How do you travel away from school at the end of the school day (typical day)? *

- by - as a driver, and the car is parked at school
- by car - as a passenger, and the car is parked at school
- by car - as a passenger, and the car does not stay
- motorcycle/ motorscooter
- bus
- ride a bicycle or other rideable (ped scooter, skateboard, rollerblades)
- walk

6. Do you travel to/from school differently on different days? If so, how often? *

- No
- Yes (please specify)

7. If you answered yes to Question 6, please specify how often.

8. What days are you typically at school each week *

	Full Day	Part-time, mainly morning	Part-time, mainly afternoons	Varies	Don't attend
Monday	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tuesday	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wednesday	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Thursday	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Friday	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. What time do you normally arrive at school? *

10. What time do you normally leave school? *

11. If you drive to work, why is driving your preferred method of travelling to/from work? You may select more than one option. *

- I have childcare commitments (i.e need to drive my child to school)
- I have other commitments before/ after work (i.e. shopping, gym, etc)
- public transport is not suitable
- walking/ cycling is unsafe in my area
- convenience
- I do not drive to work
- Other

12. If you answered 'Other' to Question 11, please specify.

13. Which measures would encourage you to walk, or ride a bicycle? You may select more than one option. *

- lower speed roads
- more/ wider footpaths/ shared paths
- place to store my helmet
- place to store my scooter/ skateboard
- better path lighting
- more shade
- more weather protection (i.e covered walkways)
- backup options in case of inclement weather (bus or car for hot or rainy days or days when the weather changes)
- shower/ changerooms
- safe bicycle parking/ storage
- information on safe routes (maps)
- bicycle group so I can ride with others
- walking group so I can walk with others
- loan/ discount/ salary sacrifice to buy a bicycle/ helmet/ protective gear
- None of these options, as walking/cycling is not an option for me
- Other

14. If you answered 'Other' to Question 13, please specify

15. If you already walk/ cycle to school, what measures would you like to see more of? You may select more than one option. *

- lower speed roads
- more/ wider footpaths/ shared paths
- place to store my helmet
- place to store my scooter/ skateboard
- better path lighting
- more shade
- more weather protection (i.e covered walkways)
- backup options in case of inclement weather (bus or car for hot or rainy days or days when the weather changes)
- shower/ changerooms
- safe bicycle parking/ storage
- information on safe routes (maps)
- bicycle group so I can ride with others
- walking group so I can walk with others
- loan/ discount/ salary sacrifice to buy a bicycle/ helmet/ protective gear
- None of these options, as walking/cycling is not an option for me
- Other

16. If you answered 'Other' to Question 15, please specify.

17. Which measures would encourage you to use public transport? You may select more than one option. *

- subsidised 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)
- public transport group so I can travel with others
- information about public transport (maps)
- None of these options/ public transport would not be an option for me
- Other

18. If you answered 'Other' to Question 17, please specify

19. If you already use public transport, what measures would you like to see more of? You may select more than one option. *

- subsidised 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)
- public transport group so I can travel with others
- information about public transport (maps)
- None of these options/ public transport would not be an option for me
- Other

20. If you answered 'Other' to Question 19, please specify.

21. Which measures would encourage you to carpool? You may select more than one option. *

- help finding someone to car pool with
- certainty in finding a car space (i.e. dedicated car space for car poolers)
- reduced parking cost
- secure parking
- know the driver personally
- free parking
- sharing driving responsibility
- a ride home if I needed to assist with a sick child/ personal responsibilities
- None of these options/ carpooling would not be an option for me
- Other

22. If you answered 'Other' to Question 21, please specify.

23. Do you have any children who attend school? If you have a child/ children attending Jindabyne Education Campus you will be able to answer questions about your children's travel to school in the Student Travel Questionnaire. *

- No
- Yes, Jindabyne Education Campus
- Yes, a school other than Jindabyne Education Campus

24. Do you have any other transport feedback for our team? This could include feedback about your own transport or other transport options for students

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Jindabyne Education Campus Student Travel Questionnaire

Please read the below before starting the questionnaire:

Jindabyne Education Campus (Jindabyne Public School and Jindabyne High School) is conducting this questionnaire to understand how you travel to and from school. If you are a parent or carer, please complete this questionnaire about each of your children's travel to school individually.

