Meadowbank Schools

School Transport Plan

PREPARED FOR NSW DEPARTMENT OF EDUCATION | 14 FEBRUARY 2025

Stantec

Revision schedule

Rev No	Date	Description	Signature of Typed Name (documentation on file)			
			Prepared by	**Checked by**	**Reviewed by**	**Approved by**
1	23/11/2021	Final; updated to address comments from TWG	John Devney	Volker Buhl	Volker Buhl	Volker Buhl
1.1	26/11/2021	Final with updated TAG and travel survey	John Devney	Volker Buhl	Volker Buhl	Volker Buhl
1.2	30/11/2021	Final with new cover image	John Devney	Volker Buhl	Volker Buhl	Volker Buhl
1.3	17/12/2021	Final with revision to route 802w AM timetable time	John Devney	Volker Buhl	Volker Buhl	Volker Buhl
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1.6	12/10/2023	Amended with changes to included updated minutes and school bus timetables	John Devney	Volker Buhl	Volker Buhl	Volker Buhl
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1.8	28/01/2025	Amended to address comments from Colliers regarding construction of Hermitage Road pathway	John Lim	Elizabeth Muscat	Volker Buhl	Volker Buhl
1.9	13/02/25	Amended to address comments from TfNSW	John Lim	Elizabeth Muscat	Elizabeth Muscat	Elizabeth Muscat
1.10	14/02/25	Amended to include stakeholder feedback	John Lim	Elizabeth Muscat	Elizabeth Muscat	Elizabeth Muscat

Quality statement

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Abbreviations

Abbreviation	Full Name
DET	NSW Department of Education
DPE	NSW Department for Planning and Environment
EOT	End of Trip facilities that includes toilets, change rooms, showers and lockers
GIS	Geographic Information System for spatial analysis and mapping
OTAMP	Operational Transport and Access Management Plan
RtS	Response to Submissions
SINSW	School Infrastructure NSW
SSDA	State Significant Development Application
SSTS	School Student Transport Scheme
STP	School Transport Plan
TAG	Travel Access Guide
TAIA	Transport and Accessibility Impact Statement
TfNSW	Transport for NSW
TWG	Transport Working Group for the Meadowbank Schools Project

Glossary

Term	Definition
Kiss and Drop zone	An area for parents and carers to drop-off students in private vehicles typically before the morning school bell time and to pick-up students after the afternoon school bell time.

1 Transport Assessment

1.1 Preamble

This School Transport Plan and supporting Transport Assessment was prepared to satisfy Conditions D17 and D18 of the State Significant Development Consent (SSD 9343) for the Meadowbank Schools Project, in accordance with the Department of Education's Transport Assessment Background and Reporting Requirements, Section C: School Transport Plan.

This document is based on the significant body of work completed to support of the State Significant Development Application (SSDA) for the Meadowbank Schools Project, including the draft Transport Assessment and School Travel Plan[1], the 'School Travel Plan'[2] and the Transport and Accessibility Impact Statement (TAIA)[3].

The Transport Assessment supports the development of the School Transport Plan with a review and assessment of the existing transport system to understand the needs for both schools to be ready for opening on Day 1 Term 2 in April 2022. The School Transport Plan provides the transport programs that can facilitate travel behaviour shift to achieve the moderate targets in the short-term as well as the reach targets in the long-term, within the physical infrastructure framework set by the already approved school development. This document replaces the need for a separate School/ Green Travel Plan and Operational Transport and Access Management Plan (OTAMP) in accordance with the guidelines from the NSW Department of Education, with the requirements of both plans included in this document. Conditions D17 and D18 of SSD 9343 are included in Table 1.1 with the relevant references in this report.

Table 1.1: SSD 9343 Conditions D17 and D18

Condition	Description	Section in report where addressed
D17	**School Transport Plan** Prior to the commencement of operation, a School Transport Plan (STP), must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must:	
	(a) be prepared by a suitably qualified traffic consultant in consultation with Council and (Sydney Coordination Office) Transport for NSW.	This report
	(b) be based on the STP submitted with the RtS Meadowbank Education and Employment Precinct Schools Project Travel Plan dated 28 February 2020 and prepared by GTA Consultants (now Stantec), and include the following additional measures recommended by TfNSW: i) including training courses for students on safe walking, riding and public transport use as the Student Targeted Actions. ii) installation of next service departure screens for T9 rail services at Meadowbank Station (and bus services, if possible e.g. Victoria Road bus services) in the lobby to encourage public transport use. iii) develop and deliver a robust communications strategy for the Travel Plan to users of the site prior to occupation which includes key messages on how to travel including prioritising public and active transport as well as road safety messages.	Sections 5.2 and Appendix B
	(c) include objectives and modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the STP.	Section 5.2
	(d) include specific tools and actions to help achieve the objectives and mode share targets	Section 5.2 and Appendix B

1 Frank Turquoise Group (2018) Meadowbank Education Precinct Transport Assessment and School Travel Plan DRAFT, dated 20/12/18
2 GTA, now Stantec (2020) Meadowbank Education and Employment Precinct Schools Project School Travel Plan, Issue E, dated 28/02/20
3 GTA Consultants, now Stantec (2020) Meadowbank Education and Employment Precinct Schools Project TAIA, Issue F, dated 28/02/20

Condition	Description	Section in report where addressed
	(e) include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the STP.	Sections 5.2 and 5.3 and Appendices A and B
	(f) include details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the STP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development.	Section 5.3
	(g) include tools, actions and processes to address the scenario where the mode share targets are not achieved, including the approach to providing additional management and mitigation measures and infrastructure (where deemed necessary).	Section 5.2 and Appendix B
D18	**Operational Transport and Access Management Plan (OTAMP)** D18. Prior to the commencement of operation, an OTAMP is to be prepared by a suitably qualified person, in consultation with Council and TfNSW, and submitted to the satisfaction of the Planning Secretary. The OTAMP must address the following:	
	(a) the operation and management of the staggered primary and secondary school start times to reduce and manage the peak trip generation and congestion on local roads.	Sections 1.2.3, 1.5 and 1.7
	(b) 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.	Sections 3.2 and 4.1
	(c) the location of all car parking spaces on the school campuses and their allocation (i.e., staff, visitor, accessible, emergency, etc.)	Section 2.7 and 4.4
	(d) the location and operational management procedures of the pick-up and drop-off parking located within Rhodes Street, including staff management/traffic controller arrangements.	Section 4.5
	(e) the location and operational management procedures for the pick-up and drop-off of students by buses and coaches on Rhodes and Macpherson Streets, including staff management/traffic controller arrangements.	Sections 2.5.1 and 4.3
	(f) loading dock location(s), number of bays, swept path diagrams for the longest vehicle delivery and services vehicle and bus access and management arrangements.	Sections 4.3, 4.4 and 4.5
	(g) management of approved access arrangements.	Section 4
	(h) potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing pick-up and drop-off parking in Rhodes Street.	Sections 2.6 and 4.5
	(i) car parking arrangements and management associated with the proposed use of school facilities by community members.	Sections 4.4 and 4.5
	(j) a monitoring and review program.	Section 5.3

1.2 School Context

1.2.1 Overview of the Meadowbank Schools and Site Context

The Meadowbank Schools ultimately cater for 1,000 primary school students and 1,620 secondary school students, with 650 primary school students and 1,000 secondary school students at the start of Term 2 in April 2022.

The Meadowbank Schools project comprises two buildings connected by outdoor terraces and access cores. The project will deliver state-of-the-art educational facilities, ensuring the new schools can cater for the increasing population in the areas and the increasing student enrolments from Kindergarten to Year 12.
The design principles for the Meadowbank Schools project are:

- provide flexible, future focussed learning spaces that will enhance innovative and engaging learning and teaching practices
- maximise outdoor green space
- integrate the two schools into one campus, creating a hybridised educational precinct that shares a strong connection to the surrounding natural elements of the site.

The proposal includes approximately 36,000 square metres of floor space with:

- classroom home bases
- collaborative learning spaces
- library areas
- sports hall
- new outdoor play areas and outdoor sports courts on site.

The new schools will assist in forming an Education and Employment Precinct being located adjacent to the TAFE NSW Meadowbank campus which is subject to separate development proposals.

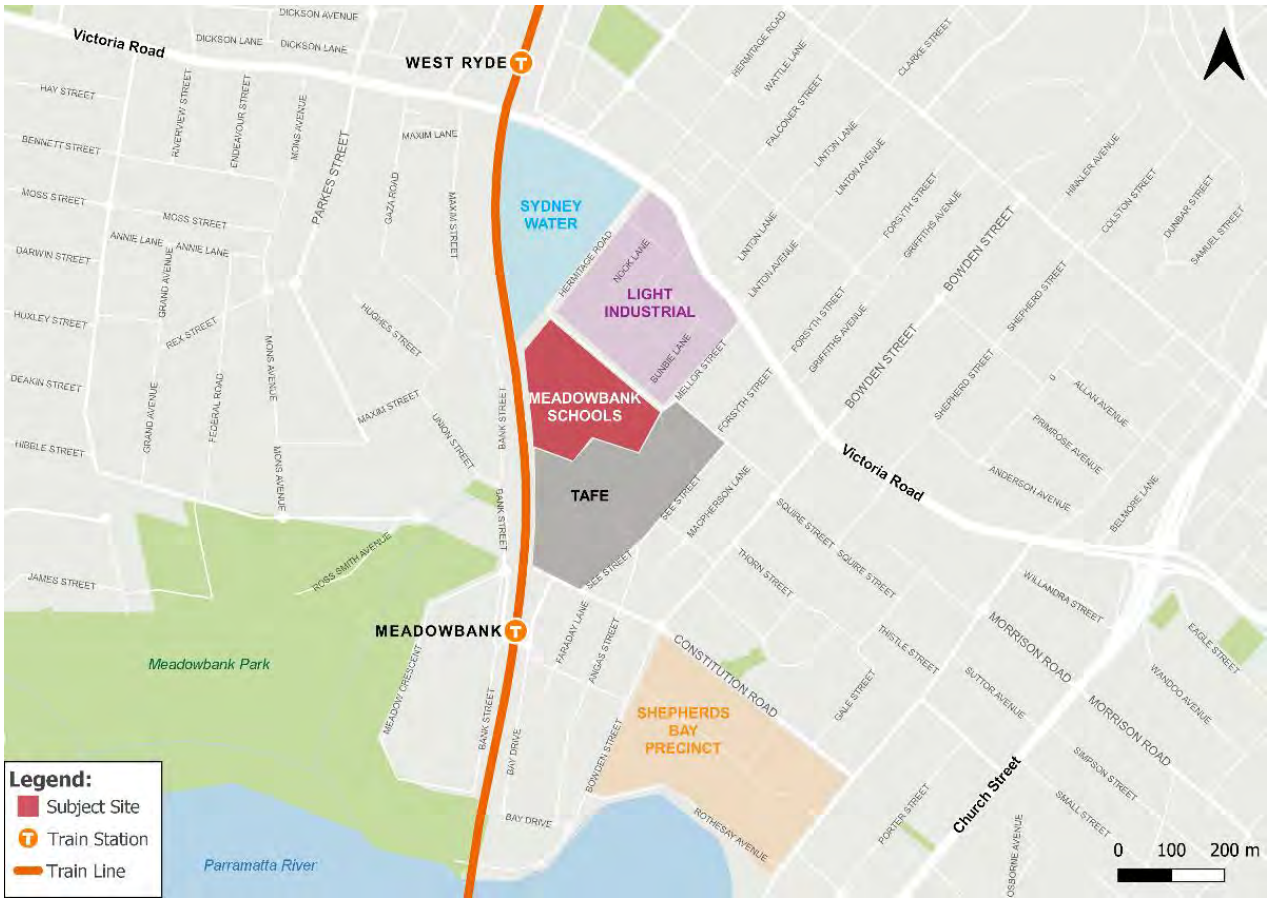
The site is in Meadowbank, which is approximately 15km north west of Sydney CBD. The new schools will occupy the northern portion of the former TAFE NSW site with the new addresses at:

- 6 Rhodes Street for the Meadowbank Public School, and
- 8 Rhodes Street for the Marsden High School.

The land use previously contained a series of buildings, at-grade car parking areas and open spaces. The site was also previously occupied by the former Meadowbank Boys' High School from the 1950s to the 1980s. The TAFE NSW campus is bounded by Rhodes and Macpherson Streets to the northeast and See Street to the southeast and the rail corridor to the west. Meadowbank Railway Station is located opposite the southern tip of the TAFE NSW site.
The site location and the surrounding land uses are shown in Figure 1.1. Due to existing site constraints, including flooding conditions, topography and a Sydney Trains access easement (including the 60m train vibration clearance), the north-eastern corner of the site is the only major developable zone on site. The design of the project has carefully considered the site constraints with the buildings positioned to address the flooding issues and protect solar access to the adjacent open space area.

North of the site and west of Hermitage Road is the Ryde Pumping Station owned and operated by Sydney Water. On the opposite side of Rhodes Street, a light industrial precinct is located to the north east of the site. East of the site there is low density residential, consisting of detached dwellings. South of the site is the Meadowbank Railway Station and The Shepherds Bay Precinct. The Shepherds Bay Precinct is currently undergoing significant redevelopment as an urban renewal project with a series of high density residential flat buildings ranging from five to 10-storeys in height. West of the site is the railway corridor. On the opposite side of the rail corridor there is a mix of low density residential and walk-up style flat buildings.

Figure 1.1: Meadowbank Schools Site and Surrounding Land Uses



1.2.2 School Enrolment Boundaries and Surrounding Land Uses

The school enrolment boundaries for the primary school and high school that are part of the Meadowbank Schools project are shown in Figure 1.2. These boundaries are the same as the existing enrolment boundaries for Meadowbank Public School and Marsden High School.

The existing surrounding land zoning to the Meadowbank School project is shown in Figure 1.3 with the school enrolment boundaries for both schools. Most of these areas contain R2 Low Density Residential zoning with the land use primarily for single dwellings but allowing for dual occupancies and multi dwelling houses. B4 Mixed Use Zoning in Meadowbank (Shepherds Bay) is also located within the primary school boundary and also in the West Ryde and Eastwood town centres for the high school boundaries, which allows for higher density mixed use development, including high density residential. The area immediately west of Meadowbank Station within the high school boundary has a R4 High Density Residential Zoning. The rezoning for major residential developments, such as Melrose Park, which is currently zoned industrial within the high school boundary, is yet to be approved.

1.2.3 Enrolment Capacity and Bell Times for the Meadowbank Schools

The enrolment capacities and start and finish bell times from Monday to Friday during the school terms starting in April 2022 for each school are provided in Table 1.2.

Table 1.2: Enrolment Capacity and Bell Times for the Meadowbank Schools

School	Enrolment Capacity *	AM Bell Time	PM Bell Time
Meadowbank Public School	1,000	8:45 am	2:45 pm
Marsden High School	**1,500**	**9:00 am**	**3:00 pm**
Marsden High Intensive English Centre	120	9:00 am	3:00 pm

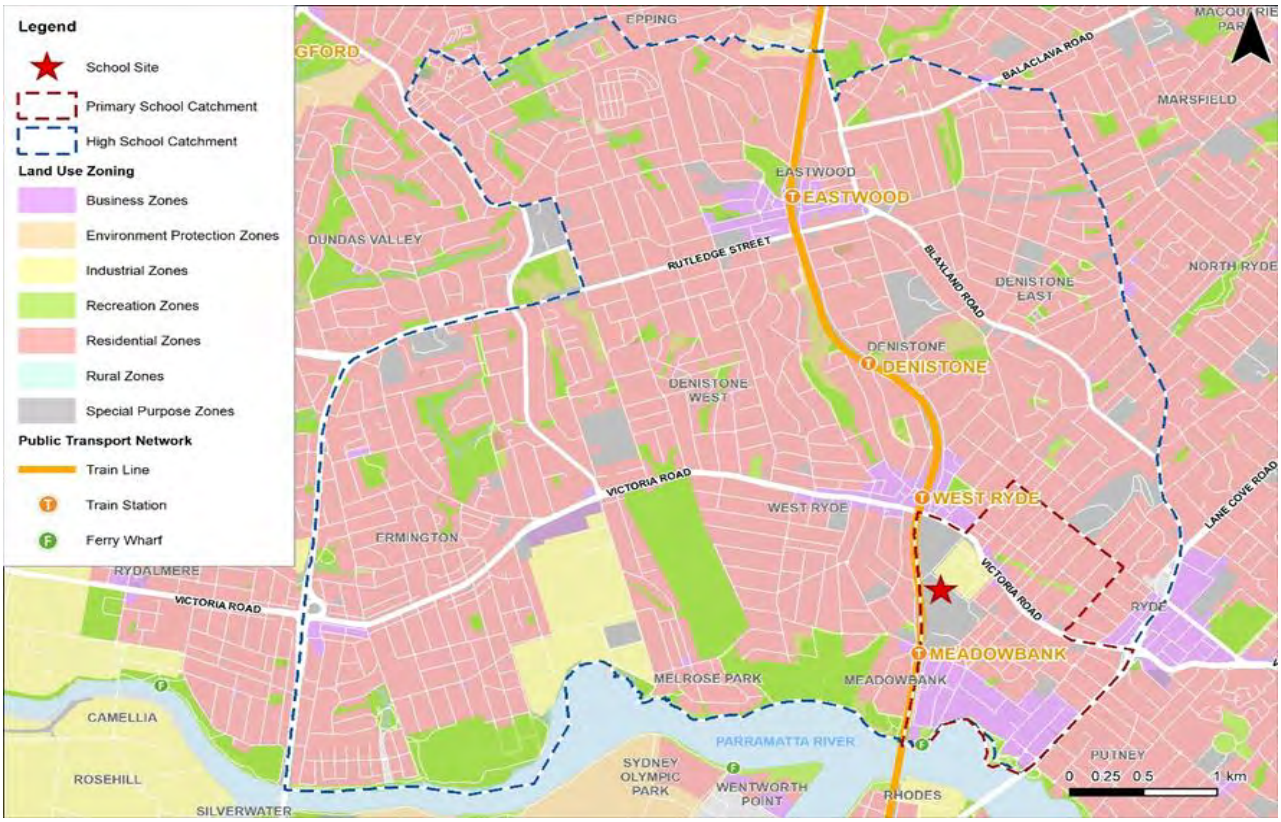
* Enrolment will be gradually increased over five years. The school opening in Term 2 of 2022 in April 2022 will be with 50 per cent capacity. The Business Case advised that it was anticipated to take 10 years before the two schools will reach capacity.

The outside of school hours times for the primary school are:

- 7:00 am to 8:45 am
- 2:45 pm to 6:00 pm

Figure 1.2: School Enrolment Boundaries for the Meadowbank Schools

Figure 1.3: Surrounding Land Zoning for the Meadowbank Schools



Base Image Source: NSW Government Planning Portal Open Data, https://www.planningportal.nsw.gov.au/opendata/dataset/environment-planning-instrument-local-environmental-plan-land-zoning, accessed 6 August 2021

1.3 Strategic Context

This section provides an overview of the strategic context of the project, including the relevant planning strategies and opportunities.

1.3.1 Future Transport Strategy and Supporting Plans

Reviews have been completed for the following Transport for NSW supporting plans:

- Future Transport Strategy
- Active Transport Strategy
- Greater Sydney Services and Infrastructure Plan
- Regional NSW Services and Infrastructure Plan
- Road Safety Plan (Towards Zero).

To support the land use vision for Greater Sydney, the NSW Government developed a vision for the transport system that will enable people and goods to move conveniently around the city using:

- City-shaping corridors – Major trunk road and rail public transport corridors providing higher speed and volume linkages between our cities and centres that shape locational decisions of residents and businesses.
- City-serving corridors – Higher density corridors concentrated within ~10km of metropolitan centres providing high frequency access to metropolitan cities/ centres with more frequent stopping patterns.
- Centre-serving corridors – Local corridors that support buses, walking and cycling, to connect people with their nearest centre and transport node.

Some of the key initiatives of this vision include:

- Sydney Growth Trains (part of More Trains, More Services program), which is committed within the next 10 years.
- Trial of on-demand bus services on selected local bus routes, which is committed within the next 10 years
- Introduction of higher frequency transport services across Greater Sydney, which is under investigations between now and the next 20 years
- Providing education campaigns for public transport users that target behaviours around rail corridors and level crossings, school student travel, safe travel for older or less mobile passengers and travel training across the network.

The More Trains, More Services initiative includes a service capacity upgrade program designed to transform the existing rail system. This program aims to transform Sydney's busiest train lines over the next 10 years and beyond, through digital systems, advanced signalling and infrastructure upgrades.

Relevant to the Meadowbank Schools, initiatives include exploring further investments in north-south and east-west transport links near Greater Parramatta to improve access and support the creation and renewal of great places. These include:

- Parramatta to Norwest mass transit/ train link
- mass transit/ train link Macquarie Park to Kogarah and Randwick via Rhodes
- rapid bus line along Victoria Road
- Sydney Metro West

These projects will further improve public transport connectivity to the site from broader areas around Sydney.

1.3.2 Greater Sydney Commission's Central City District Plan (2018)

Education

Schools are essential local infrastructure. The Department of Education's high-level School Assets Strategic Plan Summary coordinates planning for, and delivery of, both new and expanded schools. It encourages the joint and shared use of facilities with local governments and the private sector to develop innovative ways to provide school infrastructure. The NSW Government will spend $4.2 billion over the next four years on building and upgrading schools, including the addition of more than 1,500 new classrooms providing places for 32,000 students. Shared use of facilities and increased opportunities for students to walk and cycle to school will better connect schools with local communities. Planning for early education and childcare facilities requires innovative approaches to the use of land and floor space, including co-location with compatible uses such as primary schools and office buildings, close to transport facilities.

Education and Child Care

The State Environmental Planning Policy (SEPP) for Educational Establishments and Child Care Facilities 2017 makes it easier for childcare providers, schools, TAFEs and universities to build new facilities and improve existing facilities. It streamlines approval processes, recognising the need for additional educational infrastructure with a focus on good design.

Joint and Shared Use

Joint and shared use of facilities is encouraged to make school assets available to the community outside school hours and to give schools access to community facilities. Each neighbourhood has facilities such as libraries, community centres, adult education, sport and recreation facilities that function to enhance and promote social connections and networks within the community. Schools are an important example of social connectors and where shared use of such facilities is achieved their function as a community hub is significantly enhanced.

1.3.3 Meadowbank Education and Employment Precinct Master Plan

A Master Plan was prepared by the Greater Sydney Commission for the Meadowbank Education and Employment Precinct in 2020. The Master Plan informed the State Significant Development Applications (SSDA) for the Meadowbank Schools and TAFE NSW Meadowbank projects, creating a precinct that transforms Meadowbank into a centre of excellence for education and training.

The Master Plan is focused on mode shift and aims to provide actions that will enable greater pedestrian access, cycle usage and access to public transport. The Master Plan aims to deliver a highly connected Precinct that complements Meadowbank's heritage and environment, and identifies:

- open spaces within the Precinct
- opportunities to locate industry and business near education facilities
- links to industry and local employment
- necessary infrastructure to support the education facilities, including public and active transport options
- ways to revitalise surrounding sites and grow productivity.

In the Master Plan, these potential projects were considered by various stakeholders, including the NSW State Government and City of Ryde (Council). These projects could be undertaken in around the next ten years. This is subject to government and council priorities, further investigation of projects, costings and funding decisions. The upgrade of the See Street footpath is one of the key projects identified in the Master Plan that is currently underway and will be completed as part of the concurrent Meadowbank TAFE project.

1.3.4 Movement and Place

Movement and Place is a cross-government framework for planning and managing roads and streets across NSW. The framework delivers on NSW policy and strategy directions to create successful streets and roads by balancing the movement of people and goods with the amenity and quality of places. Movement and Place considers the whole street including footpaths, from property line to property line. It takes into account the needs of all users of this space including pedestrians, cyclists, deliveries, private vehicles and public transport, as well as people spending time in those places.

Qualities that contribute to a well-designed built environment have been grouped under five themes in the Practitioner's Guide to Movement and Place, a guideline which guides the design and planning around streets and roads for use on state government projects. These are:

- Access and Connection – enabling urban mobility through access to opportunity, services, and amenities with walkable neighbourhoods, cycle routes, and public transport.
- Amenity and Uses – providing a diversity of public and private spaces to accommodate a variety of activities at different times of the day and night; and a mix of land uses that permits daily activities to be accessed on foot (such as primary schools and local shops).
- Character and Form – the identification of a place perceived through its built form, landscape character and the contribution of local people over time.
- Green and Blue – Trees, landscapes and water for greening and cooling places in sustainable ways, improving people's comfort and experience, and providing open space for recreation and respite.
- Comfort and Safety – clear air, sun, shade, peaceful parks and active building frontages contributing to the liveability of places, including feelings of safety.

1.3.5 Better Placed

Better Placed is an integrated design policy prepared by the Government Architect of New South Wales, used to enhance the design quality of our built environment, and raising expectations and raising standards about working better and creating better environments. The policy outlines five elements of well-designed built environments:

- Healthy – for all members of our communities, promoting physical activity and walkable environments, social cohesion, and community safety and security to support people's well-being.
- Responsive – to the needs and aspirations of local people, now and into the future, inviting innovative use and habitation, interaction, productivity and enjoyment.
- Integrated – by drawing together the relationships between parts and elements, considering interfaces at multiple scales, and working to common goals and aspirations.
- Equitable – by presenting opportunities for all segments of our community so residents and visitors have access to and can move about freely between public domain, infrastructure, open space and buildings.
- Resilient – to the dynamic, challenging conditions of our time, to adapt and evolve while retaining essential qualities and values.

The policy also establishes seven distinct objectives to define the key considerations in the design of the built environment, being: better fit, better performance, better for community, better for people, better working, better value, and better look and feel.

1.3.6 Road Safety Education Program

The Road Safety Education Program is a long-term integrated education initiative. The program aims to increase road safety knowledge, understanding and skills.

Transport for NSW works closely with the Department of Education, the Association of Independent Schools of NSW and the Catholic Education Commission NSW to develop these programs. The NSW Government is committed to continuing the Road Safety Education program and encouraging more children to walk to school safely.

1.3.7 Safety Around Schools Program

This program aims to reduce the number and severity of child casualties in 40 km/h school zones. Transport for New South Wales will continue to focus strongly on improving the visibility of school zones to increase driver awareness and compliance. School zones are designed to protect children on their journey to and from school. Measures include:

- dragon's teeth road markings in all school zones
- the replacement of old, damaged school zone signs with new fluorescent signs
- marked foot crossings
- raised pedestrian crossings
- pedestrian refuges and fencing
- traffic signal-controlled pedestrian crossings.

School zone flashing lights are designed to alert drivers that they are entering a 40 km/h school zone and to adjust their speed accordingly. School zone flashing lights have been rolled out across NSW as part of this program and the NSW Government has ensured that every school in NSW has at least one set of school zone flashing lights.

2 Existing Transport Network and Operations

Elements of the following existing transport network and operations have been informed by the Transport and Accessibility Impact Statement for Meadowbank Education and Employment Precinct Schools Project (TAIA) documents prepared by GTA Consultants (2020). The transport access provisions to the two new schools at Meadowbank are also included in this section, as they are part of the baseline scenario for the school opening date in Term 2 in 2022. This date is scheduled to be Tuesday 26 April 2022.

The completion of the shared path on Hermitage Road is expected to be completed in 2025.

2.1 Pedestrian Infrastructure

The key pedestrian access routes to the Meadowbank Schools site are shown in Figure 2.1.

Figure 2.1: Key Pedestrian Access Routes to the Meadowbank Schools

Pedestrian footpaths are generally provided along all the roads surrounding the site. Footpaths are generally concrete paths with a width of 1.2m. The primary pedestrian link to Meadowbank Rail Station is along Rhodes Street, Macpherson Street, See Street and Constitution Road. The existing north-south pedestrian connection through the TAFE NSW campus also provides access between Rhodes Street and Meadowbank Rail Station. Therefore, pedestrians to the schools will not need to cross any roads when they follow either of these routes to the station.

Formal crossing points in vicinity of the site include the following signalised pedestrian crossings:

- North eastern, north western and south western legs of the Victoria Road/ Hermitage Road intersection.
- North eastern, south eastern and south western legs of the Victoria Road/ Bowden Street intersection.

Pedestrian refuges are provided on surrounding roads near the school site at:

- Squire Street, east of Bowden Street
- Bowden Street south of Squire Street
- Macpherson Street, west of Bowden Street
- See Street, north of Constitution Road

At school opening in Term 2 of 2022, pedestrian access to the schools will be via Rhodes Street along the northern boundary of the site, with a north-south pedestrian connection through the TAFE campus available, linking Meadowbank Station and Rhodes Street.
To accommodate the anticipated pedestrian volumes that were estimated in the Meadowbank TAIA, the following footpaths were widened to a 2.5m wide shared path standard:

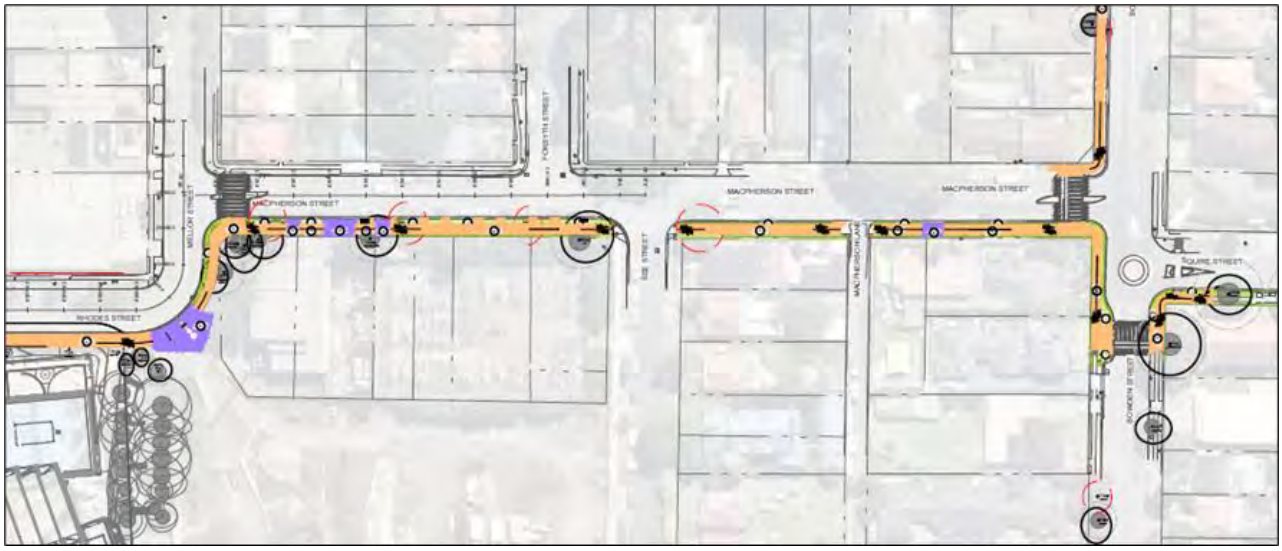
- the southern side of Macpherson Street, between Mellor and Bowden Streets
- the western side of Bowden Street, from Victoria Road to Macpherson Street
- the southern side of Rhodes Street.

In addition, the footpath along Squire Street between Bowden Street and Sutherland Avenue has been repaired and widened to ensure a consistent width of 1.35m along this section. The following pedestrian crossing facilities were installed at the following location that are as shown in Figure 2.2:

- a wombat pedestrian crossing on Macpherson Street at Mellor Street
- a wombat pedestrian crossing on Macpherson Street at Bowden Street

- an upgrade of the existing pedestrian refuge at the Bowden Street roundabout to a wombat pedestrian crossing

Figure 2.2: New Pedestrian Crossing Facilities leading to the Meadowbank Schools



Source: Meadowbank Education Precinct Public Domain Upgrades Landscape Design Package, Urbis

The new crossing facility at Macpherson Street connects with the existing footpath on the eastern (residential) side of Mellor Street to provide a direct connection between the schools and Victoria Road, without the need to directly walk through the existing employment area and to cross the associated driveways with hazards from vehicles entering and exiting these other buildings.

2.2 Cycling Infrastructure

New 2.5m wide shared paths as listed in Section 1.4.1, provide expanded walking and cycling access to and from the schools. This will result in off-road cycling paths being available along Rhodes Street, Macpherson Street and Bowden Street. In NSW, children under 16 years of age are allowed to ride on standard footpaths. Furthermore, 16 staff and 262 visitor/student bicycle on-site parking spaces with bicycle racks, as well as 42 scooter parking spaces for primary school students will also be provided. Two showers (one male, one female), lockers and change room facilities will be provided for staff in the basement.

2.3 Train Services

Meadowbank and West Ryde Rail Stations are located about 700m south and 850m north respectively from the site of the new schools in Rhodes Street. Both stations are on the T9 Northern Line, with services operating from Epping to Central Station approximately every 15 minutes on weekdays and more frequently during the peak periods. Since the schools are closer to Meadowbank Station, Meadowbank is the preferred station for students and staff to travel for journeys to the schools because the walk access via the TAFE campus is closer and safer with no requirement to cross any arterial roads. The AM and PM school peak period train times at Meadowbank and Eastwood Stations with trains stopping at Denistone and West Ryde Stations are provided in Table 2.1.

Table 2.1: T9 Timetables for Trains for School Days at Meadowbank and Eastwood Stations

From Station	To Station	AM School Peak Train Times	PM School Peak Train Times
Eastwood (Platforms 1 or 2)	**Meadowbank**	8:27 AM, 8:35 AM, 8:43 AM	Not applicable
Meadowbank (Platform 2)	**Eastwood**	Not applicable	3:16 PM, 3:36 PM, 3:46 PM

The train capacity on this section of the T9 line is not considered to be an issue for students boarding and sitting or standing the train for a six-minute trip between Eastwood and Meadowbank stations. For the short train trip, standing room on the trains is considered adequate. From the train capacity analysis using the Opal ticketing data, the trains to Meadowbank Station have some capacity to accommodate increased patronage. As the school enrolment increases in future years, a greater train mode share with the relocated schools can be encouraged and potentially achieved.

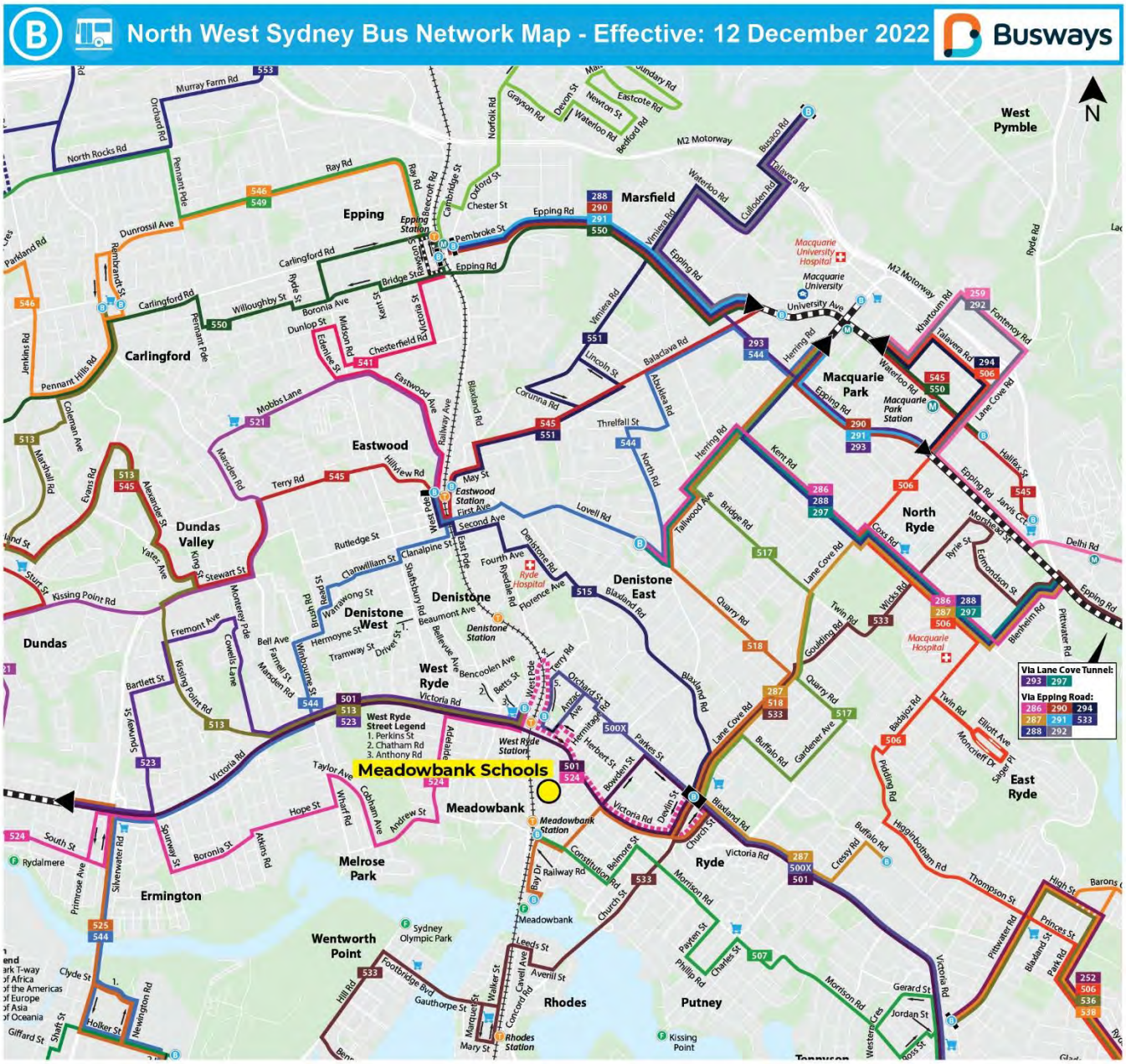
2.4 Regular Route Bus Services

From Sunday 9 January 2022, Busways is the bus operator for Contract Region 7 that includes bus services in the Meadowbank and West Ryde area in the City of Ryde. The regular bus routes that have stops close to the new schools shown in Figure 2.3 with the times in the AM and PM school peaks provided in Table 2.2. The buses will stop at the school bus zone in Macpherson Street which is a one-minute walk from the main school entrance.

Table 2.2: Timetables for Regular Bus Routes to the Meadowbank Schools

Route	Route Name	Closest Stop to the Schools	Walk Time to the School (minutes)	AM Arrival Times	PM Departure Times
500X	City Hyde Park to West Ryde (Express Service)	West Ryde Station, Ryedale Road	11 minutes	8:35 AM 8:45 AM	3:14 PM 3:24 PM
507	City Hyde Park and Gladesville to Meadowbank	Meadowbank Station, Constitution Rd	4 minutes	8:23 AM 8:43 AM	3:18 PM 3:48 PM
513	West Ryde to Carlingford	Macpherson Street and Rhodes Street		8:51 AM	3:12 PM and 3:37 PM from the high school in Macpherson Street 3:13 PM and 3:38 PM from the public school in Rhodes Street
518	Macquarie University to Meadowbank Wharf	Presbyterian Church, Bowden Street	5 minutes	8:22 AM 8:54 AM	3:34 PM 3:49 PM
523	West Ryde to Parramatta	Macpherson Street and Rhodes Street		8:53 AM	3:12 PM from the high school in Macpherson Street 3:13 PM from the public school in Rhodes Street
524	Parramatta to Ryde via West Ryde	West Ryde Station (AM) Victoria Road at Bowden Street (PM)	14 minutes (AM) 5 minutes (PM)	8:00 AM 8:31 AM	3:13 PM 3:42 PM

Figure 2.3: Bus Network in the Meadowbank Schools Catchment Area



Base image source: [North West Sydney Bus Network Map 121222 (transportnsw.info)]

Other public bus services operate within the high school enrolment boundary that interchange further north on the T9 Northern Line at Eastwood Rail Station, from which students or staff could transfer to a train for travel to Meadowbank Rail Station and walk via through the TAFE campus walkway to the school. The following assumptions were made to determine the connecting bus services:

- Walk from Meadowbank Station to Marsden HS: 5 minutes
- Eastwood to Meadowbank AM origin departure time: 8:43 AM
- Meadowbank to Eastwood PM destination arrival time: 3:16 PM

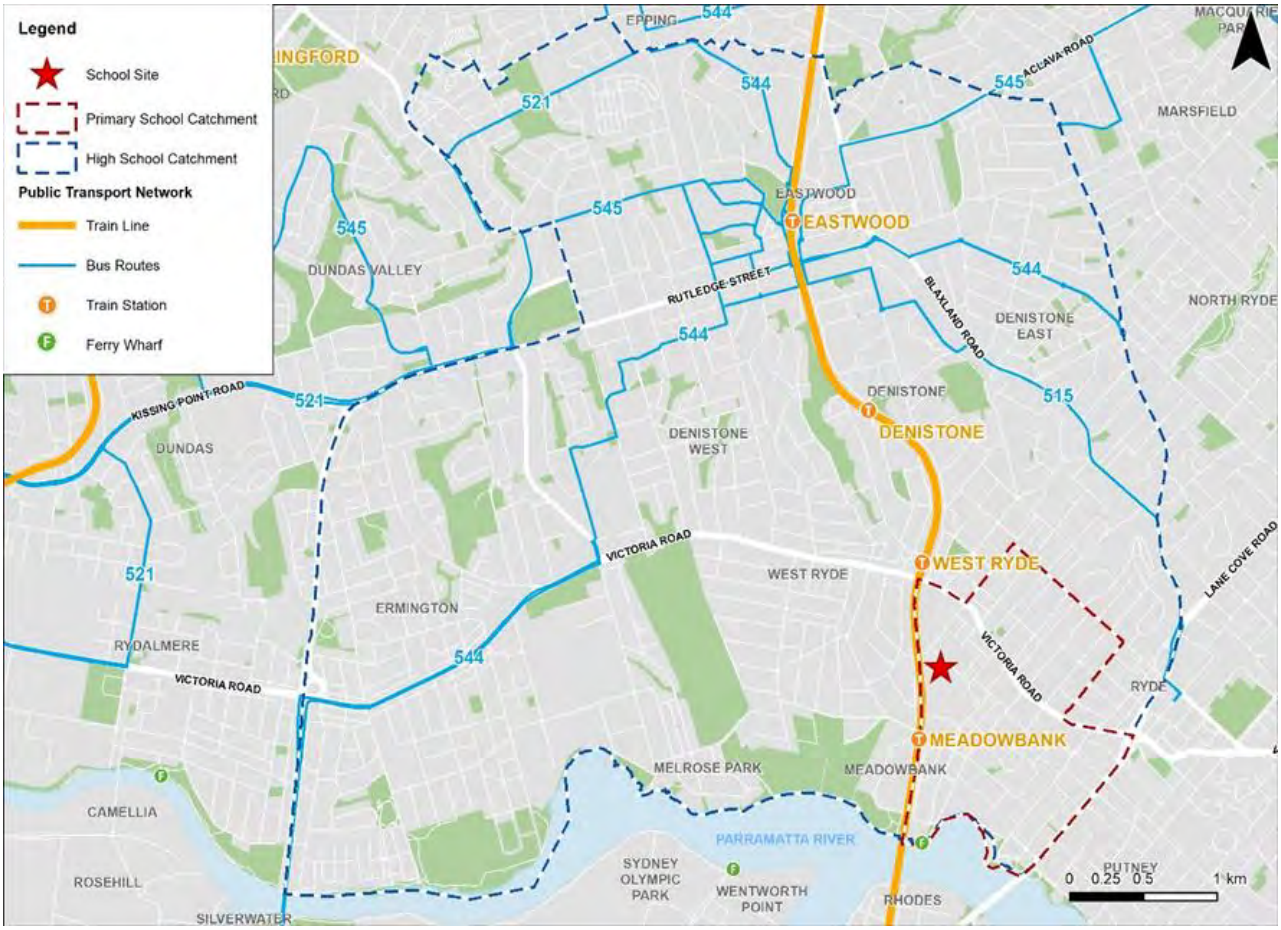
The two AM and PM bus times for the routes from Stand A in West Parade that connect with the trains at Eastwood Rail Station for arrival before the 9:00 am bell time and departure after the 3 pm bell time are listed in Table 2.3 with the bus routes to Eastwood shown in Figure 2.4.

Table 2.3: Peak Bus Service for Routes with Transfers at Eastwood Rail Station

Route	Route Name	AM Arrival Times	PM Departure Times
515	Ryde to Eastwood	8:00 AM, 8:15 AM	3:22 PM, 3:42 PM
521	Parramatta to Eastwood	7:57 AM, 8:27 AM	3:35 PM, 4:05 PM
541	Epping to Eastwood	7:42 AM, 8:24 AM	3:25 PM, 4:10 PM
544	Macquarie Centre to Auburn via Eastwood	7:57 AM, 8:27 AM	3:28 PM, 4:00 PM
544	Auburn to Macquarie Centre via Eastwood	7:34 AM, 8:12 AM	3:57 PM, 4:19 PM
545	Macquarie Park to Parramatta	8:23 AM, 8:33 AM	3:17 PM, 3:27 PM
545	Parramatta to Macquarie Park	8:24 AM, 8:34 AM	3:17 PM, 3:33 PM

Source: Valid from Tuesday 26 April 2022

Figure 2.4: Bus Routes that Connect for Transfers at Eastwood Rail Station



2.5 School Bus Services

The school bus routes and the modified public bus routes are designed to cater for students who live within the high school enrolment boundary that do not access to the train network, including along Victoria Road and in Melrose Park, Ermington, Carlingford and West Ryde. These routes also service areas outside of the current high school enrolment boundary where there are students currently enrolled, such as in Dundas and Dundas Valley. These services on dedicated school or modified public bus routes provide a one-seat journey to and from school.

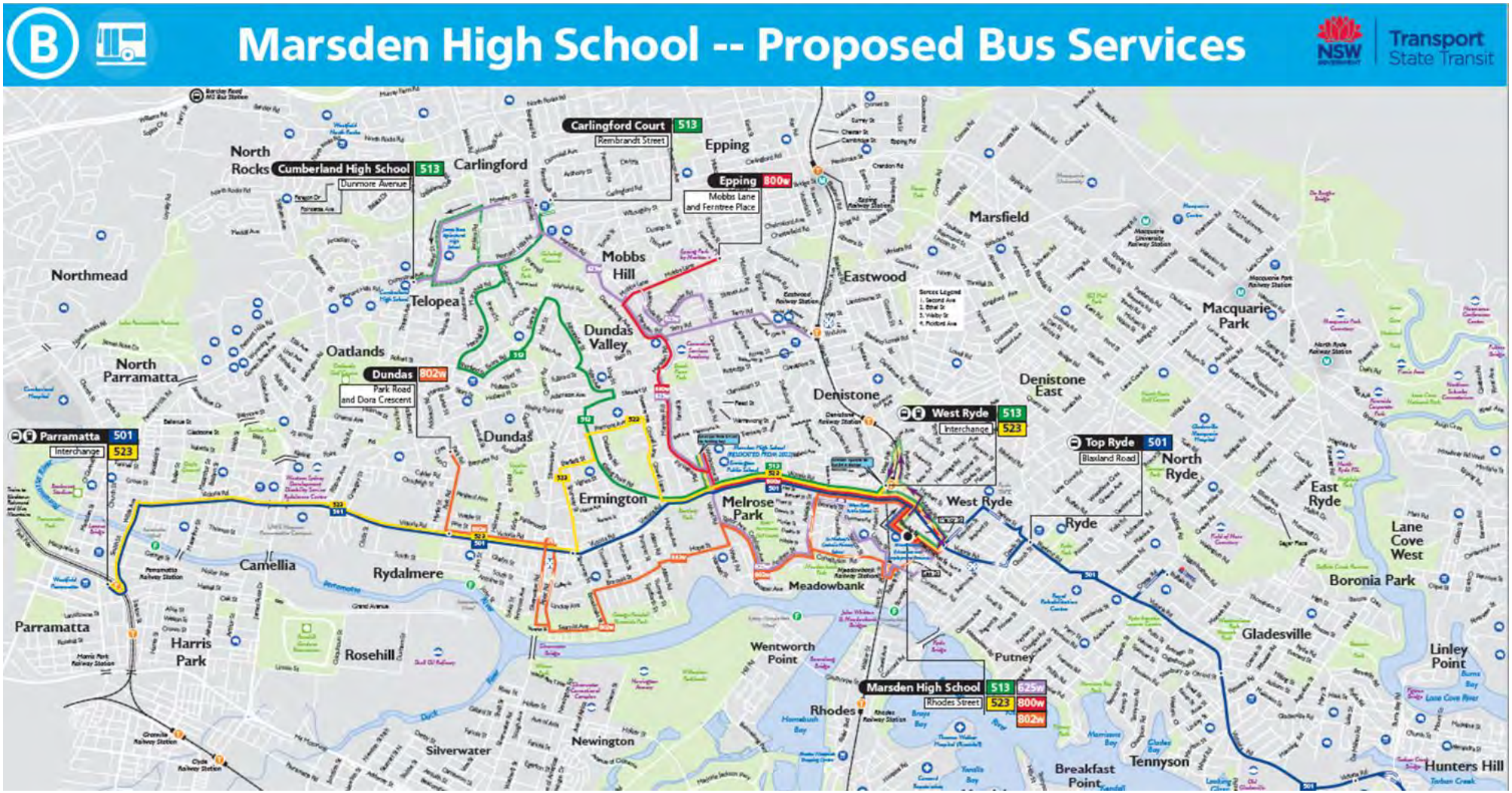
Dedicated school buses and modified bus services on Routes 501, 513 and 523 are scheduled to service the high school using the bus zone in Rhodes Street with a key focus on the high school students given the larger enrolment boundary and hence a greater need to travel longer distances to school. Most primary school students are not expected to use public transport to travel to and from the school. In addition to these bus services, existing bus routes 515, 544 and 545 provide connectivity for high school students in the northeast of the catchment to connect with Eastwood Rail Station as shown in Figure 2.4.

A 60m bus zone along the southern side of Macpherson Street is provided for the high school as shown in Figure 2.5. This bus zone would be able to accommodate up to four buses at any one time. The Meadowbank Schools TAIA lodged in support of the schools' SSDA demonstrated the feasibility of bus access to this bus zone. The buses will stop at the school bus zone in Macpherson Street which is a one-minute walk from the school entrance. If there is a demand, Macpherson Street has additional space along the roadway.

Figure 2.5: Bus Access to the Meadowbank Schools

School special and modified regular bus routes that service the school directly with the bus stop in Macpherson Street (expected to be relocated to Rhodes Street – see Section 2.5) are shown in Figure 2.6.

Figure 2.6: Direct Bus Routes and Services to the new Marsden High School at Meadowbank



Routes 800w and 802w are the new school special routes that will service the school directly with the bus stop in Macpherson Street are shown in Figure 2.7 and Figure 2.8 respectively.

The other school special bus routes that travel to the existing Marsden High School, namely Routes 618w, 619w, 620w, 622w, 623w, 624w, 625w, 626w and 627w, will not have any route or timetable changes. Since they will not go directly to the new Marsden High School at Meadowbank that are not included in the Travel Access Guide.

Figure 2.7: New Routes 800w to the new Marsden High School at Meadowbank

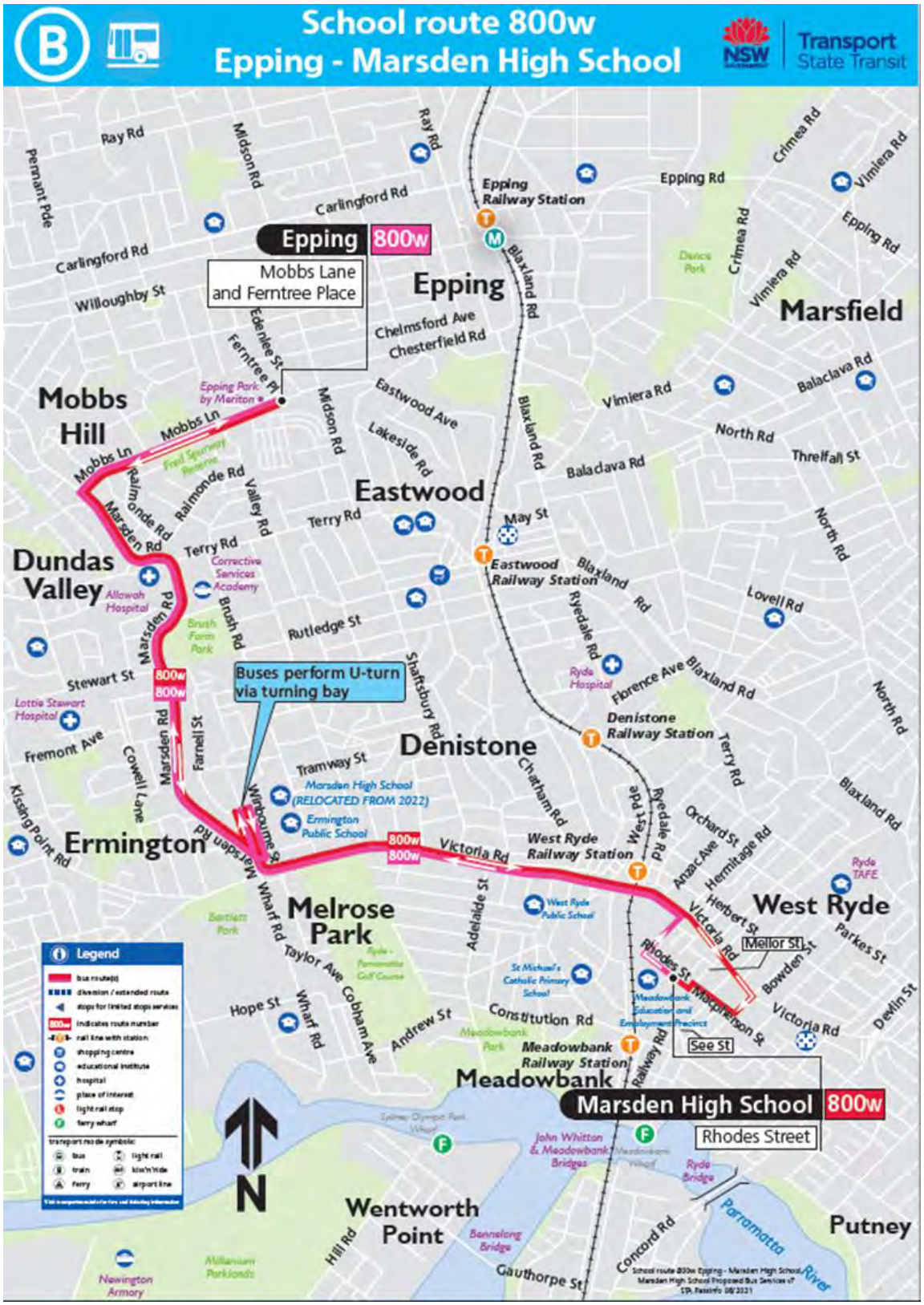
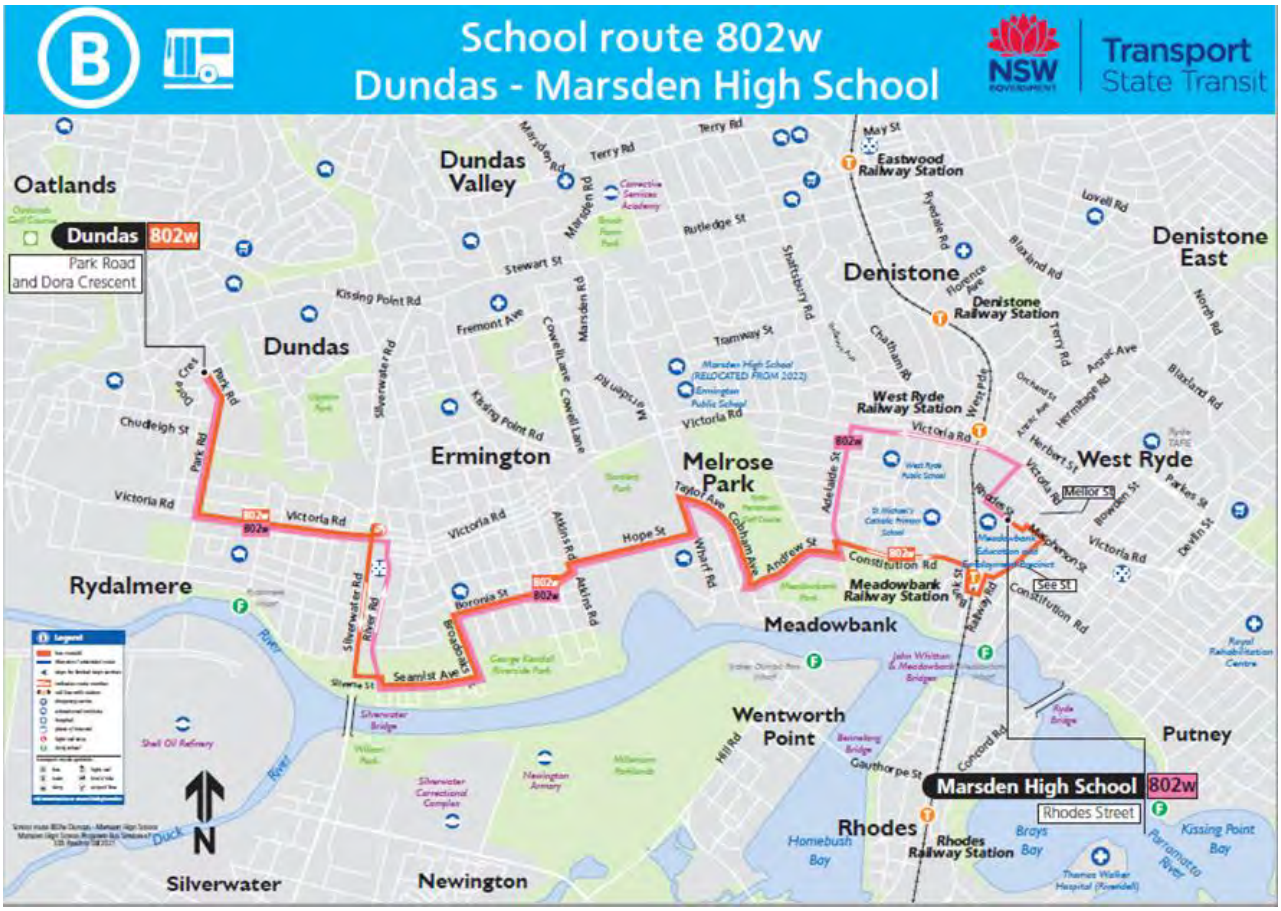


Figure 2.8: New Route 802w to the new Marsden High School at Meadowbank



AM School Peak Services

The bus services for the AM school peak period for the high school students to arrive before the bell time of 9:00 am from Monday to Friday are provided in Table 2.4.

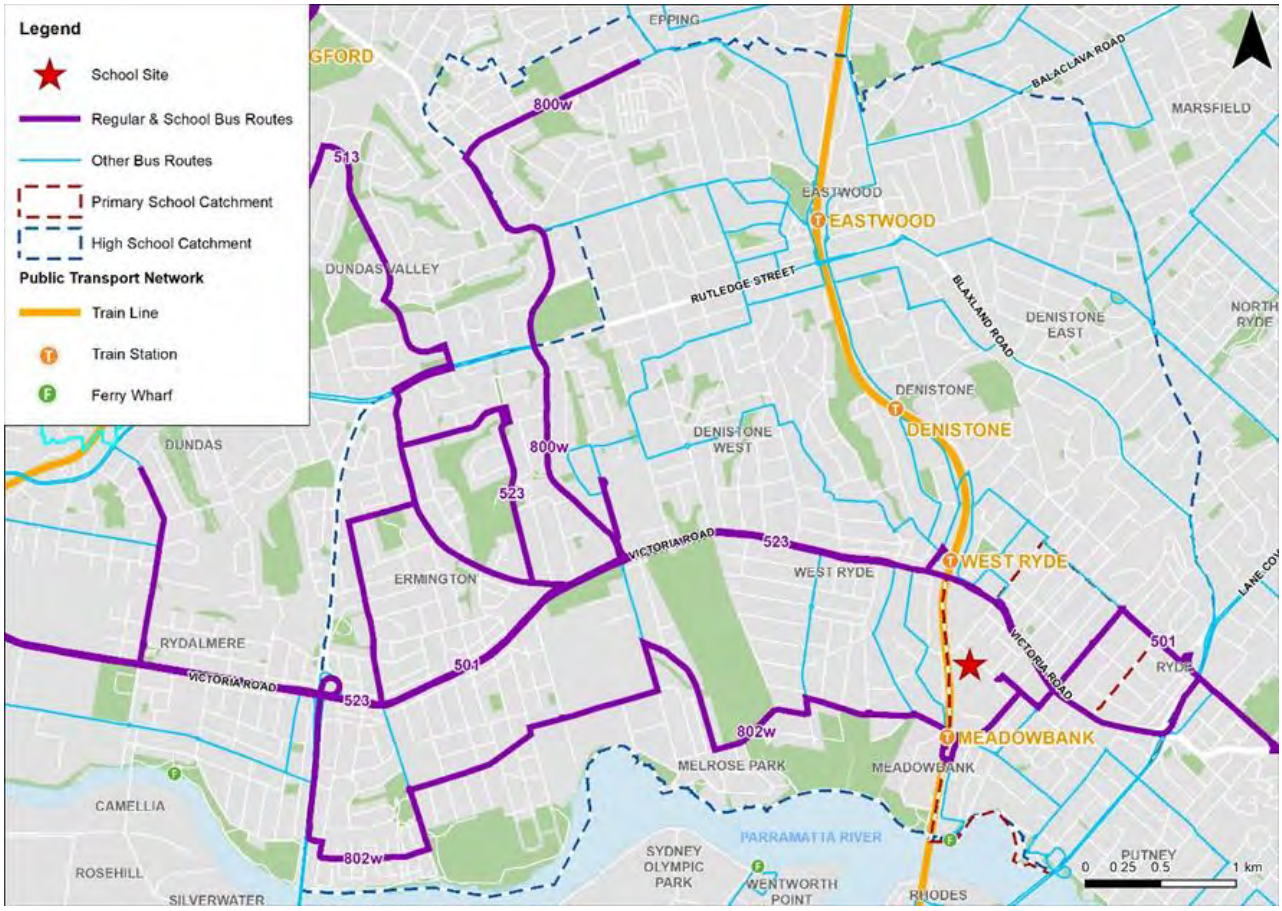
Table 2.4: AM Peak School and Modified Public Bus Services

Bus Route	Route Description	Arrival Times at Macpherson Street
513 (public)	West Ryde to Carlingford	8:51 AM
523 (public)	West Ryde to Parramatta	8:53 AM
800w	Epping to Meadowbank School via Marsden Road	8:48 AM
802w	Dundas to Meadowbank School via Ermington and Melrose Park	8:45 AM

Source: Valid from Monday 9 October 2023

The public bus routes to the Meadowbank Schools in the AM peak school period are shown in Figure 2.9.

Figure 2.9: Public Bus Routes to the Meadowbank Schools for the AM Peak School Period



PM School Peak Services

The bus services for the PM school peak period for high school students to use the first bus after the bell time of 3:00 pm from Monday to Friday are provided in Table 2.5.

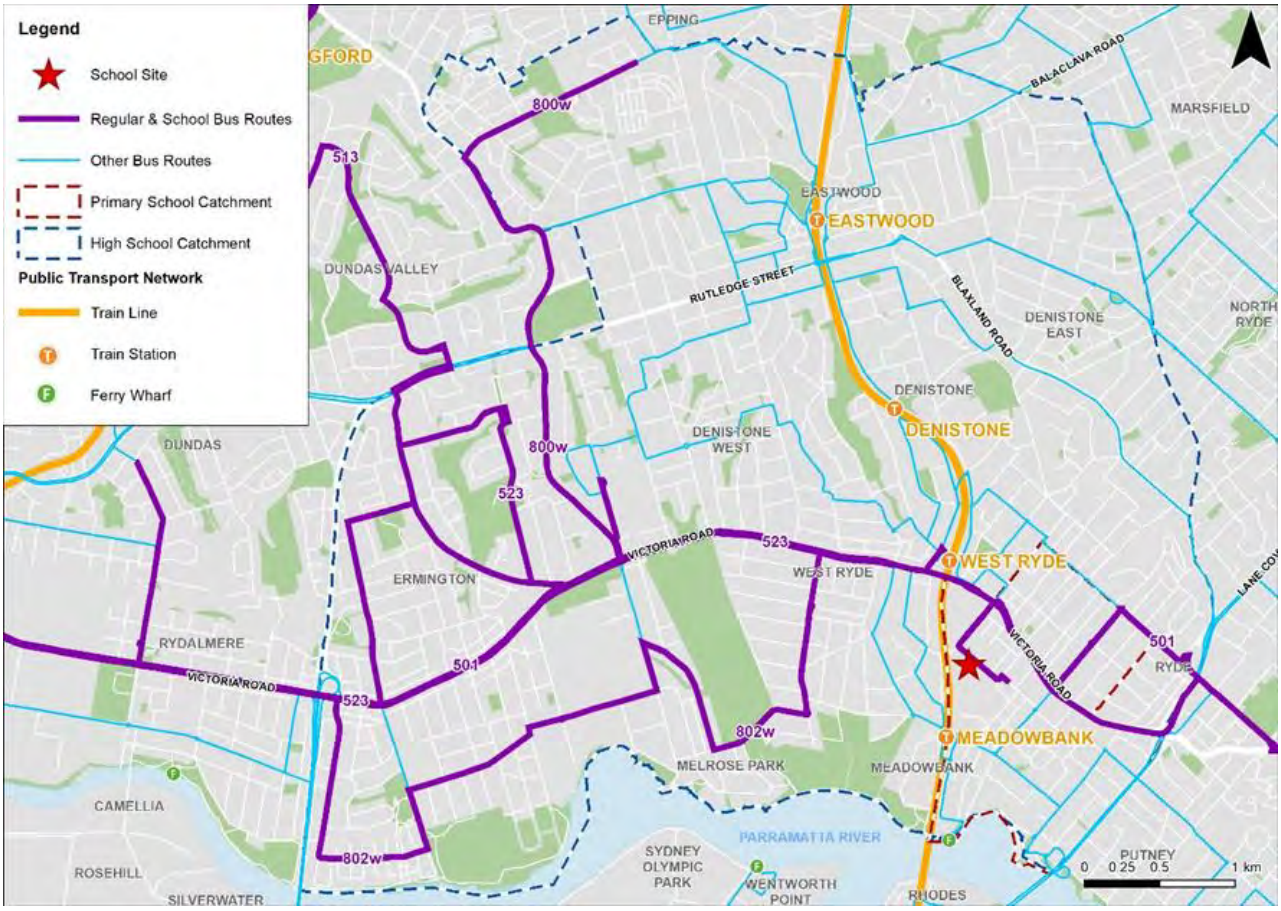
Table 2.5: PM Peak School and Modified Public Bus Services

Bus Route	Route Description	Departure Times from Macpherson Street
501 (public)	Central Pitt Street to Parramatta via Victoria Road	3:12 PM
513 (public)	West Ryde to Carlingford	3:12 PM
523 (public)	West Ryde to Parramatta	3:08 PM
800w	Meadowbank School to Epping via Marsden Road	3:12 PM
802w	Meadowbank School to Dundas via Ermington and Melrose Park	3:15 PM

Source: Valid from Monday 9 October 2023

The public bus routes to the Meadowbank Schools in the PM peak school period are shown in Figure 2.10.

Figure 2.10: Public Bus Routes to the Meadowbank Schools for the PM School Peak Period



2.5.1 Bus Stop Activity in Macpherson Street

In order to assess the activity for alighting and boarding the buses that are scheduled to stop in Macpherson Street and the potential impact on the drop-off and pick-up area, the following buses are scheduled to operate to the school:

AM School Peak

- Route 802w arriving at 8:45 AM
- Route 800w arriving at 8:48 AM
- Route 513 arriving at 8:51 AM
- Route 523 arriving at 8:53 AM.

PM School Peak

- Route 800w departing at 3:08 PM
- Route 513 departing at 3:12 PM and 3:37 PM
- Route 523 departing at 3:12 PM
- Route 802w departing at 3:15 PM.

With space for up to four buses at the bus stop in Macpherson Street, the AM school bus services are scheduled with at least minutes between buses for students to alight. In the PM school peak, no more than two buses are scheduled to use the bus stop within a three-minute period. Therefore, the capacity of the bus stop with space for four buses is considered adequate for these bus services. The bus zone in Macpherson Street will be signed for buses and coaches only from 8 am to 5 pm on school days.

Additional overflow space is provided for two buses in Rhodes Street. The bus zone in Rhodes Street will be signed for buses and coaches at all times. Routes 513 and 523 stop in Rhodes Street for the public school students at 3:30 PM and 3:38 PM.

Buses and coaches will not at any time enter the school ground or the parking area on the school site. The car park and loading zone on the school grounds is for staff, visitors and deliveries. All student drop-off or pick-up activity for buses and coaches will be conducted in the designated bus zones in Rhodes Street and Macpherson Street.

2.6 Road Network and Speed Restrictions

A detailed description of the surrounding road network of the Meadowbank Schools site and parking supply is provided in Section 3.2.2 of the Meadowbank TAIA (GTA Consultants, 2020). As shown in Figure 2.11, the streets in the immediate vicinity of the access points to the Meadowbank Schools site will be posted with 40km/h speed limits during school days (8 am to 9:30 am and 2:30 pm to 4 pm) for:

- The entire length of Rhodes Street
- The southern section of Hermitage Road
- The short length at the southern end of Bunbie Lane
- The western section of Macpherson Street
- The southern section of Mellor Street

Figure 2.11: Proposed 40km/h School Zone for the Meadowbank Schools Site

Source: Transport for NSW

An example of the school zone signage to be installed at entry points to the school zone is shown in Figure 2.12.

Figure 2.12: School Zone Signage for the 40km/h Speed Limits on School Days

Source: NSW road signage

2.7 Car Parking

A detailed description of the surrounding road network of the Meadowbank Schools site and parking supply is provided in Section 3.2.2 of the Meadowbank TAIA.

The Department of Education policy is no on-site parking for senior students will be provided due the Workplace, Health and Safety risks associated with new drivers. Therefore, only staff parking requirements with a total of 60 spaces will be provided on the school site. At least one disabled space is included on-site.

An inventory of publicly available on-street and off-street car parking within approximately 400 m of the Meadowbank Schools site east of the railway corridor was conducted. The parking supply as of 2020 is provided in Table 2.6. The existing on-street car parking demands in the nominated area are relatively high throughout the day, particularly along the key roads, including Rhodes Street and Hermitage Road, that immediately next to the Meadowbank Schools site.

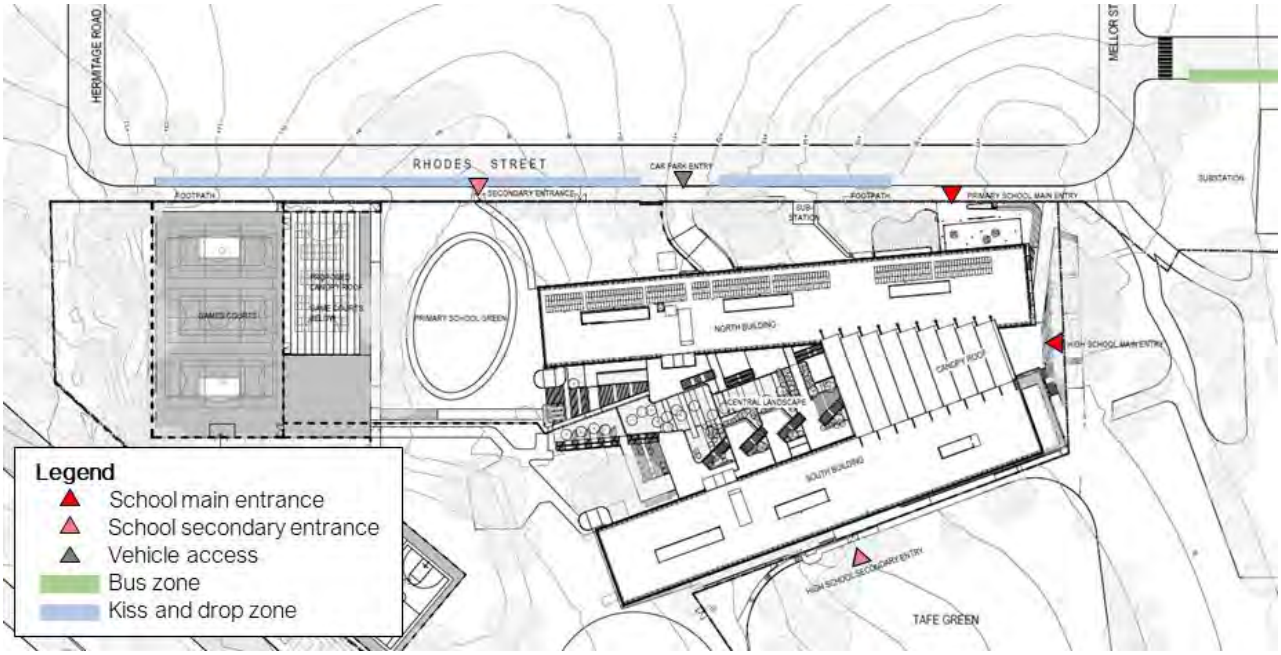
Table 2.6: Existing Parking Supply and Restrictions

Parking area	Restriction
Rhodes Street, southern side	1/4P, 7am to 9:30am and 2:30pm to 6pm, Monday to Friday
	No Parking 8:00am to 9:30am and 2:30pm to 4:00pm Monday to Friday
Rhodes Street, northern side	Unrestricted
Hermitage Road, western side	Unrestricted
	No stopping, 3:30pm to 6:30pm, Monday to Friday
Hermitage Road, eastern side	Unrestricted
Mellor Street, western side	Unrestricted
	2P, 8:30am to 6pm, Monday to Friday and 8:30am to 12:30pm Saturday
Mellor Street, eastern side	Unrestricted
	2P
Macpherson Street, southern side	Bus Zone 8:00am to 4:00pm Monday to Friday
	2P, 8am to 9pm, Monday to Friday (permit holders excepted)
Macpherson Street, northern side	2P, 8am to 9pm, Monday to Friday (permit holders excepted)
Forsyth Street, western side	2P, 8am to 9pm, Monday to Friday (permit holders excepted)
Forsyth Street, eastern side	Unrestricted
See Street, western side	Unrestricted
See Street, eastern side	2P, 8am to 9pm, Monday to Friday (permit holders excepted)
	¼P, 7am to 5pm, Monday to Friday
Stone Street, northern side	Unrestricted
Stone Street, southern side	2P, 8am to 9pm, Monday to Friday (permit holders excepted)
Bowden Street, eastern side	Unrestricted
	1P, 7am to 5pm, Monday to Friday
Bowden Street, western side	2P, 8am to 9pm, Monday to Friday (permit holders excepted)

2.8 Meadowbank Schools Site Access and Kerbside Facilities

A single 7.5-m-wide two-way vehicular crossover is available along Rhodes Street, providing access to on-site car parking and a loading area. Service vehicles will access the schools via the abovementioned vehicular crossover from Rhodes Street, with loading and waste collection to occur in a separated loading area adjacent to the basement car park access. A total of 60 on-site car parking spaces are provided for use by both staff and visitors (not including pick-up and drop-off activities). Formal pick-up and set-down facilities will also be provided along the site frontage on the southern side of Rhodes Street as shown in Figure 2.13.

Figure 2.13: Kerbside Facilities in Rhodes Street at the Meadowbank Schools



Base image source: Woods Bagot, Drawing Number MSP-WB-AR-11002, Revision 9

The allocation of the 60 spaces is for both visitors and staff. The parking is primarily for staff, however if visitor parking is required, this will be managed by both schools. The 60 car spaces are not for parent parking. One designated disabled space is included in the 60 total car spaces.

Staff, disabled and visitor parking management is by both schools.

The Emergency Access Plan was developed in consultation with Fire and Rescue NSW, with access protocol managed in line with the Emergency Evacuation Plan. The school staff were consulted as part of this Plan, with Fire Warden Training arranged for both schools on the 26 April 2022.

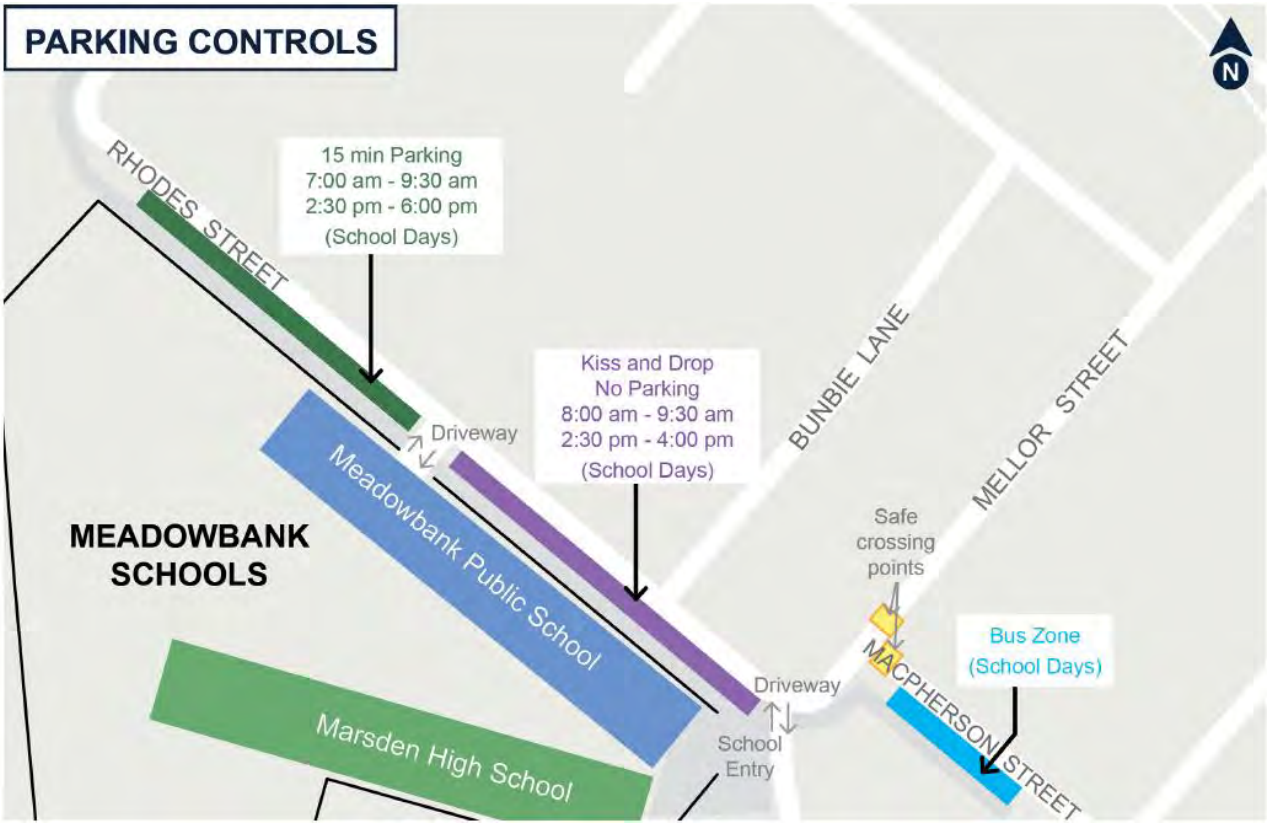
The carpark has only one access that is managed via a locked gate, and a roller door. The school staff will open the gate on arrival. The roller door is accessible via an intercom and fob access. Any visitors requiring access into the carpark will call via the intercom. This goes back to School Administration Office, where access can be arranged for the opening of the roller door remotely.

The City of Ryde Traffic Committee has made recommendations for Rhodes Street regarding the on-street parking controls and road function. The following recommendations are as followed:

- A dividing barrier (BB) centreline be installed along Rhodes Street between Hermitage Road and Mellor Street, West Ryde to stop vehicles performing U-turns.
- The existing “1/4P 7:00 AM-9:30 AM, 2:30 PM-6:00 PM” and “Bus Zone, 9:30 AM-2:30 PM, School Days” be converted to “Kiss & Ride - No Parking, 8:00 AM-9:30 AM, 2:30 PM-4:00 PM, School Days” zone on Rhodes Street, West Ryde.
- The existing “No Parking 8:00 AM-9:30 AM, 2:30 PM-4:00 PM School Days” be converted to “1/4P, 7:00 AM-9:30 AM, 2:30 PM-6:00 PM School Days” zone on Rhodes Street, West Ryde.
- The existing “Bus Zone 8:00 AM-6:00 PM School Days” and “2P Permit Holders Excepted” be converted to “Bus Zone School Days” on Macpherson Street, West Ryde.

The parking controls for Rhodes Street is shown in Figure 2.14. Safe pedestrian crossings are installed at the western end of Macpherson Street at Mellor Street and at the southern end of Mellor Street north of Macpherson Street.

Figure 2.14: Parking Control Map Effective August 2023



3 Travel Patterns and Travel Demand

3.1 Introduction

The assessment process to evaluate existing travel patterns and demand is informed by the guidelines provided by School Infrastructure NSW (SINSW). It was conducted by using the geospatial analysis of depersonalised student enrolment address data from 2021 using the walking, cycling and public transport networks. This analysis was used to prepare catchment area mapping with calculations of the number of students who live within the selected walking, cycling and public transport catchments to the school. This data was used to estimate the potential maximum number of students that could theoretically use these travel modes to travel to and from school.

3.2 Pedestrian Demand

The pedestrian demand was estimated by using the existing student numbers based on the current enrolments at Meadowbank Public School and Marsden High School, with all Year 6 primary students from Meadowbank Public School and 30 per cent of Year 6 students from other feeder primary schools nearest to the site allocated to the high school as they will be in Year 7 in 2022. The existing Year 12 students were excluded from the analysis. All other current enrolments outside the enrolment boundaries have been included in these calculations as it was assumed they will continue their education with the relocated schools.

Primary School Students

Based on the analysis shown in Figure 3.1 and Table 3.1, 67 per cent of existing primary school students live within all 1,200m (15 minute) walk from the new school site.

Figure 3.1: Meadowbank Public School Walking Catchments

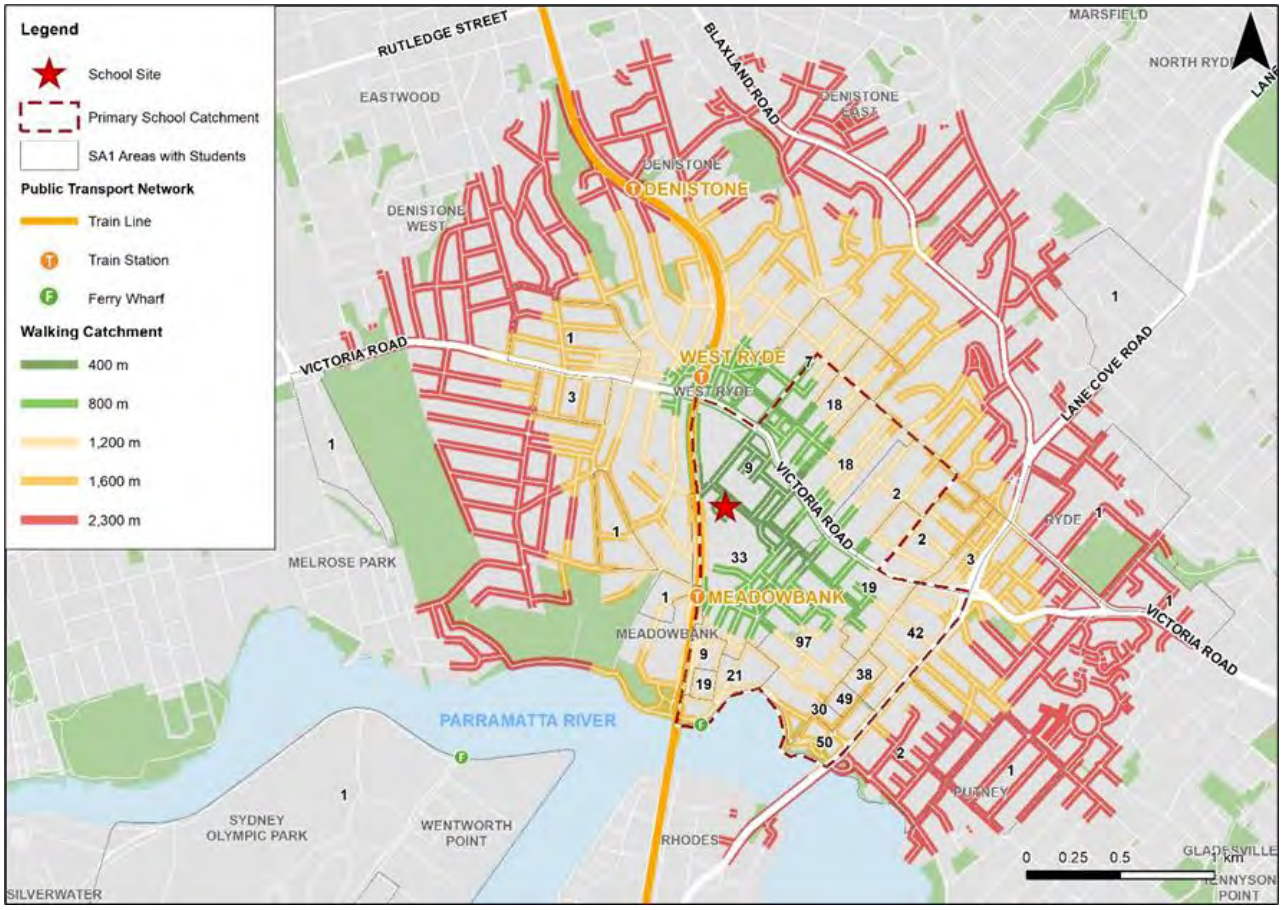


Table 3.1: Existing Primary School Students in the Walkable Catchments to the New School

Catchment Boundary	Number of Students	Percentage of Students	Cumulative Percentage
Within 400m	10	2%	2%
Within 401m-800m	74	15%	17%
Within 801m-1,200m	249	50.5%	67%
Within 1,201m-1,600m	140	28%	96%
Within 1,601-2,300m	2	0.5%	97%
Beyond 2,300m	20	4%	100%
Total	**495**	**100%**	

High School Students

As shown in Figure 3.2 and Table 3.2, 16 per cent of the high school students live within a 1,200m walk to school. This is a small percentage because the high school enrolments area is much larger. The walkable catchment increases to include 27 per cent of students when a 1,600m walk is used in the analysis.

Figure 3.2: Marsden High School Walking Catchments

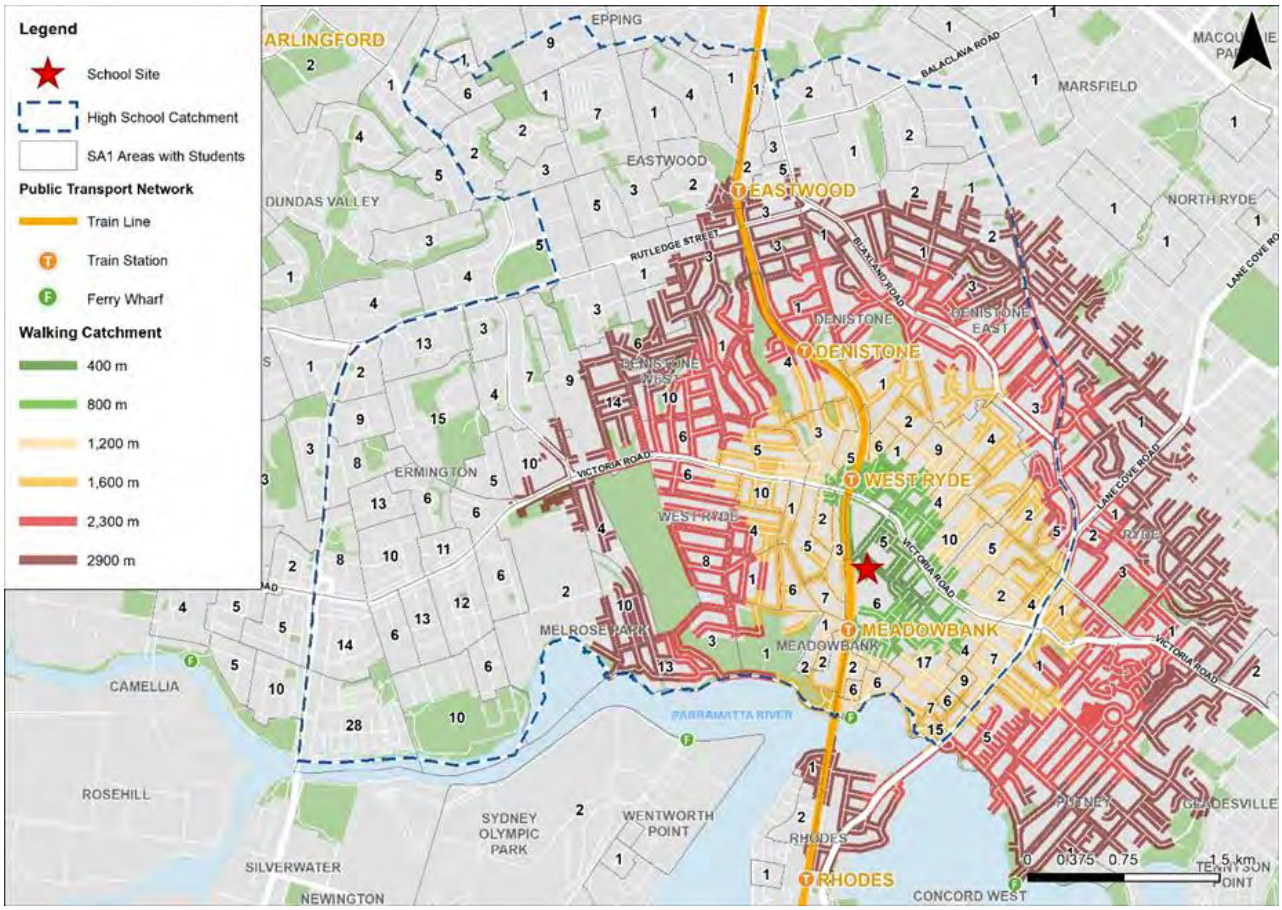


Table 3.2: Existing High School Students in the Walkable Catchments to the New School

Catchment Boundary	Number of Students	Percentage of Students	Cumulative Percentage
Within 400m	3	0.3%	0.3%
Within 401m-800m	41	4%	4.3%
Within 801m-1,200m	118	12%	16%
Within 1,201m-1,600m	107	11%	27%
Within 1,601-2,900m	245	24%	51%
Beyond 2,900m	495	49%	100%
Total	**1,009**	**100%**	

3.3 Cycling Demand

The cycling demand was estimated by preparing 5 and 10-minute on-path cycling catchments as shown in Figure 3.3 and Figure 3.4 for the primary school and high school respectively. This represents the acceptable length of time that primary and secondary school aged children are likely to cycle to get to school, with the 15-minute catchments also included for information. Whilst this analysis considers all students, Year 5 and Year 6 students and above are more likely to cycle to school than younger students.

Primary School Students

As shown in Figure 3.3 and Table 3.3, almost all primary school students live within a reasonably bikeable five-minute trip to school. Younger primary school students are expected to be challenged by steeper grades on some streets, particularly from southeast of the school towards Shepherds Bay, however, the local footpath network can readily support scooter travel from this part of the catchment.

Figure 3.3: Meadowbank Public School Cycling Catchments

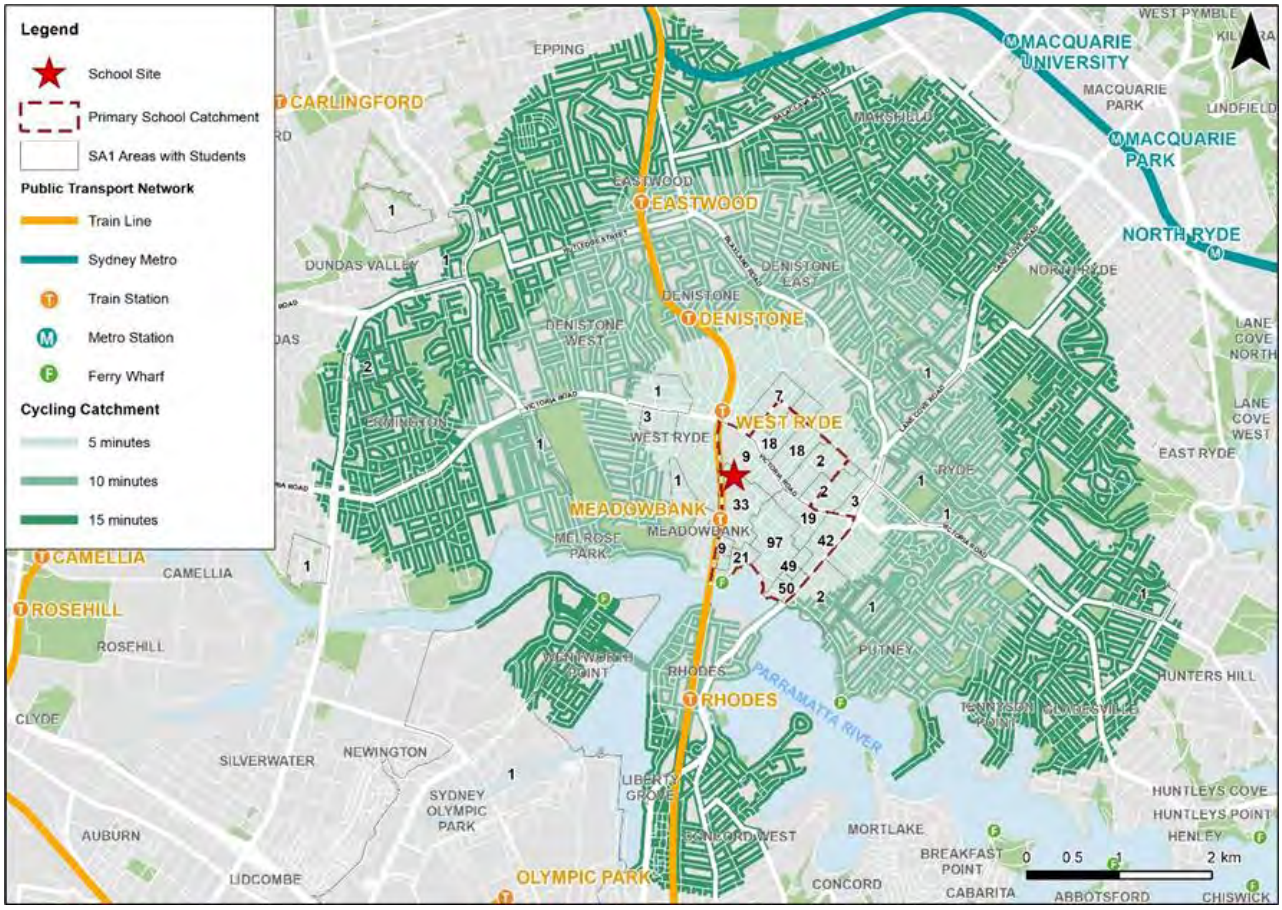


Table 3.3: Existing Primary School Students in the Cycling Catchments to the New School

Catchment Boundary	Number of Students	Percentage of Students
Students within 5-minute cycling catchment	473	96%
Students within 6- to 10-minute cycling catchment	6	1%
Students outside of 10-minute cycling catchment	16	3%
Total	**495**	**100%**

High School Students

As shown in Figure 3.4 and Table 3.4, 54 per cent of high school students live within a ten-minute ride to the new school, notwithstanding any infrastructure or safety barriers that may discourage cycling.

Figure 3.4: Marsden High School Cycling Catchments

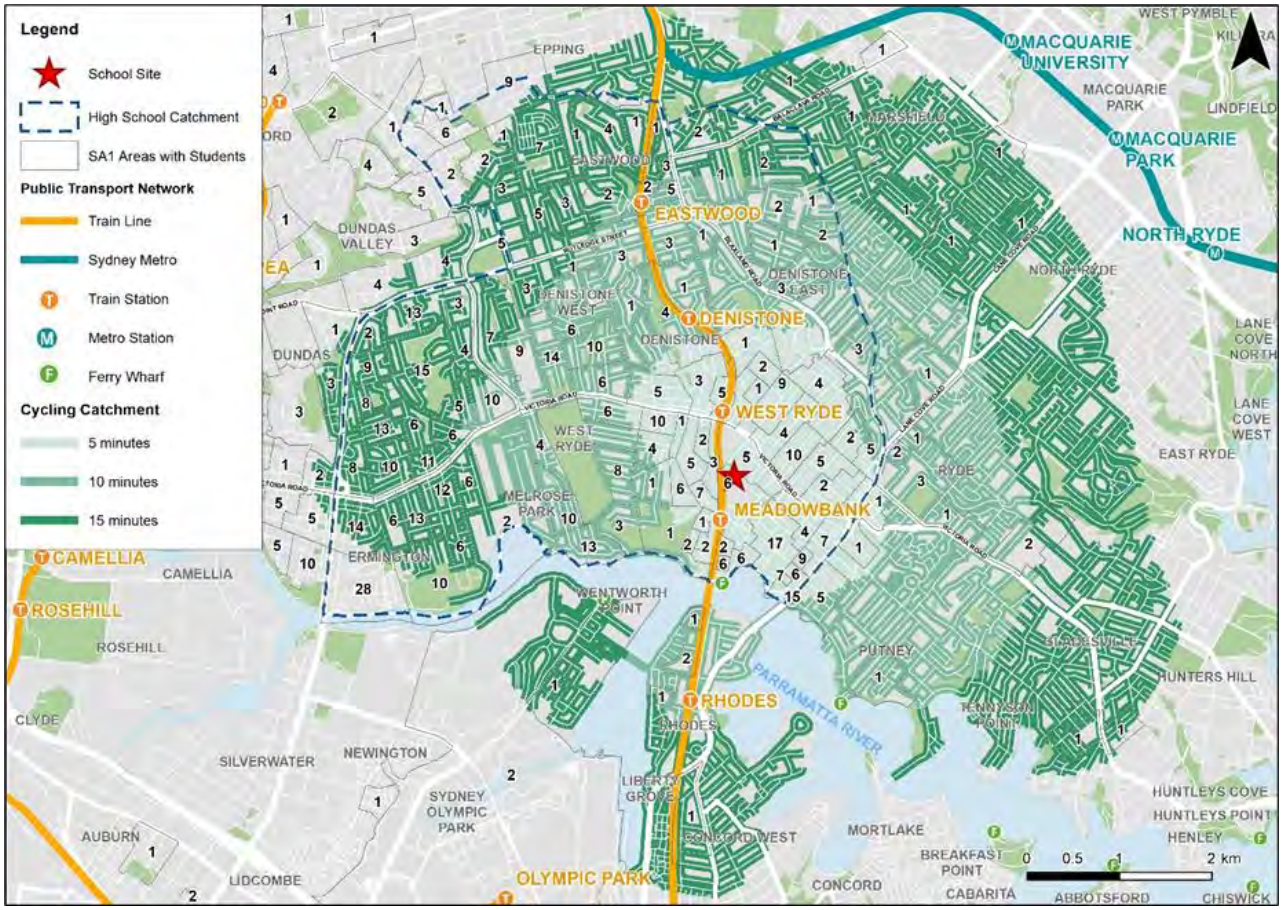


Table 3.4: Existing High School Students in the Cycling Catchments to the New School

Catchment Boundary	Number of Students	Percentage of Students
Students within 5-minute cycling catchment	268	27%
Students within 6- to 10-minute cycling catchment	274	27%
Students outside of 10-minute cycling catchment	467	46%
Total	**1,009**	**100%**

3.4 Public Transport Demand

The public transport demand was estimated based on the 400m (five-minute) walking catchment to public transport stops that provide a one-seat public transport trip to the new school for the primary school and high school students separately. This analysis included the school bus and modified public bus services that are shown in Figure 2.9 and Figure 2.10 for the AM and PM school peak periods respectively, the existing direct public bus routes and train services.

Primary School Demand

The School Student Transport Scheme (SSTS) has the following distance rules for primary school students:

- Years K to 2 (Infants): no minimum distance
- Years 3 to 6 (Primary): 1.6 kilometres straight line distance or 2.3 kilometres walking or further
- Years 7 to 12 (Secondary): 2 kilometres straight line distance or 2.9 kilometres walking or further

However, they are eligible for a $55 per term school term travel pass instead. As shown in Figure 3.5, catchments for primary school students for both the 1.6km straight line and 2.3km walking distances, extend beyond the enrolment boundary for the Meadowbank Primary School. Therefore, most students will be ineligible for a free school travel pass (except for the minority that live beyond these distances outside of the primary school enrolment boundary or students in Kindergarten to Year 2).

Figure 3.5: SSTS Walk Catchments with a One-seat Bus Trip to the Primary School

As shown in Table 3.5, only 20 current primary school students are eligible for free school bus travel, reflecting the compactness of the school enrolment boundary, with these 20 students living outside the boundary. Of this 20, only eight students are within a 400m walk access to a public transport stop providing a one-seat trip to school. Based on this analysis, only a small minority of students would be potential public transport users with most students (i.e. the 67 per cent living within a 1,200m distance to school) likely to walk or take other modes to school.

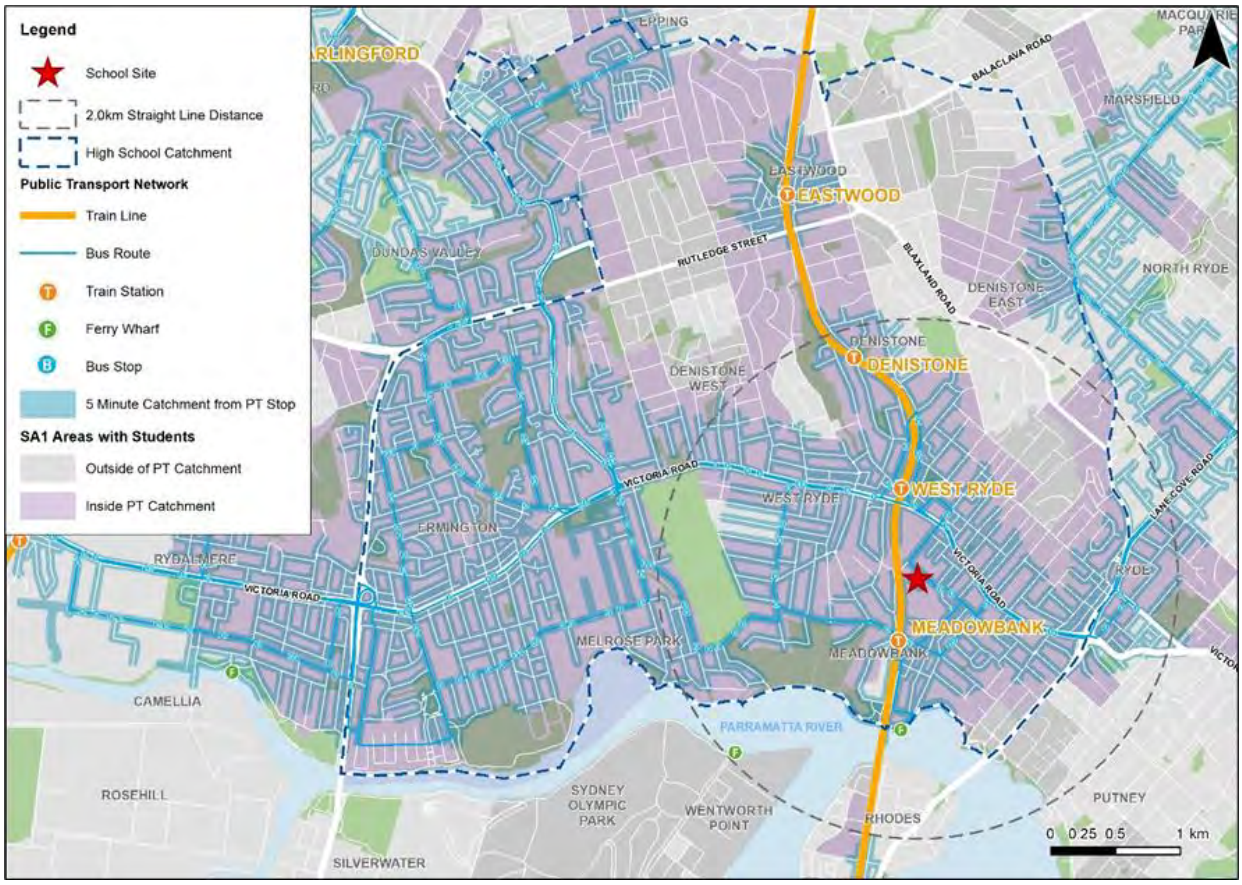
Table 3.5: Primary School Students within a Walkable Catchment to Public Transport Stops

Catchment Area	Within 400m Stop Catchment	Not within 400m Stop Catchment
Within 1,200m walking catchment	186	147
Within 1,201-2,300m walking catchment	8	134
Outside 2,300m walking catchment	8	12
Total	**202**	**293**

High School Students

With regards to SSTS eligibility for the high school students, the walkable access catchment analysis is shown in Figure 3.6 and provided in Table 3.6. This analysis shows that almost half (49 per cent) of existing students live beyond the 2.9km walking distance for eligibility. This means that most students will be eligible for a free school travel pass with the balance eligible for the $55 per term travel pass.

Figure 3.6: SSTS Walkable Catchments with a One-seat Bus Trip to the High School



As shown in Table 1.12, 495 current high school students are eligible for free school travel, representing 49 per cent of the school roll. Of these eligible students, 309 (31 per cent of the existing students) live within a 400m walk to a public transport stop providing a one-seat trip to school. This indicates that these students have the highest potential to use public transport to travel to and from school by virtue of their proximity to a stop, their long distance from school and their eligibility for free travel. The remaining 51 per cent of students, while not eligible for a free bus pass, can still obtain a subsidised school term bus pass for $55 per term.

Table 3.6: High School Students within a Walkable Catchment to Public Transport Stops

Catchment Area	Within 400m Stop Catchment	Not within 400m Stop Catchment
Within 1,200m walking catchment	123	39
Within 1,201-2,900m walking catchment	177	175
Outside 2,900m walking catchment	309	186
Total	**609**	**400**

3.5 Mode Share Targets

3.5.1 Student Targets

As the development involves the relocation of existing schools to a new site, the 'base case' mode share was prepared using existing travel patterns to and from Marsden High School and Meadowbank Public School at their current locations. A student and staff travel survey was completed in 2018 with the results shown in Table 3.7, with these mode share percentages forming the base case.

Table 3.7: Existing Base Case Mode Share for Students and Staff

Mode	Mode Share			Anticipated Schools Population at Opening		
	Staff	**Secondary student**	**Primary student**	**Staff**	**Secondary student**	**Primary student**
Car	75%	33%	40%	108	330	260
School Bus	0%	26%	0%	0	260	0
Public Bus	0%	2%	0%	0	20	0
Train	10%	3%	0%	14	30	0
Walk	15%	22%	60%	22	220	390
Cycling	0%	14%	0%	0	140	0
Total	**100%**	**100%**	**100%**	**144**	**1,000**	**650**

However, the mode shift that could potentially be achieved in the long-term with the implementation of active transport infrastructure, adjusted public transport services and other travel access programs is described in Section 1.4. The increased propensity of multi-modal transport choices and decreased likelihood of private car travel is provided in future use of transport mode matrix for the school students in Table 3.8.

Table 3.8: Future Use of Transport Mode by Distance and School Student Matrix

Catchment	Walk	Cycle	Bus	Car
Kindergarten to Year 4				
1-400m	High	Low	Low	Low
401m-800m	High	Low	Low	Low
801m-1,200m	High	Low	Low	Low
1,201m-1,600m	Low	Low	Moderate	High
Beyond 1,600m	Low	Low	Moderate	High
Year 5 and Year 6				
1-400m	High	Low	Low	Low
401m-800m	High	Low	Low	Low
801m-1,200m	High	Moderate	Low	Low
1,201m-1,600m	Low	Moderate	Moderate	Low
Beyond 1,600m	Low	Moderate	High	Low

Using this future mode choice likelihood matrix, 'moderate' target and 'reach' target mode share scenarios have been developed. The moderate target mode share is generally set between the base case and reach target and is considered a realistic target to strive for in the short-term (e.g., one to two years after opening), while the reach target is an aspirational long-term goal. The reach target is considered a 'best case scenario' and generally reflects the higher of:

- The maximum number of students living within reasonable walking and cycling distances to the school or a short walking distance to a public transport stop with services that take students to school, based on the spatial analysis provided in Section 1.5; or
- Existing base case mode shares where they are higher than the numbers indicated in Section 1.5.