Please answer all questions based on travel in the last week.

An external consultant is conducting this questionnaire. Your answers will be confidential, unless you specifically request a response from our transport team.

If you have transport feedback for our team, please contact tanya.chen@naviantogroup.com.au

* Required

1. Are you a student or parent/ carer or a student? *

student

parent/ carer

2. How many children in your family attend Jindabyne Education Campus (Jindabyne Public School and/or Jindabyne High School)? *

3. Which year are you in? *

Y1

Y2

Y3

Y4

Y5

Y6

Y7

Y8

Y9

Y10

Y11

Y12

4. Do you regularly travel to school from a different place of residence? *

No

Yes

5. If you answered 'Yes' to Question 4, please specify how often you travel from each place of residence.

6. Which postcode do you usually travel from to come to school? *

7. Which suburb do you usually travel from to come to school? *

8. How do you travel to School (typical day)? *

- by car - parent/ carer park nearby and walks me into school
- by car, parent/ carer stops briefly to drop me off
- Driver (YR11 or YR12 only)
- motorcycle/ motorscooter
- bus
- ride a bicycle or other rideable (ped scooter, skateboard, rollerblades)
- walk
- Other

9. If you answered 'Other' to Question 8, please specify.

10. How do you travel away from school at the end of the school day (typical day)? *

- by car - parent/ carer parks nearby and meets me in the school
- by car - parent/ carer waits for me in the car
- Driver (YR11 or YR12 only)
- motorcycle/ motorscooter
- bus
- ride a bicycle or other rideable (ped scooter, skateboard, rollerblades)
- walk
- Other

11. If you answered 'Other' to Question 10, please specify. *

12. Do you attend any before or after school activities at the Jindabyne Education Campus?
Please specify below *

	Monday	Tuesday	Wednesday	Thursday	Friday	Don't attend any activities Jindabyne Education Campus
Before school (in the morning)	<input type="radio"/>					
After school (in the afternoon)	<input type="radio"/>					

13. Do you travel differently on different days (Mon-Fri Only) to participate in out-of-school activities before of after school? *

- No
- Yes

14. If you answered 'Yes' to Question 13, please specify how often

15. Do you travel differently since Covid-19? *

- No
- Yes

16. If you answered 'Yes' to Question 15, please describe what has changed

17. What time do you normally arrive at school? *

18. What time do you normally leave school? *

19. On the way to school in the morning, how many Jindabyne Education Campus students are generally in the car? *

- 1 - just me
- 2 - me and one other Jindabyne Education Campus Student
- 3 - me and two other Jindabyne Education Campus Students
- 4+ - me and three or more other Jindabyne Education Campus Students
- I don't arrive to school by car in the mornings.

20. If you are dropped off by car in the morning, where does the car go next? *

- returns home
- drops off other children
- other activity
- parent/ carer place of work
- I don't arrive to school by car in the morning

21. If you answered 'parent/ carer place of work ' to Question 20, please specify the suburb.

22. If you travel by public transport or a school bus, which route(s) or bus number(s) do you catch in the morning? *

23. On the way home from school in the afternoon, how many Jindabyne Education Campus students are generally in the car? *

- 1 - just me
- 2 - me and one other Jindabyne Education Campus Student
- 3 - me and two other Jindabyne Education Campus Students
- 4+ - me and three or more other Jindabyne Education Campus Students
- I don't go home from school by car

24. Do you, as a Jindabyne Education Campus Student have a school pass card/pass? If so, which one? *

- Yes, subsidised School Transport Scheme
- Yes, School Term Buss Pass
- No

25. Which measures would encourage you to walk or ride a bicycle? You may select more than one option. *

- lower speed roads
- more/ wider footpaths/ shared paths
- place to store my helmet
- place to store my scooter/ skateboard
- better path lighting
- more shade
- more weather protection (i.e covered walkways)
- back-up options in case of inclement weather (bus or car for hot or rainy days or days when the weather changes)
- shower/changerooms
- safe bicycle parking
- information on safe routes (maps)
- bicycle group so I can ride with others
- walking group so I can walk with others
- loan/ discount to buy a bicycle/ helmet
- None of these options, as walking/ cycling is not an option for me
- Other