These future mode share targets are summarised in Table 3.9 and Table 3.10 for the primary school and high school students respectively, considering that the actual number of students estimated from these percentages will increase annually.

Table 3.9: Future Mode Share Targets – Primary School

Scenario	Walk	Cycle	Bus or Train	Car
Moderate	60% (no change)	10% (+10%)	0%	30% (-10%)
Reach	70% (+10%)	15% (+15%)	0%	15% (-15%)

Table 3.10: Future Mode Share Targets – High School

Scenario	Walk	Cycle	Bus or Train	Car
Moderate	25% (+3%)	15% (+1%)	40% (+9%)	20% (-13%)
Reach	25% (+3%)	15% (+1%)	50% (+19%)	10% (-23%)

Discussion

A 'reach' multi-modal transport access (active and public transport) mode share target of 80 per cent and 85 per cent for the primary school and high school are provided in Table 3.9 and Table 3.10 respectively, with one-in-five or fewer students travelling to school by private car. While these targets are certainly ambitious, the following factors make these targets achievable:

- The relatively small primary school enrolment boundary and higher residential density surrounding the school provides most students with a reasonable walking and cycling distance of the primary school.
- The high percentage (almost 46 per cent) of high school students living within a short walk to a public transport stop with services that take them directly to school, that are also living beyond a walkable 1,200m distance to school.
- A base case of 36 per cent of students walking and cycling to the high school means a 40 per cent reach target across these modes is attainable, especially when 27 per cent of students already live within a 1,600m walk to school and about 27 per cent of students live within a six- to ten-minute bicycle ride to school.

3.5.2 Staff Targets

As provided with the statistics in Table 3.7, the staff at the existing school were surveyed on their mode of travel in 2018. These results were used to inform the base case mode share for staff. The target staff travel mode share percentages that are provided in Table 3.11 were developed as follows based on 144 staff working in 2022 as informed by the Meadowbank TAIA:

- Staff travel to the existing schools by car is 75 per cent.
- ABS 2016 destination zone data around Meadowbank Station (which includes the vehicle-dominated industrial uses) shows that 69 per cent of local workers travel by car. This indicates that just relocating the schools could result in at least a six per cent reduction in staff travelling by car.
- The existing walking mode share to the schools was assumed to stay the same at 15 per cent.
- Although 17 per cent of staff will be within a 10-minute bicycle catchment from the new schools (based on previous analysis in the TAIA), a lower mode share estimate of seven per cent was adopted to take into consideration not all staff in close proximity will travel to/ from the schools by bicycle.
- With the new location of the schools, 55 per cent of staff will be located within an 800m walking catchment of direct bus and rail services (based on previous analysis in the TAIA)
- Assuming approximately 17 of the above 55 per cent of staff that live within an 800m walk to public transport choose to instead either carpool or drive alone, this equates to 60 per cent of staff travelling by multi-modal transport modes (38 percent public transport, 15 per cent walking and 7 percent cycling) while the remaining 40 per cent of staff will travel by car.
- Furthermore, limited on-street and on-site parking availability (60 staff parking spaces only for the anticipated 40 per cent car mode share) decreases the attractiveness to drive to school and in terms of new staff to support the gradual school roll expansion, self-selects for a staff cohort more inclined to travel via public or active transport.

Table 3.11: Target Staff Mode Share for the Meadowbank Schools

	Walk	Cycle	Bus or Train	Car
Mode Share	15% (no change)	7% (+7%)	38% (+28%)	40% (-35%)

4 Site Access Transport Provisions

4.1 Pedestrian Access

While 650 primary school students and 1,000 secondary school students will live within the school enrolment boundaries when the school opens in 2022, the residential growth within these boundaries is anticipated to increase the school rolls to the upper limit capacities of 1,000 primary school students and 1,620 high school students over the next 10 years to reach capacity from the business case. Using the current distribution of students for the maximum student enrolments, the key walking routes for students and the number of students expected to use these routes before and after school were estimated on the following assumptions.

Primary School

Currently approximately 10 per cent of the primary school students live northeast of Victoria Road up to the enrolment boundary frontier of Parkes Street, with the remaining 90 per cent living southwest of Victoria Road down to the Parramatta River. Based on this existing distribution and using a maximum enrolment of 100 students who will live northeast of Victoria Road and need to cross Victoria Road to access the primary school, the students living north of Victoria Road who would walk were assumed to undertake the walking route options with the following distributions as shown in Figure 1.21:

- Crossing Victoria Road at the Hermitage Road signals with 17 students (1.7 per cent of student population) from the area between Hermitage Road and Falconer Street and 17 students (1.7 per cent of student population) from the area between Falconer Street and Forsyth Street. This contributes to a total of 34 students using this traffic signal and Hermitage Road to access the school site.
- Crossing Victoria Road at the Bowden Street signals to walk along Bowden Street to Macpherson Street at 67 percent for 67 students, which is the preferred safe walking route to the school at the time of the audit, however as the Hermitage Road footpath is now complete these figures are expected to change.

Figure 4.1: Distribution of Primary School Students within Walking Distance to the School

The remaining 900 students who will live southwest of Victoria Road will access the school from the south and east, as shown in Figure 4.1. This distribution is assumed because high-density residential growth is likely between the Parramatta River and Meadowbank Rail Station and the low-density residential developments will be mostly retained northeast of Victoria Road.

High School Students

For the high school, the focus area was within the enrolment boundary within a reasonable 1,200 – 1,600m walk for older students, making up around 25 per cent of the school roll, as shown in Figure 3.3 and Table 3.2. The distribution of students within this area is shown in Figure 4.2. Approximately 60 per cent of this cohort of students live southwest/ south of Victoria Road within a 1,200m walkable distance and they will likely walk to the school from the east, south and west. The other 40 per cent of the students live north/ northwest of Victoria Road and will need to cross Victoria Road to walk to the school from the north.

Figure 4.2: Distribution of High School Students within Walking Distance to the School

In order to confirm the adequacy of the existing pedestrian infrastructure and the upgrades completed for the schools as identified in Section 1.4.1, this future student distribution estimate has informed the estimate of the 'moderate' and 'reach' scenario pedestrian volumes for the streets in the immediate surrounds of the school site.

Based on the mode share targets provided in Table 3.9 and Table 3.10, the pedestrian volumes were estimated for a 'moderate' target of 60 per cent walking and 'reach' target of 70 per cent, with the high school students within 1,200m of the school using the same targets, instead of the 25 per cent walk target for all students.

The estimated 'journey to school' AM school peak volumes for each footpath segment on streets closest to the school are shown in Figure 4.3 and Figure 4.4 respectively for the moderate and reach scenarios, with the numbers increasing with the closer proximity to the school. The volumes reflect the highest point in pedestrian volumes where journeys to the primary school overlap with journeys to the high school, given the proximity of the two schools' morning bell times (8.45 am versus 9.00 am). The blue reference codes (e.g. 1, 2, 3) are used to easily identify the specific footpath segments and recur throughout the remainder of this section. Additionally, the new crossing facilities that have been constructed are shown in purple.

Recognising that students in grades Kindergarten to Year 4 (five of the seven grades in primary school) are highly likely to be accompanied by a parent/ caregiver, and that these parents will walk both to and from the school in a single journey (either morning drop-off or afternoon pick-up), the following multiplier was applied to the projected volumes for the primary school students only:

$$student\ pedestrian\ volume + \left(student\ pedestrian\ volume \times \frac{5}{7}\ grades \times 2\ trips\right) = final\ primary\ school\ pedestrian\ volume$$

Figure 4.3: Projected Student and Parent/Caregiver Pedestrian Volumes – Moderate Target

Base Image Source: Nearmap.

Figure 4.4: Projected Student and Parent/Caregiver Pedestrian Volumes – Reach Target

Base Image Source: Nearmap.

The analysis of pedestrian volumes was based on the assumption that students are only expected to walk with their parents/ caregiver for year groups that are likely to need supervision. Other pedestrians potentially using the footpaths were not included in the calculations. This assumption does not include additional pedestrian volumes from those taking public transport, recognising the schools will benefit from new school bus services stopping outside the school, though some walking activity to the schools from public transport stops further away would modestly increase the volumes shown in Figure 3.1 and Figure 3.2 respectively for the moderate and reach scenarios.

The subject footpath segments, and their corresponding volumes by scenario at the time of development of this Plan are provided in Table 4.1. It should be noted that the Hermitage Road path has now been completed and this is predicted to increase in popularity for students walking/ riding to and from the north of Victoria Road.

Table 4.1: Future Projected High Volume Footpath Segments for Both Schools

Reference	Street	Side	From	To	Volume	
					Moderate	Reach
1	Hermitage Road/ Rhodes Street	South	Victoria Road	Rhodes Street	57	66
2	TAFE pathway	-	Meadowbank Station	School Entrance	583	680
3	Mellor Street	East	Victoria Road	School Entrance	57	66
4	Bowden Street	West	Victoria Road	Macpherson Street	103	151
5	See Street	West	Stone Street	Macpherson Street	437	510
6	Macpherson Street	South	See Street	Bowden Street	520	606

Adequacy of Footpath Widths

To assess the adequacy of the available footpath widths on the selected streets in the site's vicinity, a Fruin Level of Service (LOS) assessment can be used to understand the performance of pedestrian space under certain conditions. The levels of service are categorised between LOS A (free flow conditions) and LOS F (a complete breakdown in flow). The Fruin LOS criteria is typically applied to areas where pedestrians are traversing, such as footpaths. These criteria are summarised in Figure 4.5.

Figure 4.5: Fruin Level of Service Criteria for Pedestrian Flow Activity

Level of Service	Flow Rate *(pedestrian/minute/meter)*	Density *(pedestrian per squared meter)*
A	≤ 7	≤ 0.08
B	7 - 23	0.08 - 0.27
C	23 - 33	0.27 - 0.45
D	33 - 49	0.45 - 0.69
E	49 - 82	0.69 - 1.66
F	≥ 82	≥ 1.66

Source: Fruin (1971)

Considering the Fruin Level of Service criteria, the varied LOS criteria near the schools is provided for each of the identified footpaths in Table 4.2.

Table 4.2: Future Projected Level of Service Criteria by Footpath Segment

Reference	Footpath Width (m)	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
1 – Hermitage Road; 3; 5	1.2	0-8	8-28	28-40	40-59	59-98	98+
1 – Rhodes Street; 2; 4; 6; 7	2.5	0-18	18-58	58-83	83-123	123-205	205+

Note: Values shown as ppm (persons per minute).

The flow rate (persons per minute) was determined by estimating the final volume (expected primary school students, their caregivers for K-4 and high school students who will walk) is divided by 30, assuming that all trips will be distributed over a 30-minute period before and after school. Students will typically leave the school in groups. However, they will

likely disperse quickly once on the footpath network. For example, for footpath 7 (Macpherson Street), a reach pedestrian volume of 1,116 results in a flow rate of 37 persons per minute and consequently a typical LOS B.

By applying the Fruin LOS criteria to all selected footpaths, the footpath LOS for all scenarios is shown in Table 4.3. The pedestrian flow analysis was undertaken assuming that the walking trips will occur evenly within a half-hour period before and after school and is calculated at a point in time where the highest volume of walking trips for the primary school and high school overlap due to the proximity in start and end times. The footpath widths that will be available upon opening of the schools is described in Section 1.4.1. The expected LOS results for the footpaths in the 'reach' scenario is shown in Figure 4.6.

Table 4.3: Footpath Widths and Expected Level of Service by Scenario

Reference	Footpath Width (m)	Moderate LOS	Reach LOS
1 – Hermitage Road	1.2	A	A
1 – Rhodes Street	2.5	A	A
2 – TAFE pathway	2.5	B	B
3 – Mellor Street	1.2	A	A
4 – Bowden Street	2.5	A	A
5 – See Street	1.2	B	B
6 – Macpherson Street	2.5	A	B
7 – Macpherson Street	2.5	B	B

Note: Assumed footpath widths consider the width that will be available upon opening of the schools, as discussed in Section 1.4.1.

Figure 4.6: Expected Reach Scenario Level of Service

Base Image Source: Nearmap.

In the 'moderate' and 'reach' scenarios, the expected student pedestrian volumes equate to LOS A or B for all the selected footpaths, meaning the available footpath widths on roads surrounding the schools will be sufficiently wide enough to accommodate the expected pedestrian flows, not including any other existing walking activity that may be present which would be low.

This analysis was based on the future end-state populations of the schools. As the opening day populations for the schools will be much lower, the LOS for all assessed footpaths will also be a LOS B or better for the schools opening.

Adequacy of Crossing Facilities

The new pedestrian crossing facilities on Macpherson Street and Bowden Street comply with the recommendations of the Australasian Pedestrian Facility Selection Tool [V2.2] , considering the underlying traffic flows as provided from the TAIA, the estimated pedestrian volumes and the road geometry.

Additional crossing facilities are recommended at the following locations for City of Ryde and/or Transport for NSW to investigate. These facilities are not required upon opening of the schools but would benefit ongoing achievement of mode share targets.

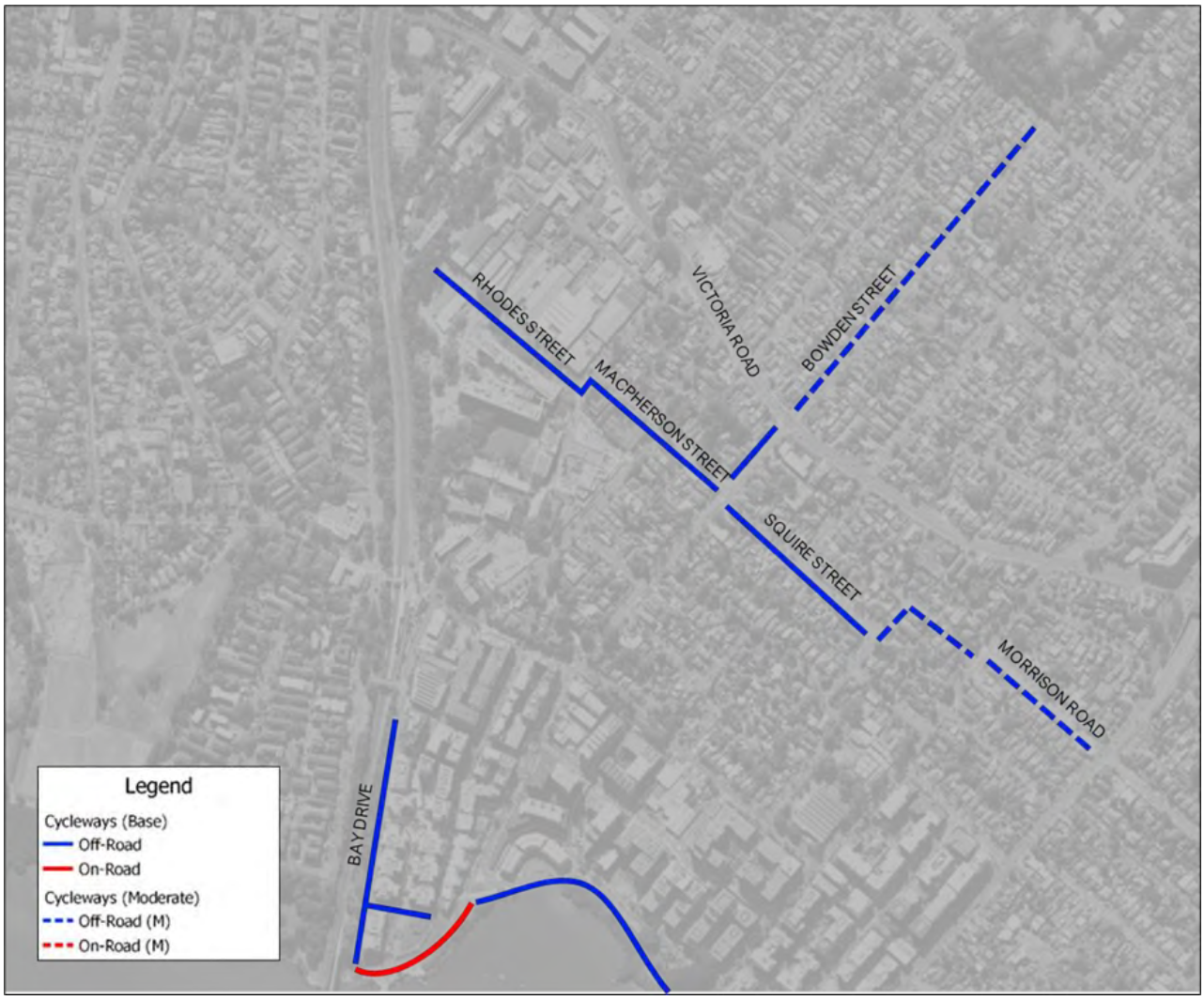
- Hermitage Road at Rhodes Street:
  - This provides for a crossing to a walking route along the eastern side of Hermitage Road to cross to the footpath on the southern side of Rhodes Street heading towards the school. Currently no facility exists for this movement. A pedestrian refuge island is recommended for further investigation. Until the safety issues for walking along Hermitage Road are addressed, it is not recommended as a walk route for students to school. Students who live north of Victoria Road are advised to walk to Bowden Street and cross Victoria Road at the traffic signals. They would continue south along Bowden Street to walk along the southern side of Macpherson Street to the school. Although this route is longer than via Hermitage Road, it is safer for students to walk along with a completed footpath along the route.
  - If a shared path is built along the western side of Hermitage Road, this would be the pedestrian and cyclist route for any students crossing Victoria Road at Hermitage Road. This avoids the need for a footpath upgrade in Mellor Street and students would not need to walk along the south side of Victoria Road.
- Constitution Road at Bowden Street:
  - This roundabout was highlighted as a key safety barrier by the school Principals that would discourage students from walking to school. At present, all legs of this roundabout have an unprotected crossing for pedestrians except for the Bowden Street leg which has a narrow pedestrian refuge island. Consideration should be given to upgrading at least two of the crossing legs to wombat crossings (similar to the roundabout to be upgraded by SINSW at Bowden Street/ Squire Street) to enable safe crossings along the east-west and north-south axes.
  - Until the safety issues at this intersection are addressed, the alternative walking route for students is to walk from Belmore Street/Porter Street and along Nancarrow Avenue.

4.2 Cycling Access

To encourage students to cycle to and from school, and to reach the ‘moderate’ scenario target mode share of 10 per cent for the primary school and 15 per cent for the high school, delivery of additional cycling infrastructure will be required. SINSW will upgrade the key streets leading to the schools with a 2.5m wide shared path standard to support safe walking and cycling access, including on Rhodes Street, Macpherson Street and a section of Bowden Street, which is in line with the regional and local cycle routes identified in the City of Ryde Council’s Bicycle Strategy 2014. In NSW, children under 16 years of age are allowed to ride on standard width footpaths.

Notwithstanding the upgrades led and provided by SINSW, the formal cycling network near the school will remain disconnected with residential areas from which the students travel and other key points of interest such as Meadowbank Rail Station and West Ryde town centre unless more elements of the Bicycle Strategy 2014 are implemented. The recommended cycling infrastructure for the moderate scenario is shown in Figure 4.7 and provided in Table 4.4, which aligns with the Bicycle Strategy 2014 from the City of Ryde.

Figure 4.7: Recommended Moderate Scenario Cycling Infrastructure



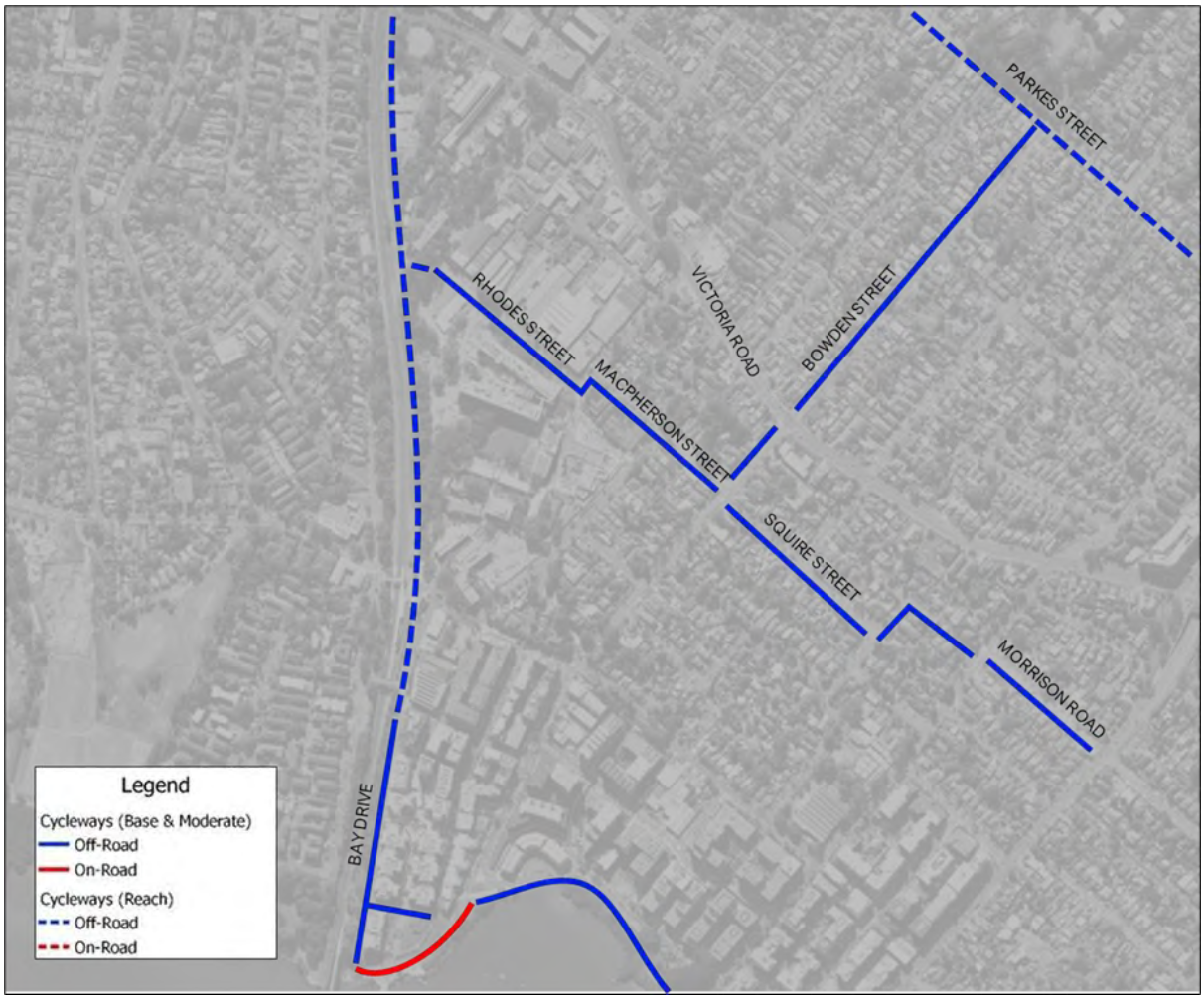
Base Image Source: Nearmap.

Table 4.4: Summary of Recommended Cycling Works – Moderate Scenario

Street	From	To	Typology	Responsibility
Sutherland Avenue	Squire Street	Yerong Street	Off-Road	City of Ryde Council to investigate
Yerong Street	Sutherland Avenue	Belmore Street	Off-Road	City of Ryde Council to investigate
Morrison Road	Belmore Street	Church Street	Off-Road	City of Ryde Council to investigate
Bowden Street	Victoria Road	Parkes Street	Off-Road	City of Ryde Council to investigate

Furthermore, under the 'reach' scenario, the recommended cycling infrastructure involves full delivery of Council's proposed cycling network in the Bicycle Strategy 2014 within the schools' enrolment boundaries (Figure 4.8 and Table 4.5). Critical to delivery of this stage is the proposed walking and cycling link beside the railway line from West Ryde Station to the existing link over the Parramatta River connecting Rhodes and Meadowbank (a project also identified in the Greater Sydney Commission's Meadowbank Education and Employment Precinct Master Plan), without which there is no safe and direct north-south access between the school, the developments in Meadowbank beside Parramatta River and West Ryde town centre.

Figure 4.8: Recommended Reach Scenario Cycling Infrastructure



Base Image Source: Nearmap.

Table 4.5: Summary of Recommended Cycling Works – Reach Scenario

Street	From	To	Typology	Responsibility
Railway corridor walking and cycling link (RR01), including link to Rhodes Street	West Ryde Station	Existing pathway beside the railway line, Meadowbank	Off-Road	City of Ryde Council to investigate with Sydney Trains
Parkes Street	Hermitage Road	Blaxland Road	Off-Road	City of Ryde Council to investigate

Bicycle/Rideables Parking Provision

A total of 16 staff and 262 visitor/student bicycle parking spaces are provided for the schools, as well as 42 scooter spaces. This level of provision, as provided in Table 4.6, is sufficient to meet the expected number of staff cycling to school, though may be insufficient to meet student cycling/ scootering demand if the moderate and reach scenario targets were completely realised (assuming cycling and scootering activity becomes interchangeable). Accordingly, bicycle/ rideable parking demand will need to be monitored periodically and if the demand for spaces increases close to the supplied capacity, an additional 39 parking spaces for bicycle/rideables will need to be provided to meet the moderate and reach target.

Table 4.6: Bicycle/Rideables Parking Provision at the Meadowbank Schools

Facility	Development Proposal	Moderate and Reach Scenario	Responsibility
Bicycle/ Rideables Racks	262 bicycle spaces for students 42 scooter spaces for students 16 bicycle spaces for staff	343 students 10 staff	SINSW

4.3 Public Transport Access

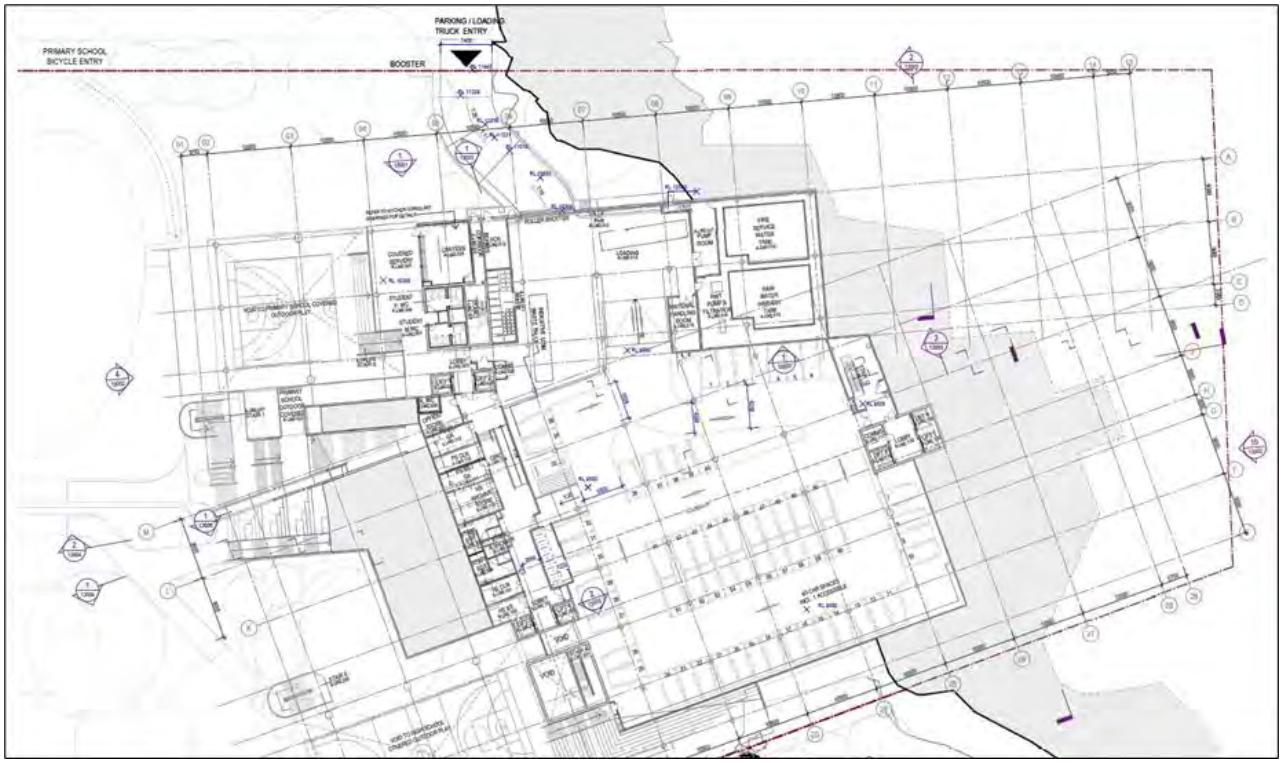
The school bus and modified public bus services that will service the schools are explained in Section 1.4.4. As shown in Figure 3.5, most of the school enrolment area has bus stops or train stations within a 400m walk to student residences that offer a one-seat trip to school. Public transport services generally provide a high level of access to and from the school site and no further changes to these services are necessary. School special buses stop in Macpherson Street for the high school and Rhodes Street for the public school.

4.4 Parking and Loading Operations

A total of 60 on-site car parking spaces, including one accessible space, are available for use by both staff and visitors (not including pick-up and drop-off activities) on the lower ground level. A loading bay suitable for vehicles up to and including 12.5m heavy rigid vehicles is also available on the lower ground level at the bottom of the ramp from Rhodes Street. Vehicles accessing the loading dock will be required to turn into the turnaround area adjacent to the car park entry and reverse into the loading bay to ensure all vehicles enter and exit the site in a forward direction.

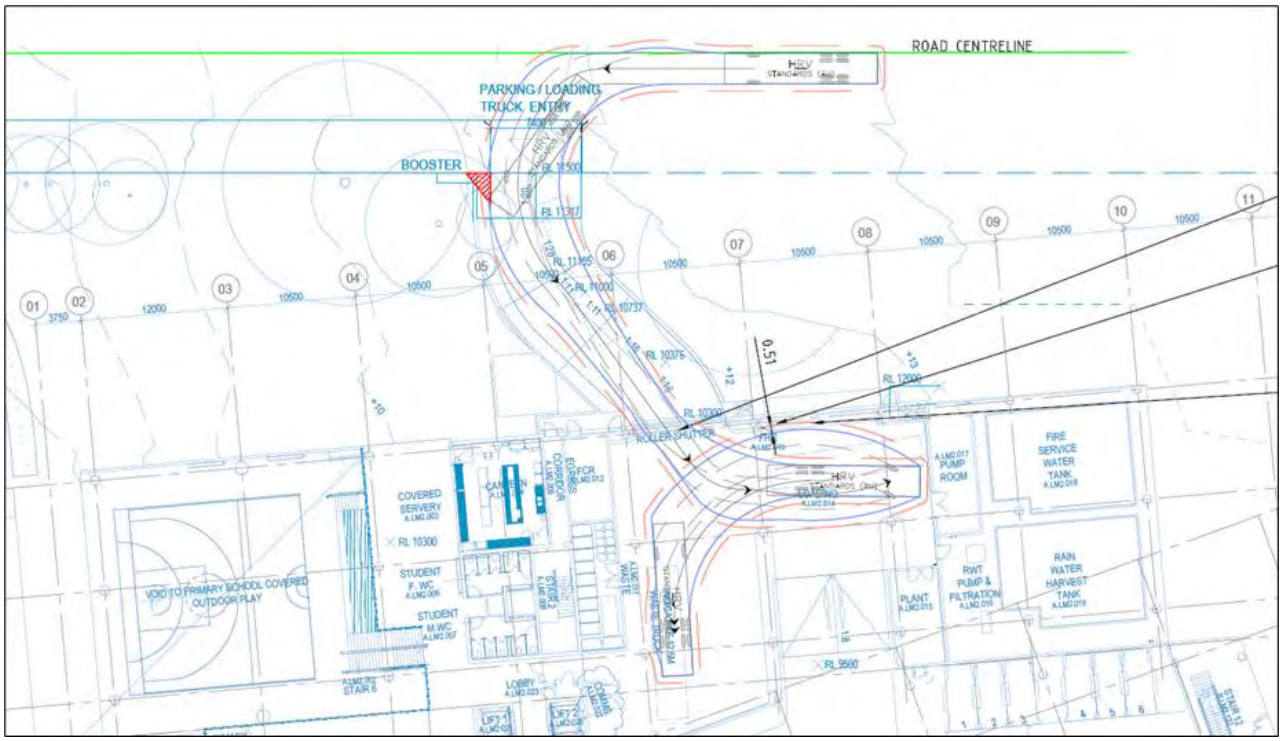
The car park and the loading dock are shown in Figure 4.9, while the swept paths of a 12.5m heavy rigid vehicle entering and exiting the site are shown in Figure 4.10 and Figure 4.11.

Figure 4.9: Layout Plan for the Car Park and Loading Dock at the Meadowbank Schools



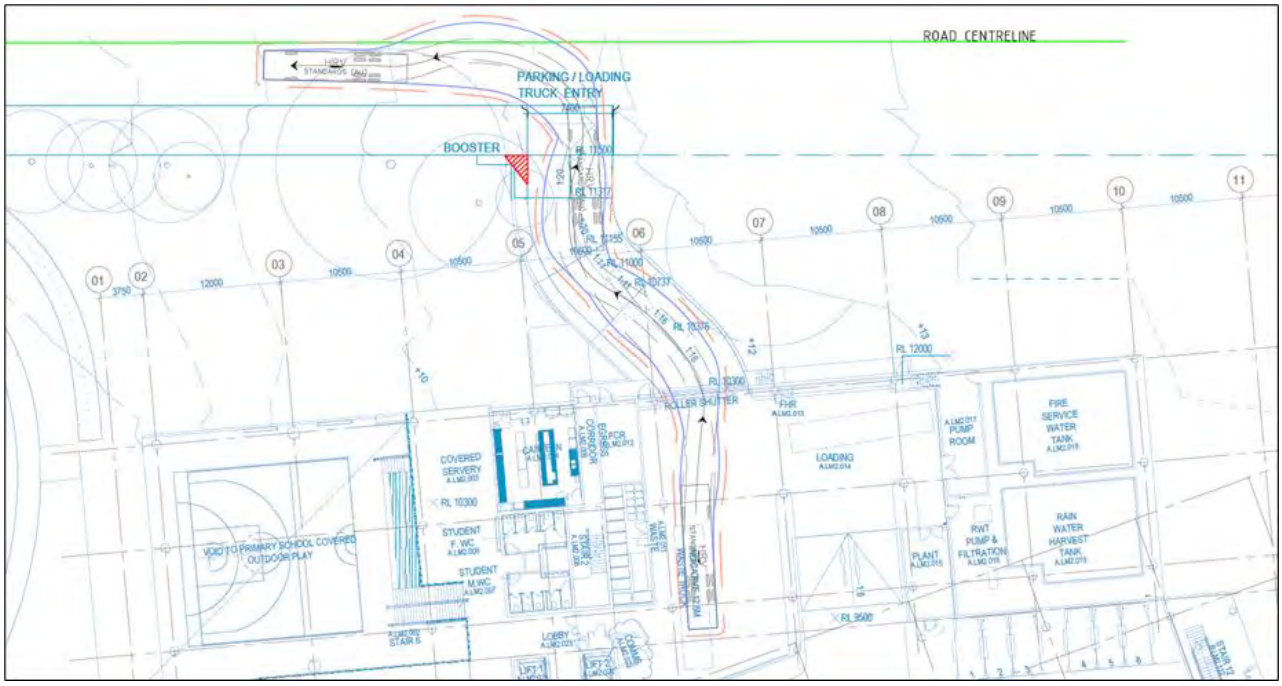
Source: Woods Bagot, Drawing Number MSP-WB-AR-12020

Figure 4.10: Loading Dock Access Arrangement at the Meadowbank Schools



Base image source: Woods Bagot, Drawing Number MSP-WB-AR-12020

Figure 4.11: Loading Dock Egress Arrangement at the Meadowbank Schools



Base image source: Woods Bagot, Drawing Number MSP-WB-AR-12020

The following site access arrangements will be implemented to manage traffic movement in and around the school:

- Deliveries and waste collection vehicles are to access the school outside of AM and PM peak periods to prevent potential conflicts with school vehicular and pedestrian traffic.
- School administration staff are to inform suppliers that no deliveries are to occur during school zone hours.
- School staff will supervise school entry/exit points at gates as students arrive and depart the school.

Buses will only access the bus zones in Rhodes Street and Macpherson Street and no drop-off or pick-up activity will be conducted on the school grounds. Buses and coaches are not allowed onto the school property and must remain on the public roads.

4.5 Kiss and Drop Operations

State schools are not responsible to supervise the students during the drop-off/ pick-up times. Therefore, traffic controllers will be hired for first year of operation of the school to monitor the students and vehicles in the pick-up and drop off and bus zones.

General Information

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

Specific Drop-off Procedures:

- Vehicles will enter the Rhodes Street pick-up and drop-off area from the east and depart to the west.
- Parents will not get out of their vehicle but continue to move forward with the queue of other vehicles.
- Parents will arrive and depart in the drop-off zone in a safe manner

Specific Pick-up Procedures:

- A parent or carer will not leave their vehicle but continue to move forward in an orderly queue.
- The student will get into the vehicle and the parent will exit the pick-up zone promptly.
- Drivers will not double park to pick-up students.

If vehicles are observed to undertake illegal manoeuvres or parking behaviour, drivers will be informed about these risks so that further action can be taken to educate the drivers of the correct behaviour. The traffic warden at the drop-off/pick-up zone will identify and report this to the Travel Coordinator and School Principal for information.

If vehicles are observed to stand within the pick-up and drop-off zone for an extended time or double park, the traffic wardens will wave these vehicles on and tell the drivers to find a parking space outside the pick-up and drop-off zone. This will assist with minimising the chance of any queues forming on approach to the pick-up and drop-off zone.

Staff are typically on site from 8.30 am, however parents are aware that school does not commence until 8.45 am for the Primary School and 9.00 am for the High School. If a student is being collected late, they are usually supervised by staff in the administration area, until the parent has arrived at the pre-arranged time.

Traffic Control and Monitoring Activities

The Department of Education (SINSW) will engage qualified traffic controllers and they will be on-site for the start of Term 2 2022 from 26 April 2022. They will assist with traffic movements in the Kiss and Drop zone, as well directing pedestrians from key public transport routes on Victoria Road and Meadowbank Station. Traffic controllers will also manage the pedestrian routes to the schools along Hermitage Road and other walk routes. They will monitor and report any unsafe traffic behaviour, such as U-turns in Rhodes Street.

A traffic controller plan was prepared by the Department of Education to define the scope of work for the traffic controller brief. It is included in Appendix B.

City of Ryde Council and local NSW Police have been informed of the school opening and have advised they will have a presence during the first week of the schools opening to assist with traffic flow and access to the schools, including the one-way nature of Rhodes Street.

The Kiss and Drop activity will be managed and operated in a collaborative manner with the staff on the footpath and traffic controllers to manage the vehicles in Rhodes Street. Staff and traffic controllers will be wearing hi-vis, and initially cones will be used to contain safe marshalling areas.

The City of Ryde will notify residents about the parking restrictions in Rhodes Street and Macpherson Street. Parking infractions in the Kiss and Drop in Rhodes Street and Bus Zone on Macpherson Street are for the City of Ryde parking rangers to manage and fine as appropriate. During school times, a 40km/h speed limit is the responsibility of the police to enforce.

5 School Transport Plan

5.1 Overview

This School Transport Plan and the preceding supporting transport assessment address conditions D17 and D18 of SSD-9343 for the Meadowbank Schools Project, which will result in a full student enrolment of 1,000 primary school students and 1,620 high school students. This School Transport Plan was prepared with reference to the Department of Education Transport Assessment Background and Reporting Requirements, Section C: School Transport Plan, and replaces the need for a separate Operational Transport and Access Management Plan (OTAMP).

The objectives of the School Transport Plan are:

- To proactively identify and meet school travel demand safely, efficiently and sustainably.
- To deliver transport infrastructure to meet school travel demand.
- To maximise the use of active and public transport modes to reduce car traffic before and after school day start and end times.
- To decongest the road networks around schools.
- To increase active travel to and from school in a safe transport environment.
- To enhance connectedness to neighbourhood and community through safe travel to and from school.
- To empower children and young people to be safe road users now and into the future.
- To capitalise on the COVID-19 increase in walking to school by parents/carers who have gained time due to working from home.
- To meet the DoE's duty of care of students which extends beyond the school boundary, if there's foreseeable risk of injury or harm to students as they travel to and from school https://education.nsw.gov.au/inside-the-department/legal-services/legal-topics/staff/duty-of-care-and-behaviour-management.
- To "reduce the administrative burden" on a school principal (managing kiss-and-drop behaviour, parent and community complaints, calling bus companies etc) by reducing the time and effort for schools/principals coordinate and liaise with council, TfNSW to create a safe, connected transport environment around their school.

This School Transport Plan was developed using by the analysis and findings in the transport assessment, which included spatial analysis of student enrolments and the geographic distribution of students in relation to the school, desktop-based site investigations, the setting of base case, moderate and reach travel mode share targets and a discussion of potential site access infrastructure associated with these target scenarios.

While the targets for active and multi-modal travel are aspirational, an opportunity exists to shift and shape active and multi-modal travel behaviours through the schools' development. With a mindset of actively encouraging and promoting multi-modal transport access, the Meadowbank Schools can become an exemplar for use of active and public transport modes for similar schools in the nearby region.

Measures include:

- Prioritising walking, cycling and public transport in all communications and transport management planning.
- Encourage multi-modal transport access programs to increase the rate of walking and cycling to school.
- Efforts to increase registration into the School Student Transport Scheme (SSTS), which is used by school bus operators and Transport for NSW to measure the demand for a dedicated school bus.
- Communications program to convey positive road safety messaging and expected standards of behaviour for kiss and drop near the school.
- Communications on safe behaviours regarding crossing of Victoria Road and not walking through the NSW TAFE Campus.

This School Transport Plan does not cover special events and out-of-hours activities at the schools. Such activities typically have specific requirements and associated transport management will be planned on a case-by-case basis.

5.2 Implementation Strategy

5.2.1 Objectives

Achievable and aspirational transport objectives and mode share targets are provided with the following guiding principle:

- Support the implementation of the multi-modal transport access program with resources to enable the aspirational travel targets to be achieved in the future through the increased usage of public transport and increased active travel modes like walking and cycling to the Meadowbank Schools.

Accordingly, the objectives of the School Transport Plan are:

- To proactively identify and meet school travel demand safely, efficiently and sustainably.
- To maximise the use of active and public transport modes to reduce car traffic before and after school day start and end times.
- To increase active travel to and from school in a safe transport environment.
- To enhance connectedness to neighbourhood and community through safe travel to and from school.

5.2.2 Mode Share Targets

A range of mode share targets were explored in the preceding transport assessment, comprising the base case, moderate and reach targets. Based on this assessment, the moderate target was used for school travel upon opening and the first few years of operation by Term 1 of 2025. The moderate targets for the primary and high schools are provided in Table 5.1 and Table 5.2 respectively.

However, the mode share that could be achieved in the long-term (ie, in 10 years after opening for Term 1 in 2032) with the enduring implementation of the coordinated and resourced suite of multi-modal transport access programs. Using the reach target for the future aspirational mode share and with support of the programs developed, a target of 70 per cent and 15 per cent of primary school students is set for walking and cycling respectively as provided in Table 5.1. For high school students, a target of 90 per cent is set for the non-car modes as provided in Table 5.2.

Table 5.1: Mode Share Targets for the Primary School (assuming a roll of 1,000 students)

Scenario	Walk	Cycle	Bus or Train	Car
Moderate	60% - 600	10% - 100	0% - 0	30% - 300
Reach	70% - 700	15% - 150	0% - 0	15% - 150

Table 5.2: Mode Share Targets for the High School (assuming a roll of 1,620 students)

Scenario	Walk	Cycle	Bus or Train	Car
Moderate	25% - 405	15% - 243	40% - 648	20% - 324
Reach	25% - 405	15% - 243	50% - 810	10% - 162

Aspirational mode share targets are provided for the staff at the primary school and high school with a limit on the car mode to 20 per cent as shown in Table 5.3. The walking and cycling mode share targets may be difficult to achieve if the staff do not live in the suburbs within the school catchment areas. However, the public transport mode share should be achievable with the schools within easy walking distance of Meadowbank Rail Station for train commuters and on major bus routes along Victoria Road.

Table 5.3: Mode Share Targets for the School Staff

Scenario	Walk	Cycle	Bus or Train	Car
Reach	25%	10%	45%	20%

5.2.3 School Travel Coordinator

A School Travel Coordinator was required for the first year of operation and transport programs must be implemented to achieve travel behaviour change. Adequate resourcing is a fundamental enabler of a successful program to increase use of public transport and uptake of active travel to school. For the Meadowbank Schools, the Travel Coordinator role has extended for two years beyond the first year due to the construction of the shared path on Hermitage Road and the need to maintain safe travel during the construction period.

While the implementation of programs such as Independent Travel Training and Walk Safely to School Day have traditionally been the responsibility of the School Principal and staff, the School Principals and staff will be supported with a resource to implement, measure and monitor the sustainable travel programs to reduce the administrative burden on school staff.

The role of the School Travel Coordinator includes implementing the Sustainable Travel Action Plan and Communications Plan as outlined in Appendix B, measuring the participation of the program and collecting data on the way staff and students travel to/ from school and then recommending improvements to the program to assist the Meadowbank Schools to meet their moderate and reach travel mode share targets.

5.2.4 Programs

The Implementation Strategy for School Transport Plan is included in Appendix B. with a range of initiatives and actions, including some to be completed and implemented prior to the opening of the new school buildings, that will help to achieve the mode share targets and reduce the overall car travel associated with the school. Unless explicitly stated as a 'reach' scenario intervention/initiative, all proposals included in the Implementation Strategy have been developed to achieve the 'moderate' scenario mode share targets.

The actions in the implementation strategy need to be reviewed on a regular basis, at least annually, to review the actions and refine as the school community needs may change over time.

5.2.5 Parking Management Strategy

The School Transport Action Plan includes a strategy to minimise the parking by staff and senior students in the local streets that would encourage more sustainable transport modes and further reduce car usage. The strategy could include:

- Limiting the number of car spaces available on school days in the local streets with Council parking controls.
- Implementing paid parking for selected spaces close to the schools

The monitoring and evaluation of the proposed School Travel Plan is essential at opening year and beyond to ensure staff parking demand is accommodated within the on-site parking provision. Some of the key "Day 1" initiatives or components of the travel plan for consideration by the start of Term 2 2022 in April 2022 are as follows:

- Delivery of the improved pedestrian connection through the TAFE campus (as part of a separate approvals process), which will provide a direct connection to Meadowbank Railway Station. The interim safe walking route via Constitution Road, See Street and Macpherson Street is shown in the Travel Access Guide.
- Regular and ongoing communication with staff regarding transport policies, programs and available sustainable transport options.
- Providing and promoting (via posters, notice boards/ electronic screens, school intranet) a transport access guide to advise staff (and students) of the surrounding public transport network and timing, as well as walking and cycling facilities connecting with the schools.
- The Liftango carpool app, incentivised by allocating dedicated carpool parking bays to participants.
- Procedure or policy for automatic enrolment of new starters and staff seeking (free) parking access in the carpool program such that they would need to 'opt out' of the registration on Day 1 or when they start.
- Discounted GoGet car share hourly rate for staff choosing sustainable transport to work.
- Regular monitoring and management of on-site car parking to prioritise staff/teachers who are carpooling, i.e. allocation of most convenient parking spaces for those who are carpooling.
- End of trip facilities for staff who walk, run, ride a bicycle or motorcycle (changeroom/ showers and lockers).
- Bicycle parking should be accessible, secure and maintained, refer to Cycleway Design Toolbox for guidelines for bicycle parking provision.
- Bicycle parking for staff within a secure basement area.
- Regular monitoring of bicycle parking and EoT facilities usage to ensure sufficient supply, and whether additional capacity is required.
- Bicycle parking facility should be flexible to allow for parking of other micromobility options, as they come available.
- Motorcycle parking spaces.

5.2.6 Communication Plan

The Communication Plan, included in Appendix B, provides a guide for the messages that the School Principals of both schools can communicate to promote uptake of walking, cycling and public transport to school, which the Travel Coordinator will prepare in advance. This includes the training of students and staff about their safe travel options to school through the distribution of the Travel Access Guide on the school websites and in-person discussions with the staff, students and parents/carers about this information.

5.3 Evaluation Plan

5.3.1 Data Collection Methodology

The School Transport Plan is recommended to be evaluated periodically during year 1 of operations and as a minimum biannually to maximise the success of increasing sustainable travel mode share to school. This will allow for refinements to be made to the program in time to influence behaviour changes.

The School Principals will delegate the evaluation of the School Transport Plan to the appointed School Travel Coordinator.

The data that can be collected to review whether the sustainable travel participation targets are realistic and being achieved are available from:

- The Department of Education enrolment de-personalised data with a GIS analysis of the student catchment to assess whether travel modes are aligned with those set out in this document. These data would be analysed to determine the number of staff and students by their residential post codes that would be used to understand public transport and car parking demand and develop effective strategies in response, as well as help to inform service planning considerations.
- A Journey to School survey at regular intervals to understand whether students are arriving and departing from school by walking, riding, scooting, bus, train or private vehicle (including how many children travel to school in that car for drop-off or pick up). The total number of surveys completed would be determined. A template for the travel survey from Transport for NSW is included in Appendix D . The survey questions will be tailored by the School Travel Coordinator with a review from the Department of Education, including the Principals from the two schools.
- The number of students and staff crossing the access points into the school and times of travel from field surveys.
- A record of the number of students participating in the active travel program events.
- Targeted interviews with parents, teachers and students participating in the active travel plan actions to understand which elements of the active travel program are assisting them in their daily lives and what might be done to make the program more relevant/helpful to them.
- The total number of clicks to view and downloads the TAG and the school newsletter over the evaluation period.
- Counts of the number of pedestrian and vehicle drop-off or pick-up movements for the AM and PM school periods.
- Total number of Opal tap-on in the PM school peak period and offs in the AM school peak period by bus stop and at the train stations using a SSTS or student concession card.
- Total number of SSTS sign-ups.
- A weekly report of patronage on public transport to, from and within the school. Opal data can be used here to see if there has been an increase in public and active transport.
- Dedicated school buses usage monitored by operators.
- Traffic volumes on the road network within Meadowbank Schools area, before and after school. These could be monitored to assess whether:
  - Students and staff who are changing from private vehicle usage to public transport options, such as bus and train services.
  - Traffic volumes during peak hours in the local streets leading to the schools in Meadowbank to determine if the traffic has reduced with the sustainable travel initiatives conducted in the Implementation Strategy.

5.3.2 Data Evaluation Methodology

Surveys will be conducted to collect data to evaluate whether the sustainable travel mode shares are being met or are on track to being met. Recommendations on how the School Transport Plan, with a focus on the Action Plan and Communications Plan, be improved to assist with reaching the targets and aspirational targets should be provided as a result of the Journey to School surveys and data analysis. If the targets are on track to be met, consideration might be given to increasing the active mode share target. The Action Plan and Communications Plan may be subsequently re-shaped based on parent and staff interviews and feedback.

5.3.3 Ongoing Feedback Framework

The School Principal will delegate the ongoing feedback framework to the School Travel Coordinator to continuously improve the oversight of sustainable travel outcomes for Meadowbank Schools in concert with school stakeholders. This includes activities such as:

- Reviewing the adequacy of bicycle racks required periodically – are more required?
- Observing road safety activity beyond the school grounds to identify any improvements required.
- Observing how pathways are being used, or whether pathway design is inadequate or in the wrong location (for example if ‘goat tracks’ are worn through particular areas, should a request to Council be put in to improve the pathway in future works programs.

- Observing the operation of the school buses and the drop off/ pick up facilities for any potential safety concerns. Providing recommendations up to the School Principal, Transport for NSW, City of Ryde and the bus operator accordingly.
- Liaising with the City of Ryde Road Safety Officer (or similar role) with respect to the management of parking behaviours around the school.
- Any other feedback from Transport for NSW, Police, residents, teachers, parents, carers or students that might arise from time to time.

5.4 Governance Framework

A Transport Working Group (TWG) was established with representatives from relevant transport stakeholders to effectively deliver the School Transport Plan and respond to feedback associated with implementation and monitoring. The purpose and terms of reference of the Meadowbank Schools TWG is to:

- capture local knowledge and experience
- communicate the preliminary School Transport Plan findings and to seek feedback to inform the development of the School Transport Plan
- identify opportunities to collaborate
- seek to collaboratively resolve issues early
- identify ways to integrate the school transport facilities within the local community
- participate in the review and updating of the School Transport Plan and associated transport responsibilities.

TWG meetings are scheduled monthly during finalisation of School Transport Plan and quarterly upon opening of the schools. These meetings will have minutes prepared with a register of the actions that will be maintained and reported against at each meeting. The stakeholder representatives, who will provide direction on the necessary actions to support the School Transport Plan, are listed in **Table 5.4**.

Table 5.4: Meadowbank Schools School Transport Plan Stakeholder Representatives

Contacts	Department or Agency	Title and Role
Barry Hayes	NSW Department of Education	Project Director, Infrastructure Delivery
Michael Kavanagh	NSW Department of Education	Senior Project Director
Tracy Knights	NSW Department of Education	Road Safety Education Advisor
Renae Neagle	NSW Department of Education	Road Safety Education Officer
Kamoru Adetunmbi	NSW Department of Education	Sustainable Transport Technical Advisor
Brad Griffith	NSW Department of Education	Director Educational Leadership
David Surplice	Transport for NSW	Senior Project Manager Travel Demand Management, Customer Journey Planning, Greater Sydney Operations
Wade Mitford	Transport for NSW	Service Planner, Greater Sydney region
Rich Jacobs	Transport for NSW	Senior Manager Bus Contracts – Transition
Lydia Luo	Transport for NSW	Senior Manager Bus Contracts – Business As Usual
Steve Finnan	Transport for NSW	Senior Service Planner (Region 7), Integrated Public Transport Planning
Lisa Pears	City of Ryde	Road Safety Officer
Alex Zhu	City of Ryde	Senior Coordinator Transport Development
John Begley	City of Ryde	Senior Coordinator Transport Services
Dave Davies	Busways	Network Infrastructure Manager and Service Planner
Steve Smith	Marsden High School	Principal
Ceclia Parada	Meadowbank Public School	Principal
Louise Imseih	Meadowbank Public School	Deputy Principal
Alexandra Crawford	Meadowbank Public School	Assistant Principal

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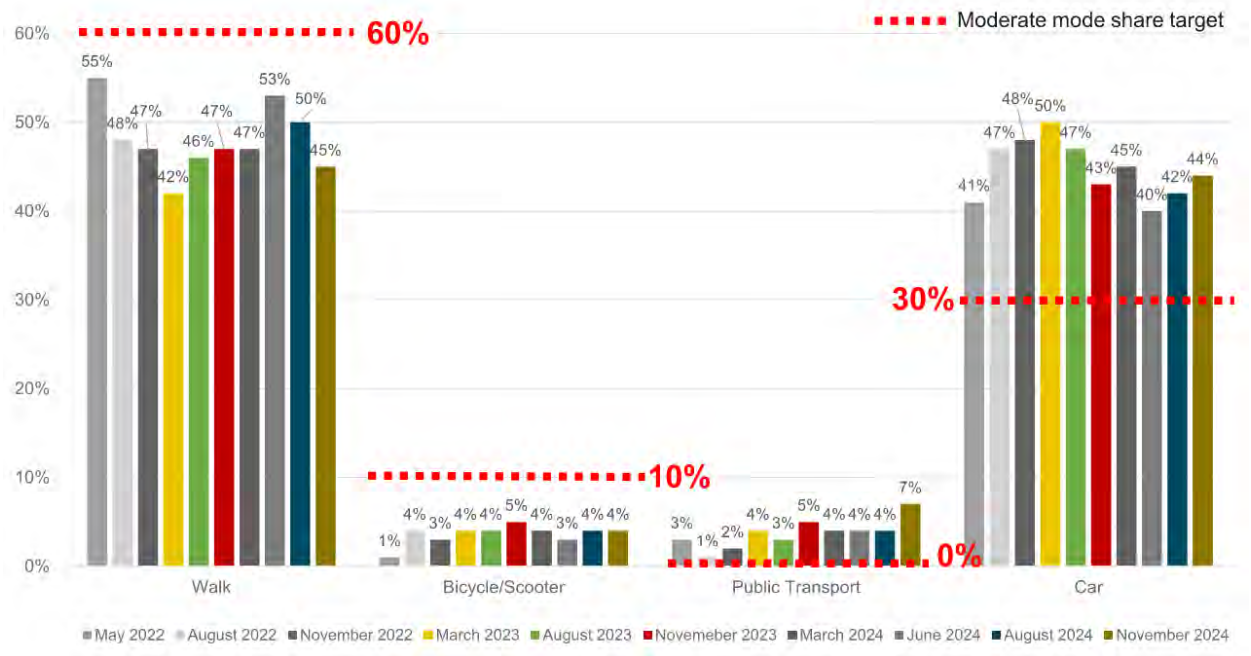
6.1 Mode share evaluation results

As part of the Travel Coordinator role, mode shares were obtained for each school during each term. The travel mode share evaluation reports developed for each term during the travel coordinator role are provided in **Appendix E** .

6.1.1.1 Public school

Mode share results from March 2022 to August 2024 for the public school are shown in Figure 6.1. The results are discussed and compared in the reports provided in **Appendix E** .

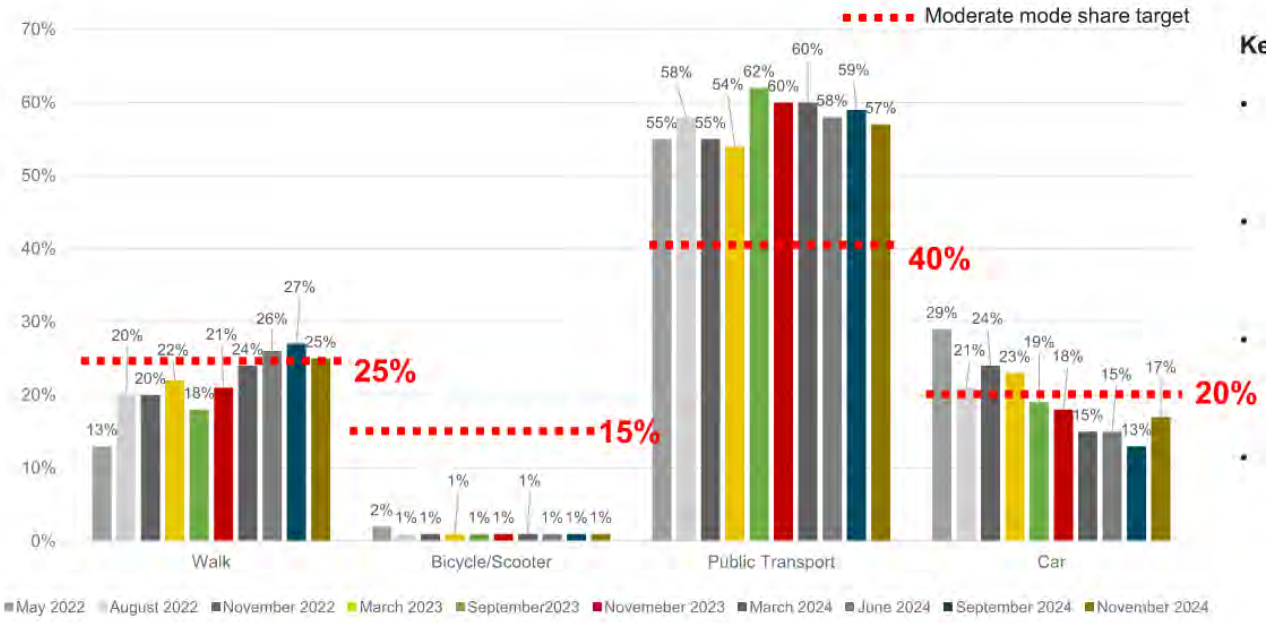
Figure 6.1: Public school travel mode share results



6.1.1.2 High school

Mode share results from March 2022 to August 2024 for the high school are shown in Figure 6.2. The results are discussed and compared in the reports provided in **Appendix E** .

Figure 6.2: High school travel mode share results



6.2 Mode share target revision

Following completion of the travel coordinator role in December 2024, mode share targets are revised to align with an achievable and sustainable outcome. The revised targets for primary school and high school are described in Table 6.1 and Table 6.1 and Table 6.2.

Table 6.1: Revised mode share targets (primary school)

Mode of transport	Current target	Revised target	Rationale
Walk	60%	60%	Previous walking mode share results are consistently greater than 45% (at the new Rhodes Street site location).
Bicycle/ scooter	10%	10%	Previous micromobility mode share results are consistently around 3% to 4%, however can be increased with continued encouragement and implementation of behaviour change programs.
Bus or train	0%	5%	Student mode share data has consistently shown that bus and train is a viable option for families. Therefore, a low target of 5% for public transport is to be introduced.
Car	30%	25%	Given that bus and train is a viable mode of transport for public school families, it is desired that the reduction of 5% of students are taken from private vehicle.

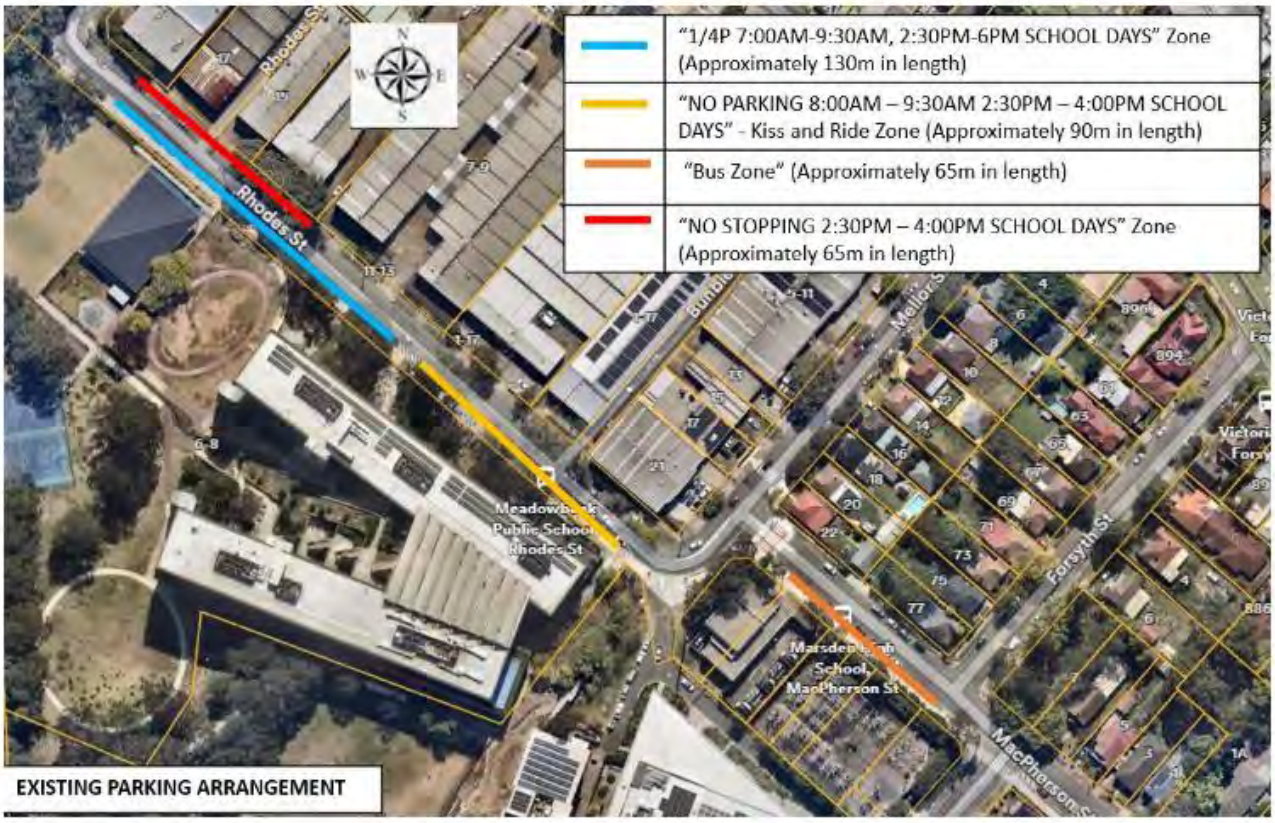
Table 6.2: Revised mode share targets (high school)

Mode of transport	Current target	Revised target	Rationale
Walk	25%	25%	Walking mode share results were consistently around 25% (at the new Rhodes Street site location). It is considered that all students who are able to walk comfortable distances, are already walking.
Bicycle/ scooter	15%	5%	Students at the high school have shown preference for walking over riding to and from school. This is supported as it remains a sustainable practice.
Bus or train	40%	60%	Public transport mode share results are consistently between 57% to 60% (at the new Rhodes Street site location).
Car	20%	10%	Car mode share results are consistently lower than the previous target of 20% (at the new Rhodes Street site location).

6.3 Bus stop relocation

The school community and neighbouring local businesses have raised concern with the current location of the Macpherson Street bus stop due to overcrowding on the footpath and verge. Subsequently, a new location for the bus stop has been proposed on the southern side of Rhodes Street at the western side of the campus, as shown in **Figure 6.3**. This bus stop relocation is expected to be implemented by the City of Ryde Council by day 1 of term 2 2025.

Figure 6.3: Existing and proposed bus stop locations



6.4 Travel coordinator measures

The achievements of the travel coordinator are presented in Table 6.3.

Table 6.3: Travel Coordinator role achievements to date

Item	Measure	Date
Language barriers. A high proportion of families at home speak Mongolian language	Discussion in TWG (10 October 2024) held. The School is to work with Council to provide translation on the relevant communication materials (such as TAG)	TWG – 10 October 2024
Students walking through NSW TAFE campus	A gate has been installed at the TAFE driveway to prevent students and parents/ guardians walking through this location. School principals are to continue to encourage students to walk via Macpherson Street rather than through TAFE. An opportunity has been raised by TfNSW to provide footpath decals to guide students to suitable walking routes.	TWG – 10 October 2024
Victoria Road crossing safety issues	TfNSW and Council stated that both parties are currently in consultation with each other on this issue.	TWG – 10 October 2024
Macpherson Street bus stops relocation	Council is currently planning to relocate the school bus stop from Macpherson Street to the western end of Rhodes Street.	TWG – 10 October 2024
Crossing provided at See Street	Council has constructed a pedestrian crossing on See Street, near the intersection of Angas Street.	TWG – 11 July 2024
Unsafe driving behaviours on Rhodes Street	School Principals have been provided with City of Ryde road rules summary from council's website for distribution. Council to provide Mongolian translation.	TWG – 10 October 2024

6.5 Stakeholder Review

Following consultation with Council and Transport for NSW for review of this School Transport Plan upon completion of the Travel Coordinator role, all feedback received has been incorporated into the final version of this Plan. City of Ryde Council did not provide any comments and generally supported the finding and measures. Transport for NSW provided feedback, which is included in Appendix G for reference.

Feedback from Transport for NSW included:

- Updating references to strategic documentation. This has been incorporated into report Section 1.3.
- Prioritising the most convenient car parking spaces for staff who choose to carpool. This has been incorporated into the parking management strategy in report Section 5.2.5.
- Continued monitoring of bike parking spaces and end of trip facilities over time. This has been incorporated into the parking management strategy in report Section 5.2.5.

Appendix A Stakeholder Engagement Register and Meeting Notes

A summary of the key stakeholder consultation completed in preparing the School Travel Plan and the associated outcomes is provided in the following table.

A.1 Stakeholder Engagement Register

Stakeholder	Engagement Date	Summary of Engagement	Outcome
School Principals	17 August 2021	Interview with School Principals	• Confirmed existing travel behaviours • Identification of key transport concerns • Sought feedback on potential sustainable transport programs that could be implemented
Transport for NSW	31 August 2021	Discussed the school public transport options	• Confirmed bus routes serving the schools and potential interchange points with train stations
Transport Working Group	30 September 2021	Discussed the draft School Transport Plan	• Comments were provided about the bus network and services plan to be updated in the School Travel Plan • Discussed the pedestrian movements along Hermitage Road and Rhodes Street
Transport Working Group	28 October 2021	Discussed the draft School Transport Plan	• Comments were provided about the Travel Access Guide with the need for more detailed information about bus services and safety messages
Transport Working Group	11 November 2021	Discussed the draft School Transport Plan	• Discussed further comments about the School Travel Plan and Travel Access Guide • Discussed the Kiss and Drop operations in Rhodes Street, the main bus stop in Macpherson Street and the need for a parking management plan
Transport Working Group	25 November 2021	Discussed the draft final School Transport Plan	• Discussed further comments about the School Travel Plan and Travel Access Guide • Discussed the 40 km/h school zone
Stakeholder Meeting	15 December 2021	Discussed the draft final School Transport Plan	• Discussed the School Transport Plan • Discussed the 40 km/h school zone • Provided an update on the road and footpath infrastructure • Discussed the school transport implementation action list for readiness for the school opening
Stakeholder Meeting	10 February 2022	Discussed status of preparations for the school opening	• Discussed the School Transport Plan, Communications Plan for school opening, wayfinding signage to be installed and the school crossing supervisor application

Stakeholder	Engagement Date	Summary of Engagement	Outcome
Transport Working Group	24 February 2022	Discussed preparations for school opening	• Discussed infrastructure items to be completed for the school opening in April 2022 • Discussed the school crossing supervisor application • Discussed the content for the communication package for the school opening in April 2022 • Discussed the preferred pedestrian route to Meadowbank train station
Transport Working Group	31 October 2022	Discussed results from the Term 3 2022 travel evaluation report	• Discussed the results for each school from the Term 3 2022 travel evaluation report (August 2022) • Discussed safety and access issues for student travel for each school
Transport Working Group	13 December 2022	Discussed results from the Term 4 2022 travel evaluation report	• Discussed the results for each school from the Term 4 2022 travel evaluation report (November 2022) • Discussed safety and access issues for student travel for each school
Transport Working Group	3 March 2023	Discussed results from term 1 2023 evaluation report	• Discussed the mode share results for each school • Discussed other related safety issues.
Transport Working Group	12 September 2023	Discussed results from term 3 2023 evaluation report	• Discussed the mode share results for each school • Discussed other related safety issues.
Transport Working Group	14 December 2023	Discussed results from term 4 2023 evaluation report	• Discussed the mode share results for each school • Discussed other related safety issues.
Transport Working Group	14 March 2024	Discussed results from the Term 1 2022 travel evaluation report and other safety issues	• Discussed TAG updates • Discussed pedestrian safety management around Hermitage Road shared path construction • Discussed Victoria Road crossing issues • Confirmed See Street crossing installation.
Transport Working Group	11 July 2024	Discussed results from the Term 2 2022 travel evaluation report and other safety issues	• Discussed future student populations • Discussed pedestrian safety management around Hermitage Road shared path construction • Discussed Victoria Road crossing issues • Discussed TAG updates
Transport Working Group	10 October 2024	Discussed results from the Term 3 2022 travel evaluation report and other safety issues	• Discussed TAG language translations • Discussed bus stop relocation.

Appendix B Implementation Strategy

The Implementation Strategy that comprises the Sustainable Travel Action Plan and Communication Plan for the Meadowbank Schools are provided in Table B.1 and Table B.2.

B.1 Sustainable Travel Action Plan

Strategy	Action	Target Audience	Timeframe	Responsibility
Enabling active travel through resourcing				
Travel Coordinator	Progress the appointment of a Travel Coordinator for the Meadowbank Schools. This includes determining the role and procuring a contractor, or other to promote, coordinate and monitor the implementation of the sustainable travel initiatives.	Not applicable	Prior to school opening in Term 2 in 2022	Department of Education led by Project Director and School Principal
Recurrent funding submission	Department of Education to confirm a budget for recurrent funding to enable mode shift from car to sustainable travel which would fund Travel Coordinator and associated program costs (communications, participation costs).	Not applicable	Prior to school opening in Term 2 in 2022	Department of Education led by Project Director and School Principal
Sustainable Transport Programs to be coordinated by a Travel Coordinator				
Ride-to-School day	School participates in Ride-To-School day. This provides an opportunity for students, parents and teachers to try riding, walking, skating or scooting to school as well as celebrating the regular walkers and riders. Further information: www.bicyclenetwork.com.au	Staff, parents and students (both schools)	In first year of opening and then annually	Travel Coordinator
Walking School Bus (WSB) scheme	Scope and map potential walking school bus routes and prepare an appropriate communication to parents and carers, seeking volunteers for the annual 195 school days. This concept is an organised group who walk to schools guided by two adults.	Parents and primary school students	In first year of opening and ongoing	Travel Coordinator
Walk Safely to School Day	Promote and take part in 'Walk Safely to School Day'. Further information: www.walk.com.au	Staff and primary school students	In first year of opening and then annually	Travel Coordinator
School Student Transport Scheme (SSTS)	Promote this scheme among the school community. Applications to the SSTS, for subsidised school term bus pass (students living beyond 2.3km (PS) or 2.9 km (HS) walking distance from the schools), are used as an indicator for demand for dedicated school buses by Transport for NSW. Therefore, an uplift in applications to the scheme is needed to support the continued provision of school buses to help achieve the school travel targets.	Parents and students (both schools)	Prior to opening and ongoing	Travel Coordinator
Year 6 transport options promotion	Promote and communicate the range of transport options available to Year 6 students as they progress to high school in the following year	Parents and high school students	Term 4 annually	Travel Coordinator

Strategy	Action	Target Audience	Timeframe	Responsibility
Reduce Car Travel				
Communications Plan	Discuss and refine the Communications Plans and key messages with the School Principals and TfNSW to encourage a higher usage of non-private vehicle modes from staff, parents and students.	Staff, parents and students (both schools)	In first year of opening and then annually	Travel Coordinator
Staff car-pooling	Establish and organise a car-pooling scheme that enables staff to share their car trip to the school with more than one person in the car, reducing cars travelling to the school.	All staff (both schools)	In first year of opening and ongoing	Travel Coordinator
Parking management plan	Liaise with the Principals of both schools and the City of Ryde to develop policies to manage the demand for staff parking using the 60 on-site spaces and on-street parking in the surrounding streets.	All staff (both schools)	In first year of opening and ongoing	Travel Coordinator and City of Ryde
Infrastructure and environmental elements to encourage active travel to school				
Pedestrian crossing facilities	Deliver the recommended pedestrian crossing facilities identified in Section 4.1 at the following locations: • Hermitage Road at Rhodes Street • Constitution Road at Bowden Street	Students and parents (both schools)	Within five years after school opening	City of Ryde Council and/or Transport for NSW to investigate
Cycling infrastructure	Deliver off-road cycling infrastructure, as per the 'moderate' (Figure 4.7 and 'reach' (Figure 4.8) scenarios, creating a viable network for students to safely cycle to and from school.	Students and parents (both schools)	Within five years after school opening (moderate); Over ten years plus (reach)	City of Ryde Council to investigate with Sydney Trains
Additional Actions				
Inspire the school community towards using active and public transport to travel to school	Communicate to Staff and Students key messages to promote sustainable travel including targets and actions outlined in the School Transport Plan in the Communications Plan as provided in Appendix B.2.	Staff, students and parents (both schools)	As provided in the communication plan	Travel Coordinator to prepare messaging for the School Principals to send out
School Crossing Supervisor	Submit a School Crossing Supervisor application request for the new school site	Students (both schools)	When new pedestrian crossings at installed	Travel Coordinator in concert with the School Principals
Travel Access Guide (TAG)	Distribute the travel access guide for both schools and publish on the school website and other school communication mediums so that it is easy to understand the options to travel to school using active modes or public transport. See Appendix C for the TAG.	Staff, students and parents (both schools)	Per communication plan	Travel Coordinator to prepare for the School Principals to send out

Strategy	Action	Target Audience	Timeframe	Responsibility
Other incentives for staff to use active and public transport	Propose and discuss the following initiatives with the School Principals to consider and implement: • Pre-loaded Opal cards during orientation. • School subsidised panniers or backpacks for staff committed to active travel. • Salary sacrifice options for purchases of bikes or other micro-mobility options. • Time in staff meetings to share tips and support for staff wanting to start cycling. • Wayfinding at the school with directions to the End of Trip facilities. • A role for a school sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport.	Staff at both schools	From November 2021 to March 2022 prior to the school opening in April 2022	Travel Coordinator
End of Trip facilities	With a higher target for cycling for staff and students, the End of Trip facilities, including the bike racks, showers and change rooms will be promoted to staff and students. A resource for End of Trip facilities is available at: http://data.mysydney.nsw.gov.au/Travel+Choices/EOT+Guidance.pdf	Staff, students and parents (both schools)	On-going	School Infrastructure
Travel Surveys for staff and students	• Design bespoke travel surveys to be issued to staff and students to obtain workforce data analysis (including staff residential postcodes) to identify the actual staff/student travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and students to get to and from the site. A school community travel survey developed for the Marsden High School and Meadowbank Public School is included in Appendix D . • Collaborate with the School Principals on the method and timing to circulate the travel surveys to staff and students as appropriate.	Staff, students and parents (both schools)	In February 2022 in advance of the Term 2 2022 school opening and for each term in conjunction during the week when the field surveys conducted	Travel Coordinator

B.2 Communications Plan

What	When	Which Channel	To Whom
Share the vision and targets for the number of students targeted to walk, ride or take public transport to school.	Before school opens and periodically throughout the year	Online school communication channels (e.g. Facebook page, newsletters)	Staff, parents and students
Share the walking, cycling, train and bus transport options to travel to the schools, drawing from the TAG. Note: Public school websites have standardised transport information available to parents and students.	On the school website at all times	Facebook group(s) School website Email newsletters	Staff, parents and students
Promote and encourage students to use discounted or free travel by signing up to the SSTS to encourage use of public transport as a sustainable travel option.	Regular periodic updates, including at the start of each term in 2022	Facebook Newsletters	Students and parents
Promote and encourage participation in National Ride2School Day.	Prior to the annual event in March.	Facebook	Staff, parents and students
Promote Walk Safely to School Day. Materials available at www.walk.com.au	Prior to the annual event in May	Facebook	Staff, students and parents (targeted at primary school)
Communicating expected standards of behaviour for Kiss n Drop and Road Safety (using available road safety information supplied by City of Ryde).	Regularly, multiple times each term	Facebook	Students and parents
Conduct discussions with Road Safety officers and School Principals about the access and operations at the Kiss and Drop zone.	Before school opens and periodically throughout the year	School website Notices and signage in the school	Students and parents
Communicate links to NSW Department of Education Road Safety Website, which is typically included in all public school websites.	Regularly, multiple times each term	School website Facebook	Students and parents
Communicate road safety education YouTube video links including: Safety – youtu.be/OcNgdmniL8E School Zone – www.youtube.com/watch?v=l7Le_k0R0PY&feature=youtu.be School Crossings – youtu.be/ih0rXAqxSZg	Regularly, multiple times each term	School website Facebook	Students and parents
Communicate the policies in the parking management plan to school staff	Before school opens and periodically throughout the year	Internal staff communications, such as an email from the Principals of each school and posters in staff common areas	Staff

Appendix C Travel Access Guide

Marsden High School
Travel Access Guide

Effective: January 2025

Introduction

Our school community of parents/carers, staff and students live within a reasonable walk, cycle or bus trip of the school. This Travel Access Guide provides suggested safe and accessible options for travelling to and from school.

Active ways to get to school

Walking to and from school

- Walking is a fun way to keep active and healthy.
- Stay alert and watch out for any potential hazards, including cars reversing out of driveways, bikes and other pedestrians.
- Remember to STOP, LOOK, LISTEN and THINK every time you cross the road.

Ride your bike

- 278 bike racks are available for everyone.
- All bicycle riders are required by law to wear a correctly fitted Australian standards approved helmet and is highly recommended when riding a scooter.
- Children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.

Kiss and drop expectations

- For parents/carers who drive their child/ren to school, the kiss and drop zone is located along Rhodes Street starting from Hermitage Road.
- This space is a 'No Parking' zone, meaning that you may stop for up to a maximum of 2 minutes and move no more than 3 metres from the vehicle.

Message from our principals

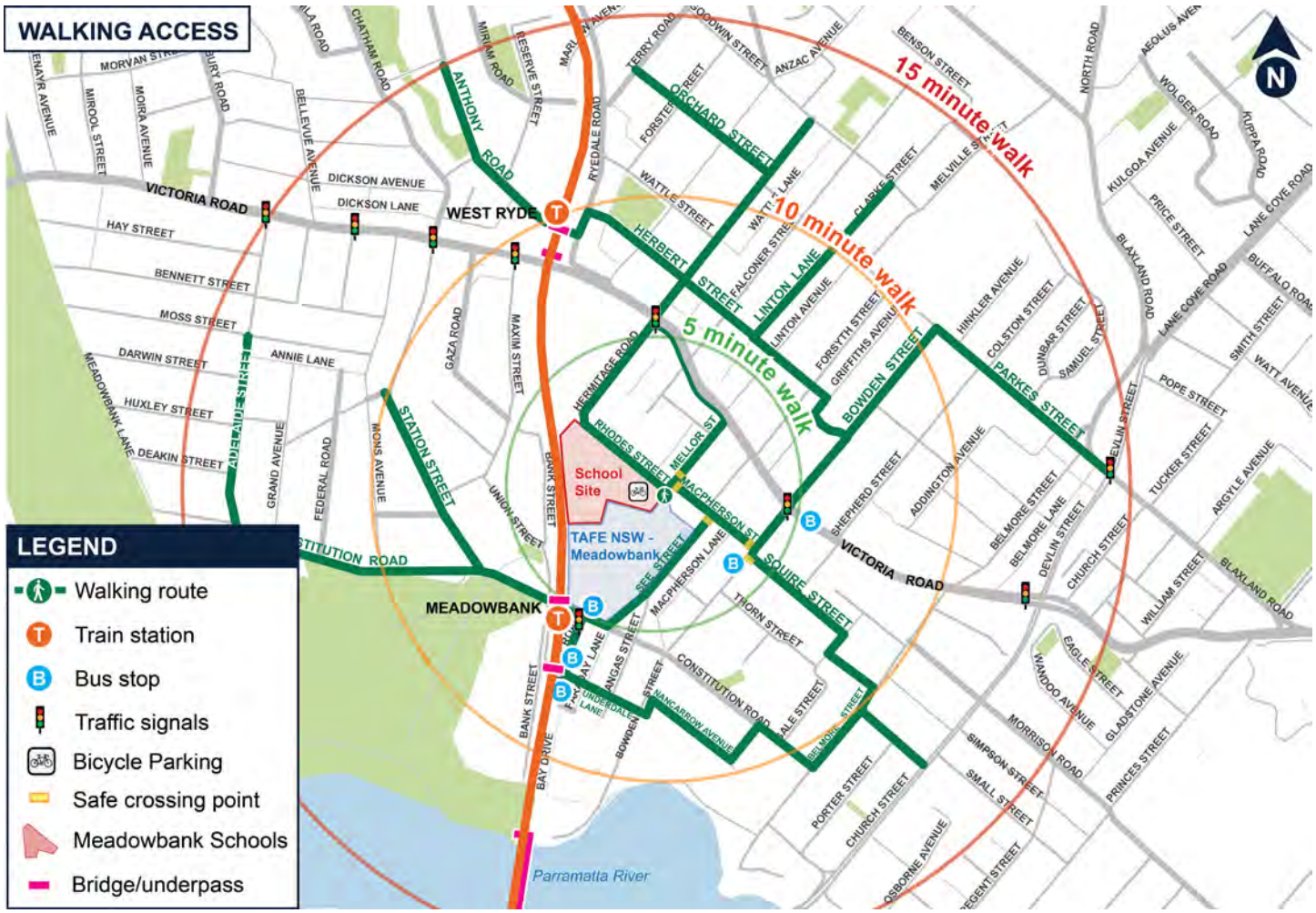
- Marsden High School supports sustainable and environmentally friendly transport practices.
- We strongly encourage our school community to walk or ride to school either independently or with parental supervision.

School bell times

Start Times	End Times
9:00 am	3:00 pm

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

NSW GOVERNMENT



Please use the Trip Planner at transportnsw.info/ for additional information about cycling routes to the school.

Something broken on the way to school?

Report issues such as illegally parked vehicles, graffiti, broken footpaths or damaged park equipment online, 24/7, via City of Ryde's Report an Issue form.

Visit **www.ryde.nsw.gov.au/report** to report online or if your request is urgent, contact Council 24/7 on 9952 8222 for assistance.

Did you know

Walking is a great way to keep physically active and is healthy for your heart, bones and muscles. Parents/carers can participate in these walks.

If you or a member of your family joins Bicycle NSW, you have access to many benefits, such as 15% discounts on bicycle insurance and news about bicycle events in NSW.

Please contact Bicycle NSW at:

www.bicyclensw.org.au

Email: info@bicyclensw.org.au

Phone: (02) 9704 0800

For more information contact:

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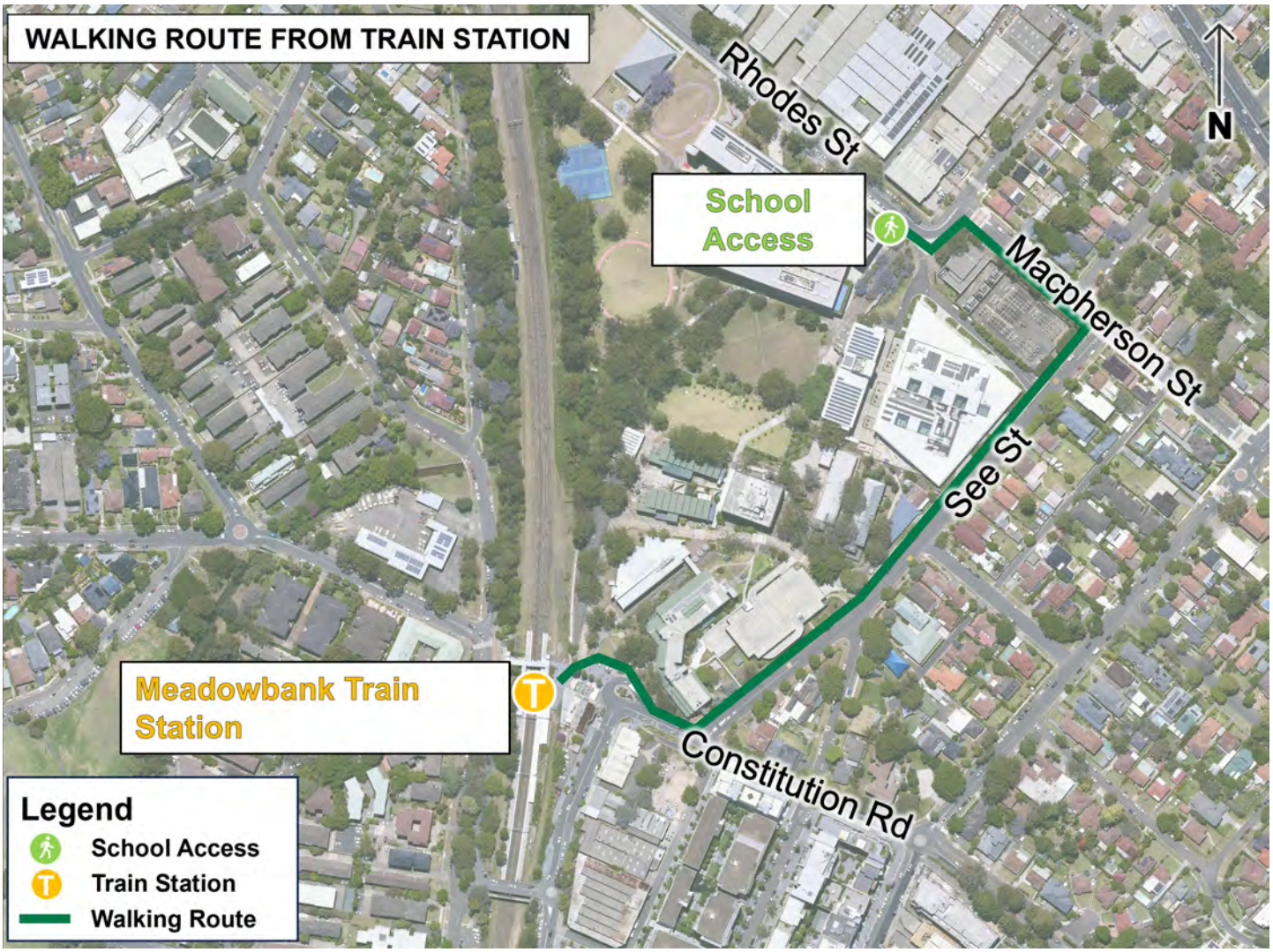
NSW GOVERNMENT



Walking to school from Meadowbank Train Station

- Use footpath along Constitution Road, See Street, Macpherson Street and Rhodes Street to access school from Meadowbank Train Station.
- Avoid using TAFE roads.

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

NSW GOVERNMENT

Walking to school from Victoria Road

- Hermitage Road is the most convenient walking route to/ from the north.
- Always cross the road at signalised crossings.
- Do not run across Victoria Road.
- Walk along the western side of Hermitage Road to access school.
- Remember to STOP, LOOK, LISTEN and THINK before you cross any roads.

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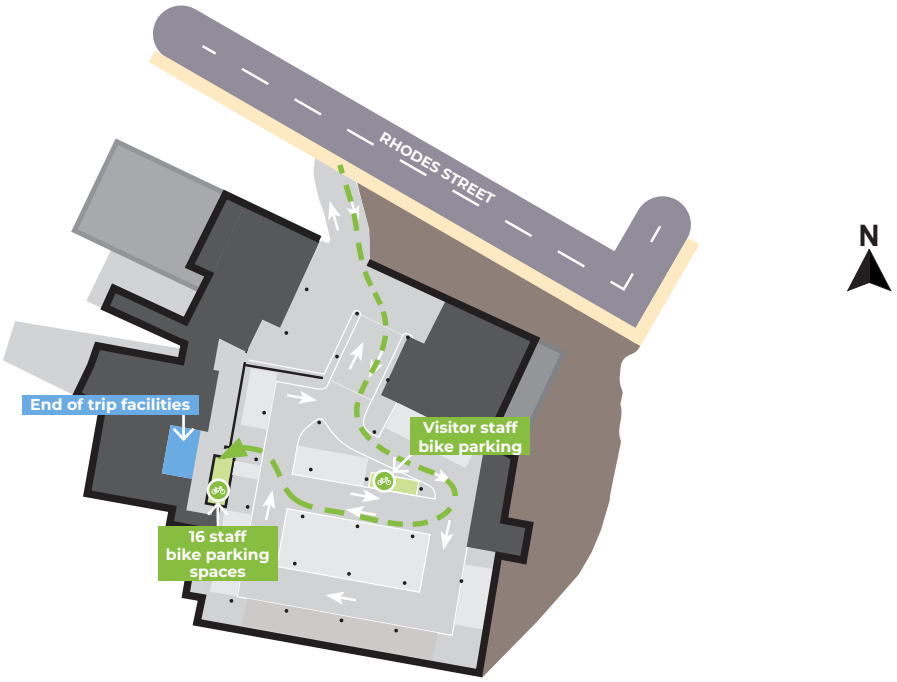
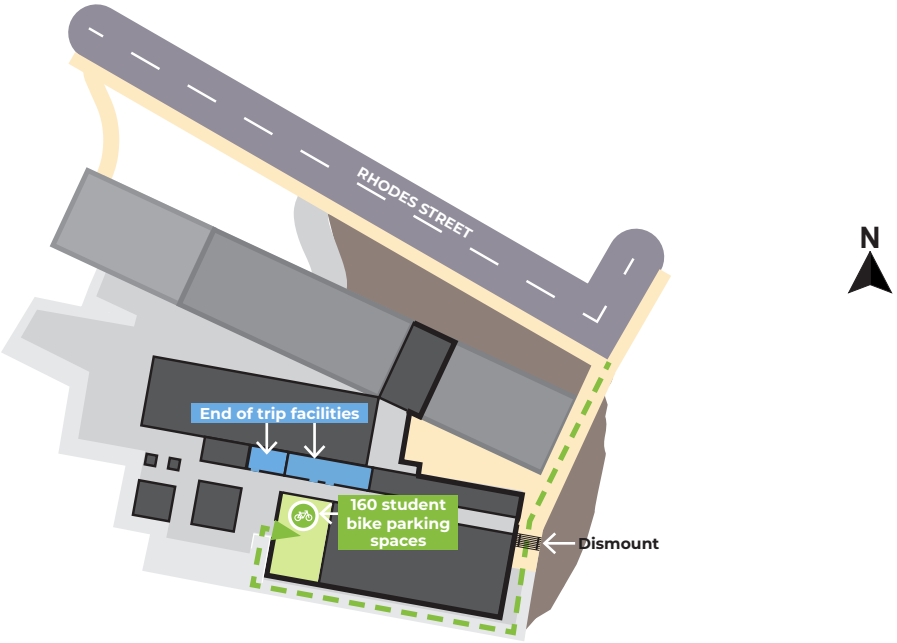
NSW GOVERNMENT

End of trip facilities

Ground level car park:
For staff and visitors to Meadowbank Public School and Marsden High School



Lower ground car park:
For students attending Marsden High School



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Where do you ride?

Footpath/shared path/cycleway:

- Only children under 16 can ride on a footpath.
- Adults supervising children under 16 can also ride on the footpath.
- Be careful of cars entering and exiting driveways.
- Watch out for other riders, pedestrians and animals.

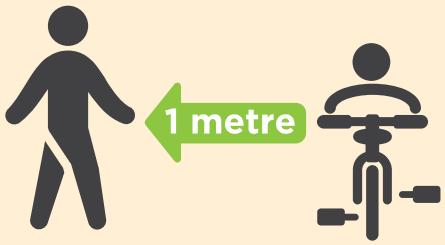
Look out for pedestrians on shared paths.

Crossing the road:

- Be extra careful.
- Walk your bicycle when you cross at a pedestrian crossing.

Give a metre:

Give pedestrians 1 metre of space when riding past.



3 steps to follow when riding a bike:

Clip, check, chime.

Clip your helmet

1

You must always wear a helmet when riding your bike.

Check your brakes

2

Make sure your brakes are working.

Chime your bell

3

If you pass another rider or pedestrian, chime your bell.

Things to remember

- Always ask your parents permission to ride.
- Loose clothing and items can get caught in your wheels. Make sure you wear **bright, fitted** clothing and secure any loose items, like backpack straps.
- Consider wearing a bright high visibility orange vest over your uniform.

- Shoes with a good tread on the soles will help you grip the pedals and protect your feet. Make sure your laces are tied.

Always remember to watch out for hazards

1. Wet leaves
2. Big puddles
3. Storm grates
4. Gravel or rocks
5. Little kids
6. Animals
7. Changes in the road/ footpath/cycleway surfaces

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NSW GOVERNMENT

Using public transport to get to school

As shown on the bus route access map, these services are provided:

- By train to Meadowbank Station.
- By bus to Eastwood Station and train to Meadowbank Station.
- By regular bus routes and school special services as listed on the following page.

Safety at the Bus Stop

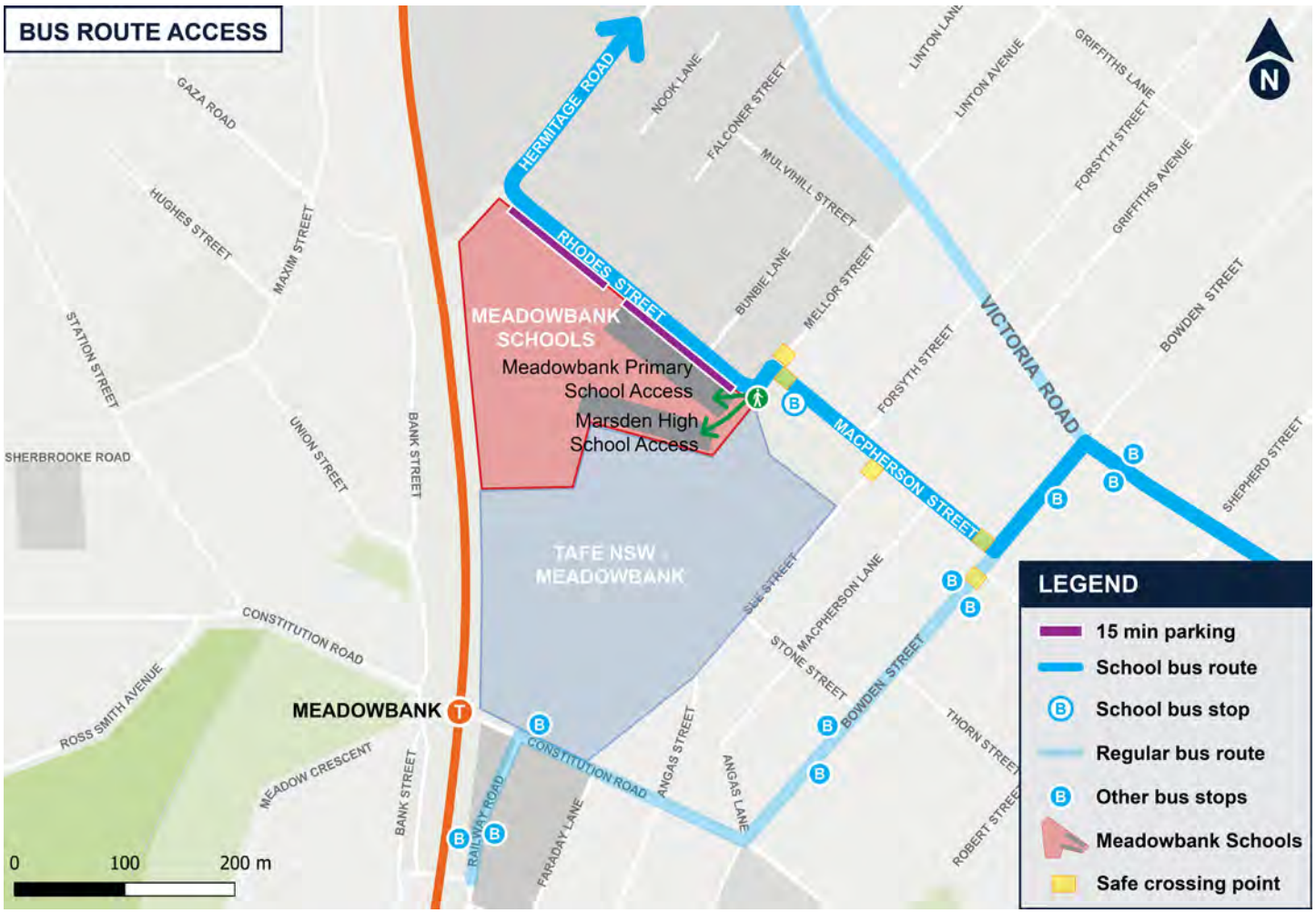
- Keep a path clear on the footpath to allow others to walk past the bus stop safely.
- Allow passengers to get off before you get on.
- Watch your step when getting on and off the bus.
- Use the handrail when boarding.

Apply for a School Opal Card

- The School Student Transport Scheme provides eligible school students with free or subsidised travel from home to school.
- A School Term Bus Pass offers discounted travel on buses between school and home for the whole school term.
- The current cost is $55 per term, however, the bus pass is free for all Year K-2 students, and Year 3-6 students beyond a 1.6km straight line distance from Meadowbank Public School and 2km straight line distance for Year 7-12 Marsden High School students.
- To get your pass, visit: https://apps.transport.nsw.gov.au/ssts/

Please scan this QR code:

Please tap on every time when you board the bus. Every tap helps Transport for NSW plan for new bus routes and more services when the buses are full.



Please use the Trip Planner at transportnsw.info for more details about bus routes and timetables.

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NSW GOVERNMENT

Getting to Public Transport

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NSW GOVERNMENT

T9 Northern Train Line

T9 train timetable for school days at Meadowbank and Eastwood Stations

From Station	To Station	AM School Peak Train Times	PM School Peak Train Times
Eastwood (Platform 1 or 2)	Meadowbank	8:27 AM, 8:35 AM, 8:43 AM	N/A
Meadowbank (Platform 2)	Eastwood	N/A	3:25 PM, 3:40 PM, 3:56 PM

Bus Services

Timetables for regular bus routes to the Meadowbank Schools

Route	Route Name	Closest Bus Stop to Schools	Walk Time to the School (minutes)
500X	City Hyde Park to West Ryde (Express Service)	West Ryde Station, Ryedale Road	11 minutes
507	City Hyde Park and Gladesville to Meadowbank	Meadowbank Station, Constitution Road	4 minutes
518	Macquarie University to Meadowbank Wharf	Presbyterian Church, Bowden Street	5 minutes
524	Parramatta to Ryde via West Ryde	West Ryde Station (AM) Victoria Road at Bowden Street (PM)	14 minutes (AM) 5 minutes (PM)

Peak bus service for routes with transfers at Eastwood Train Station

Route	Route Name
515	Ryde to Eastwood
521	Parramatta to Eastwood
541	Epping to Eastwood
544	Macquarie Centre to Auburn via Eastwood
544	Auburn to Macquarie Centre via Eastwood
545	Macquarie Park to Parramatta
545	Parramatta to Macquarie Park

AM peak school and modified public bus services stopping at Macpherson Street

Bus Route	Route Description
513 (public)	West Ryde to Carlingford
523 (public)	West Ryde to Parramatta
800w	Epping to Meadowbank School via Marsden Road
802w	Dundas to Meadowbank School via Ermington and Melrose Park

PM peak school and modified public bus services stopping at Macpherson Street

Bus Route	Route Description
501 (public)	Central Pitt Street to Parramatta via Victoria Road
513 (public)	West Ryde to Carlingford
523 (public)	West Ryde to Parramatta
800w	Epping to Meadowbank School via Marsden Road
802w	Dundas to Meadowbank School via Ermington and Melrose Park

Tap on every time when you board the bus.

For bus route and timetable information, visit Transport for NSW Trip Planner.