26. If you answered 'Other' to Question 25, please specify *

27. If you already walk or cycle to school, which measures would you like to see more of? You may select more than one option. *

- lower speed roads
- more/ wider footpaths/ shared paths
- place to store my helmet
- place to store my scooter/ skateboard
- better path lighting
- more shade
- more weather protection (i.e covered walkways)
- back-up options in case of inclement weather (bus or car for hot or rainy days or days when the weather changes)
- shower/changerooms
- safe bicycle parking
- information on safe routes (maps)
- bicycle group so I can ride with others
- walking group so I can walk with others
- loan/ discount to buy a bicycle/ helmet
- None of these options, as walking/ cycling is not an option for me
- Other

28. If you answered 'Other' to Question 27, please specify *

29. Which measures would encourage you to use public transport? You may select more than one option. *

- subsidised 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)
- public transport group so I can travel with others
- information about public transport (maps)
- None of these options/ public transport would not be an option for me
- Other

30. If you answered 'Other' to Question 29, please specify

31. If you already use public transport, what measures would you like to see more of? You may select more than one option. *

- subsidised 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)
- public transport group so I can travel with others
- information about public transport (maps)
- None of these options/ public transport would not be an option for me
- Other

32. If you answered 'Other' to Question 31, please specify.

33. Which measures would encourage your parents/ carers to carpool? You may select more than one option. *

- help finding someone to car pool with
- certainty in finding a car space (i.e. dedicated car space for car poolers)
- reduced parking cost
- secure parking
- know the driver personally
- free parking
- sharing driving responsibility
- None of these options/ carpooling would not be an option for me
- Other

34. If you answered 'Other' to Question 33, please specify.

⋮

35. Do you have any other transport feedback for our team?

36. If you would like any more information about transport, please provide your email address

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APPENDIX F

TfNSW & SMRC Consultation



[REDACTED]

From: [REDACTED]
Sent: Thursday, 30 January 2025 6:58 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Updated School Travel Plan in response to TfNSW Comments

Dear [REDACTED]

Thank you for your time on the phone yesterday afternoon. I apologise the call got cut off as I was travelling between Jindabyne and Canberra yesterday and lost mobile signal.

As discussed, the revised Operational School Travel Plan (OSTP) has been prepared in response to TfNSW comments (STH24/00343/006) dated 21 January 2025.

As the Operational School Travel Plan is a live document, the next updated OSTP will be submitted in April 2025 following monitoring and data collection scheduled for March 2025.

During the initial phase of school opening, Navianto Group will work with the Aces Traffic Control team to collect daily monitoring data to establish the following:

- Number of students and staff using the school bus services
- Number of students walking and cycling using the interim shared path
- Number of vehicles arriving at the kiss and ride

The data captured in the first 4 weeks of school operations will be tabulated and presented to TfNSW in the first week of March 2025. The presentation will also provide details of actions undertaken to support the on-going implementation of the School Travel Plan and efforts to encourage walking and cycling.

Navianto Group ([REDACTED]) will be in Jindabyne between 4 – 7 February 2025 and will participate in the school open day to provide additional support to the school to educate families of the transport options.

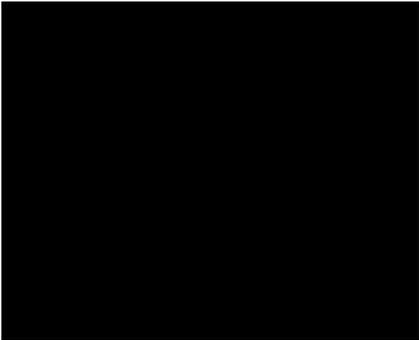
In terms of staff carpooling, we will work with the school closely to establish a programme to allow for carpool matching and assignment of priority parking spaces.

The revised OSTP cannot be endorsed at this stage due to the residual comments, and we are providing the above undertaking as the appointed Travel Plan Coordinator.

We would appreciate your urgent response that clearly stipulates that the OSTP can be endorsed by DPHI, with any residual comments to be addressed in the April 2025 issue of the OSTP.