For more information contact:

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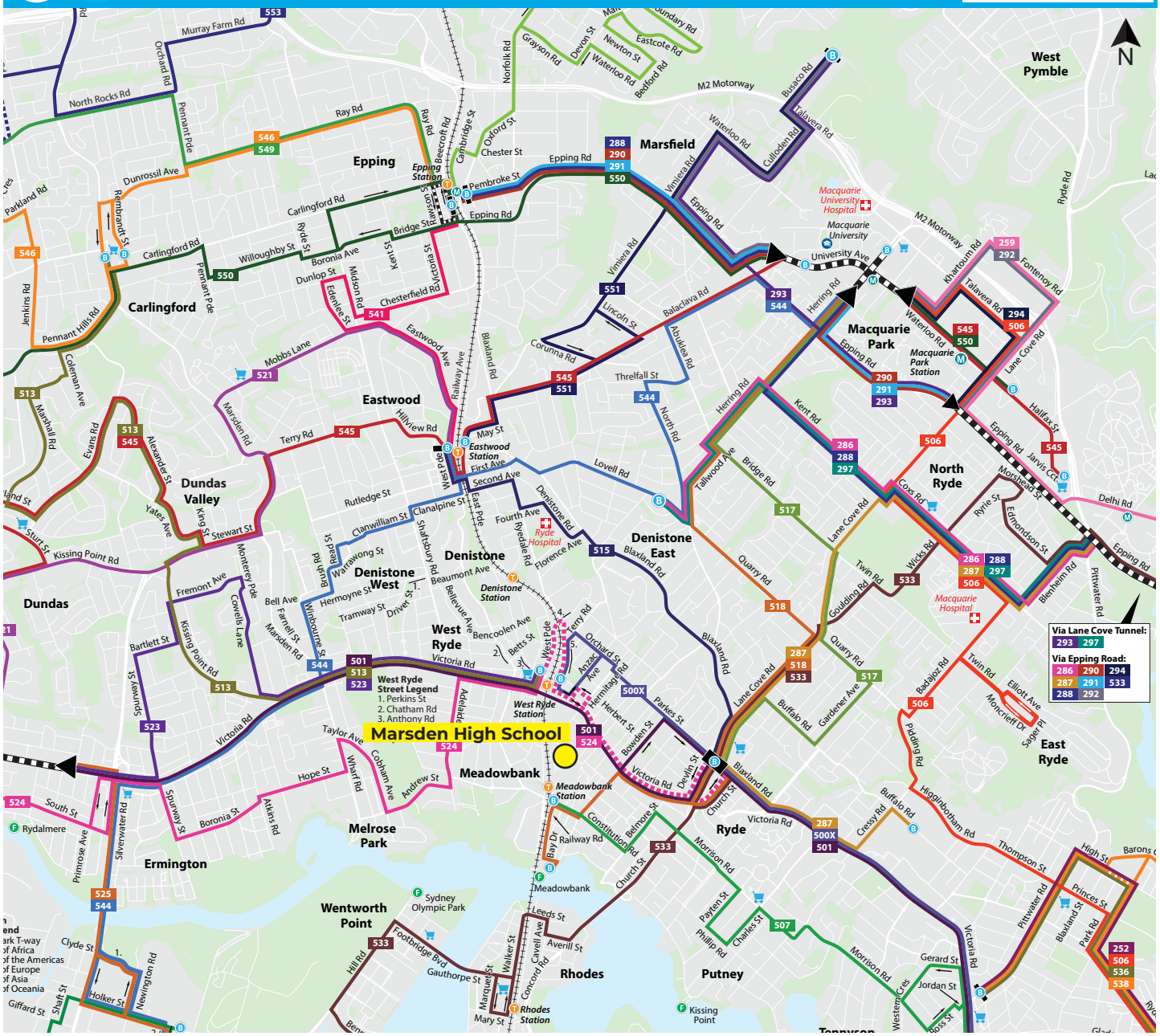
NSW GOVERNMENT

North West Sydney Bus Network Map - Effective: 12 December 2022

Busways



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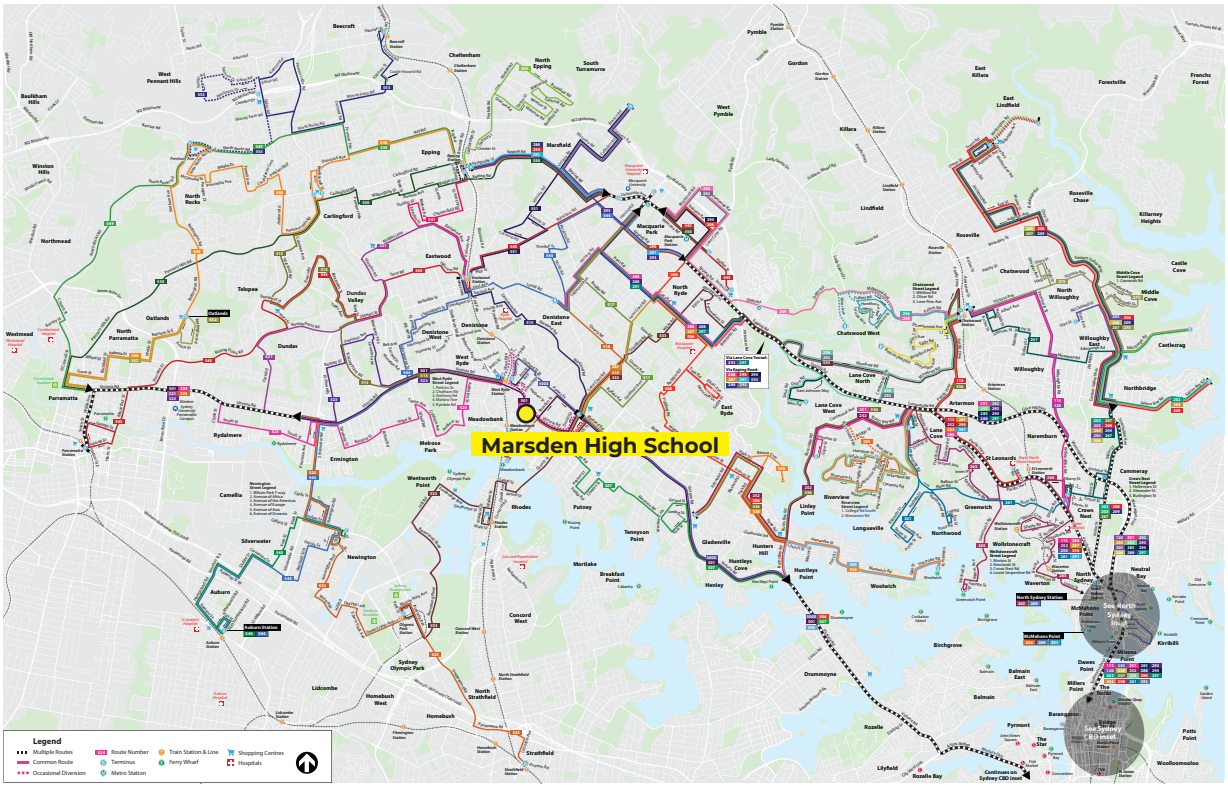
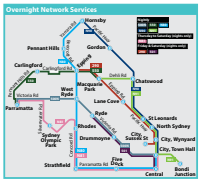
NSW GOVERNMENT

North West Sydney Bus Network Map - Effective: 12 December 2022

Busways

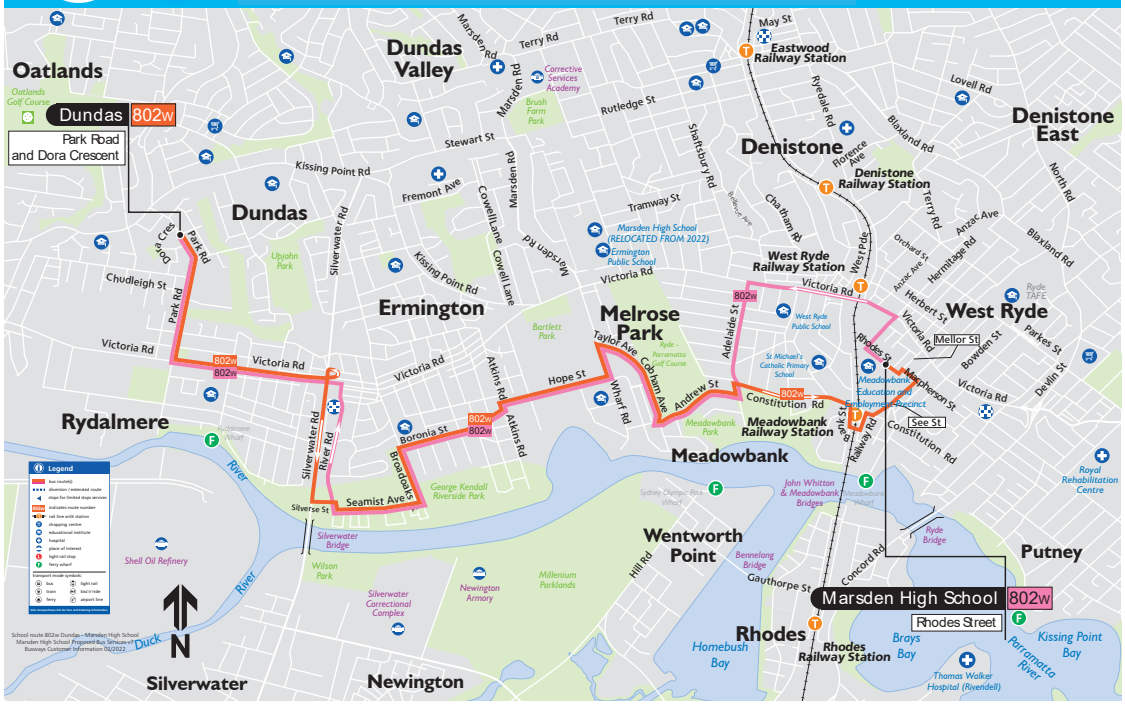
112 Chatswood to Royal North Shore Hospital via Pacific Hwy	209 East Lindfield to Milsons Point via North Sydney	265 Lane Cove to North Sydney via Greenwich	292 Marsfield to City, Erskine St via Macquarie Park	515 Eastwood to Ryde	540 Auburn to Newington	553 North Rocks to Beecroft
115 Chatswood to City, Bridge St via North Sydney	251 Lane Cove West to City, Wynyard via Freeway	267 Chatswood to Crows Nest	293 Marsfield to Wynyard via Lane Cove Tunnel & Freeway	517 Macquarie Centre to Ryde	541 Epping to Eastwood	500N Parramatta to City, Hyde Park via Victoria Rd (Night Service)
120 Chatswood to City QVB (Loop Service)	252 Gladesville to City, King St Wharf via North Sydney	269 McMahon's Point (loop) via North Sydney Station & Kirribilli	294 Epping to Wynyard via Freeway	518 Macquarie University to Meadowbank Wharf	543 Eastwood to West Ryde	500X West Ryde to City, Hyde Park (Express Service)
202 Northbridge to City, Bridge St via North Sydney	253 Riverview to City, Wynyard via Freeway	275 Castlecrag to Chatswood	295 North Epping to Epping (loop service)	521 Parramatta to Eastwood	544 Macquarie Centre to Auburn via Eastwood	N80 Hornsby to City, Town Hall via Strathfield (Night Service)
203 Castlecrag to Milsons Point via North Sydney	254 Riverview to McMahons Point	285 Lane Cove West, Mars Rd to City, Wynyard via Freeway	297 Denistone East to Wynyard via Tunnel & Freeway	523 West Ryde to Parramatta	545 Parramatta to Macquarie Park (Lachlan's Estate)	N81 Parramatta to City, Town Hall via Sydney Olympic Park (Night Service)
204 Northbridge to City, Bridge St via Freeway	255 Chatswood to Colwell Cres (loop service)	286 Denistone East to Milsons Point via St Leonards & North Sydney	501 Parramatta to Central, Pitt St via Victoria Rd	524 Ryde to Parramatta via West Ryde	546 Parramatta to Epping via Oatlands & North Rocks	N90 Hornsby to City, Town Hall via Chatswood (Night Service)
205 East Willoughby to City, Bridge St via Freeway	256 Chatswood to Fullers Rd (loop service)	287 Ryde to Milsons Point via St Leonards & North Sydney	505 Woolwich to City, Town Hall	525 Parramatta to Strathfield via Sydney Olympic Park	549 Parramatta to Epping via North Rocks	N91 Bondi Junction to Macquarie Park via City, Town Hall (Night Service)
206 East Lindfield to City, Bridge St via Freeway	258 Chatswood to Mars Rd	290 Epping to City Erskine St via Macquarie University & North Sydney	506 Macquarie University to City, Domain via East Ryde	533 Sydney Olympic Park to Chatswood via Rhodes & North Ryde	550 Parramatta to Macquarie Park via Epping	
207 East Lindfield & Garden Village to City, Bridge St via North Sydney	259 Macquarie Centre to Chatswood via North Ryde	291 Epping to McMahons Point	507 Meadowbank to Gladesville & City, Hyde Park	536 Gladesville to Chatswood via Hunters Hill	551 Eastwood to Busaco Rd	
208 East Lindfield & Garden Village to City, Bridge St via North Sydney	261 Lane Cove to City, King St Wharf via Longueville Rd		513 Carlingford to West Ryde	538 Gladesville to Woolwich	552 Parramatta to Oatlands	





School route 802w Dundas - Meadowbank Education Precinct

Busways



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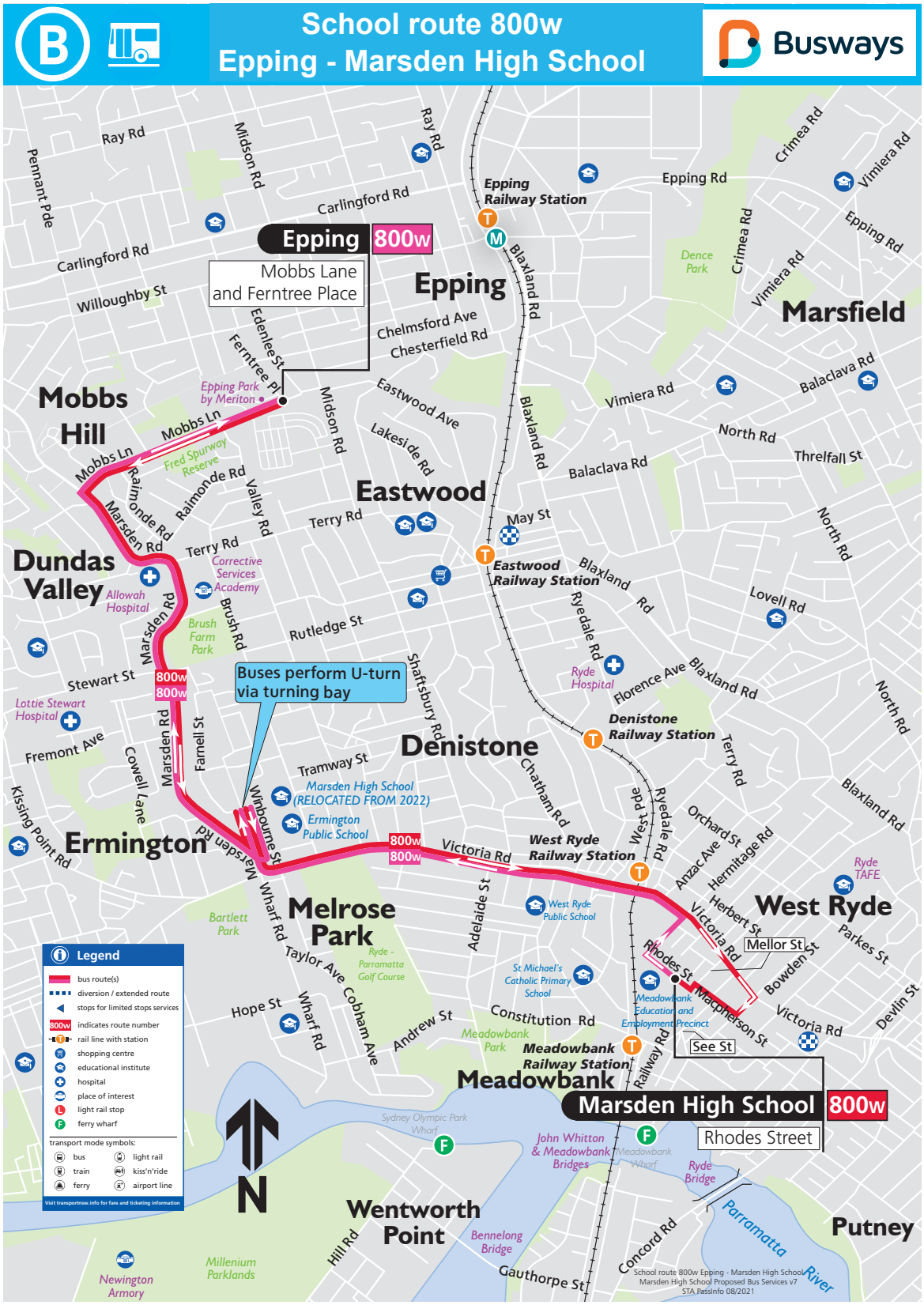
NSW GOVERNMENT



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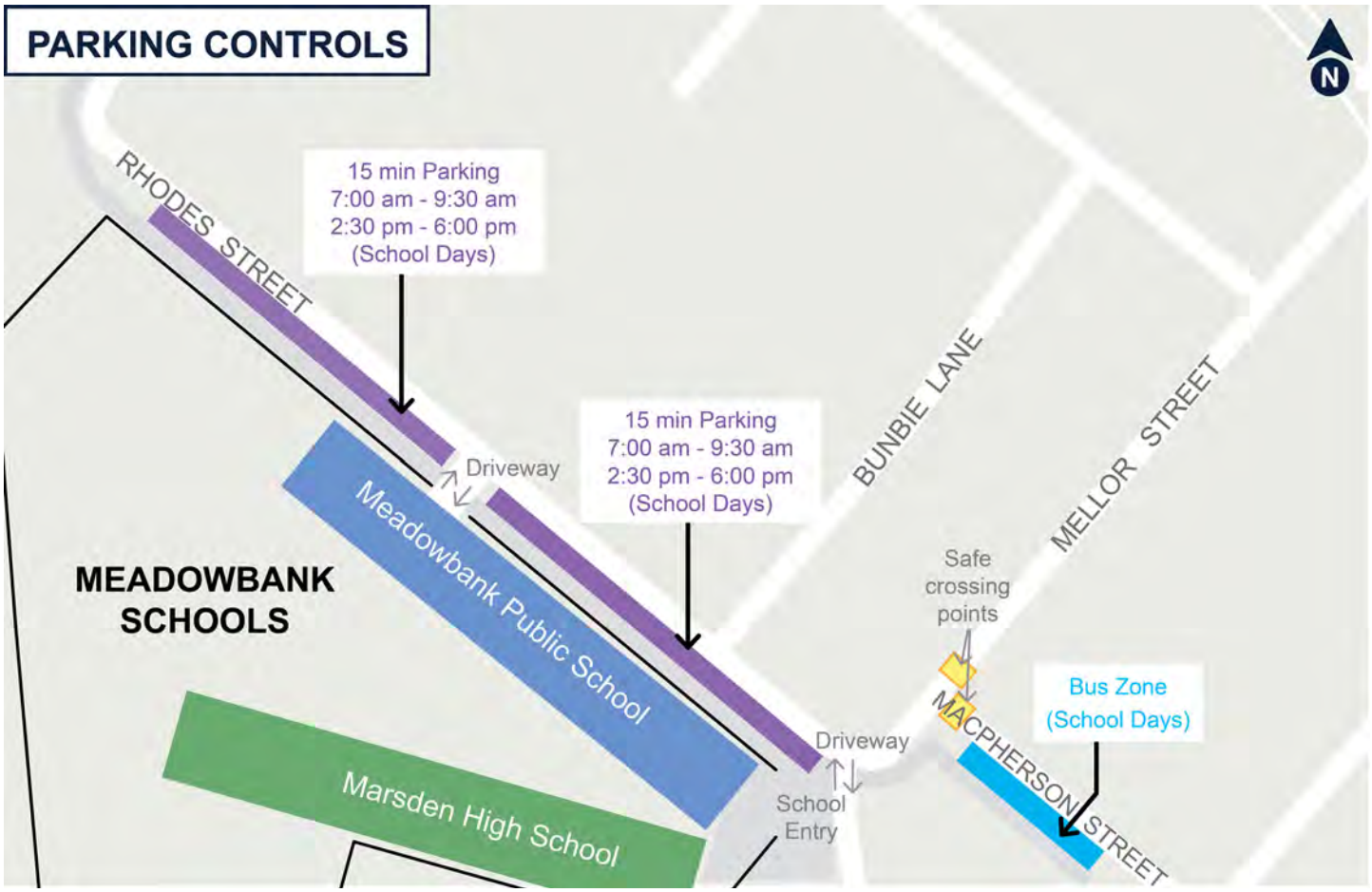

- In addition to the scheduled bus services using the bus zone in Macpherson Street, the bus zones in Rhodes Street and Macpherson Street will be used by buses for school excursions.

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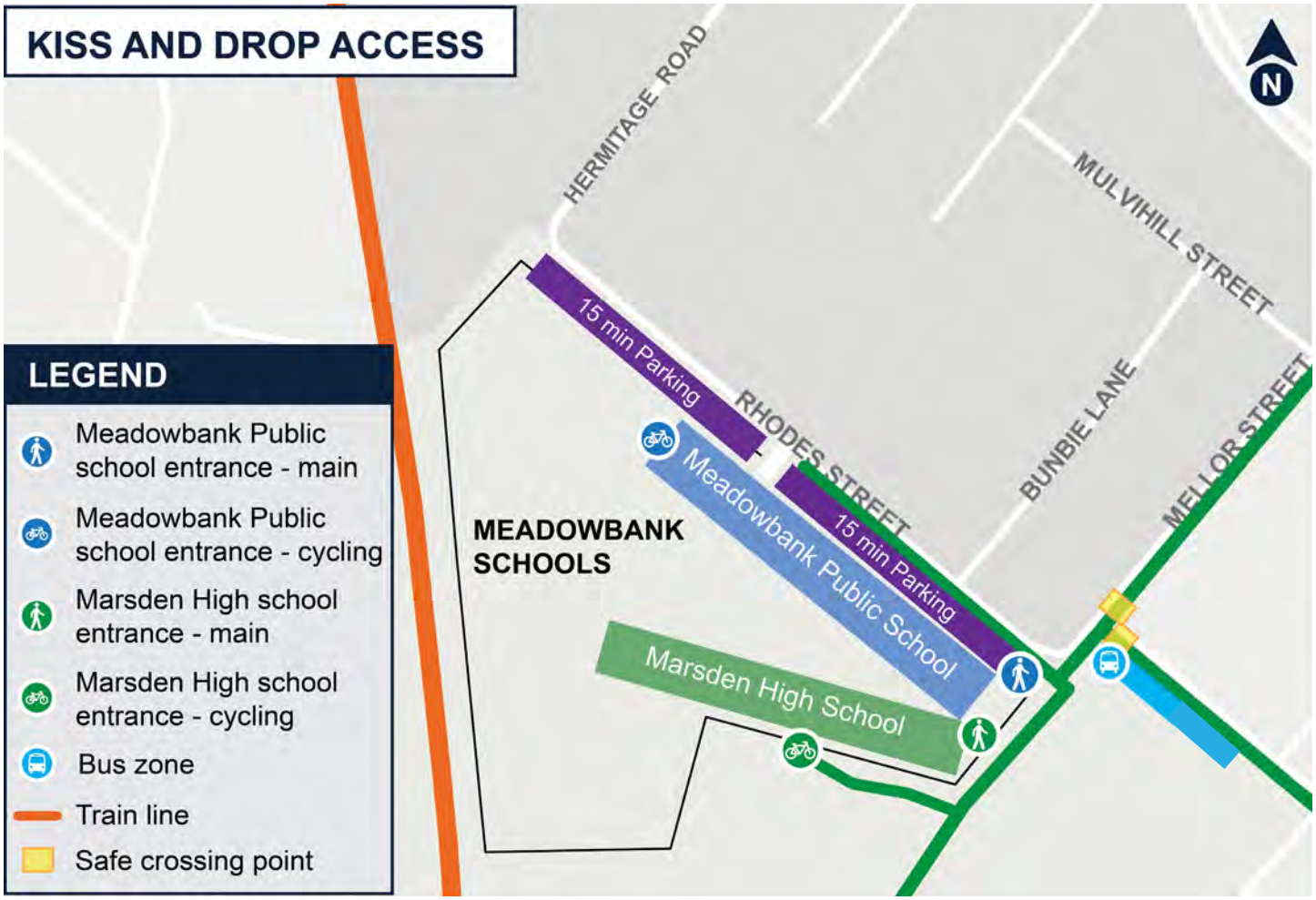

Safety tips for drivers using the Kiss and Drop zone

- Always drop off or pick up your child from the designated zone and follow the school's procedures.
- Drivers should remain in their vehicles **at all times** in the Kiss and Drop zone.
- Make sure children use the Safety Door (the rear footpath side door) to get in and out of the car.
- Always park legally.
- U-turns and three-point turns are banned **at all times** in Rhodes Street in front of the school.

Safety tips for students

- Always get in and out of the vehicle through the Safety Door, the rear footpath-side door.
- Stay buckled up until the vehicle has stopped in the Kiss and Drop area.
- Make sure your school bag and other items are in a safe position, such as on the floor.
- Be ready to get out of the vehicle with your belongings when the car has stopped and you have unbuckled your seatbelt

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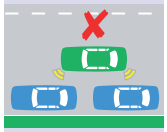
NSW GOVERNMENT

Parking and traffic rules in school zones

You need to take extra care when driving and parking in school zones. Make sure that you and your child understand the road rules. If you break the traffic rules in a school zone you are putting not only your child but other children at risk. The parking and traffic rules around our schools are there to protect your children. If you break the rules you will be fined. **Please choose safety over convenience.**

QUICK REFERENCE GUIDE TO IMPORTANT SAFETY TRAFFIC RULES

ZONE	WHAT DOES IT MEAN?	WHY IS IT THERE?	PENALTY	DEMERIT POINTS*
	You cannot stop in a **NO STOPPING** zone for any reason (including queuing or waiting for a space). 	Keeps clear sight lines between drivers and children / pedestrians.	EXCEEDS **$349**	(School Zone) **2**
	You can stop in a **NO PARKING** zone for a max. of two minutes to drop off and pick up passengers. If no spaces are available you cannot queue on the road way or in any other zones while waiting for a space. You will need to drive away and park elsewhere, only returning when there is space to pull up. You must stay within 3 metres of your vehicle at all times and cannot leave your vehicle unattended.	Provides a safe place for children / pedestrian set down and pick up.	EXCEEDS **$194**	(School Zone) **2**
	You must not stop or park in a **BUS ZONE** for any reason (including queuing or waiting for a space) unless you are driving a bus. If times are shown on the sign, you are not allowed to stop during those times.	Provides a safe place for large buses to set down and pick up school children.	EXCEEDS **$349**	(School Zone) **2**
	You must not stop on or within 20 metres before a **PEDESTRIAN CROSSING** or 10 metres after a crossing unless there is a control sign permitting parking.	So drivers can clearly see pedestrians on the crossing.	EXCEEDS **$464**	(School Zone) **2**
	**DOUBLE PARKING** You must not stop on the road adjacent to another vehicle at any time even to drop off or pick up passengers.	Double parking blocks visibility and forces other cars to go around you.	EXCEEDS **$349**	(School Zone) **2**
	You must not stop on any **FOOTPATH** or **NATURE STRIP**, or even a **DRIVEWAY** crossing a footpath or nature strip for any reason.	You could easily run over a child or force pedestrians onto the road to get around you.	EXCEEDS **$194**	(School Zone) **2**

Please note: The above information is current as of 1 January 2020.
Penalties set by NSW State Government and reviewed on 1 July each year.

City of Ryde

NSW Police Force

For more information contact:
School Infrastructure NSW
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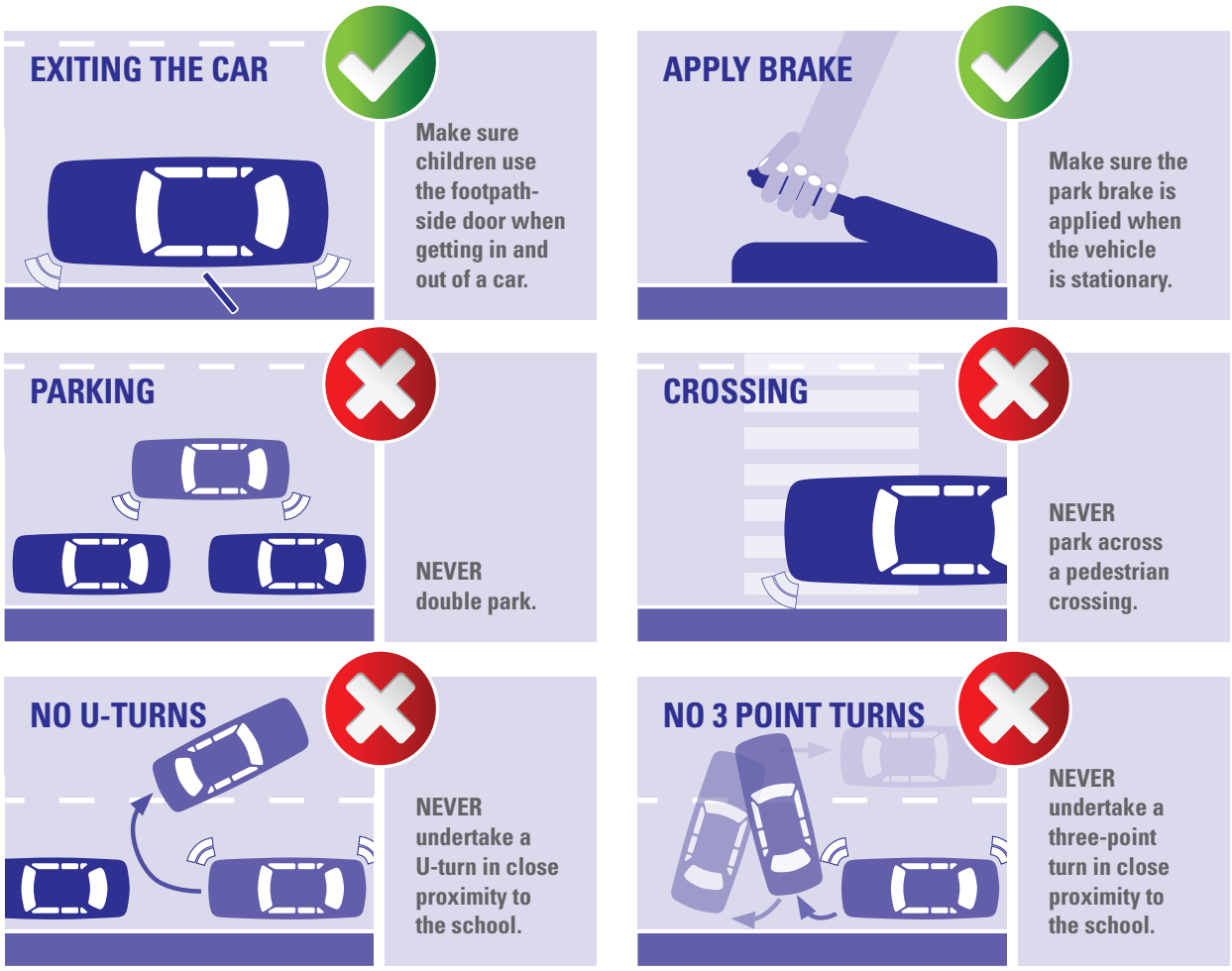
NSW GOVERNMENT

Safety tips for school zones:



Safety tips for students:

Demerit Points:

* The **Demerit Points** Scheme is a national program that allocates penalty points (demerits) for a range of driving offences. A driver who has not committed any offences has '**zero**' points. If you commit an offence that carries demerit points, the points are added to your driving record.
If you incur the threshold number of demerit points within a three-year period, a licence suspension or refusal is applied. The three-year period is calculated between the dates the offences were committed. It ends on the day your most recent offence was committed.

For further information regarding demerit points please visit:
https://www.nsw.gov.au/driving-boating-and-transport/demerits-penalties-and-offences/how-demerit-points-work

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NSW GOVERNMENT

Meadowbank Public School

Travel Access Guide

Effective: Jan 2025

Introduction

Our school community of parents/carers, staff and students live within a reasonable walk or cycle trip of the school. This Travel Access Guide provides suggested safe and accessible options for travelling to and from school.

Active ways to get to school

Walking to and from school

- Walking is a fun way to keep active and healthy.
- Stay alert and watch out for any potential hazards, including cars reversing out of driveways, bikes and other pedestrians.
- Remember to STOP, LOOK, LISTEN and THINK every time you cross the road.

Ride your bike

- 278 bike racks are available for everyone and 42 scooter racks for K-6 students.
- All bicycle riders are required by law to wear a correctly fitted Australian standards approved helmet and is highly recommended when riding a scooter.
- Children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road

Kiss and drop expectations

- For parents/carers who drive their child/ren to school, the kiss and drop zone is located along Rhodes Street starting from Hermitage Road.
- This space is a 'No Parking' zone, meaning that you may stop for up to a maximum of 2 minutes and move no more than 3 metres from the vehicle.

Message from our principal

- Meadowbank Public School supports sustainable and environmentally friendly transport practices.
- Students up to 8 years of age should hold the hand of an adult when walking or be accompanied by an adult when riding
- Students from 8 to 10 years of age should be actively supervised by an adult

School bell times

Start Times	End Times
8:45 am	2:45 pm

The outside school hour times for the primary school are: 7:00 am - 8:45 am and 2:45 pm - 6:00 pm.

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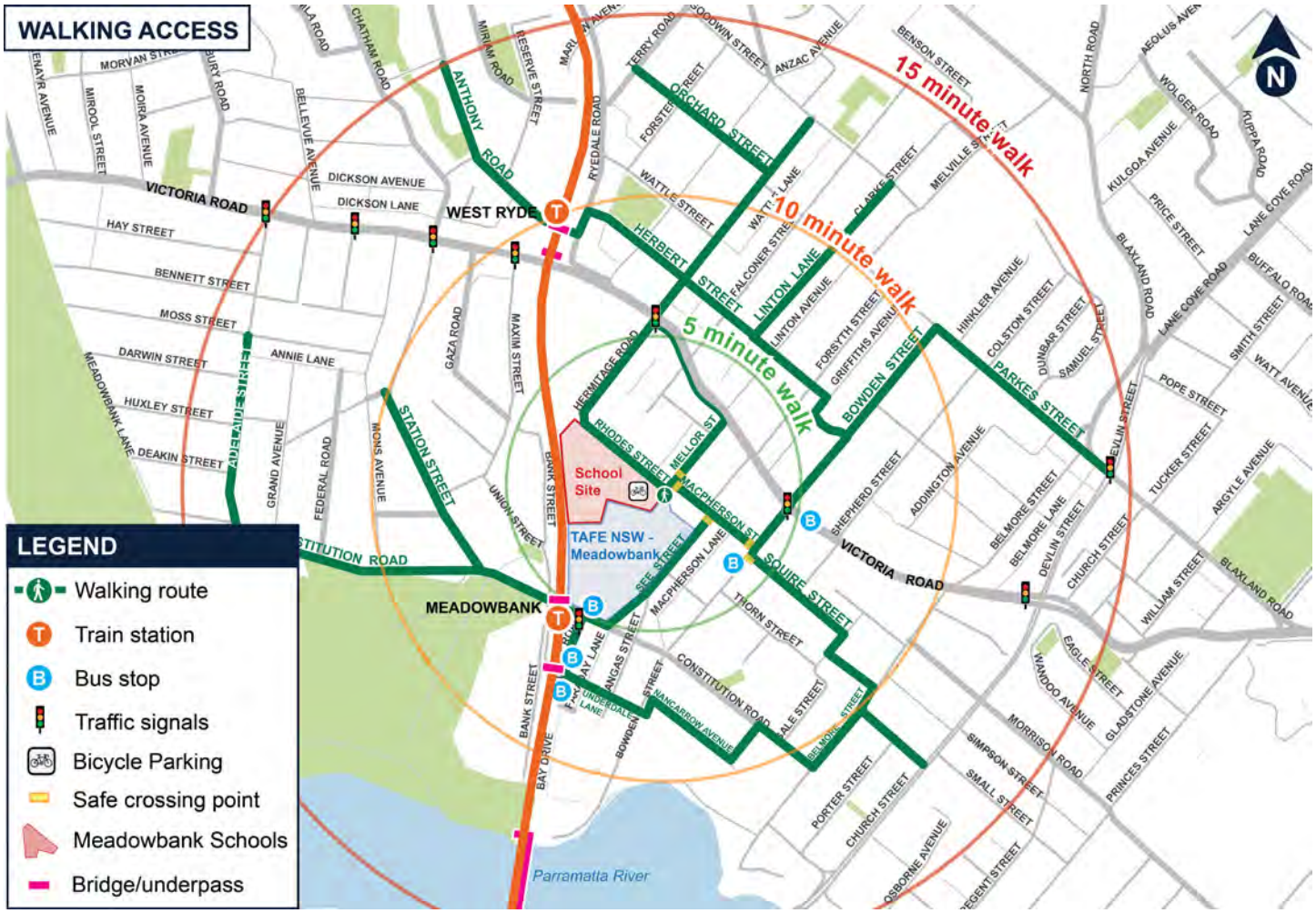
NSW GOVERNMENT



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Something broken on the way to school?

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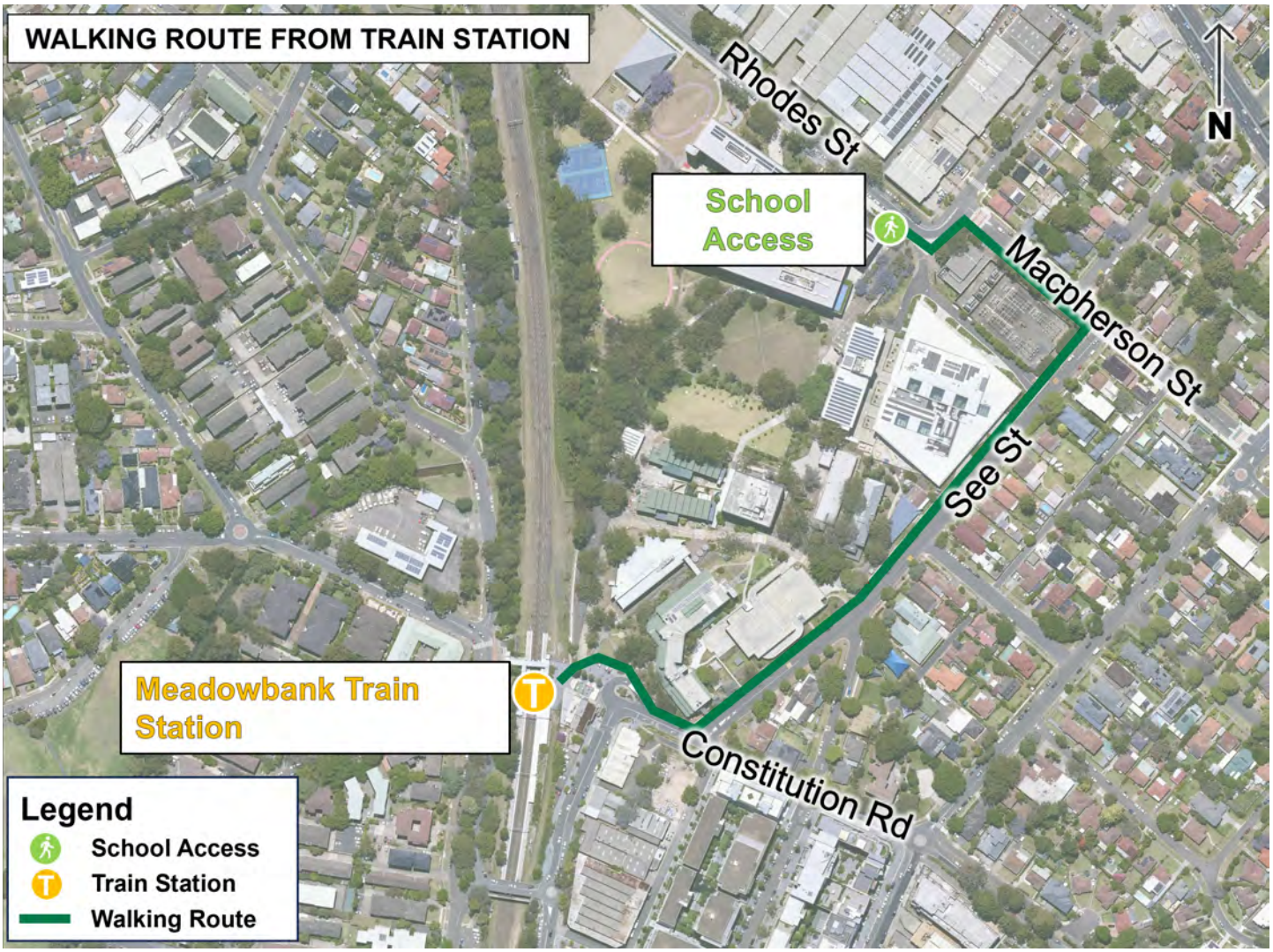
Email: info@bicyclensw.org.au

Phone: (02) 9704 0800

For more information contact:

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

NSW GOVERNMENT



Walking to school from Meadowbank Train Station

- Use footpath along Constitution Road, See Street, Macpherson Street and Rhodes Street to access school from Meadowbank Train Station.
- Avoid using TAFE roads.

For more information contact:
School Infrastructure NSW
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NSW GOVERNMENT

Walking to school from Victoria Road

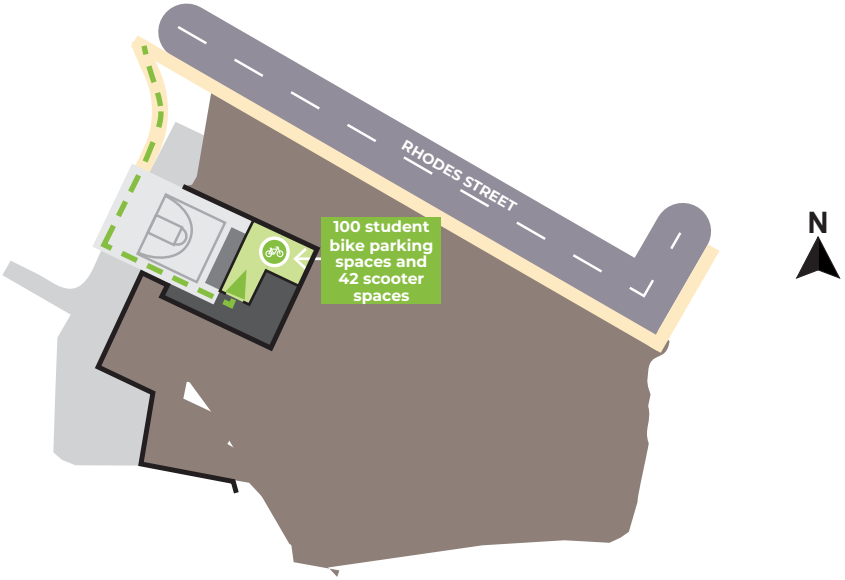
- Hermitage Road is the most convenient walking route to/ from the north.
- Always cross the road at signalised crossings.
- Do not run across Victoria Road.
- Walk along the western side of Hermitage Road to access school.
- Remember to STOP, LOOK, LISTEN and THINK before you cross any roads.

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

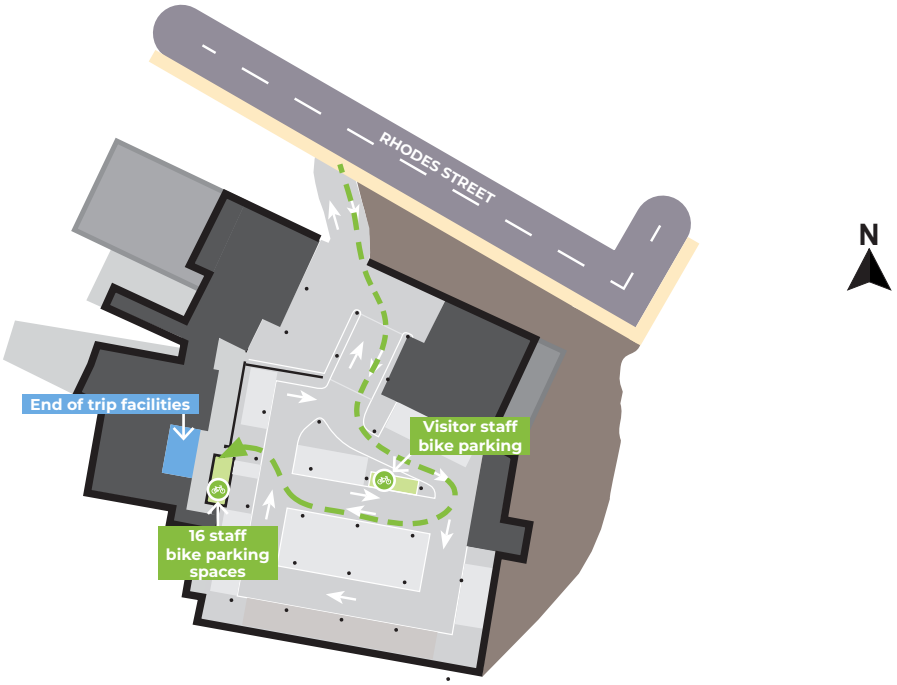
NSW GOVERNMENT

End of trip facilities

Playground level:
For students attending
Meadowbank Public School



Ground level car park:
For staff and visitors to
Meadowbank Public School
and Marsden High School



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Where do you ride?

Footpath/shared path/cycleway:

- Children under 16 can ride on a footpath.
- Adults supervising children under 16 can also ride on the footpath.
- Be careful of cars entering and exiting driveways.
- Watch out for other riders, pedestrians and animals.

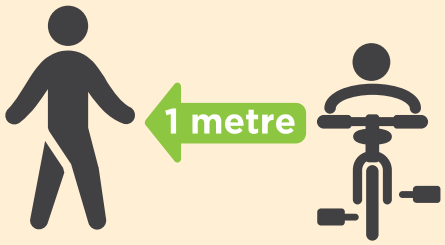
Look out for pedestrians on shared paths.

Crossing the road:

- Be extra careful.
- Walk your bicycle when you cross at a pedestrian crossing.

Give a metre:

Give pedestrians 1 metre of space when riding past.



3 steps to follow when riding a bike:

Clip, check, chime.

Clip your helmet

1

You must always wear a helmet when riding your bike.

Check your brakes

2

Make sure your brakes are working.

Chime your bell

3

If you pass another rider or pedestrian, chime your bell.

Things to remember

- Always ask your parents permission to ride.
- Loose clothing and items can get caught in your wheels. Secure any loose items, like backpack straps

- Shoes with a good tread on the soles will help you grip the pedals and protect your feet. Make sure your laces are tied.

Always remember to watch out for hazards

1. Wet leaves
2. Big puddles
3. Storm grates
4. Gravel or rocks
5. Little kids
6. Animals
7. Changes in the road/ footpath/cycleway surfaces

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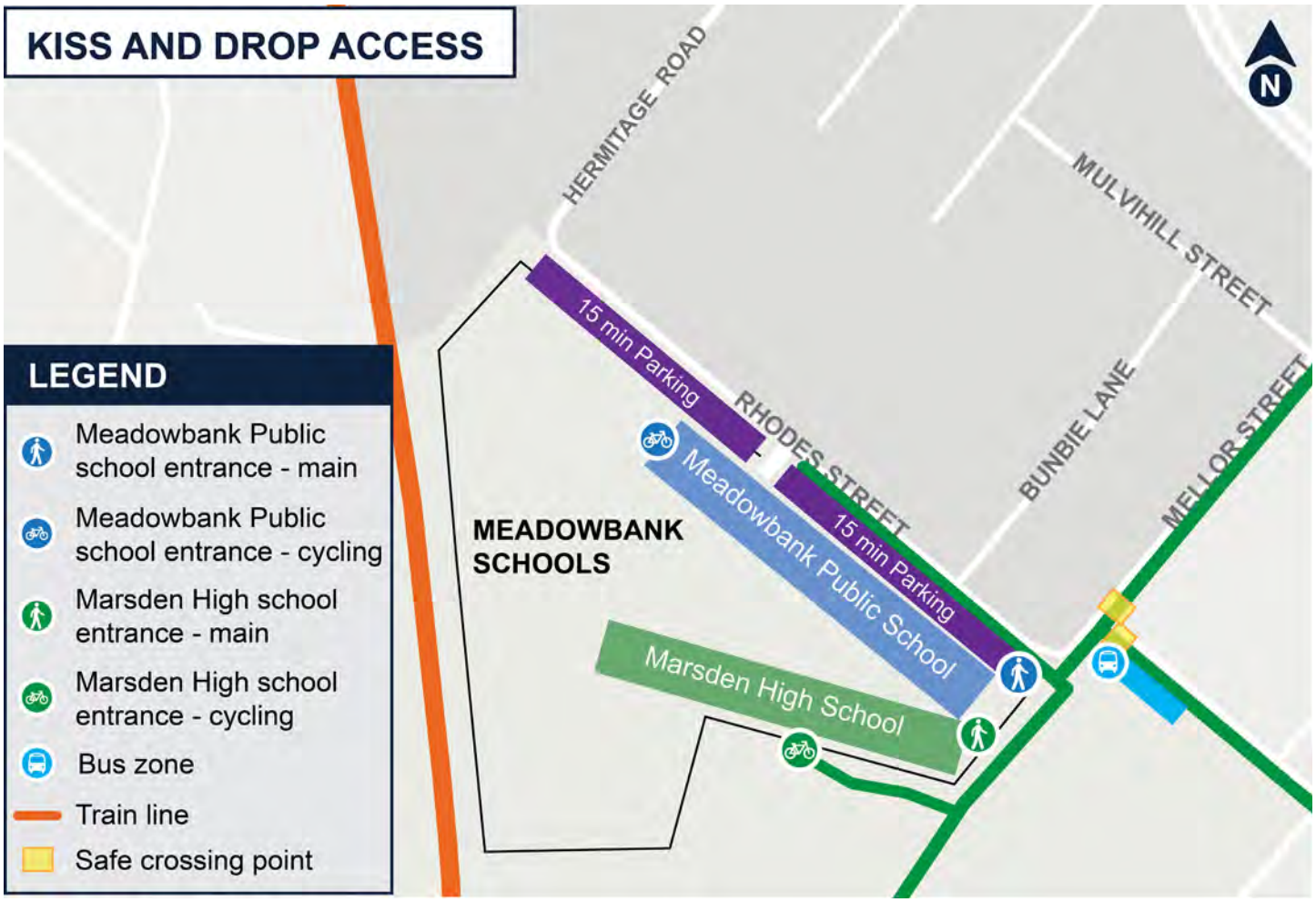
NSW GOVERNMENT



- In addition to the scheduled bus services using the bus zone in Macpherson Street, the bus zones in Rhodes Street and Macpherson Street will be used by buses for school excursions.

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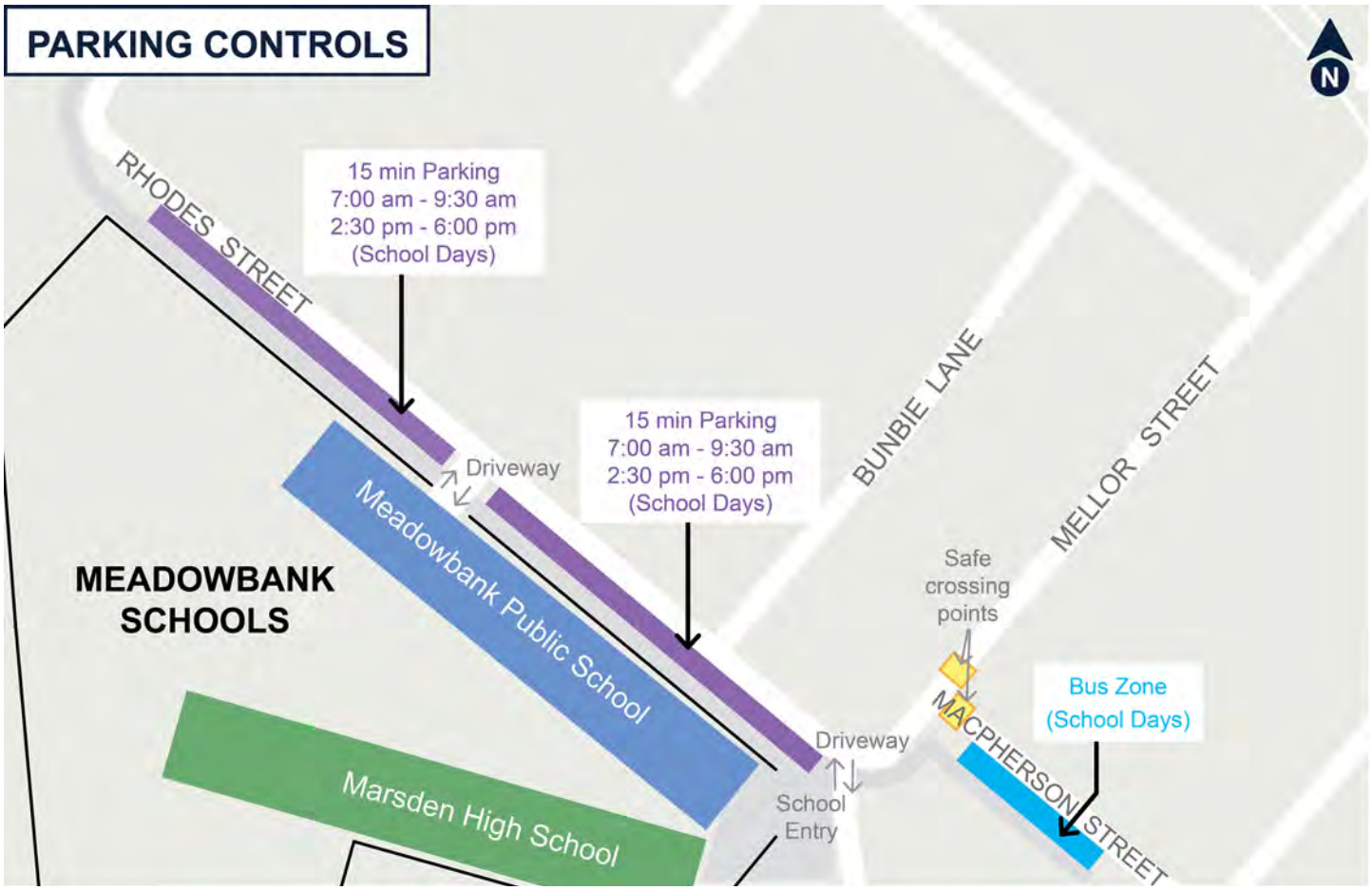
NSW GOVERNMENT



Safety tips for drivers using the Kiss and Drop zone

- Always drop off or pick up your child from the designated zone and follow the school's procedures.
- Drivers should remain in their vehicles **at all times** in the Kiss and Drop zone.
- Make sure children use the Safety Door (the rear footpath side door) to get in and out of the car.
- Always park legally.
- U-turns and three-point turns are banned **at all times** in Rhodes Street in front of the school.

Safety tips for students

- Always get in and out of the vehicle through the Safety Door, the rear footpath-side door.
- Stay buckled up until the vehicle has stopped in the Kiss and Drop area.
- Make sure your school bag and other items are in a safe position, such as on the floor.
- Be ready to get out of the vehicle with your belongings when the car has stopped and you have unbuckled your seatbelt

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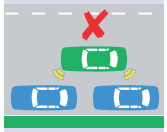
NSW GOVERNMENT

Parking and traffic rules in school zones

You need to take extra care when driving and parking in school zones. Make sure that you and your child understand the road rules. If you break the traffic rules in a school zone you are putting not only your child but other children at risk. The parking and traffic rules around our schools are there to protect your children. If you break the rules you will be fined. **Please choose safety over convenience.**

QUICK REFERENCE GUIDE TO IMPORTANT SAFETY TRAFFIC RULES

ZONE	WHAT DOES IT MEAN?	WHY IS IT THERE?	PENALTY	DEMERIT POINTS*
	You cannot stop in a **NO STOPPING** zone for any reason (including queuing or waiting for a space). 	Keeps clear sight lines between drivers and children / pedestrians.	EXCEEDS **$349**	(School Zone) **2**
	You can stop in a **NO PARKING** zone for a max. of two minutes to drop off and pick up passengers. If no spaces are available you cannot queue on the road way or in any other zones while waiting for a space. You will need to drive away and park elsewhere, only returning when there is space to pull up. You must stay within 3 metres of your vehicle at all times and cannot leave your vehicle unattended.	Provides a safe place for children / pedestrian set down and pick up.	EXCEEDS **$194**	(School Zone) **2**
	You must not stop or park in a **BUS ZONE** for any reason (including queuing or waiting for a space) unless you are driving a bus. If times are shown on the sign, you are not allowed to stop during those times.	Provides a safe place for large buses to set down and pick up school children.	EXCEEDS **$349**	(School Zone) **2**
	You must not stop on or within 20 metres before a **PEDESTRIAN CROSSING** or 10 metres after a crossing unless there is a control sign permitting parking.	So drivers can clearly see pedestrians on the crossing.	EXCEEDS **$464**	(School Zone) **2**
	**DOUBLE PARKING** You must not stop on the road adjacent to another vehicle at any time even to drop off or pick up passengers.	Double parking blocks visibility and forces other cars to go around you.	EXCEEDS **$349**	(School Zone) **2**
	You must not stop on any **FOOTPATH** or **NATURE STRIP**, or even a **DRIVEWAY** crossing a footpath or nature strip for any reason.	You could easily run over a child or force pedestrians onto the road to get around you.	EXCEEDS **$194**	(School Zone) **2**

Please note: The above information is current as of 1 January 2020.
Penalties set by NSW State Government and reviewed on 1 July each year.

City of Ryde

NSW Police Force

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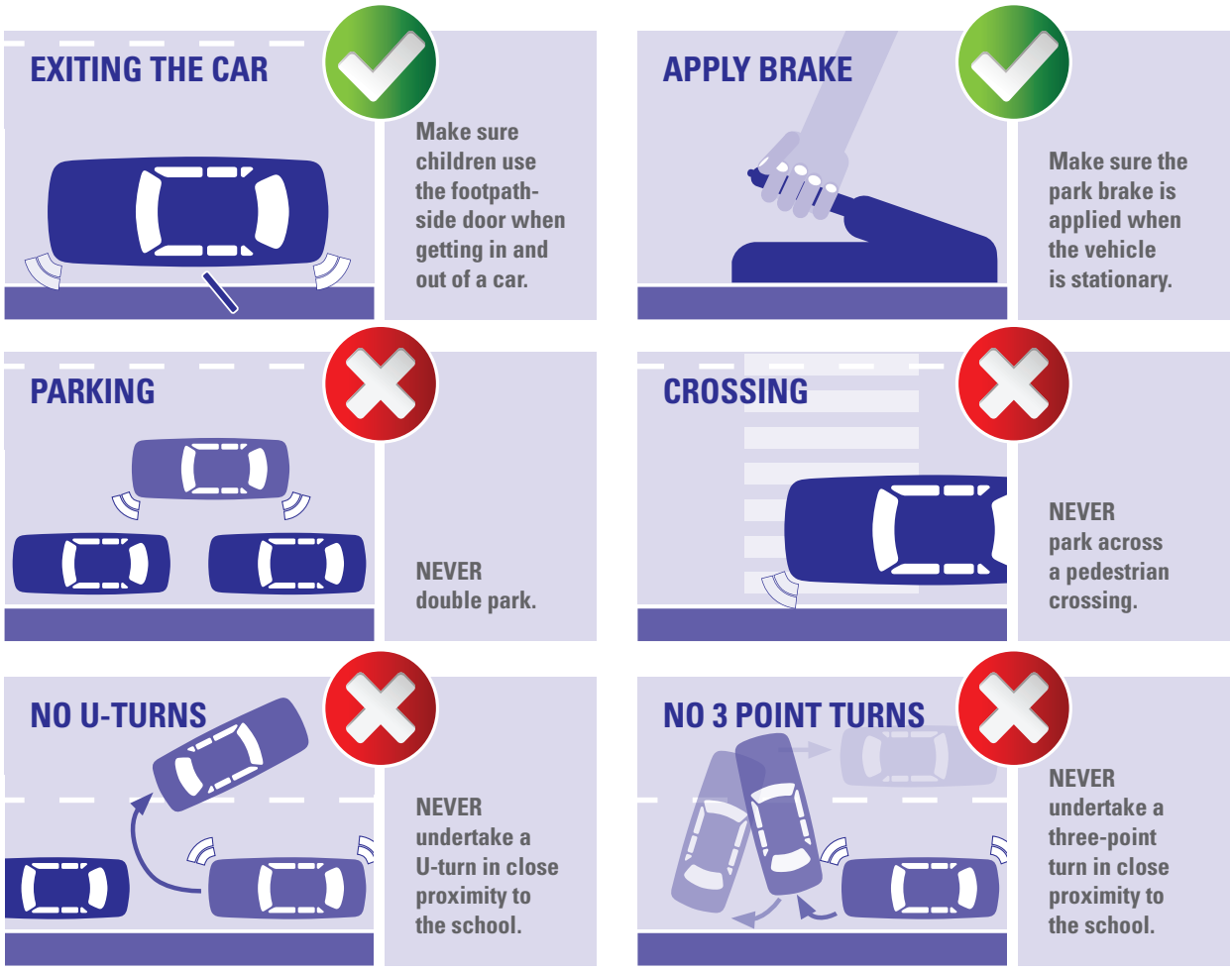
NSW GOVERNMENT

Safety tips for school zones:



Safety tips for students:

Demerit Points:

* The **Demerit Points** Scheme is a national program that allocates penalty points (demerits) for a range of driving offences. A driver who has not committed any offences has '**zero**' points. If you commit an offence that carries demerit points, the points are added to your driving record.
If you incur the threshold number of demerit points within a three-year period, a licence suspension or refusal is applied. The three-year period is calculated between the dates the offences were committed. It ends on the day your most recent offence was committed.

For further information regarding demerit points please visit:
https://www.nsw.gov.au/driving-boating-and-transport/demerits-penalties-and-offences/how-demerit-points-work

NSW GOVERNMENT

Appendix D Community Travel Survey for the Meadowbank Schools

Meadowbank Schools Community Travel Survey

1. Introduction

Please assist us with understanding the travel patterns to the school so that we can design programs to encourage higher usage of sustainable transport modes, such as walking, cycling, taking public transport, instead of using private vehicles. The following questions are about your travel to the school during the survey week and your view about the travel options available.

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

- ◯ staff - permanent
- ◯ staff - temporary
- ◯ staff - casual
- ◯ volunteeer
- ◯ student
- ◯ parent / carer

* 2. What school to you travel to?

- ◯ Marsden High School
- ◯ Meadowbank Public School

* 3. What year is you (or your child) in?

- ◯ K-2
- ◯ 3-6
- ◯ 7-10
- ◯ 11-12
- ◯ Not applicable
- ◯ If you are a parent/carer and have more than one student attending this school, please specify what school and years they are in?

Meadowbank Schools Community Travel Survey

2. Questions about your travel to and from school

* 4. Which post code did you travel from on the survey day?

* 5. Which suburb did you travel from on the survey day?

6. How did you travel to school on the survey day?

- ◯ drove a car and parked on-site
- ◯ drove a car and parked nearby
- ◯ dropped off (driver did not stay at the school)
- ◯ bus
- ◯ train
- ◯ walked
- ◯ rode a bicycle or other rideable (including ped scooter, skateboard or rollerblades)
- ◯ motorcycle / motorscooter

7. If you drive your student to school, where do you go next:

- ◯ return home
- ◯ drive to work
- ◯ drive to public transport
- ◯ drive to do errands

8. If you travelled by bus, which route did you use?

9. If you drove a car, how many passengers were in the car?

- ◯ 0 - just me
- ◯ 1 - 1 passenger, 1 driver
- ◯ 2 passengers
- ◯ more than 2 passengers

10. If you were dropped off by a car, where did the car go next? Please specify:

11. If you drove, what is your primary reason for doing so?

- ◯ dropping off / picking up children
- ◯ need the car to drive elsewhere before school (ie, sport, work or an appointment)
- ◯ health reasons
- ◯ convenience
- ◯ lack of transport options (ie, no bus service or footpath)
- ◯ worried about road safety and busy traffic
- ◯ worried about heat / shade
- ◯ worried about weather variation (rain, hail, wind)
- ◯ did not drive
- ◯ Other (please specify)

12. What time do you arrive at school?

- ◯ before 6:15 am
- ◯ 6:15 - 6:30 am
- ◯ 6:30 - 6:45 am
- ◯ 6:45 - 7:00 am
- ◯ 7:00 - 7:15 am
- ◯ 7:15 - 7:30 am
- ◯ 7:30 - 7:45 am
- ◯ 7:45 - 8:00 am
- ◯ 8:15 - 8:30 am
- ◯ 8:30 - 8:45 am
- ◯ 8:45 - 9:00 am
- ◯ after 9:00 am

13. What time do you leave school?

- ◯ before 2:45 pm
- ◯ 2:45 - 3:00 pm
- ◯ 3:00 - 3:15 pm
- ◯ 3:15 - 3:30 pm
- ◯ 3:30 - 3:45 pm
- ◯ 3:45 - 4:00 pm
- ◯ 4:00 - 4:15 pm
- ◯ 4:15 - 4:30 pm
- ◯ 4:30 - 4:45 pm
- ◯ 4:45 - 5:00 pm
- ◯ 5:00 - 5:15 pm
- ◯ 5:15 - 5:30 pm
- ◯ after 5:30 pm

14. Do you have anything else you would like to tell us about travelling to/ from school?

Meadowbank Schools Community Travel Survey

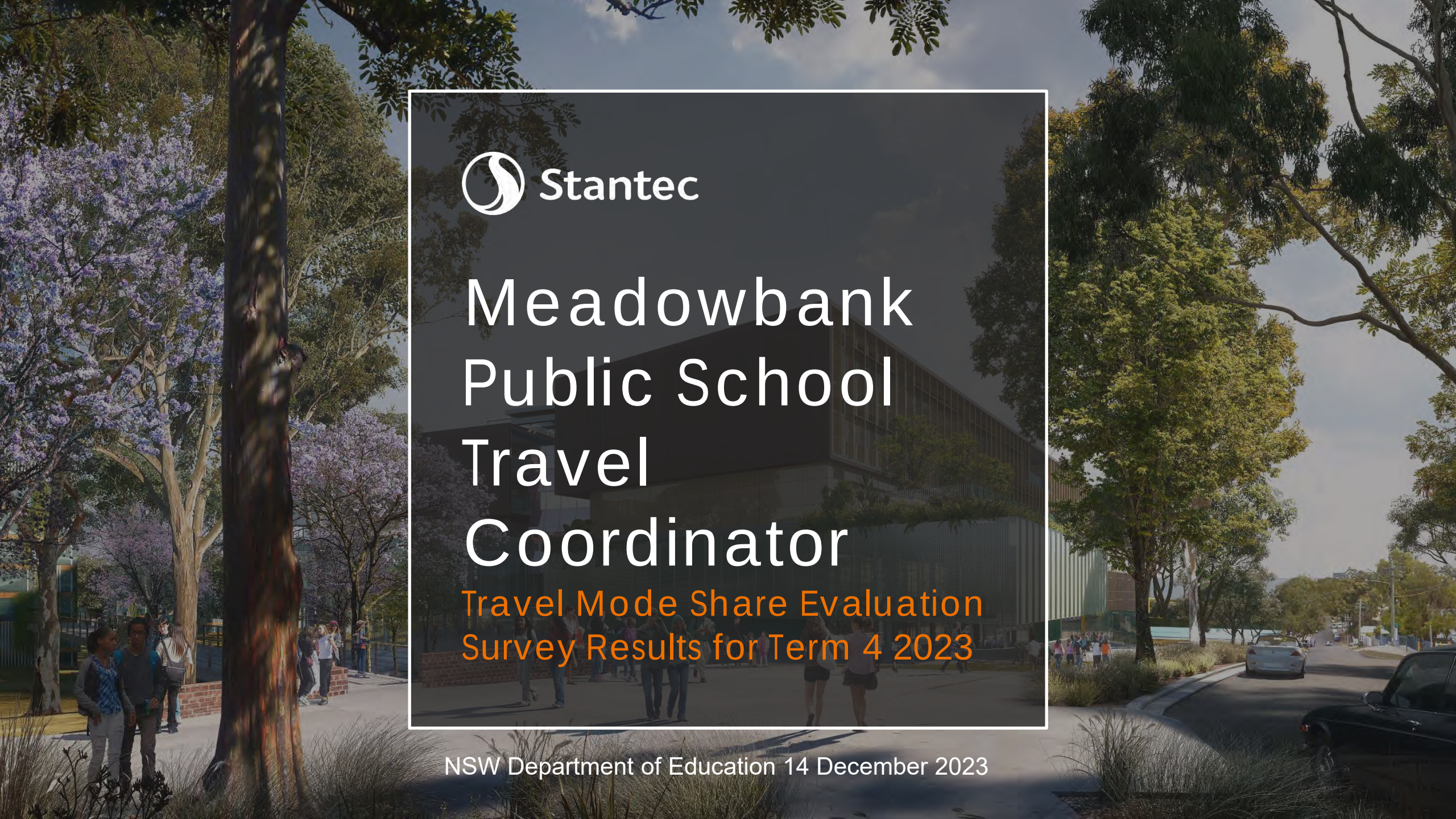
3. Questions about your travel choices

15. Which measures would encourage you to walk or ride a bicycle more? If you already walk or ride a bicycle -- what measures would you like to see more? Please choose 2.

- [ ] lower speed roads
- [ ] place to store my helmet
- [ ] place to store my scooter / skateboard
- [ ] better lighting
- [ ] more shade
- [ ] more weather protection (eg covered walkways)
- [ ] back up options in case of inclement weather (bus, train or car for rainy days or days when the weather changes)
- [ ] shower / change rooms
- [ ] safe bicycle parking
- [ ] information on safe routes
- [ ] bicycle group so I can ride with others
- [ ] walking group so I can walk with others
- [ ] loan / discount to buy a bicycle / helmet
- [ ] Other (please specify)

_____

Appendix E Travel mode share evaluation reports (most recent five reports)



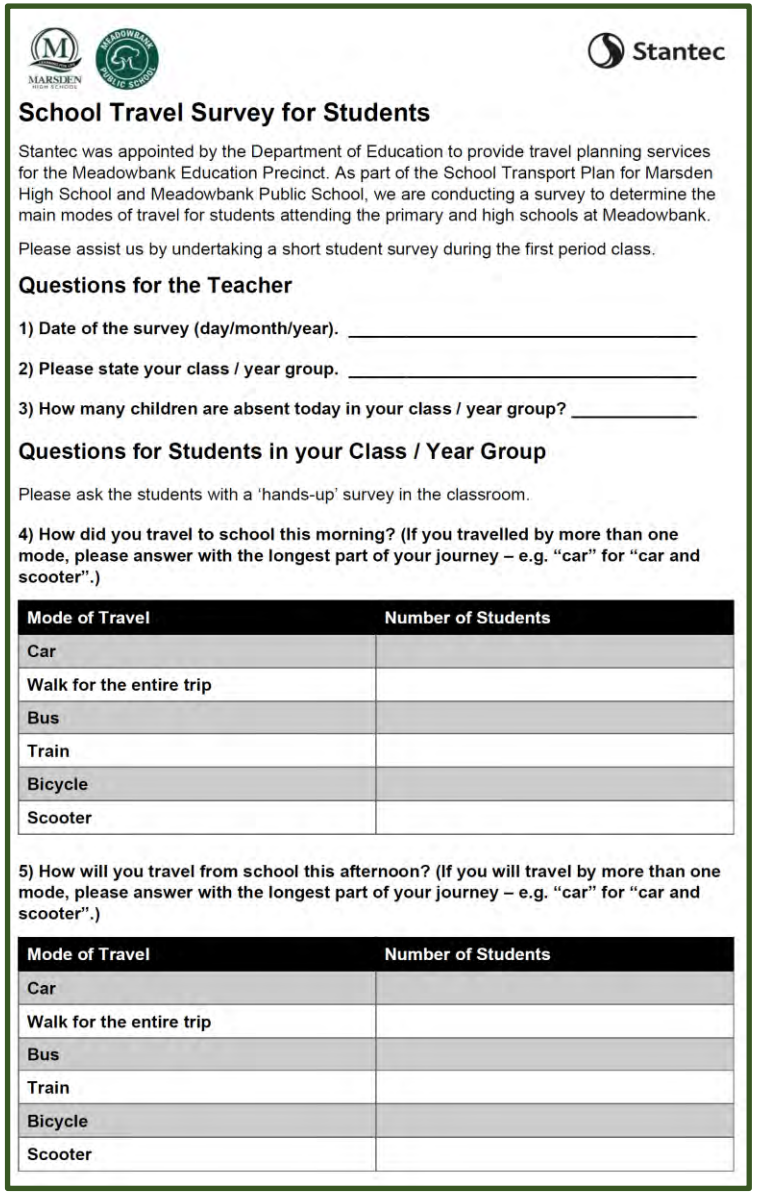
Stantec

Meadowbank Public School Travel Coordinator

Travel Mode Share Evaluation Survey Results for Term 4 2023

NSW Department of Education 14 December 2023

Meadowbank Public School Travel Survey for Students



Stantec

School Travel Survey for Students

Stantec was appointed by the Department of Education to provide travel planning services for the Meadowbank Education Precinct. As part of the School Transport Plan for Marsden High School and Meadowbank Public School, we are conducting a survey to determine the main modes of travel for students attending the primary and high schools at Meadowbank.

Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

1) Date of the survey (day/month/year). _____

2) Please state your class / year group. _____

3) How many children are absent today in your class / year group? _____

Questions for Students in your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

4) How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

5) How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

A "show of hands" travel survey was conducted on Tuesday 14 November 2023 for Meadowbank Public School with the cooperation of the Principal and teachers.

Meadowbank Public School

A total of 434 (AM) students from K to Year 6 were in attendance and participated from 19 classrooms.

- 166 students in Years K to 2
- 268 students in Years 3 to 6

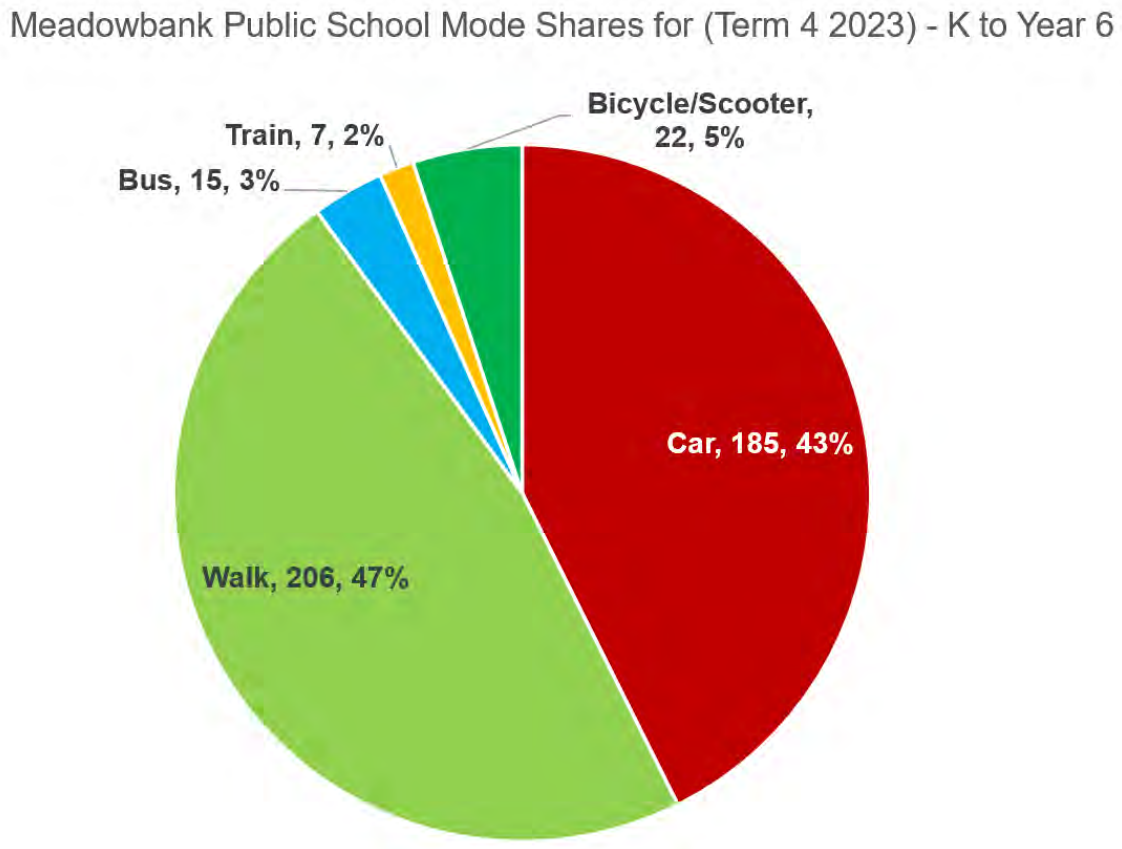
A total of 25 students were reported absent on the survey day.

In August 2023, 660 students were enrolled at the primary school.

Meadowbank Public School Travel Survey Results

Kindergarten to Year 6

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	184	42%	186	43%
Walk	204	47%	207	48%
Bus	17	4%	12	3%
Train	7	2%	7	2%
Bicycle	5	1%	4	1%
Scooter	17	4%	18	4%
TOTAL	**434**	**100%**	**434**	**100%**



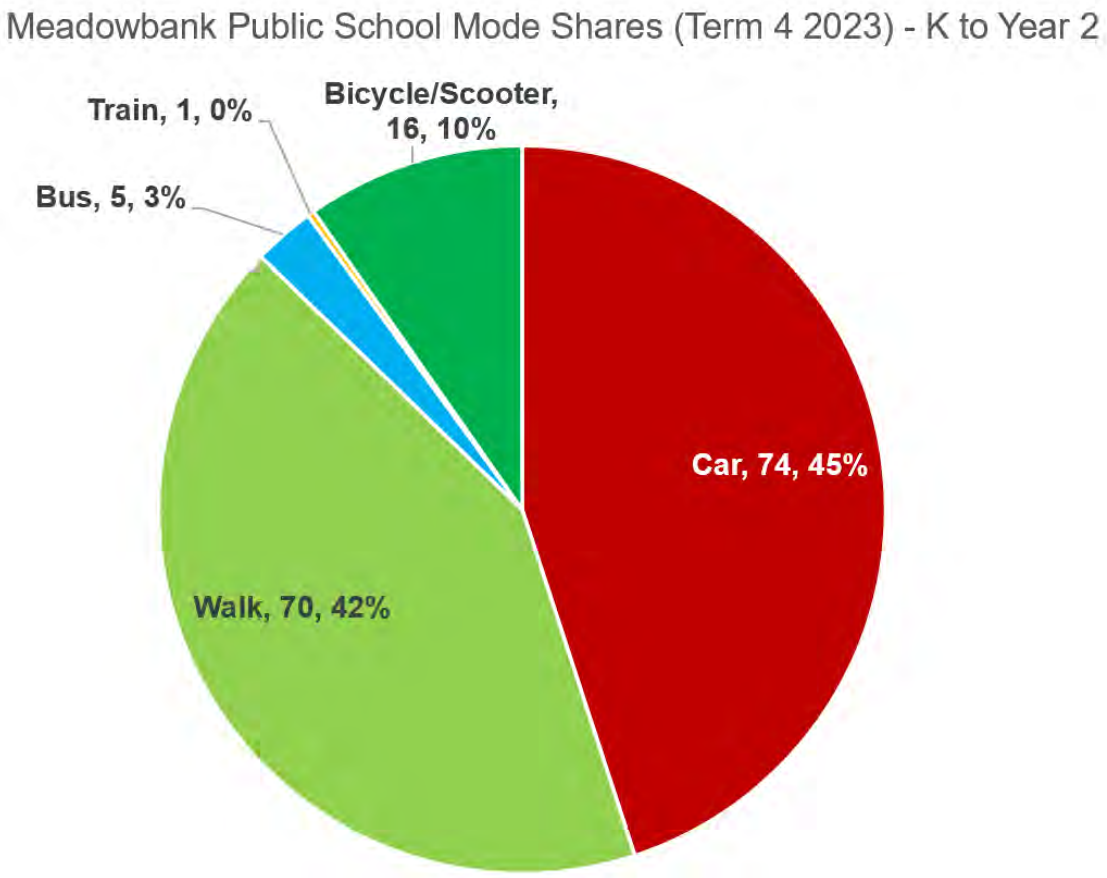
Key findings:

- Bus mode share is slightly lower in the PM period with students either walking or getting picked up by a parent

Meadowbank Public School Travel Survey Results

Kindergarten to Year 2

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	69	42%	79	49%
Walk	73	44%	66	41%
Bus	7	4%	2	1%
Train	1	1%	0	0%
Bicycle	2	1%	1	1%
Scooter	14	8%	15	9%
TOTAL	**166**	**100%**	**163**	**100%**



Key findings:

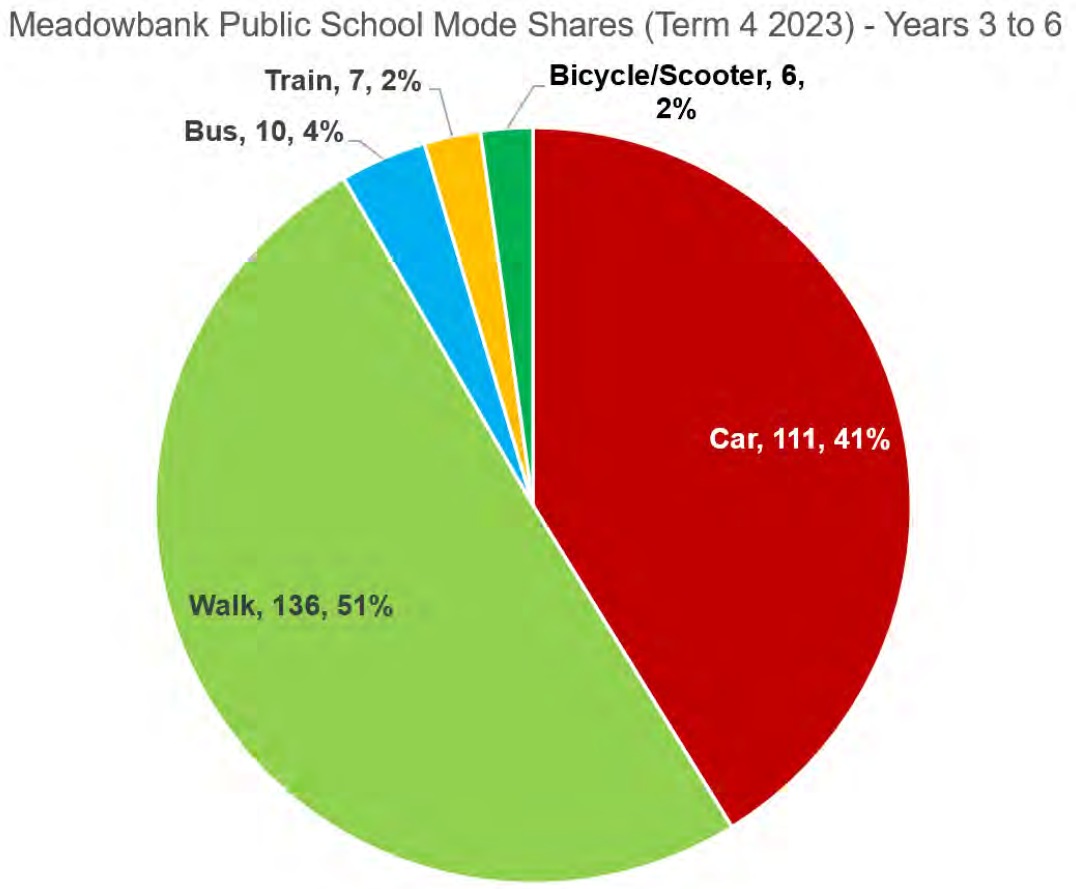
- Car mode share was higher for years K to 2 than years 3 to 6 by 4 per cent
- Walking mode share and bus mode share dropped in the PM period by 6 percent

Meadowbank Public School Travel Survey Results

MEADOWBANK SCHOOLS TRAVEL COORDINATOR

Year 3 to Year 6

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	115	43%	107	40%
Walk	131	49%	141	52%
Bus	10	4%	10	4%
Train	6	2%	7	3%
Bicycle	3	1%	3	1%
Scooter	3	1%	3	1%
TOTAL	**268**	**100%**	**271**	**100%**



Key findings:

- Car mode share was higher in the AM period than the PM period by 3 per cent
- Walk mode share was lower in the PM period than the AM period by 3 per cent
- This indicates that 8 students were dropped off in the AM and walked home in the PM

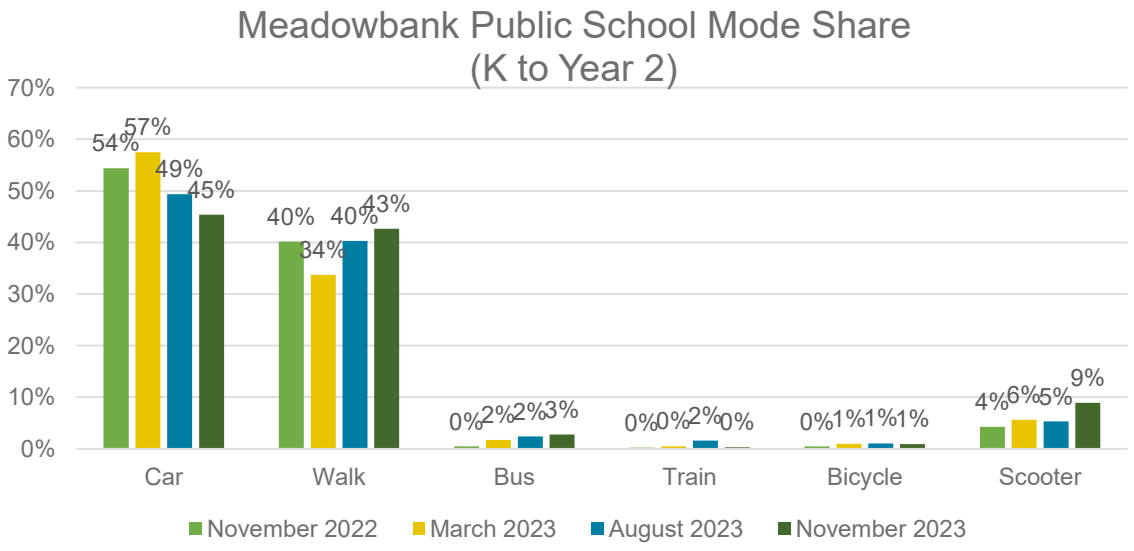
Meadowbank Public School Travel Survey Results

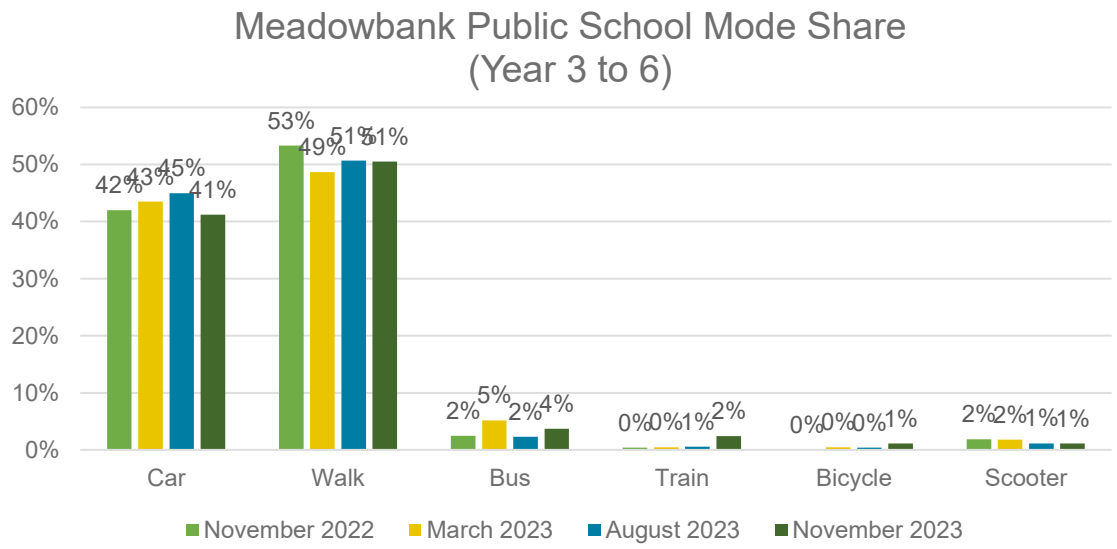
MEADOWBANK SCHOOLS TRAVEL COORDINATOR

Key findings:

- For students in K to Year 2:
  - Walk mode share **increased by 3%**, car mode share **decreased by 4%**, bus mode share **increased by 1%** and the bicycle/scooter mode share **increased by 4%**

- For students in 3 to Year 6:
  - Walk mode share **unchanged,** car mode share **decreased by 4%**, bus mode share **increased by 2%** and the bicycle/scooter mode share remained **unchanged**





Meadowbank Public School Transport Mode Shares

Meadowbank Public School
Mode Share Targets (Moderate)

Mode	Staff	Student
Car	40%	30%
Public Transport	38%	0%
Walk	15%	60%
Cycling	7%	10%
Total	**100%**	**100%**

Surveyed Mode Share

Mar 2022 Mode Shares

Mode	Staff	Student
Car	75%	40%
Bus	0%	0%
Train	10%	0%
Walk	15%	60%
Cycling	0%	0%
Total	**100%**	**100%**

Aug 2022 Mode Shares

Mode	Staff	Student
Car	No data	47%
Bus	No data	0%
Train	No data	1%
Walk	No data	48%
Cycling	No data	4%
Total	**No data**	**100%**

May 2022 Mode Shares

Mode	Staff	Student
Car	70%	41%
Bus	10%	2%
Train	0%	1%
Walk	10%	55%
Cycling	10%	1%
Total	**100%**	**100%**

Nov 2022 Mode Shares

Mode	Staff	Student
Car	85%	48%
Bus	3%	2%
Train	3%	0%
Walk	5%	47%
Cycling	5%	3%
Total	**100%**	**100%**

March 2023 Mode Shares

Mode	Staff	Student
Car	87%	50%
Bus	1%	4%
Train	8%	0%
Walk	1%	42%
Cycling	1%	4%
Total	**100%**	**100%**

Aug 2023 Mode Shares

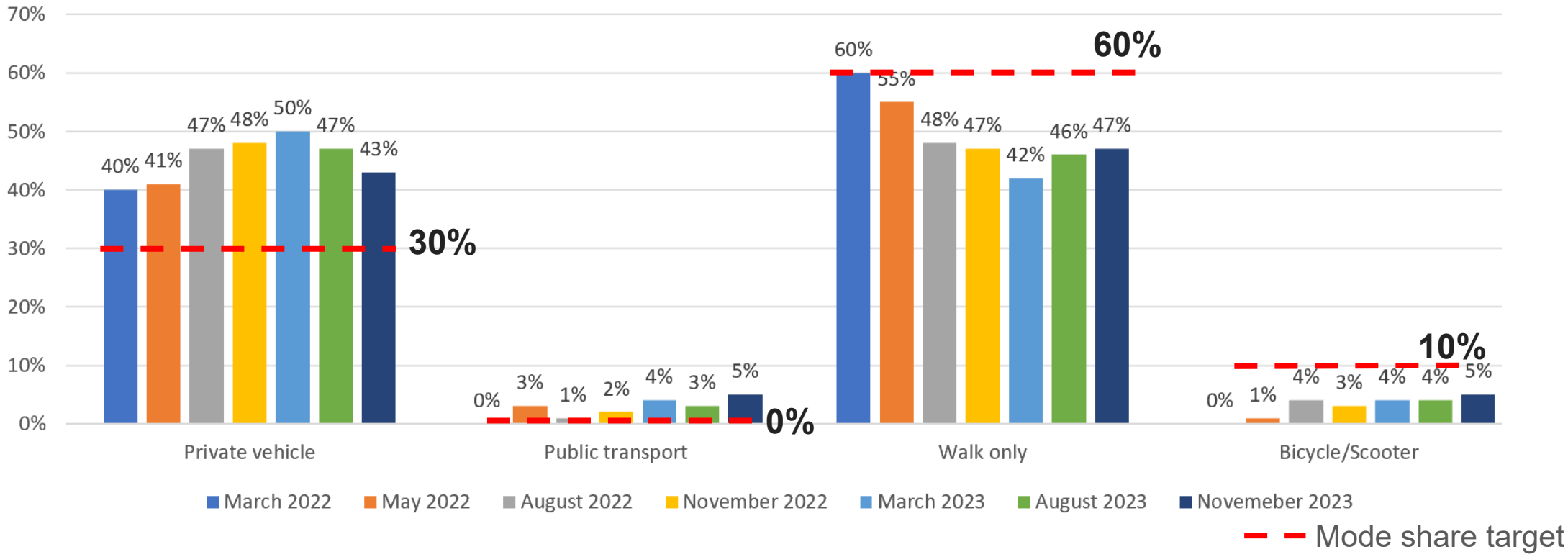
Mode	Staff	Student
Car	No data	47%
Bus	No data	2%
Train	No data	1%
Walk	No data	46%
Cycling	No data	4%
Total	**No data**	**100%**

November 2023 Mode Shares

Mode	Staff	Student
Car	No data	43%
Bus	No data	3%
Train	No data	2%
Walk	No data	47%
Cycling	No data	5%
Total	**No data**	**100%**

Meadowbank Public School – Student Mode Share

- Car mode share is **down by 4%** and **13% over target**
- Public transport is **up by 2%** and **5% higher than target**
- Walk mode share is **up by 1%** and **13% under target**
- Cycling mode share is **up by 1%** and **5% under target**



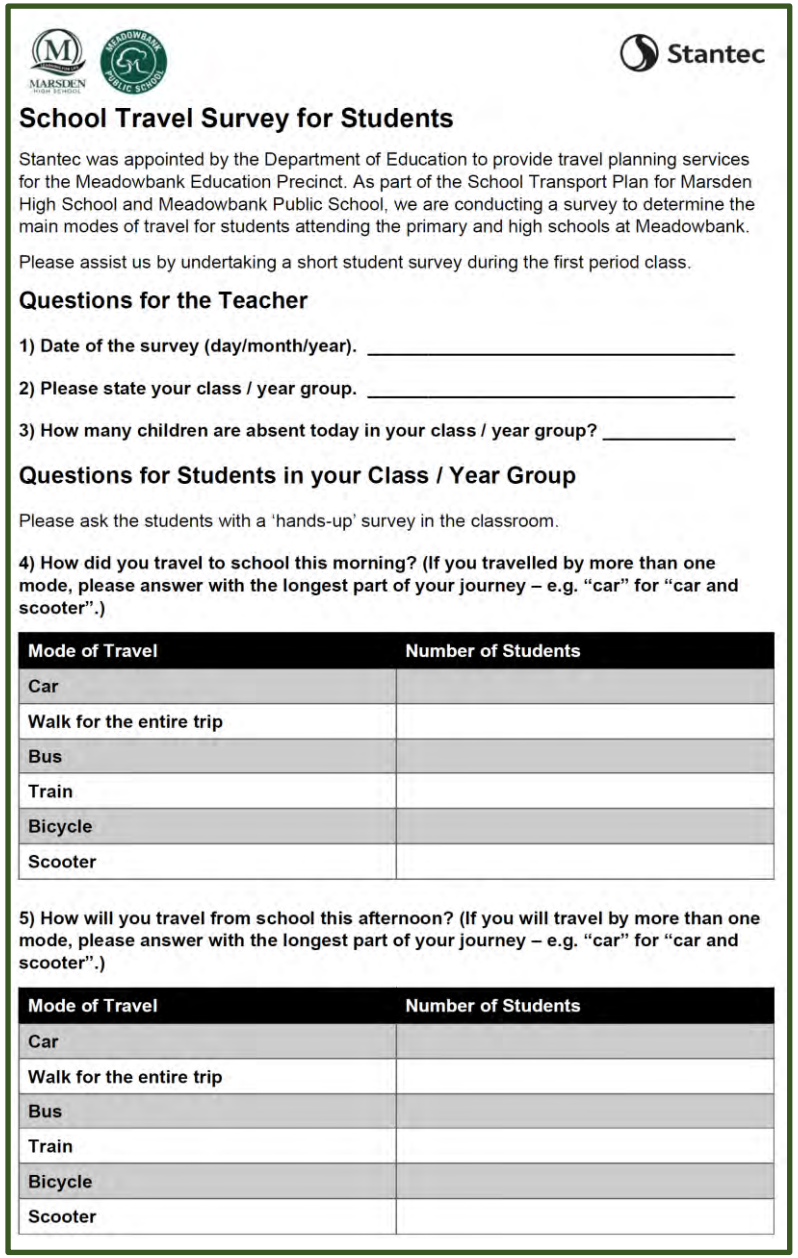
Stantec

Marsden High School Travel Coordinator

Travel Mode Share Evaluation Survey Results for Term 4 2023

NSW Department of Education 14 December 2023

Marsden High School Travel Survey for Students



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Questions for the Teacher

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2) Please state your class / year group. _____

3) How many children are absent today in your class / year group? _____

Questions for Students in your Class / Year Group

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Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

5) How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

A "show of hands" travel survey was conducted on Thursday 23 November 2023 for Marsden High School with the cooperation of the Principal and teachers who assisted with the completion of the travel survey.

Marsden High School

A total of 1,360 students from Years 7 to 12 and IEC were in attendance and participated from 44 classrooms.

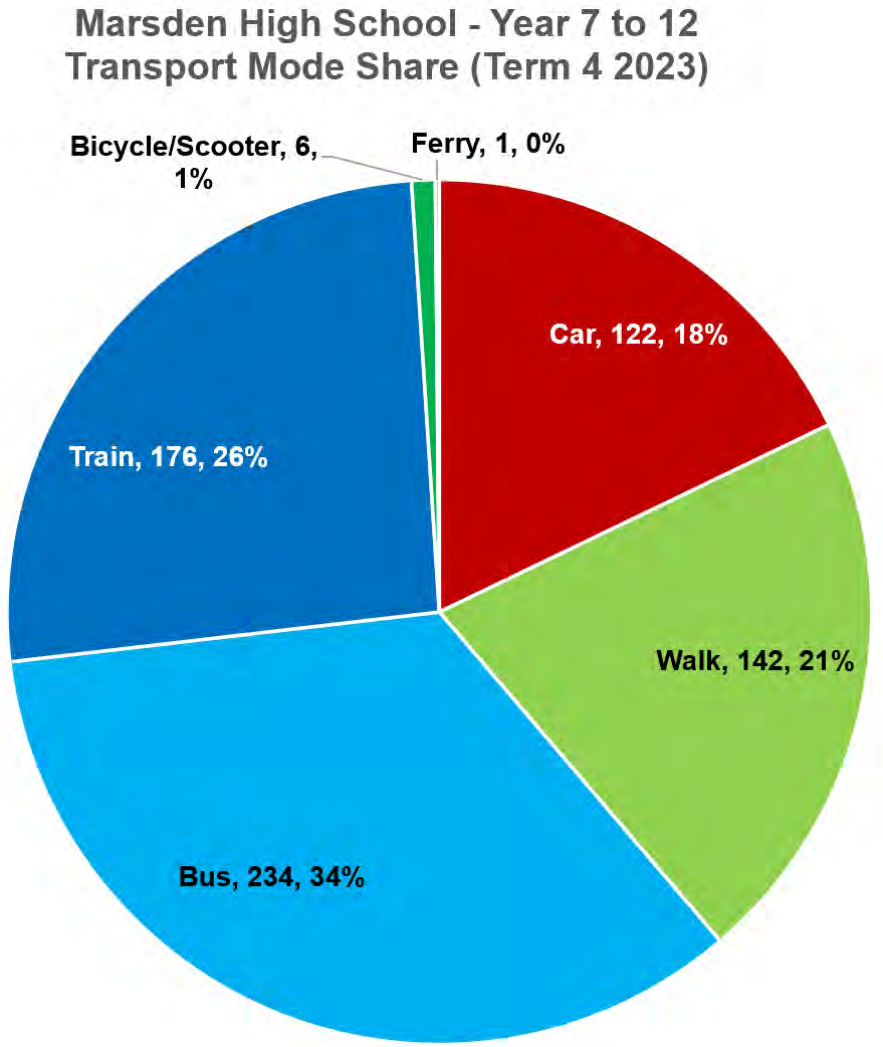
A total of 110 students were absent on the survey day. 1,470 students were enrolled at Marsden High School in November 2023.

Marsden High School Travel Survey Results

MEADOWBANK SCHOOLS TRAVEL COORDINATOR

Years 7 to 12 students

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	147	22%	96	14%
Walk	135	20%	149	22%
Bus	218	32%	250	37%
Train	171	25%	180	26%
Bicycle	5	1%	5	1%
Scooter	1	0.1%	1	0%
Ferry	1	0.1%	1	0%
TOTAL	**678**	**100%**	**682**	**100%**



Key findings:

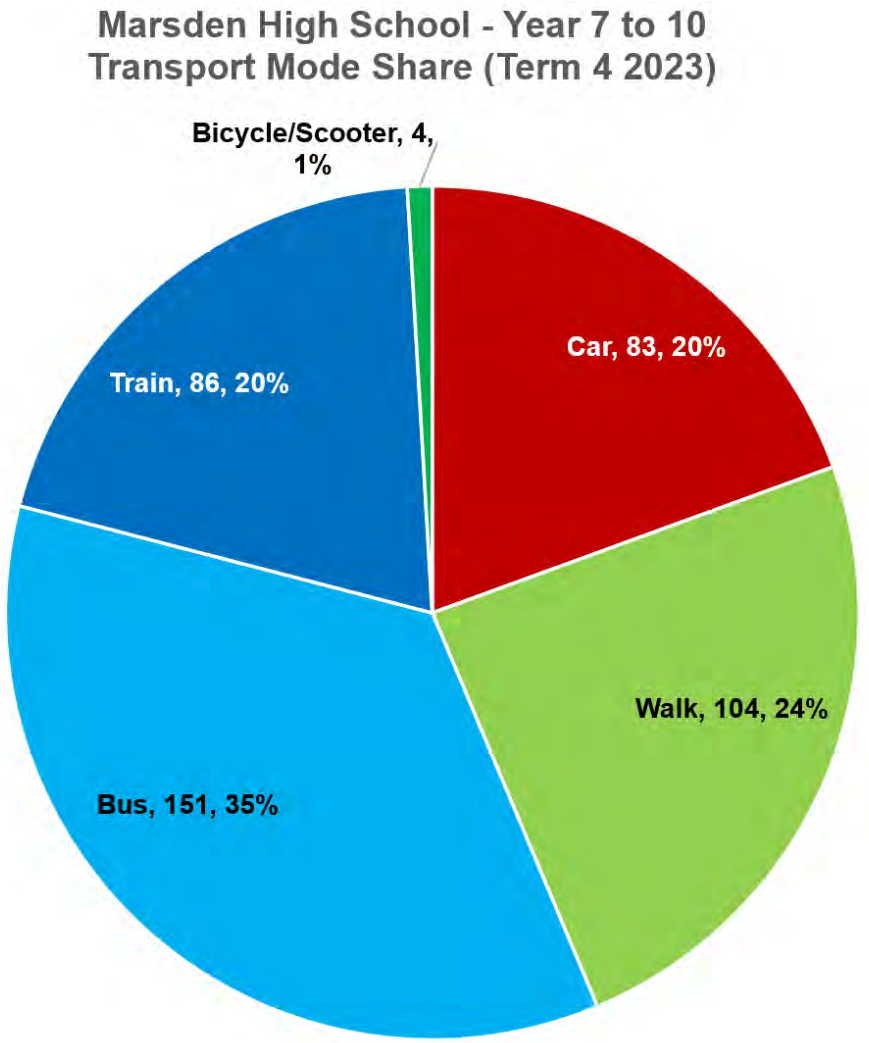
- Car mode share is significantly higher in the AM period by 8 per cent
- Walk and public transport mode share is lower in the AM period by 7 per cent

Marsden High School Travel Survey Results

MEADOWBANK SCHOOLS TRAVEL COORDINATOR

Years 7 to 10 students

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	100	24%	66	15%
Walk	99	23%	108	25%
Bus	137	32%	165	38%
Train	84	20%	87	20%
Bicycle	4	1%	4	1%
Scooter	0	0%	0	0%
Ferry	0	0%	0	0%
TOTAL	**424**	**100%**	**430**	**100%**



Key findings:

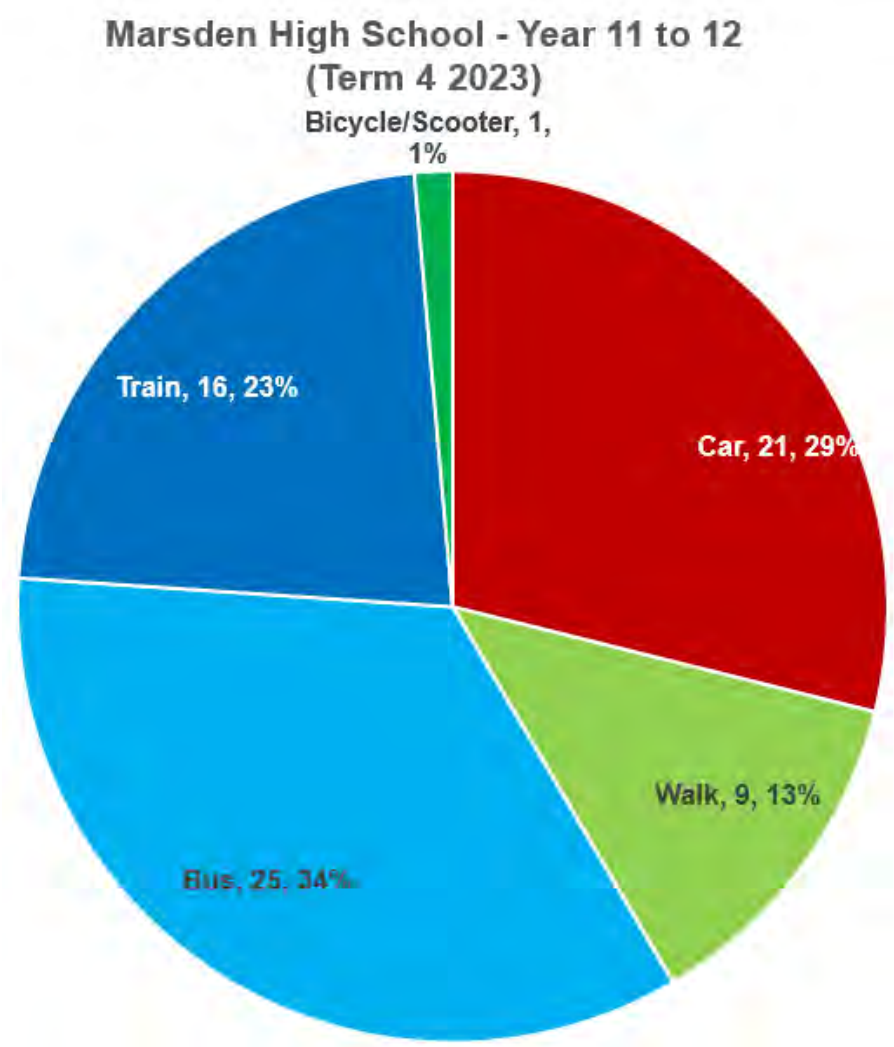
- Car mode share is higher in the AM period for Years 7 to 10 by 9 per cent
- Walk and public transport mode share is lower in the AM period by 8 per cent

Marsden High School Travel Survey Results

MEADOWBANK SCHOOLS TRAVEL COORDINATOR

Year 11 -12 (Senior) students

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	25	35%	16	23%
Walk	7	10%	11	15%
Bus	24	34%	25	35%
Train	14	20%	18	25%
Bicycle	1	1%	1	1%
Scooter	0	0%	0	0%
Ferry	0	0%	0	0%
TOTAL	**71**	**100%**	**71**	**100%**



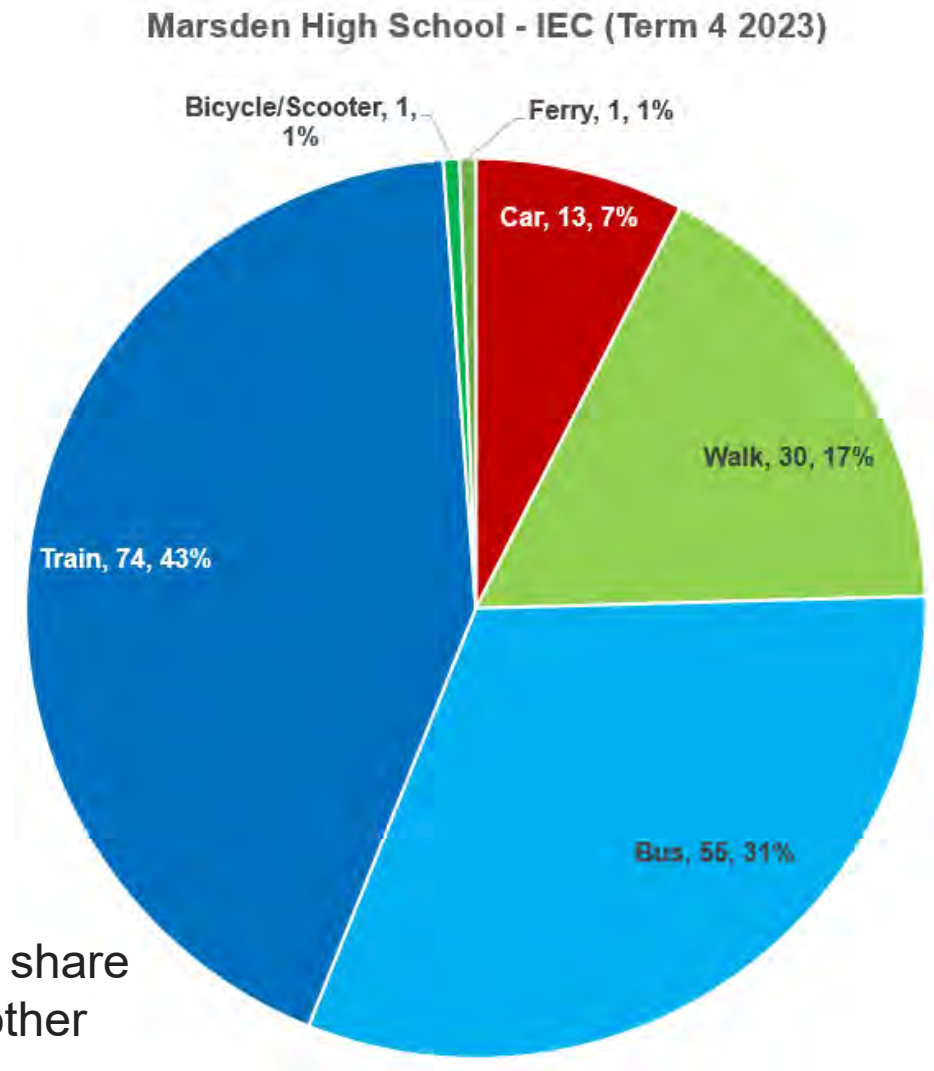
Key findings:

- Car mode share is higher in the AM period for Years 11 and 12 by 12 per cent
- Both the Walk, Bus and Train mode shares are higher in the PM period by 11 per cent

Marsden High School Travel Survey Results

IEC (Intensive English Centre) students

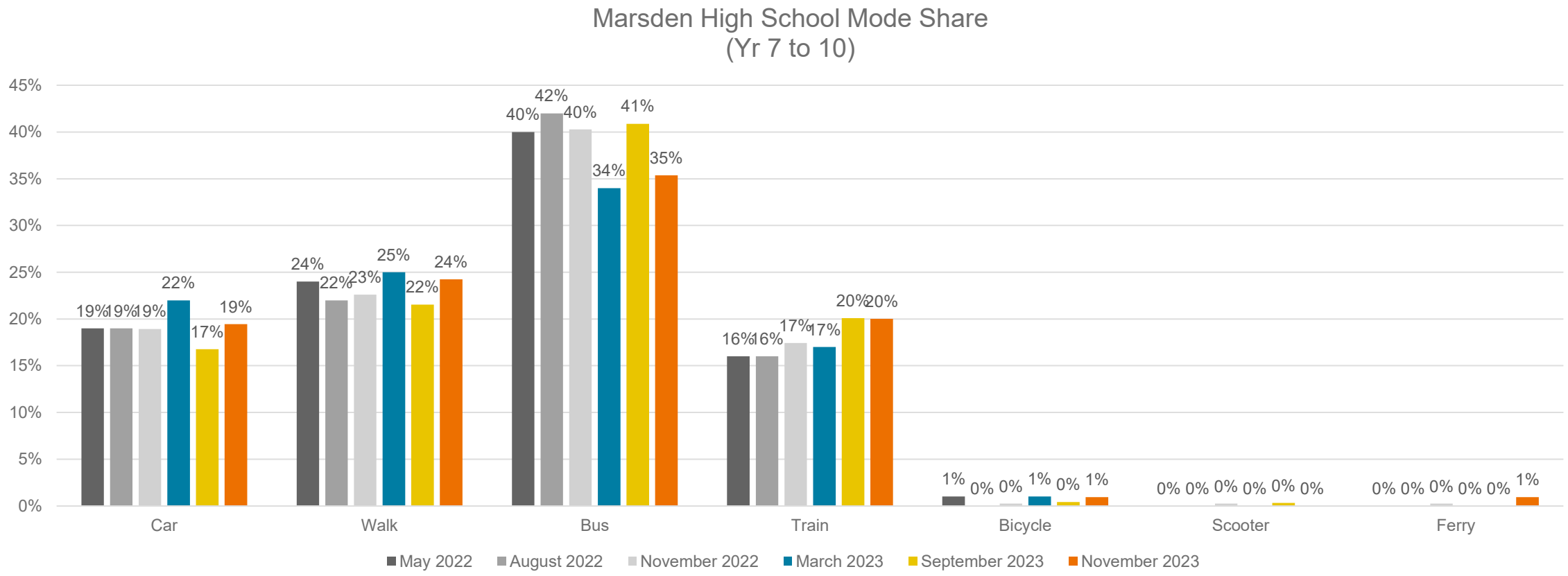
Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	17	10%	9	5%
Walk	29	17%	30	17%
Bus	53	30%	56	33%
Train	73	42%	75	44%
Bicycle	0	0%	0	0%
Scooter	1	1%	1	1%
Ferry	1	1%	1	1%
TOTAL	**174**	**100%**	**172**	**100%**