Kind Regards,

[Redacted]



[Redacted]

From: [Redacted]

Sent: Tuesday, 28 January 2025 4:26 PM

To: [Redacted]

Cc: [Redacted]

Subject: FW: Updated School Travel Plan in response to TfNSW Comments

Hi [Redacted],

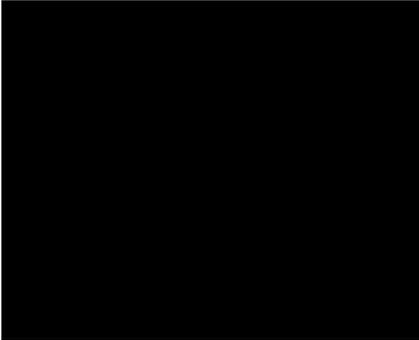
I hope this e-mail finds you well.

Maurice requested we forward the School Travel Plan to you for assessment.

Feel free to contact me if you require any additional information or clarifications.

Kind Regards,

[Redacted]



[Redacted]

From: [Redacted]

Sent: Tuesday, 28 January 2025 2:17 PM

To: [Redacted]

Cc: [Redacted]

Subject: Updated School Travel Plan in response to TfNSW Comments

Dear [Redacted],

Please find attached the updated School Travel Plan prepared in response to TfNSW comments received last week.

Feel free to contact me if you require any additional information or clarifications.

Kind Regards,

[Redacted signature]

[Redacted contact information]

[Redacted content]

[REDACTED]

From: [REDACTED]
Sent: Thursday, 30 January 2025 10:43 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Updated School Travel Plan in response to TfNSW Comments

Hi [REDACTED],

As per our discussion, I can't see any concern with the proposed changes with the updated STP that you have mentioned.

As I mentioned, I'm unfortunately out of office for most of the day, but I will endeavour to review the document and provide any potential comment tomorrow.

Kind Regards,
[REDACTED]

[REDACTED]
Manager Infrastructure



PO Box 714
COOMA NSW 2630

[REDACTED]
Phone 1300 345 345
snowymonaro.nsw.gov.au

Think of the environment, please don't print this email unless you really need to

Snowy Monaro Regional Council acknowledges the Traditional Custodians of the region's land and water: the Ngarigo, Walgalu, Southern Ngunnawal and Bidawal Peoples. We pay our respects to Elders past, present and emerging.

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[Redacted]

Sent: Thursday, 30 January 2025 9:33 AM

[Redacted]

Subject: RE: Updated School Travel Plan in response to TfNSW Comments

Dear [Redacted],

Thank you for taking my call just now.

As discussed, the changes to the STP are as follows:

- Updated Travel Access Guide in response to TfNSW comments (removal of Cooma Coaches contact details, additional text promoting walking, cycling and car pooling, removal of the issues reporting text)
- Update to the STP report on
 - o funding (additional column in the implementation table)
 - o additional text concerning staff car pool priority parking
 - o increase to car pooling mode share target

The next version of the OSTP will be submitted in April 2025 as it is now a live document.

Due to assessment timing required by DPHI, we will need to submit the OSTP with written confirmation from both TfNSW and Council for submission around 11am today to meet DPHI timelines for endorsement.

I understand you are out of office today and not returning until 3pm. We would appreciate your response that allows for submission to DPHI for endorsement.

Feel free to call me if you require any additional information or clarification.

Kind Regards,

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

Subject: FW: Updated School Travel Plan in response to TfNSW Comments

Hi [REDACTED],

Please find attached a revised School Travel Plan prepared to address TfNSW comments.

Can you please kindly review, and if satisfied, please provide us with a response e-mail for inclusion in the final version of the STP for submission to DPHI for endorsement.

Should you require any additional information or clarification, please do not hesitate to contact me.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Sent: Tuesday, 28 January 2025 4:26 PM

[REDACTED]

Subject: FW: Updated School Travel Plan in response to TfNSW Comments

Hi [REDACTED],

I hope this e-mail finds you well.

Maurice requested we forward the School Travel Plan to you for assessment.

Feel free to contact me if you require any additional information or clarifications.

Kind Regards,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Sent: Tuesday, 28 January 2025 2:17 PM

[Redacted]

Subject: Updated School Travel Plan in response to TfNSW Comments

Dear [Redacted],

Please find attached the updated School Travel Plan prepared in response to TfNSW comments received last week.

Feel free to contact me if you require any additional information or clarifications.

[Redacted]

[Redacted]

[Redacted]