Key findings:

- IEC students has a significantly higher Bus and Train mode share at 72 to 77 per cent, which is over 20 per cent higher than other student groups
- Car mode share is much lower than others by 10 to 15 per cent

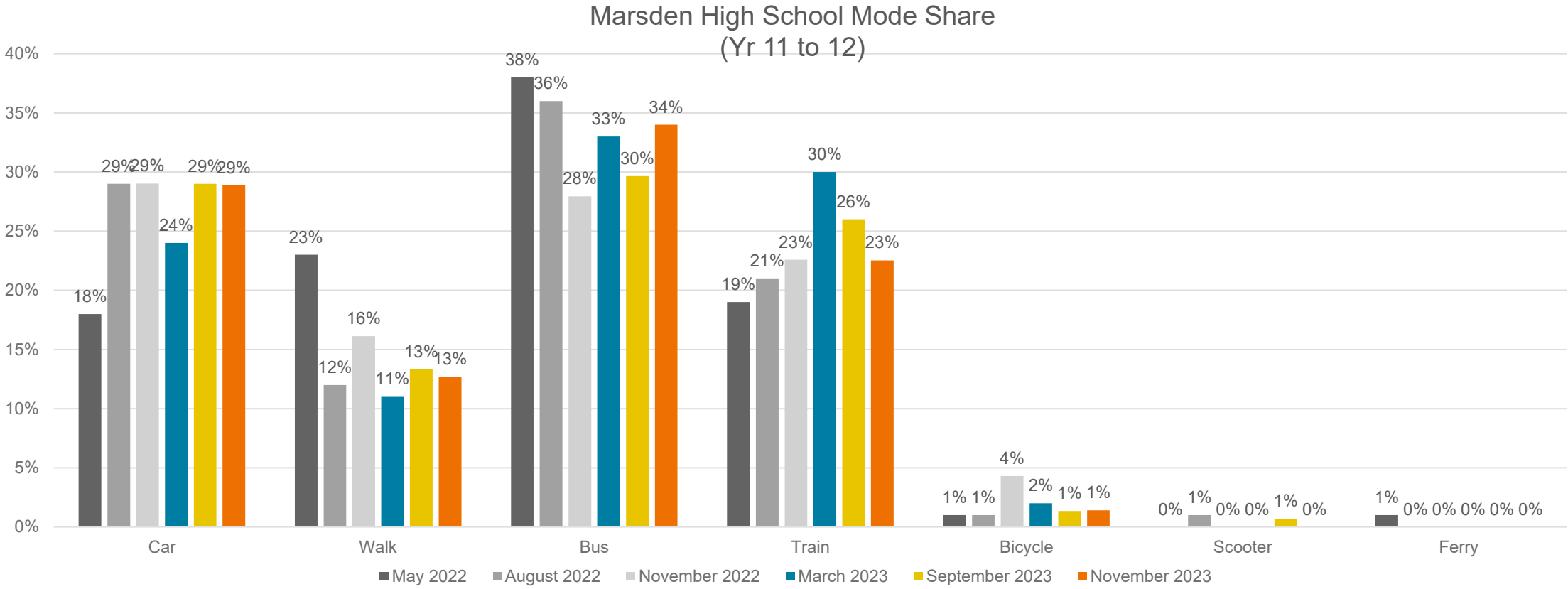
Marsden High School Travel Survey Results



Key findings comparing from May 2022 (school opening) to November 2023:

- Walk mode share is **similar to May 2022** and has **increased by 2%** from Term 3 2023
- Bicycle mode share is **similar to May 2022** with a **1% increase** from Term 3 2023
- Bus mode share has **dropped by 5%** since May 2022 and **decreased by 6%** from Term 3 2023
- Train mode share is **4% higher** since May 2022 and is similar to Term 3 2023
- Car mode share is **similar to May 2022** and has **increased by 2%** from Term 3 2023

Marsden High School Travel Survey Results



Key findings comparing from May 2022 (school opening) to November 2023 :

- Walk mode share is **10% lower** than May 2022 and **remained unchanged** from Term 3 2023
- Bicycle mode share is **similar to May 2022** and **Term 3 2023 with no change**
- Bus mode share is **4% lower** than May 2022 and has **increased by 4%** from Term 3 2023
- Train mode share is **4% higher** than May 2022 and has **decreased by 3%** from Term 3 2023
- Car mode share is **11% higher** than May 2022 and **remained unchanged** from Term 3 2023

Marsden High School Transport Mode Shares

Marsden High School
Mode Share Targets (Moderate)

Mode	Staff	Student
Car	40%	20%
Public Transport	38%	40%
Walk	15%	25%
Cycling	7%	15%
Total	**100%**	**100%**

Key findings for students from Terms 3 to 4 2023:

- Walk mode share is **up by 1%** and **4% under target**
- Cycling mode share is **unchanged** and **14% under target**
- Car mode share is **down by 3%** and **2% under target**
- Public transport is **up by 2%** and **20% over target**

Surveyed Mode Shares

Mar 2022 Mode Shares

Mode	Staff	Student
Car	75%	33%
Bus	0%	28%
Train	10%	3%
Walk	15%	22%
Cycling	0%	14%
Total	**100%**	**100%**

Aug 2022 Mode Shares

Mode	Staff	Student
Car	81%	21%
Bus	5%	41%
Train	14%	17%
Walk	0%	20%
Cycling	0%	1%
Total	**100%**	**100%**

Mar 2023 Mode Shares

Mode	Staff	Student
Car	n/a	21%
Bus	n/a	41%
Train	n/a	17%
Walk	n/a	20%
Cycling	n/a	1%
Total		**100%**

Sep 2023 Mode Shares

Mode	Staff	Student
Car	n/a	21%
Bus	n/a	41%
Train	n/a	17%
Walk	n/a	20%
Cycling	n/a	1%
Total		**100%**

May 2022 Mode Shares

Mode	Staff	Student
Car	79%	29%
Bus	6%	44%
Train	11%	11%
Walk	4%	13%
Cycling	0%	2%
Total	**100%**	**100%**

Nov 2022 Mode Shares

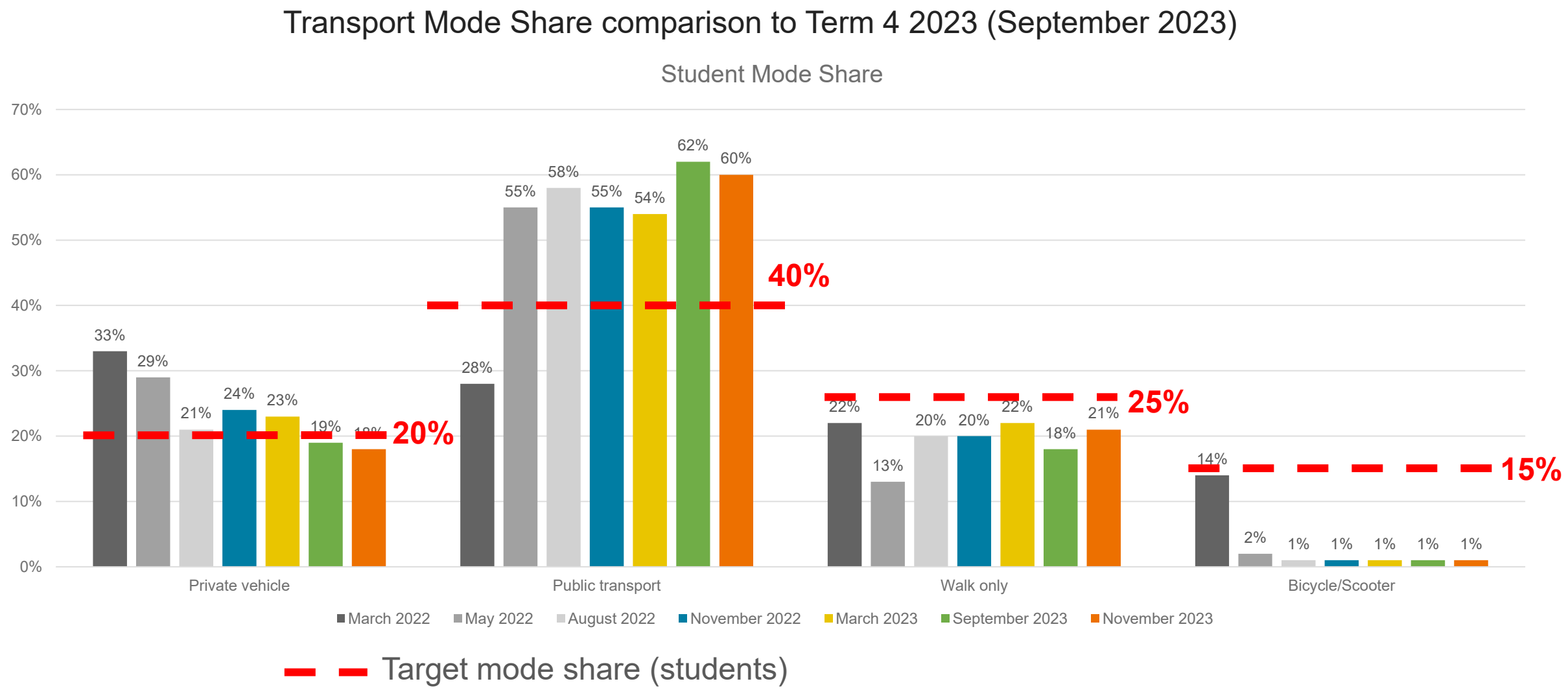
Mode	Staff	Student
Car	70%	24%
Bus	4%	35%
Train	18%	20%
Walk	6%	20%
Cycling	1%	1%
Total	**100%**	**100%**

November 2023 Mode Shares

Mode	Staff	Student
Car	n/a	18%
Bus	n/a	34%
Train	n/a	26%
Walk	n/a	21%
Cycling	n/a	1%
Total	**No Data**	**100%**

Marsden High School – Mode Share Results

MEADOWBANK SCHOOLS TRAVEL COORDINATOR



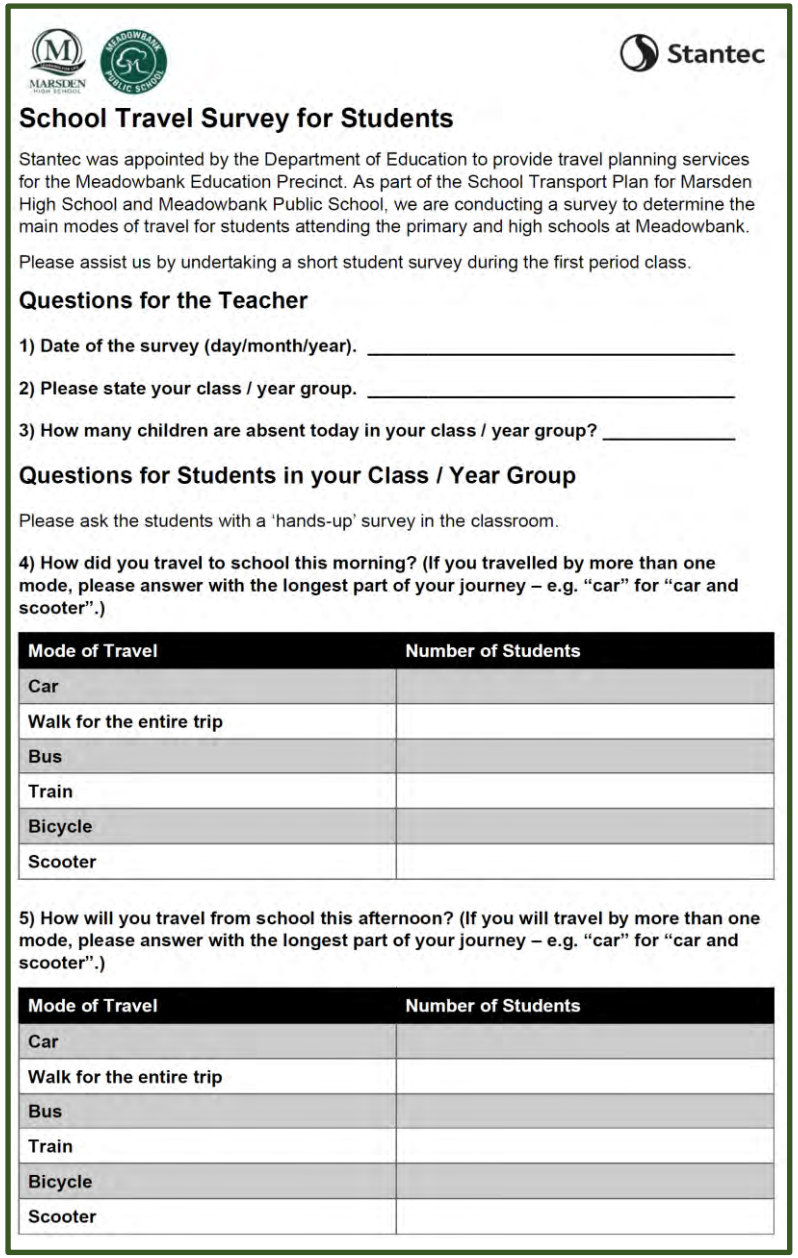
Stantec

Marsden High School Travel Coordinator

Travel Mode Share Evaluation Survey Results for Term 1 2024

NSW Department of Education 8 April 2024

Marsden High School Travel Survey for Students



Stantec

School Travel Survey for Students

Stantec was appointed by the Department of Education to provide travel planning services for the Meadowbank Education Precinct. As part of the School Transport Plan for Marsden High School and Meadowbank Public School, we are conducting a survey to determine the main modes of travel for students attending the primary and high schools at Meadowbank.

Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

1) Date of the survey (day/month/year). _____

2) Please state your class / year group. _____

3) How many children are absent today in your class / year group? _____

Questions for Students in your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

4) How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

5) How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

A "show of hands" travel survey was conducted on Wednesday 13 March 2024 for Marsden High School with the cooperation of the Principal and teachers who assisted with the completion of the travel survey.

Marsden High School

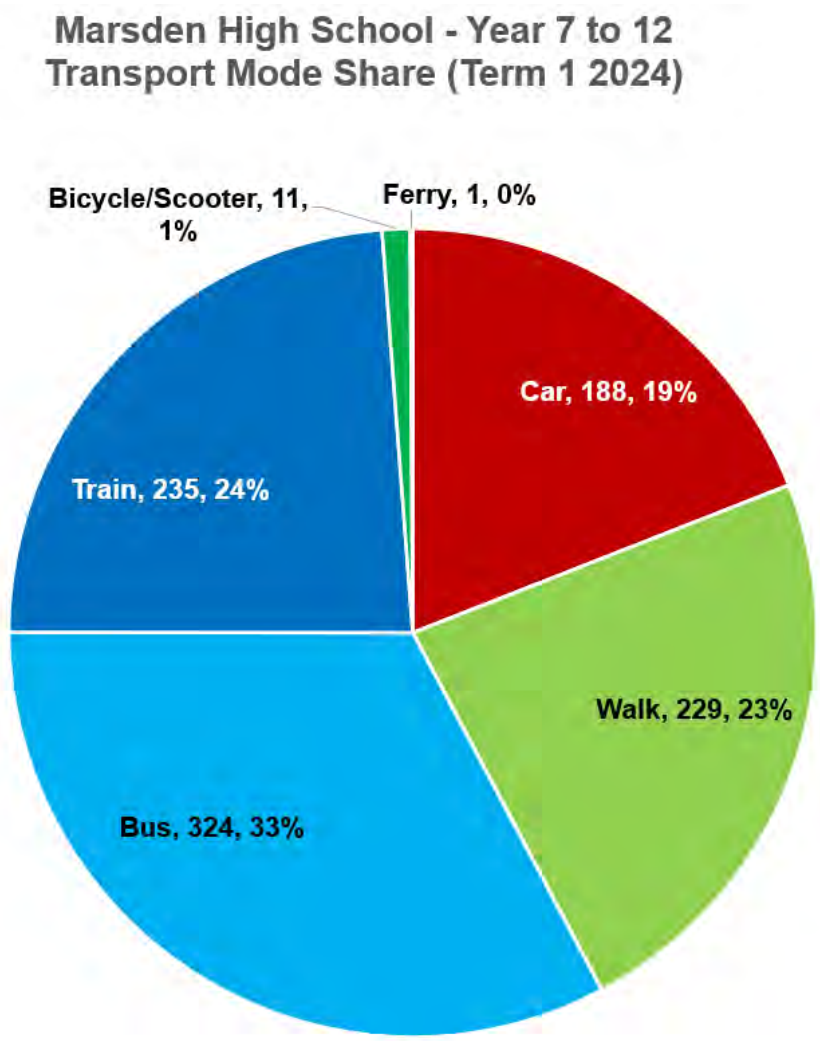
A total of 990 students from Years 7 to 12 and IEC and Support Unit were in attendance and participated from 60 classrooms.

A total of 163 students were absent on the survey day. 1,470 students were enrolled at Marsden High School in November 2023.

Marsden High School Travel Survey Results

Years 7 to 12 students

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	233	24%	143	14%
Walk	221	22%	237	24%
Bus	309	31%	338	34%
Train	217	22%	252	26%
Bicycle	6	0.6%	6	1%
Scooter	2	0.2%	8	1%
Ferry	2	0.2%	0	0%
TOTAL	**990**	**100%**	**984**	**100%**



Key findings:

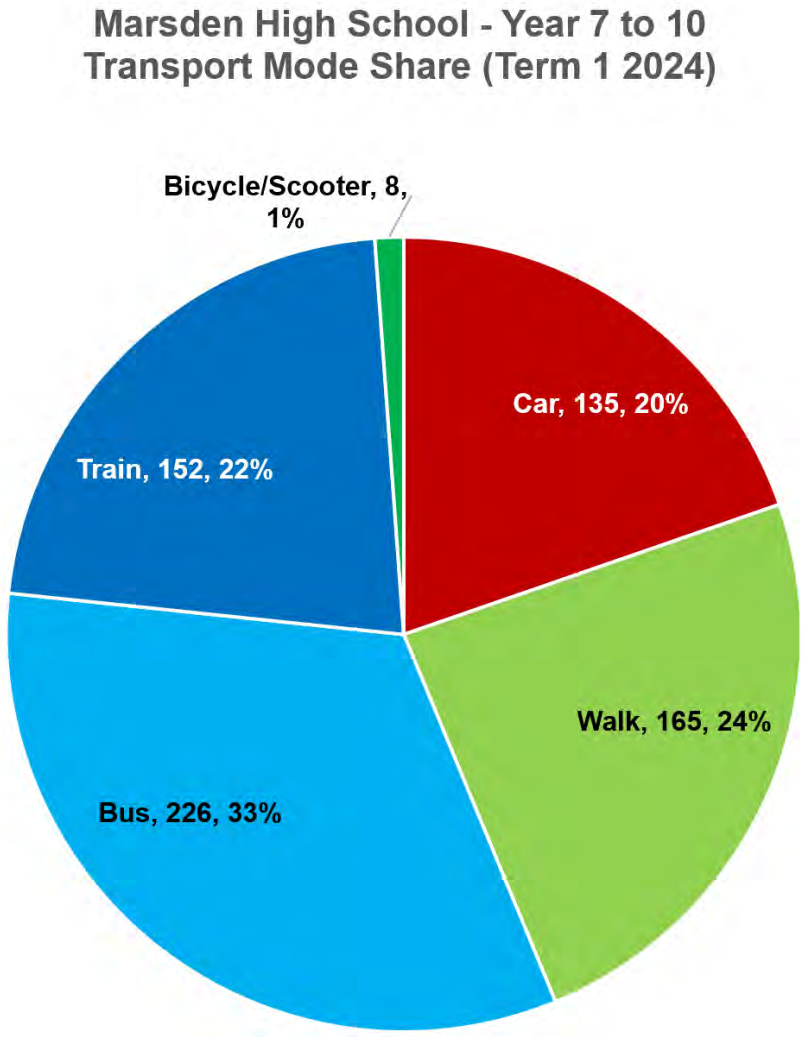
- Car mode share is significantly higher in the AM period by 10 per cent
- Walk and public transport mode share is lower in the AM period by 2 to 4 per cent

Marsden High School Travel Survey Results

MEADOWBANK SCHOOLS TRAVEL COORDINATOR

Years 7 to 10 students

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	170	25%	100	15%
Walk	157	23%	173	25%
Bus	214	31%	237	35%
Train	140	20%	164	24%
Bicycle	3	0.4%	3	0% (0.4%)
Scooter	2	0.3%	8	1%
Ferry	2	0.3%	0	0%
TOTAL	**688**	**100%**	**685**	**100%**



Key findings:

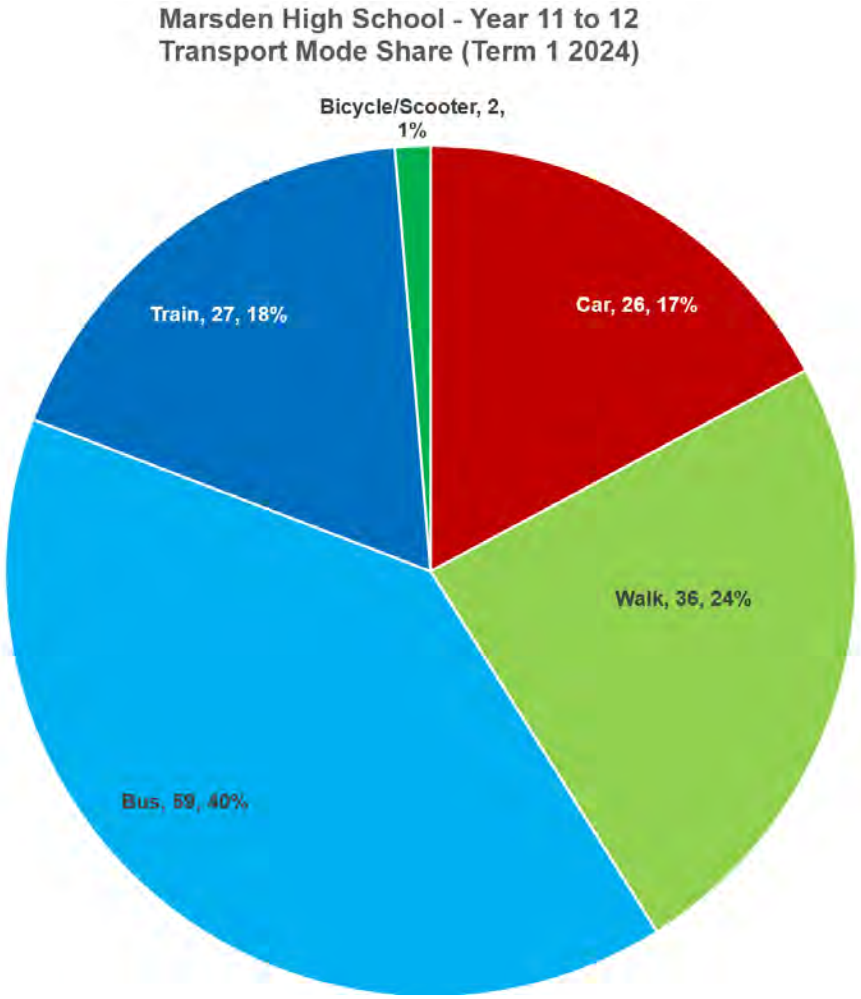
- Car mode share is higher in the AM period for Years 7 to 10 by 9 per cent
- Walk and public transport mode share is lower in the AM period by 2 and 4 per cent respectively

Marsden High School Travel Survey Results

MEADOWBANK SCHOOLS TRAVEL COORDINATOR

Year 11 - 12 (Senior) students

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	34	23%	17	12%
Walk	36	24%	35	24%
Bus	54	36%	64	43%
Train	24	16%	29	20%
Bicycle	2	1%	2	1%
Scooter	0	0%	0	0%
Ferry	0	0%	0	0%
TOTAL	**150**	**100%**	**147**	**100%**



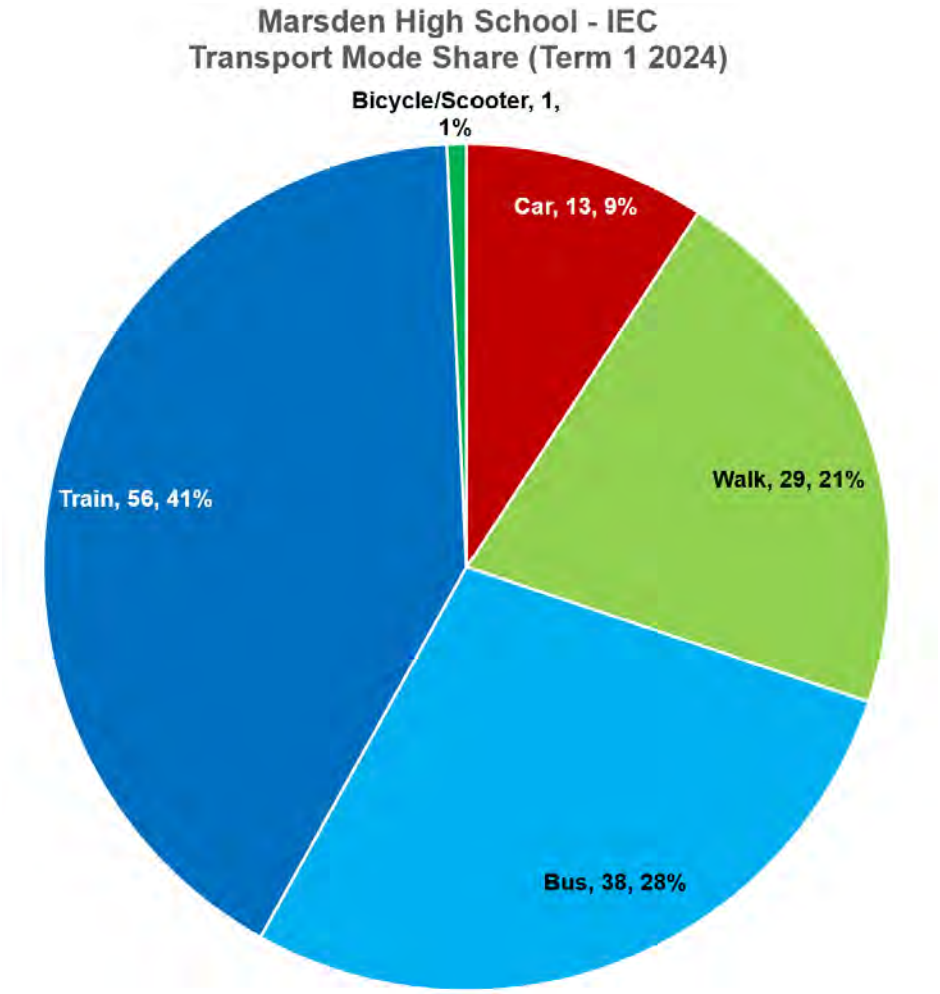
Key findings:

- Car mode share is higher in the AM period for Years 11 and 12 by 11 per cent
- Both the Bus and Train mode shares are higher in the PM period by 7 per cent and 4 per cent respectively

Marsden High School Travel Survey Results

IEC (Intensive English Centre) students

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	14	10%	11	8%
Walk	28	21%	29	21%
Bus	40	29%	36	27%
Train	53	39%	59	43%
Bicycle	1	1%	1	1%
Scooter	0	0%	0	0%
Ferry	0	0%	0	0%
TOTAL	**136**	**100%**	**136**	**100%**



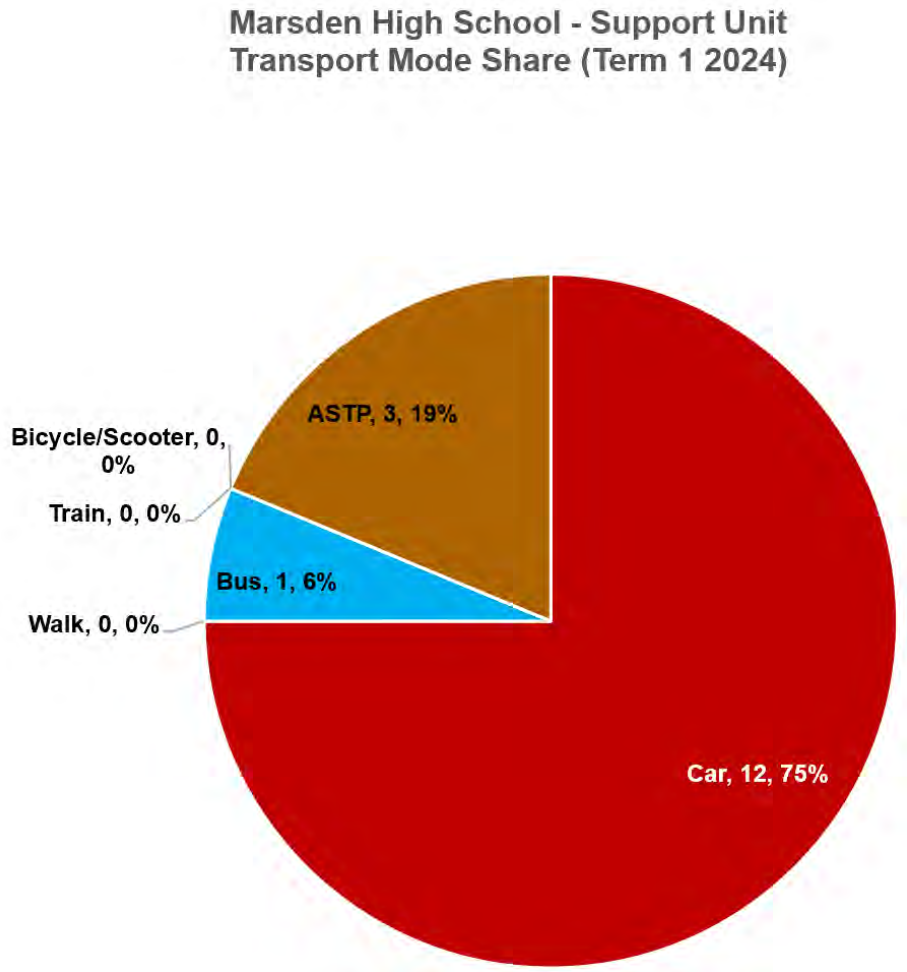
Key findings:

- IEC students have a significantly higher Train mode share at 43 per cent, which is over 19 per cent higher than other student groups
- Car mode share is much lower than others by 15 to 13 per cent

Marsden High School Travel Survey Results

Support Unit students

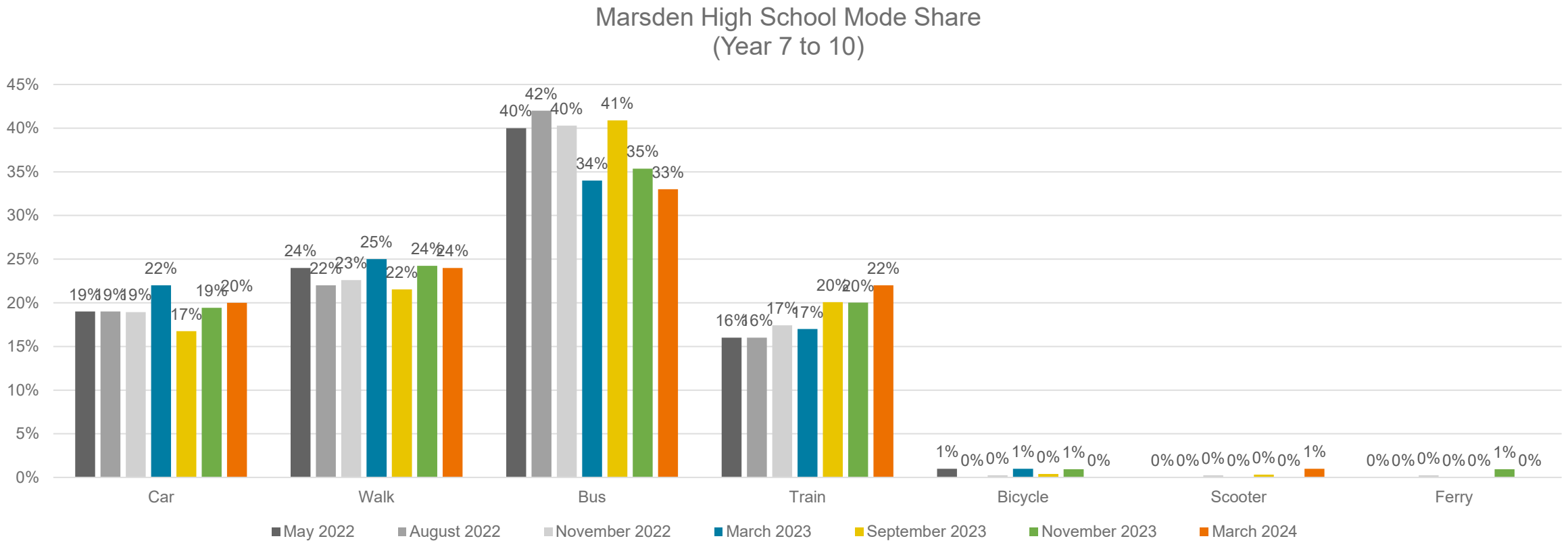
Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	12	75%	12	75%
Walk	0	0%	0	0%
Bus	1	6%	1	6%
Train	0	0%	0	0%
Bicycle	0	0%	0	0%
Scooter	0	0%	0	0%
ASTP	3	19%	3	19%
TOTAL	**16**	**100%**	**16**	**100%**



Key findings:

- Support Unit students has a significantly higher Car mode share at 75 per cent, which is over 50 per cent higher than other student groups
- Three students used the Assisted School Travel Program (ASTP)

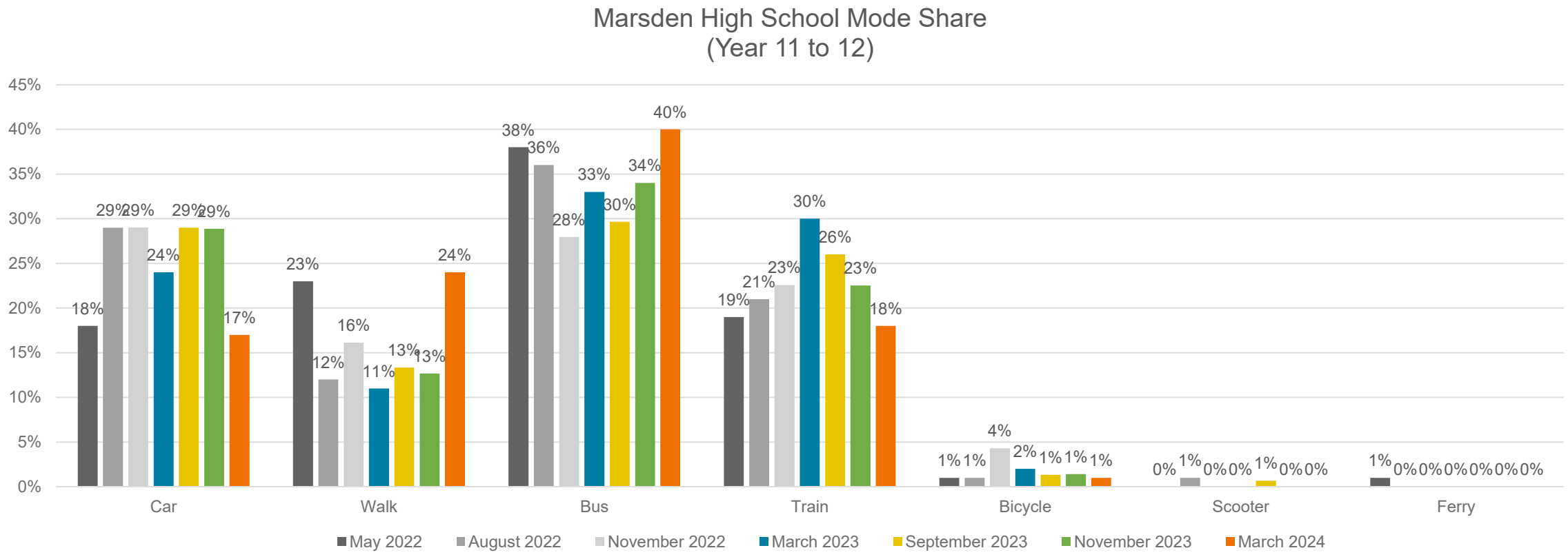
Marsden High School Travel Survey Results



Key findings comparing Term 4 2023 to Term 1 (March) 2024:

- Walk mode share is similar to Term 4 2023 with **no change**
- Bicycle mode share has **decreased by 1%** from Term 4 2023
- Bus mode share has **dropped by 2%** from Term 4 2023
- Train mode share has **increased by 2%** from Term 4 2023
- Car mode share has **increased by 1%** from Term 4 2023

Marsden High School Travel Survey Results



Key findings comparing from Term 4 2023 to Term 1 (March) 2024:

- Walk mode share is has **increased by 11%** from Term 4 2023
- Bicycle mode share is similar to Term 4 2023 **with no change**
- Bus mode share has **increased by 6%** from Term 4 2023
- Train mode share has **decreased by 5%** from Term 4 2023
- Car mode share has **decreased by 12%** from Term 4 2023

Marsden High School Transport Mode Shares

Marsden High School
Mode Share Targets (Moderate)

Mode	Staff	Student
Car	40%	20%
Public Transport	38%	40%
Walk	15%	25%
Cycling	7%	15%
Total	**100%**	**100%**

Key findings for students from Terms 4 2023 to Term 1 2024:

- Walk mode share is **up by 2%** and **2% under target**
- Cycling mode share is **unchanged** and **14% under target**
- Car mode share is **up by 1%** and **1% under target**
- Public transport is **down by 3%** and **17% over target**

Surveyed Mode Shares

Mar 2022 Mode Shares

Mode	Staff	Student
Car	75%	33%
Bus	0%	28%
Train	10%	3%
Walk	15%	22%
Cycling	0%	14%
Total	**100%**	**100%**

Aug 2022 Mode Shares

Mode	Staff	Student
Car	81%	21%
Bus	5%	41%
Train	14%	17%
Walk	0%	20%
Cycling	0%	1%
Total	**100%**	**100%**

Mar 2023 Mode Shares

Mode	Staff	Student
Car	n/a	21%
Bus	n/a	41%
Train	n/a	17%
Walk	n/a	20%
Cycling	n/a	1%
Total		**100%**

Mar 2024 Mode Shares

Mode	Staff	Student
Car	n/a	19%
Bus	n/a	33%
Train	n/a	24%
Walk	n/a	23%
Cycling	n/a	1%
Total		**100%**

May 2022 Mode Shares

Mode	Staff	Student
Car	79%	29%
Bus	6%	44%
Train	11%	11%
Walk	4%	13%
Cycling	0%	2%
Total	**100%**	**100%**

Nov 2022 Mode Shares

Mode	Staff	Student
Car	70%	24%
Bus	4%	35%
Train	18%	20%
Walk	6%	20%
Cycling	1%	1%
Total	**100%**	**100%**

Sep 2023 Mode Shares

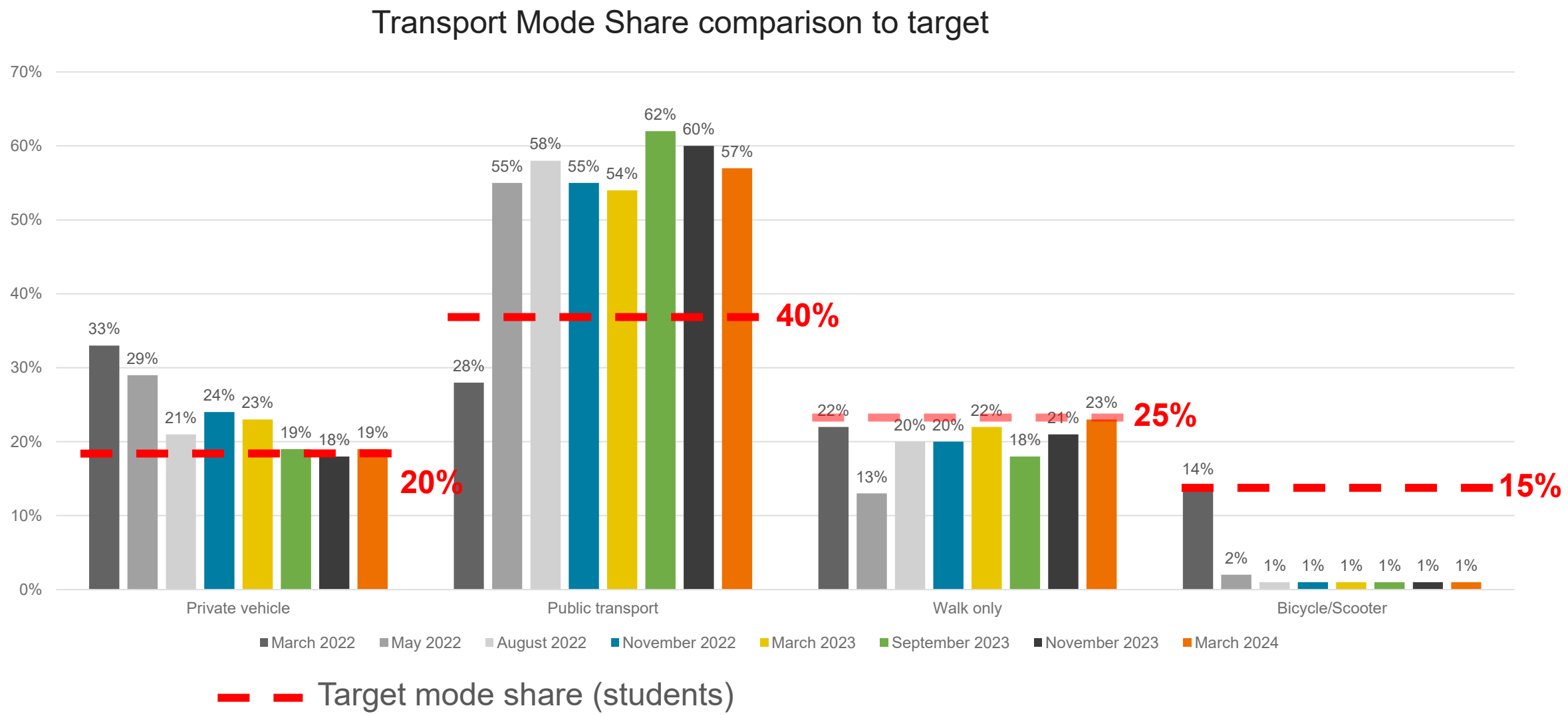
Mode	Staff	Student
Car	n/a	21%
Bus	n/a	41%
Train	n/a	17%
Walk	n/a	20%
Cycling	n/a	1%
Total		**100%**

Nov 2023 Mode Shares

Mode	Staff	Student
Car	n/a	18%
Bus	n/a	34%
Train	n/a	26%
Walk	n/a	21%
Cycling	n/a	1%
Total		**100%**

Marsden High School – Mode Share Results

MEADOWBANK SCHOOLS TRAVEL COORDINATOR



Meadowbank Public School

School Travel Coordinator

Travel Mode Share Survey Evaluation

Term 2 – 2024

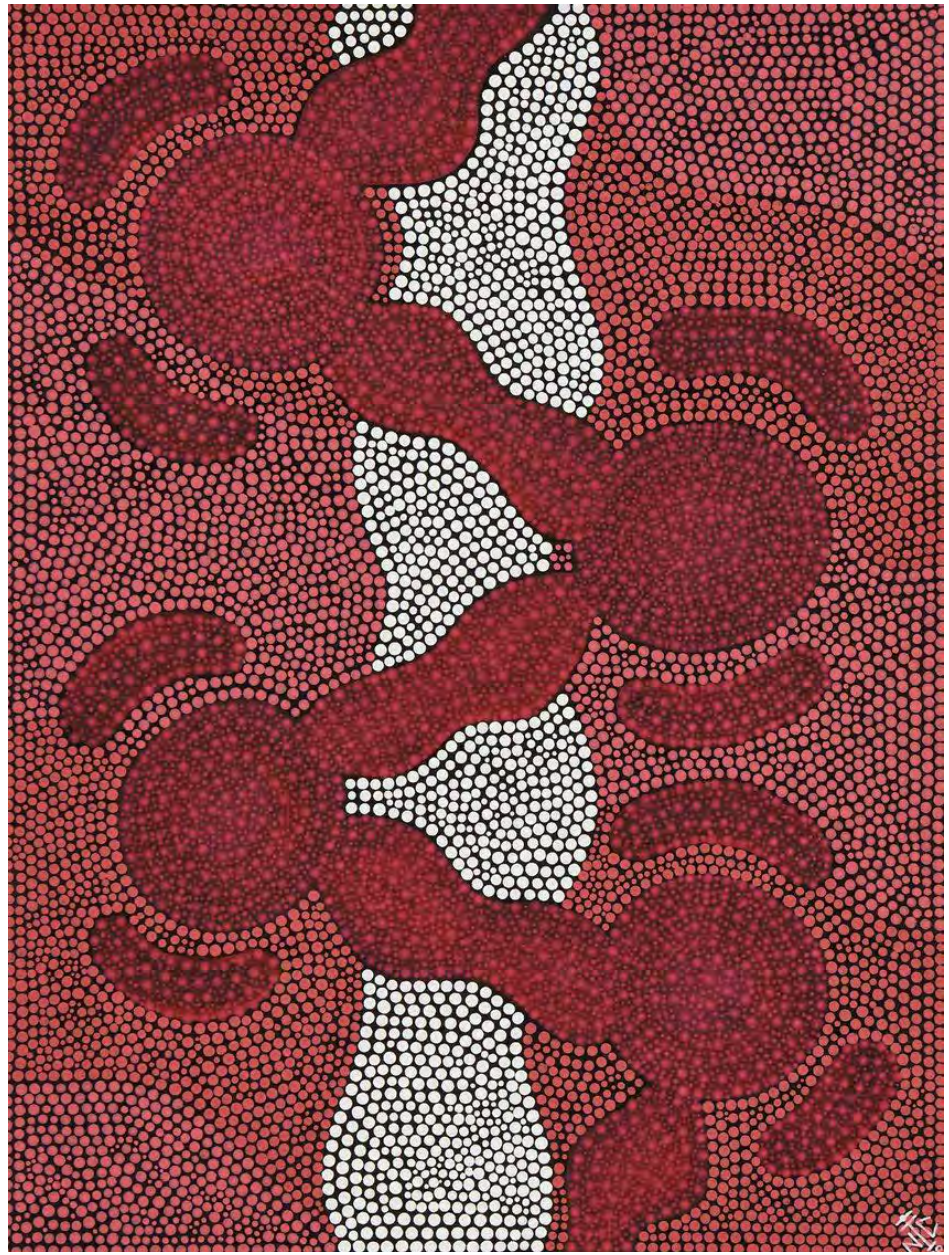
NSW Department of Education

V1 *July 2024*

Acknowledgement of Country

Stantec acknowledges the Traditional Custodians of Country throughout Australia and their connections to the land, waters, and communities where we work.

We pay our respect to their Elders past, present and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples.



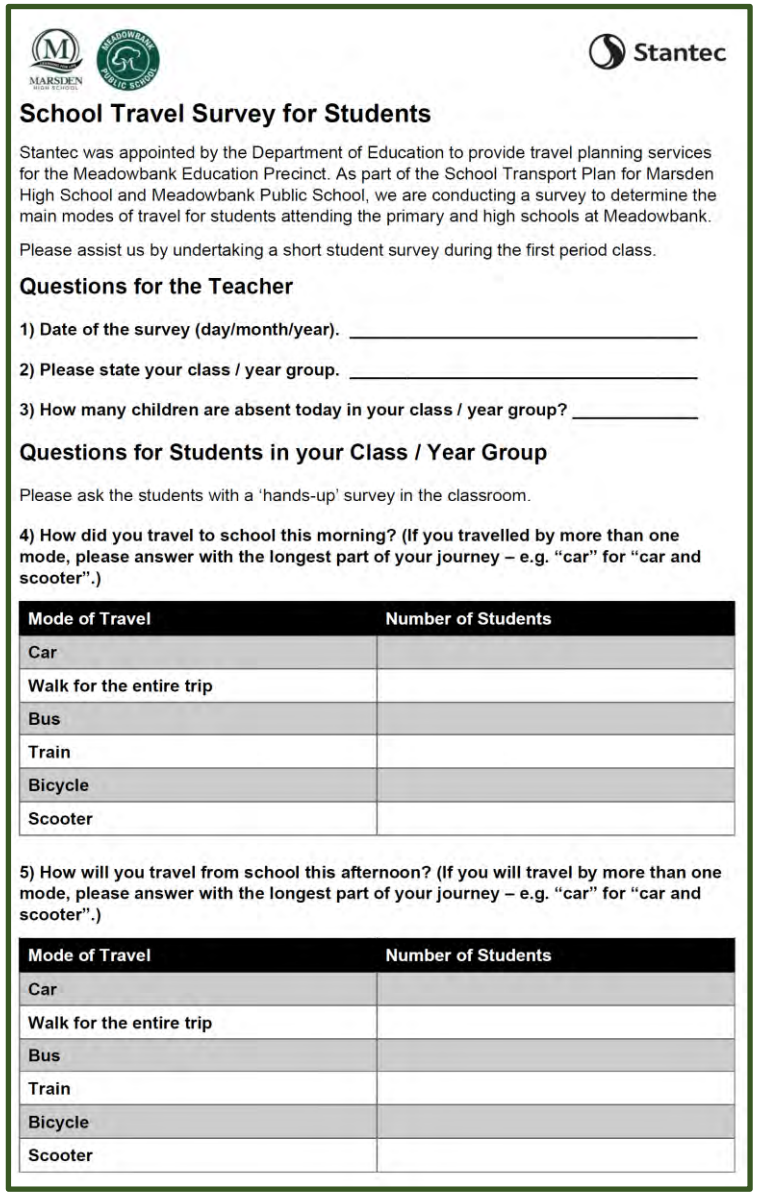
Coming Together by Stephen Nicholson of the Wurundjeri People

The circles symbolise families and tribes coming together along the Birrarung (Yarra River) which is represented by the white stream.

Agenda

1. Results of the student Show of Hands survey conducted on Tuesday 04th June 2024

2. Comparison between mode share targets and surveys



Stantec

School Travel Survey for Students

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Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

1) Date of the survey (day/month/year). _____

2) Please state your class / year group. _____

3) How many children are absent today in your class / year group? _____

Questions for Students in your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

4) How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

5) How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

Meadowbank Public School Travel Survey

A "show of hands" travel survey was conducted on Tuesday 18th June 2024 for Meadowbank Public School with the cooperation of the Principal and teachers who assisted with the completion of the travel survey.

A total of 201 students from K to Year 6 were in attendance and participated from 10 classrooms.

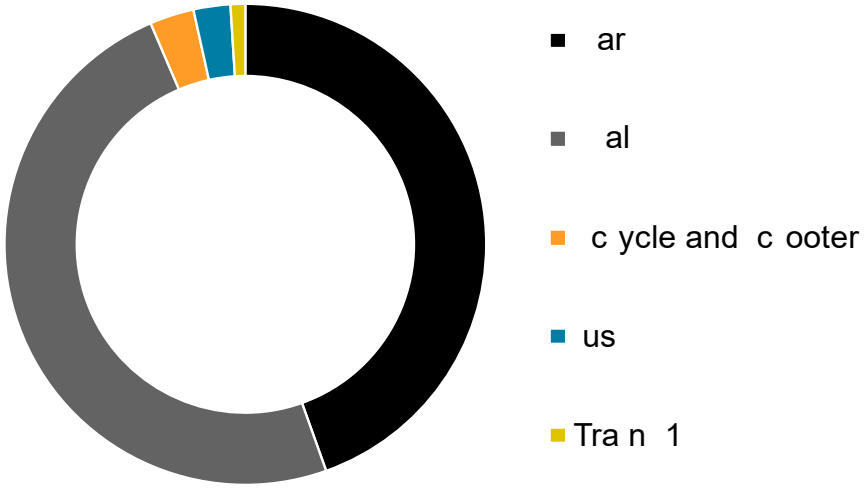
- 52 students in K to Year 2 classes
- 149 students in Year 3 to 6 classes

A total of 33 students were absent on the survey day.

The survey received 86% response rate based of a student population of 234 (Term 2 2024).

Travel Survey Results – K to Year 6 (Term 2)

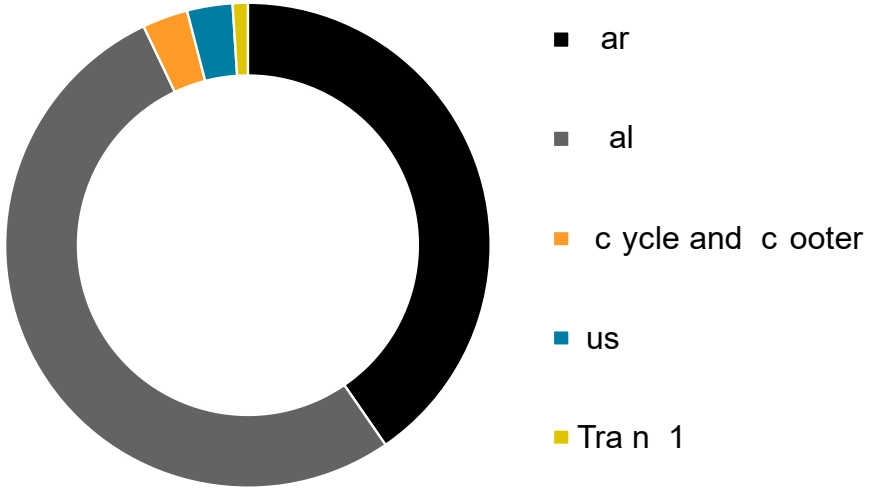
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	90	99	6	5	1

Key findings:
- Walk mode share was higher in the PM period by 4%.
- Bicycle and scooter mode share was similar in both peak period.

PM Travel Results

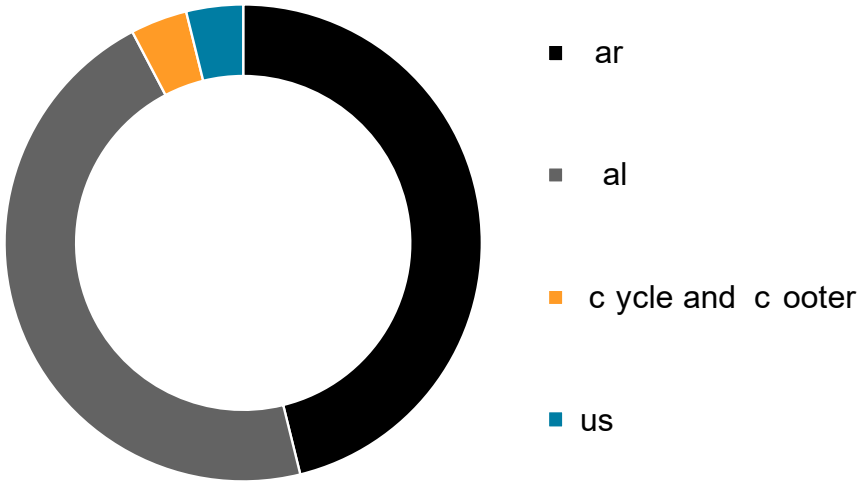


Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	80	104	6	6	2

Key findings:
- Bus mode share was higher in the PM period by 1%.
- Train mode share was similar in both peak period.

Travel Survey Results – K to Year 2 (Term 2)

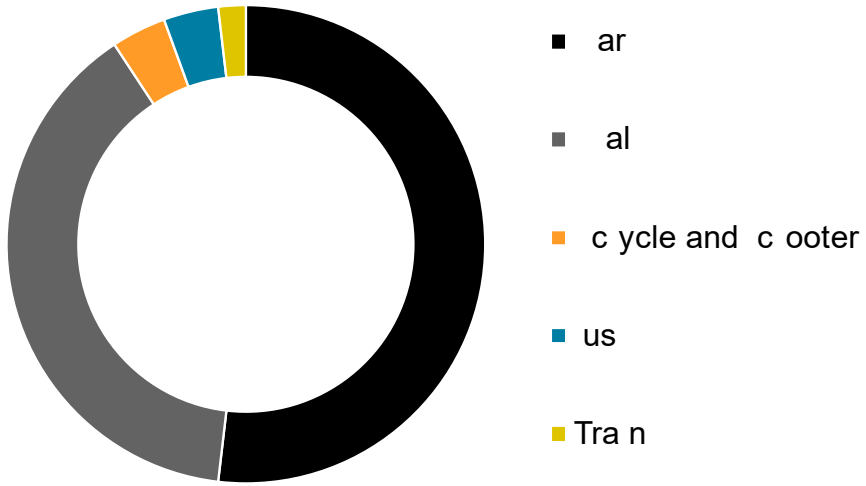
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus
No. Students	24	24	2	2

Key findings:
- Walk mode share was lower in PM period by 7%.
- Bus mode share was similar in both peak period.
- Train was not used as transport mode in PM peak period.

PM Travel Results

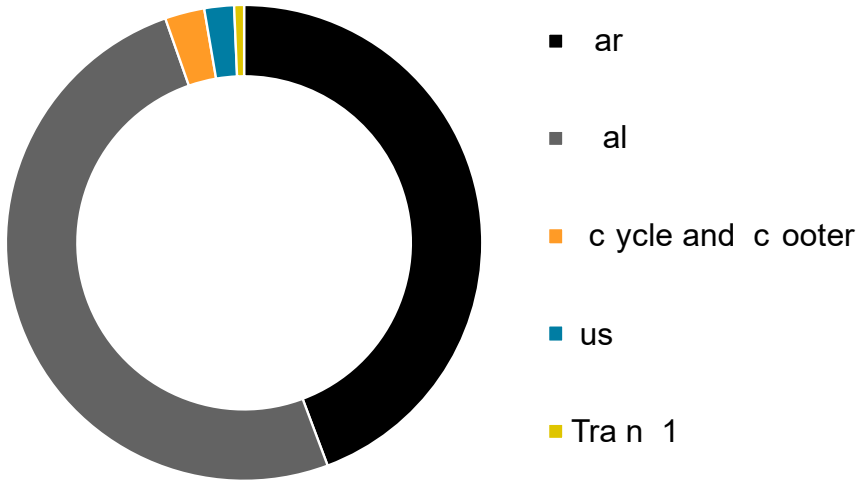


Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	28	21	2	2	1

Key findings:
- Kindergarten to Years 2 students used Train in PM period only (2%).
- Bicycle or Scooter was similar in both the AM and PM period.

Travel Survey Results – Year 3 to 6 (Term 2)

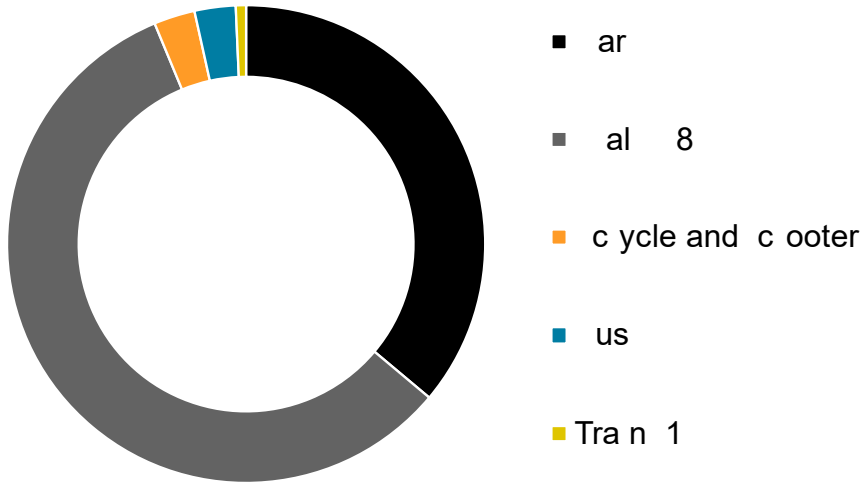
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	66	75	4	3	1

Key findings:
- Car mode share was higher in the AM period by 8%.
- Walk mode share was higher in the PM period by 8%.
- Bicycle and Scooter mode share remained the same in both periods (3%).

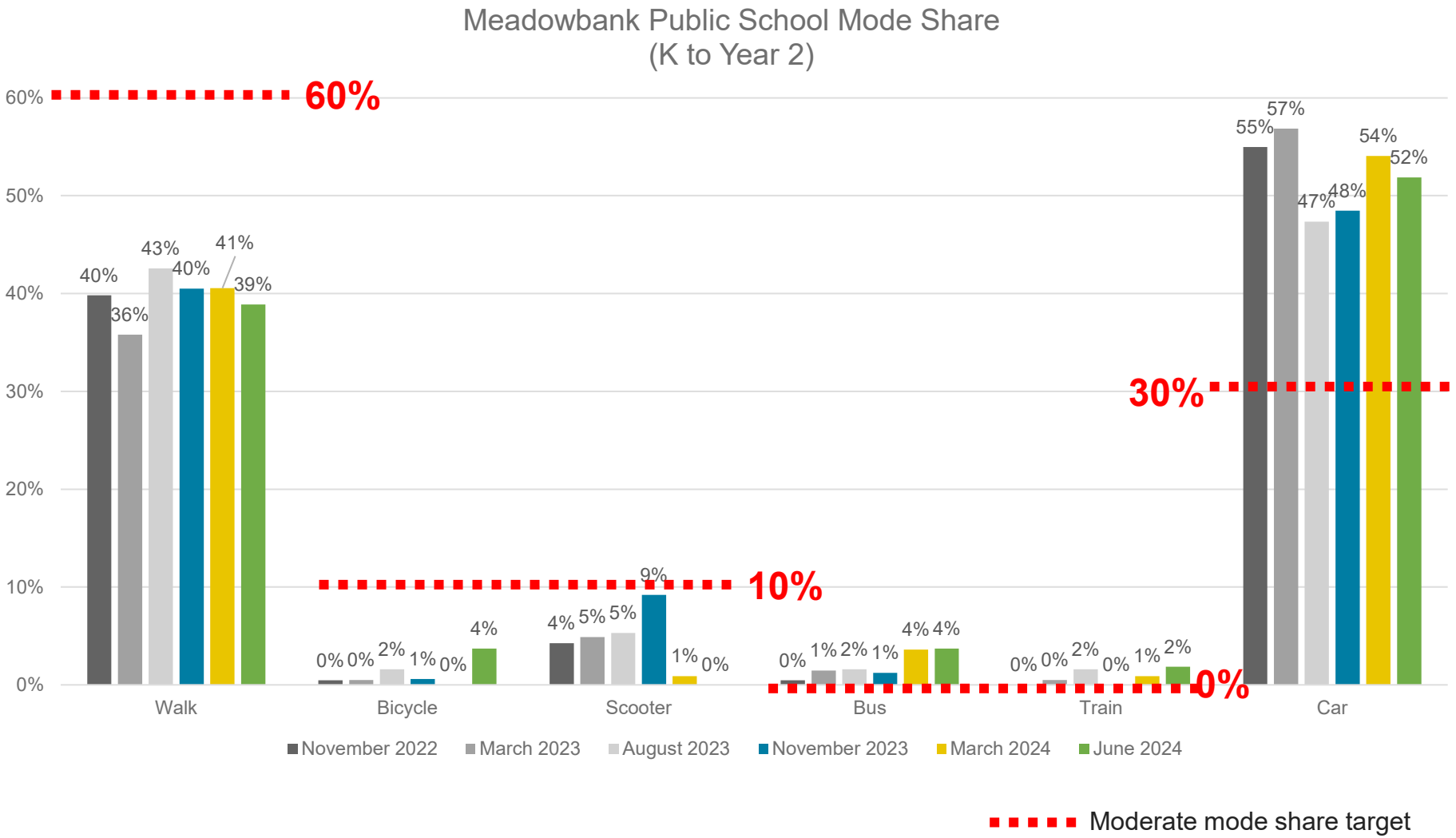
PM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	52	83	4	4	1

Key findings:
- Bus mode share was higher in PM period by 1%, and
- Train mode share was similar in both peak period.

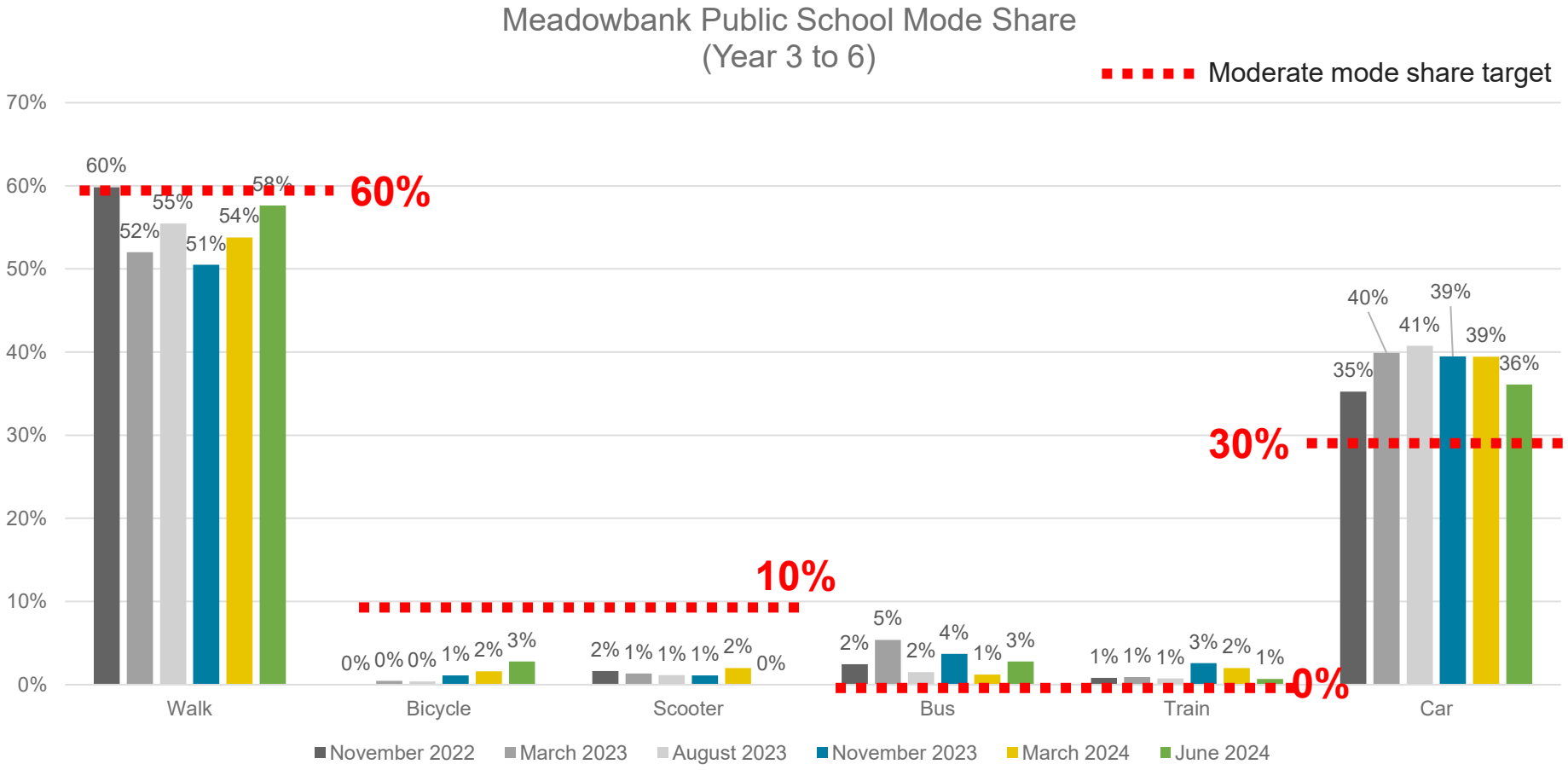
Mode Share Comparison K to Year 2 (PM)



Key findings:

- Walking mode share was **down by 2%** and **21% under the target.**
- Cycling mode share was **up by 4%** and Scooter mode share was **0%.** Micromobility mode share was **6% under the target.**
- Bus mode share was **unchanged** and Train mode share was **up by 1%.** Public transport mode share was **6% above the target.**
- Car mode share was **down by 2%** and **22% above the target.**

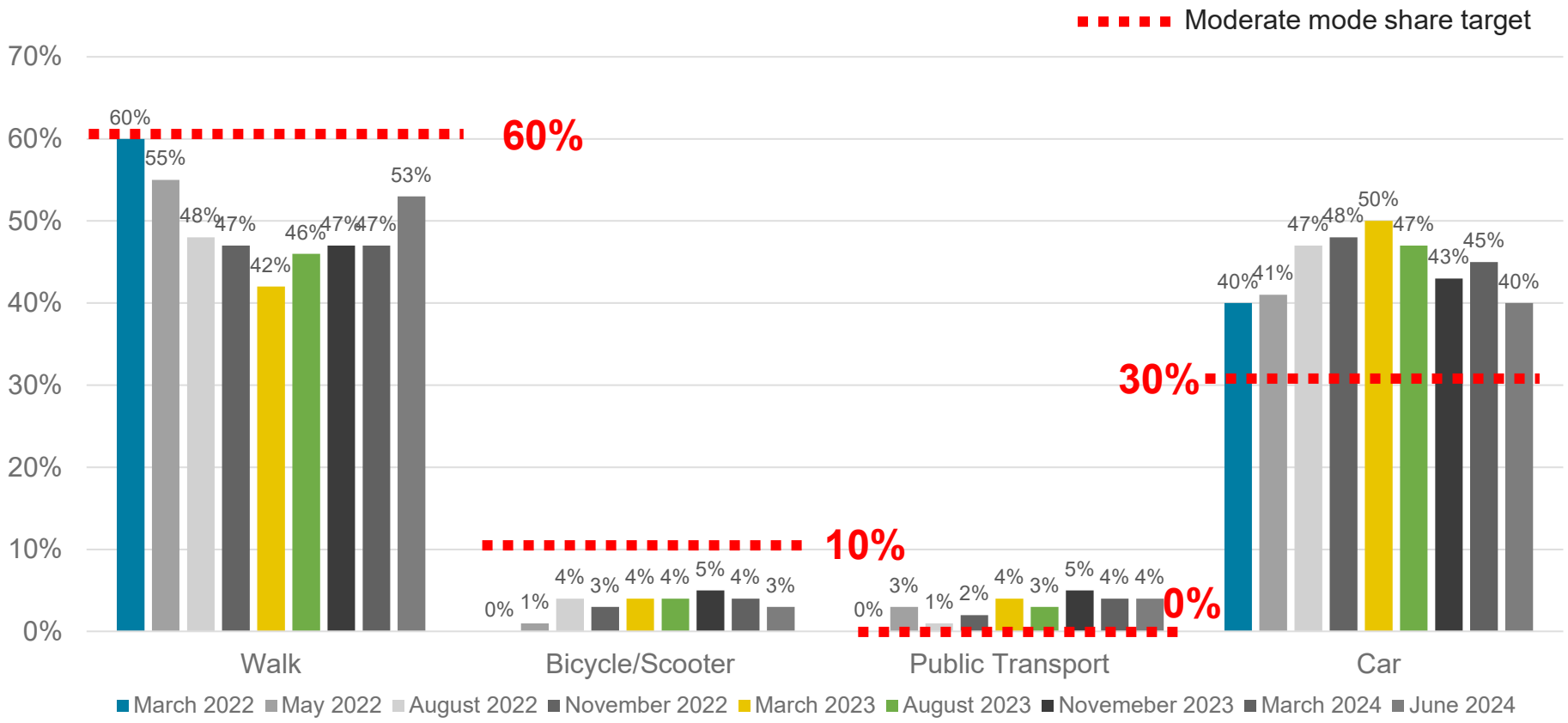
Mode Share Comparison Year 3 to 6 (PM)



Key findings:

- Walking mode share was **up by 4%** and **2% under the target.**
- Cycling mode share was **up by 1%** and Scooter mode share was **Zero.** Micromobility mode share was **7% under the target.**
- Bus mode share was **up by 2%** and Train mode share was **down by 1%.** Public transport mode share **was 4% above the target.**
- Car mode share was **down by 3%** and **6% above the target.**

Mode Share Comparison – Whole school (PM)



Key findings for student PM travel from targets to Term 2 2024:

- Walking mode share was **up by 6%** and **7% under the target.**
- Cycling and Scooter mode share was **down by 1%** and **7% under the target.**
- Public transport was **unchanged** and **4% above the target.**
- Car mode share was **down by 5%** and **10% above the target.**

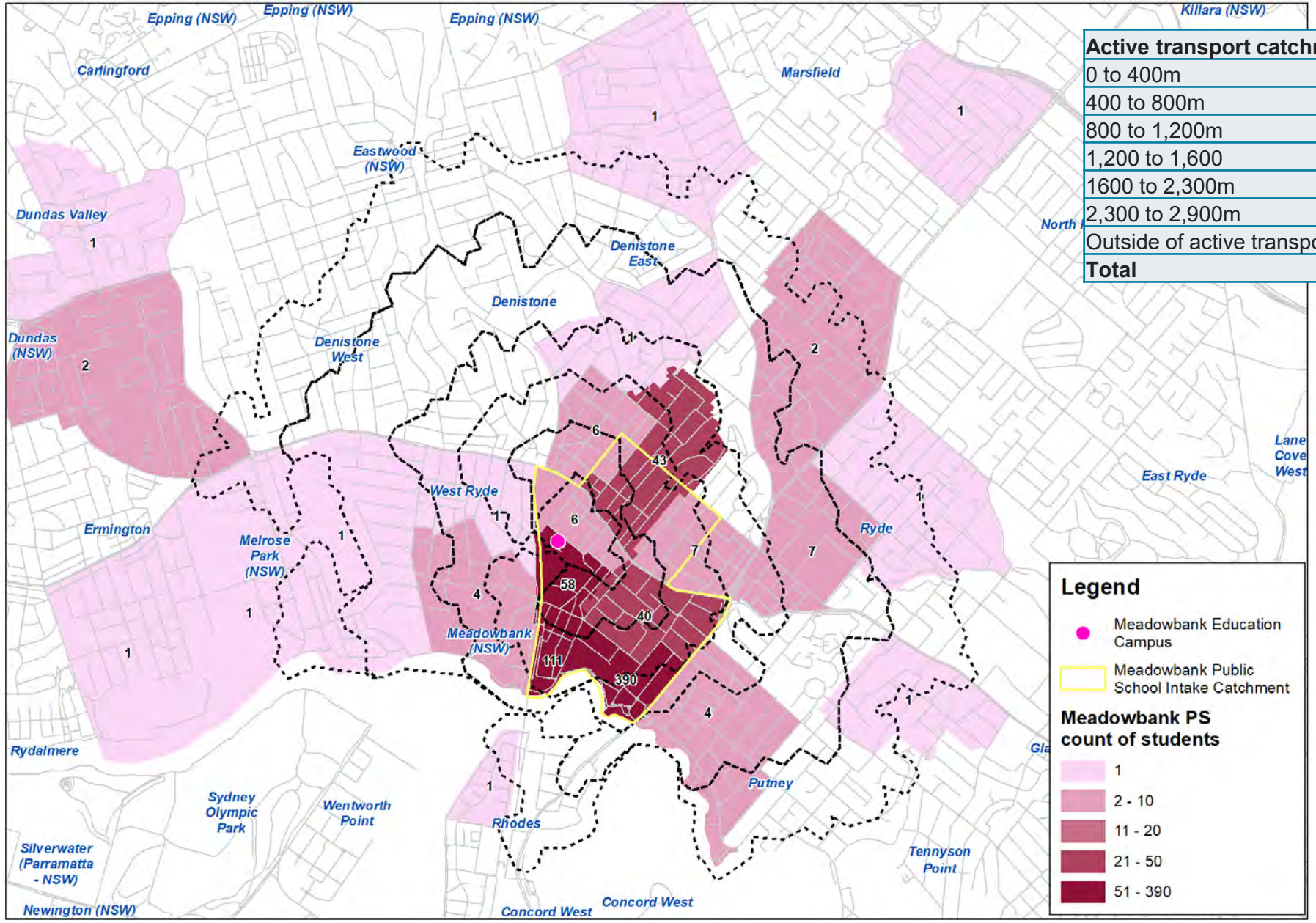
Mode Share Review

The student mode share targets that were set in the pre-opening School Transport Plan of 23/11/2021, and the mode share targets measured in 2024 are shown below.

Travel Mode	Mode Share Target (Pre-opening STP)			November 2022 (surveyed)		March 2023 (surveyed)		August 2023 (surveyed)		November 2023 (surveyed)		March 2024 (surveyed)		June 2024 (surveyed)	
	Base	Moderate	Reach	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Walking	60%	60%	70%	44%	51%	39%	44%	43%	50%	47%	48%	43%	50%	49%	53%
Bicycle/Scooter	0%	10%	10%	3%	3%	5%	3%	3%	4%	5%	5%	5%	3%	3%	3%
Public Transport	0%	0%	0%	2%	2%	4%	5%	4%	3%	6%	5%	5%	4%	3%	4%
Car	40%	30%	20%	51%	44%	52%	48%	50%	43%	42%	43%	47%	44%	45%	40%

Summary:

- Walking mode share is still below the targets set out by the STP.
- Bicycle and scooter mode share is also lower than the moderate target set out by the STP.
- The public transport mode share is higher than the target set out by the STP.
- Car mode share is still above the targets set out by the STP.
- There is opportunity to further increase the walking and cycling mode share by providing appropriate infrastructure and advocacy.



Active transport catchment	#	%	Cumulative
0 to 400m	8	1%	1%
400 to 800m	93	13%	14%
800 to 1,200m	418	59%	73%
1,200 to 1,600	151	21%	95%
1600 to 2,300m	7	1%	96%
2,300 to 2,900m	4	1%	96%
Outside of active transport catchment	26	4%	
Total	**707**		

Marsden High School

School Travel Coordinator

Travel Mode Share Survey Evaluation

Term 2 – 2024

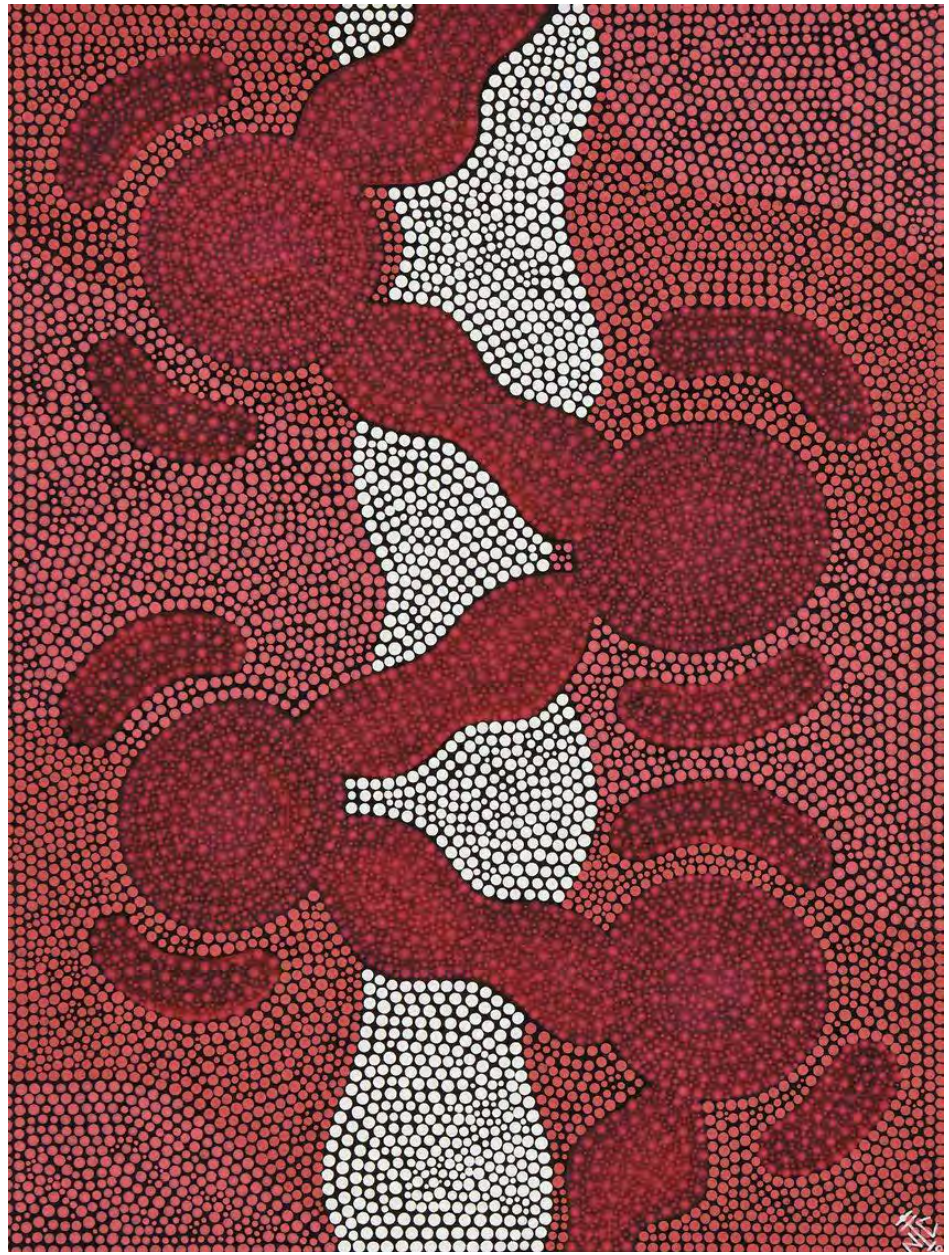
NSW Department of Education

V1 *July 2024*

Acknowledgement of Country

Stantec acknowledges the Traditional Custodians of Country throughout Australia and their connections to the land, waters, and communities where we work.

We pay our respect to their Elders past, present and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples.



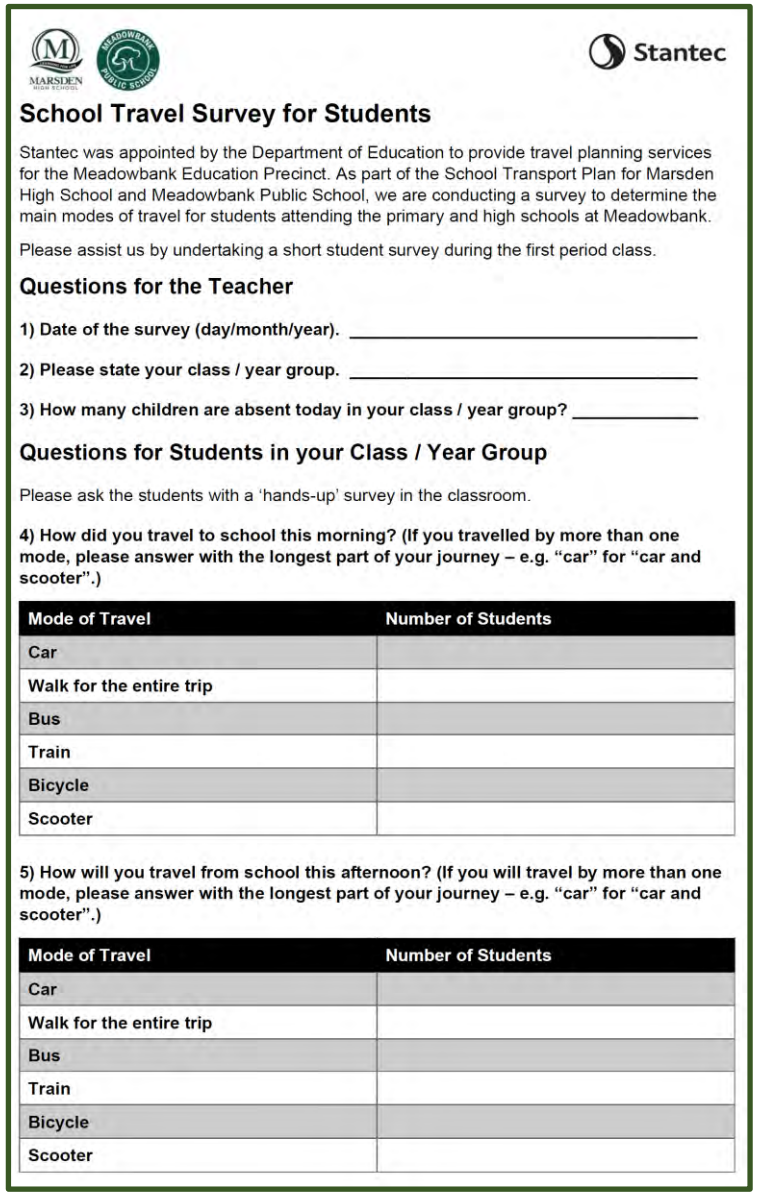
Coming Together by Stephen Nicholson of the Wurundjeri People

The circles symbolise families and tribes coming together along the Birrarung (Yarra River) which is represented by the white stream.

Agenda

1. Results of the student Show of Hands survey conducted on Thursday 20th June 2024

2. Comparison between mode share targets and surveys



Stantec

School Travel Survey for Students

Stantec was appointed by the Department of Education to provide travel planning services for the Meadowbank Education Precinct. As part of the School Transport Plan for Marsden High School and Meadowbank Public School, we are conducting a survey to determine the main modes of travel for students attending the primary and high schools at Meadowbank.

Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

1) Date of the survey (day/month/year). _____

2) Please state your class / year group. _____

3) How many children are absent today in your class / year group? _____

Questions for Students in your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

4) How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

5) How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

Marsden High School Travel Survey

A "show of hands" travel survey was conducted on Thursday 20th June 2024 for Marsden High School with the cooperation of the Principal and teachers who assisted with the completion of the travel survey.

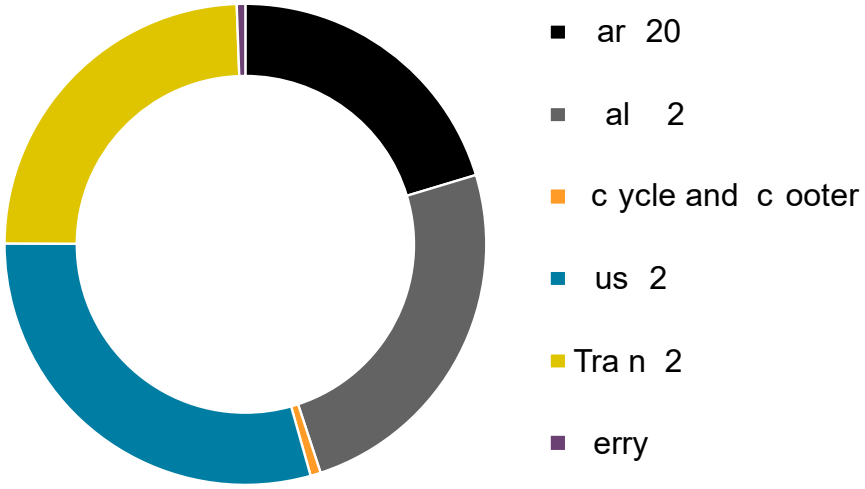
A total of 870 students from Years 7 to 12 and IEC and Support Unit were in attendance and participated from 53 classrooms.

A total of 169 students were absent on the survey day.

The survey received 85% response rate based of a student population of 1,039 (Term 2 2024).

Travel Survey Results –Year 7 to 12 (Term 2)

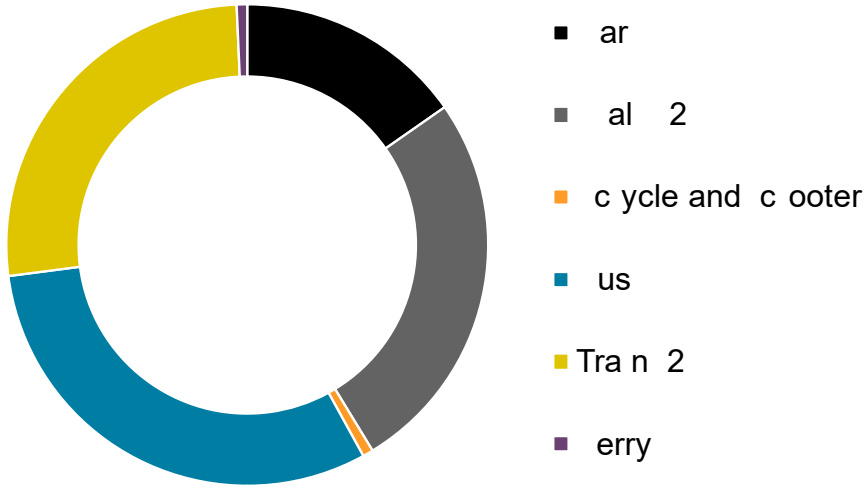
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	177	214	6	256	212	5

Key findings:
- Walk mode share was higher in the PM period by 1%.
- Bicycle and scooter mode share was similar in both periods and very low.

PM Travel Results

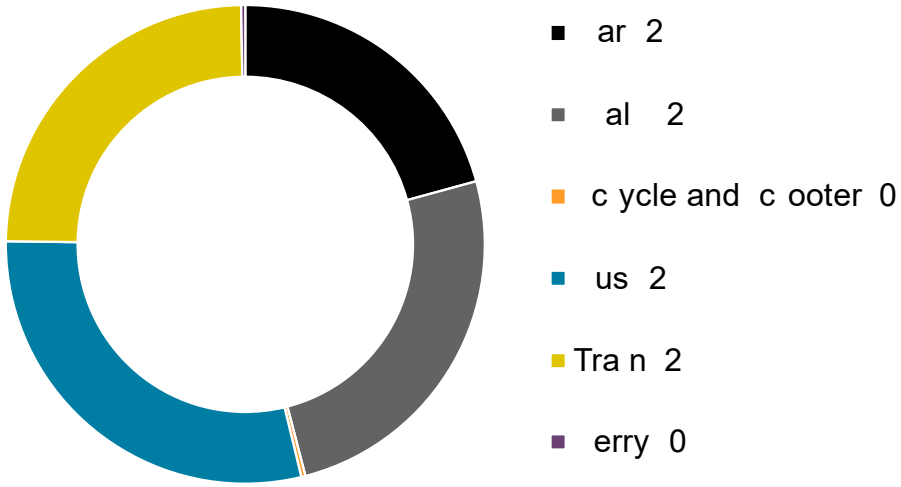


Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	130	221	6	263	224	6

Key findings:
- Bus and Train mode share was higher in the PM period by 4%.
- Ferry/ micromobility mode share was similar in both periods.

Travel Survey Results –Year 7 to 10 (Term 2)

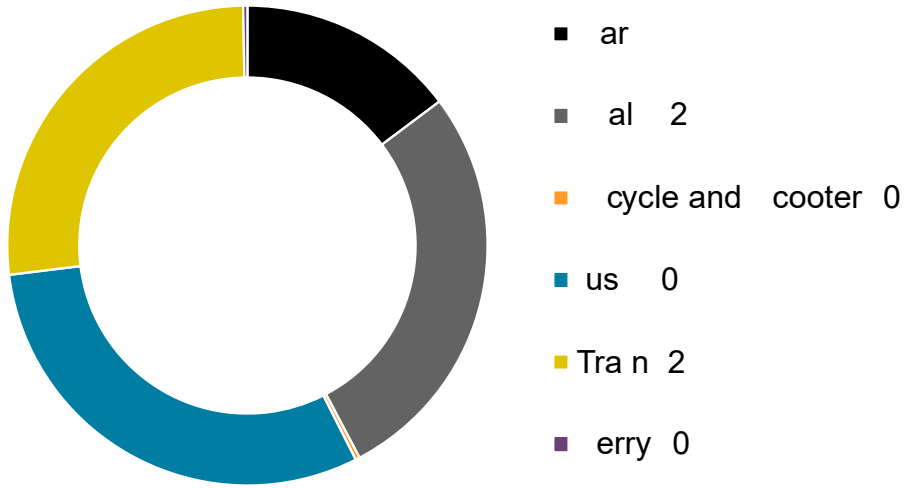
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	149	181	2	208	176	2

Key findings:
- Walk mode share was higher in PM period by 3%.
- Bus and Train mode share were higher in PM period by 1% and 2% respectively.

PM Travel Results

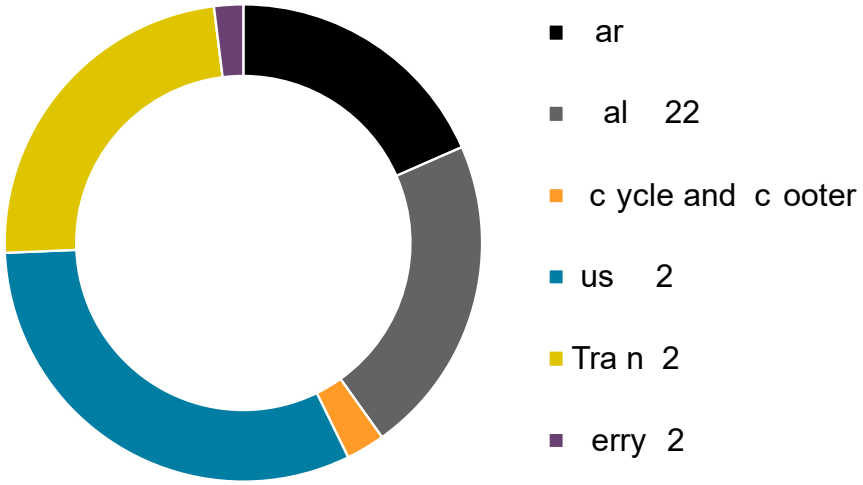


Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	104	194	2	215	188	2

Key findings:
- Ferry mode share was very low.
- Year 7 to 10 students did not use micromobility as their transport mode.

Travel Survey Results –Year 11 to 12 (Term 2)

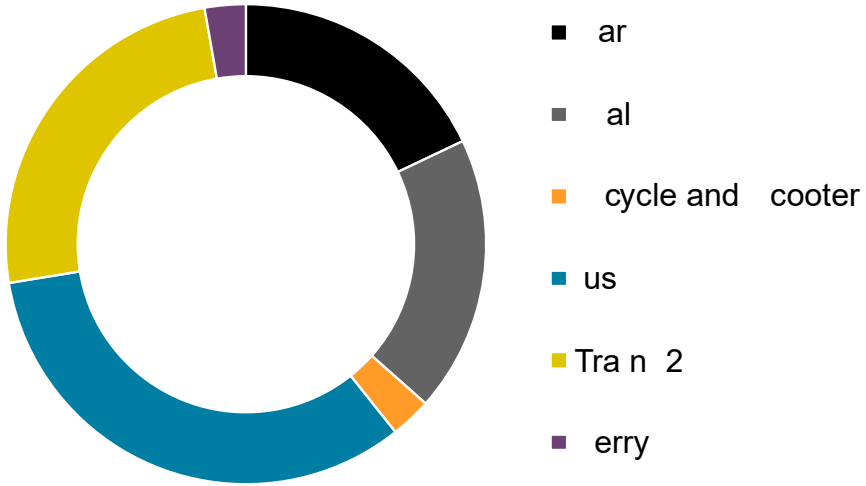
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	28	33	4	48	36	3

Key findings:
- Car mode share was similar in both periods.
- Walk mode share was lower in the PM period by 3%.
- Bicycle and Scooter mode share remained the same in both periods (3%).

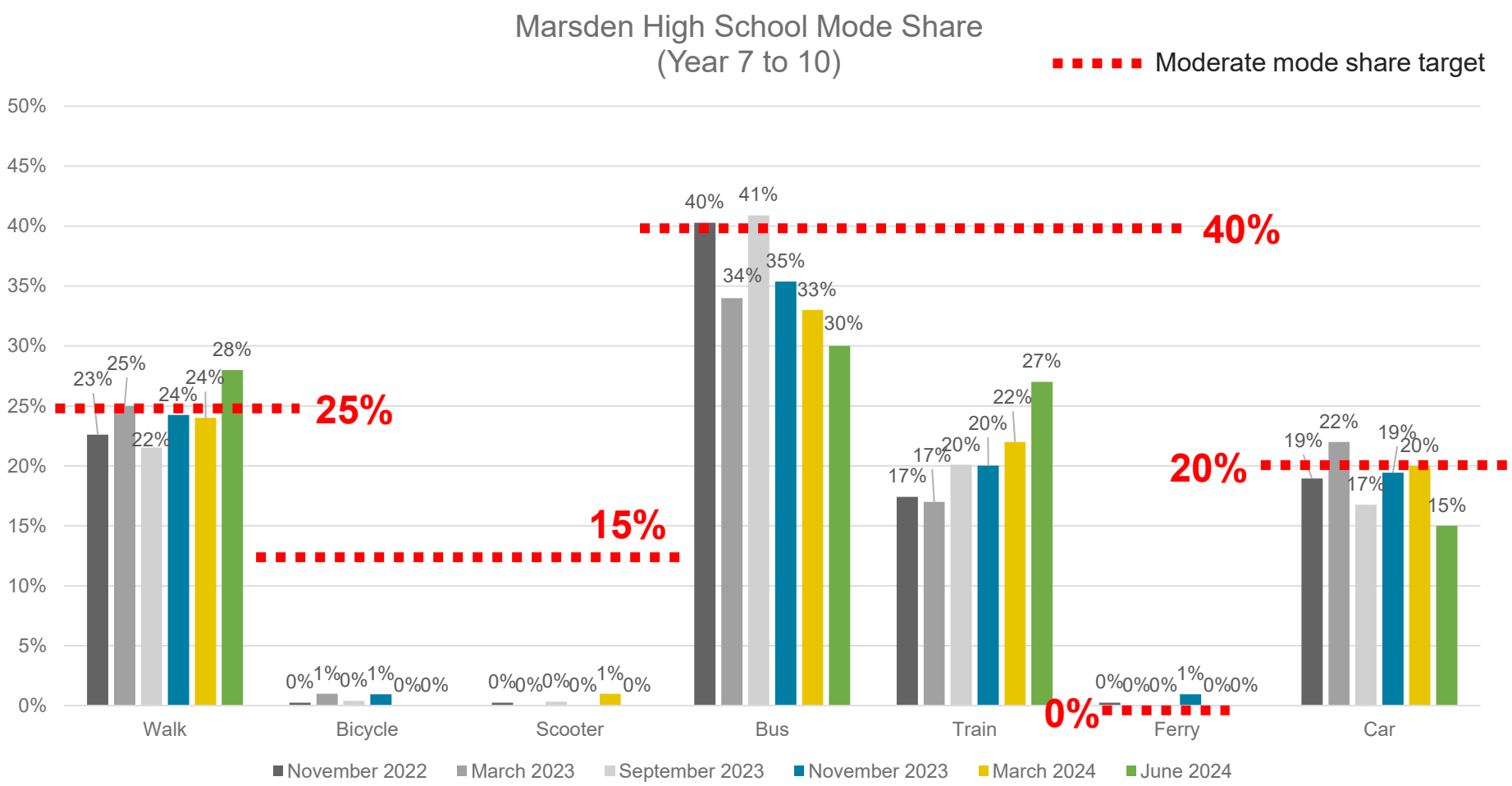
PM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	26	27	4	48	36	4

Key findings:
- Bus and Train mode share was higher in PM period by 1% each
- Ferry mode share was higher in PM peak period by 1%.

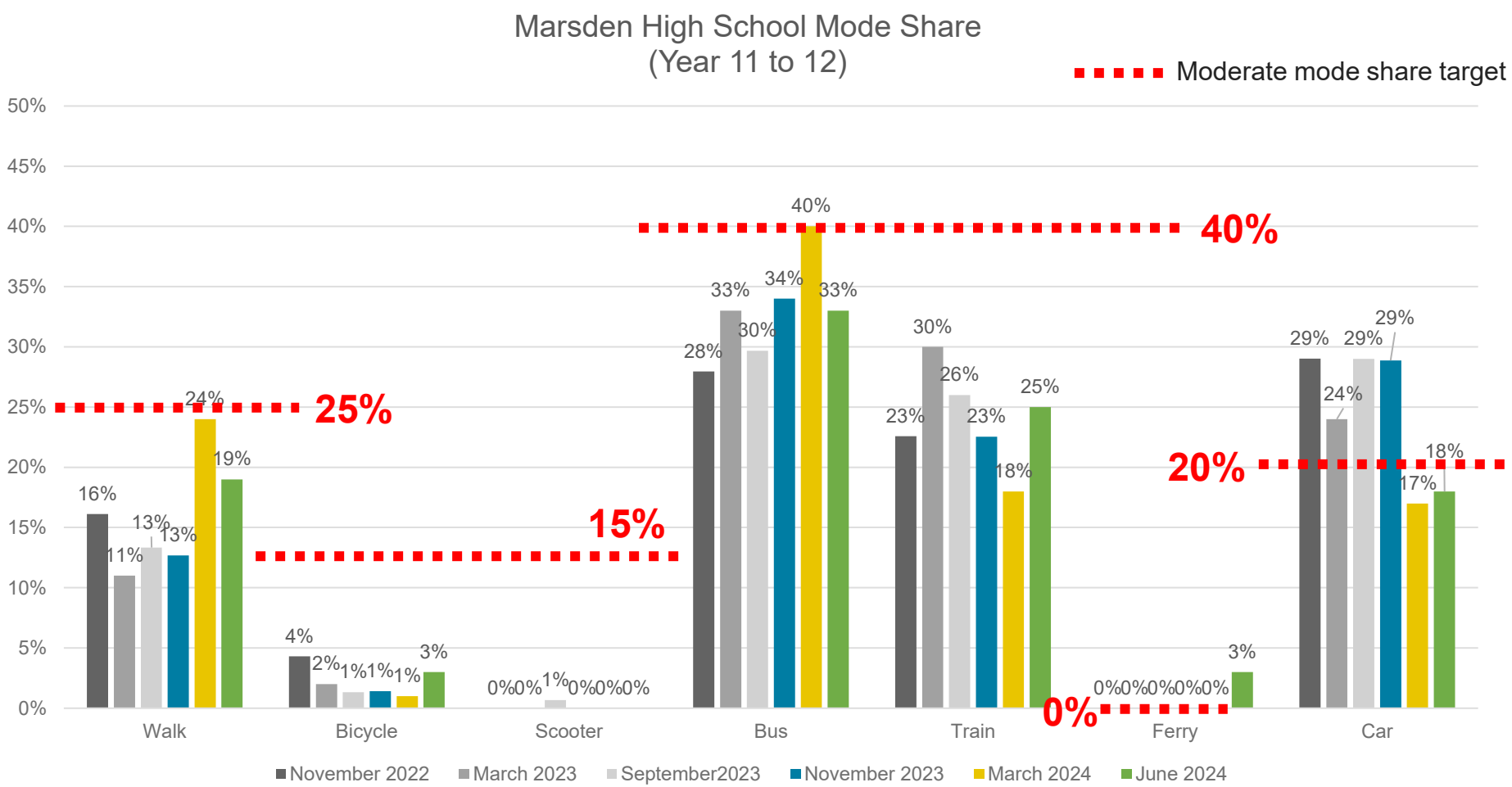
Mode Share Comparison Year 7 to 10 (PM)



Key findings:

- Walking mode share was **up by 4%** and **3% above the target.**
- Cycling mode share was **0%** and Scooter mode share was **down by 1%.** Micromobility mode share was **15% under the target.**
- Bus mode share was **down by 3%,** Train was **up by 5%** and Ferry was **0%.** Public transport mode share was **17% above the target.**
- Car mode share was **down by 5%** and **5% under the target.**

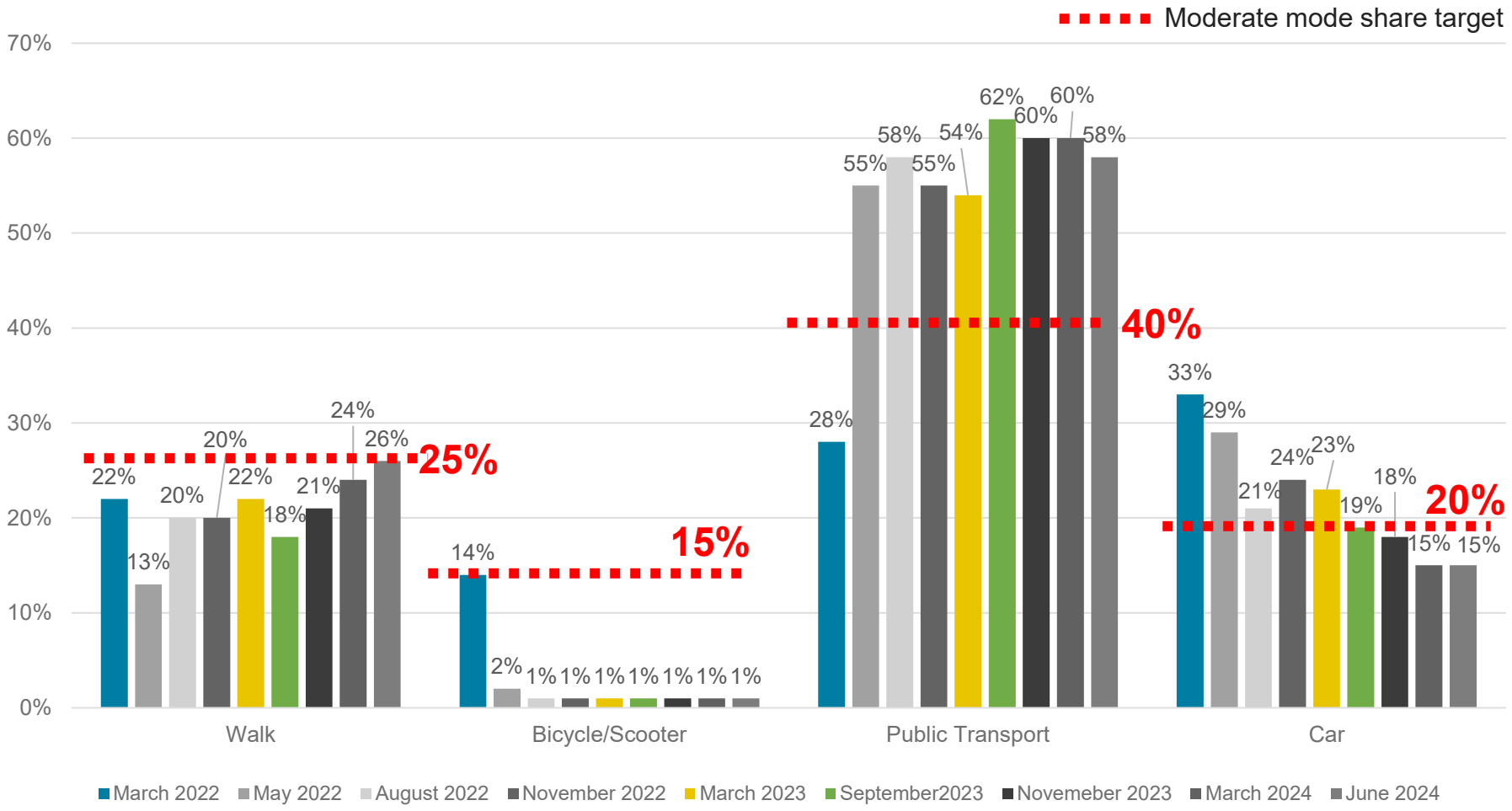
Mode Share Comparison Year 11 to 12 (PM)



Key findings:

- Walking mode share was **down by 5%** and **6% under the target.**
- Cycling mode share was **up by 2%** and Scooter mode share was **0%.** Micromobility mode share was **12% under target.**
- Bus mode share was **down by 7%,** Train was **up by 7%** and Ferry was **up by 3% .** Public transport mode share was **18% above the target.**
- Car mode share was **up by 1%** and **2% under the target.**

Mode Share Comparison (PM)



Key findings:

- Walking mode share was **up by 2%** and **1% above the target.**
- Cycling and Scooter mode share was **unchanged** and **14% under the target.**
- Public transport was **down by 2%** and **18% above the target.**
- Car mode share was **consistent** with term 1 and **5% under the target.**

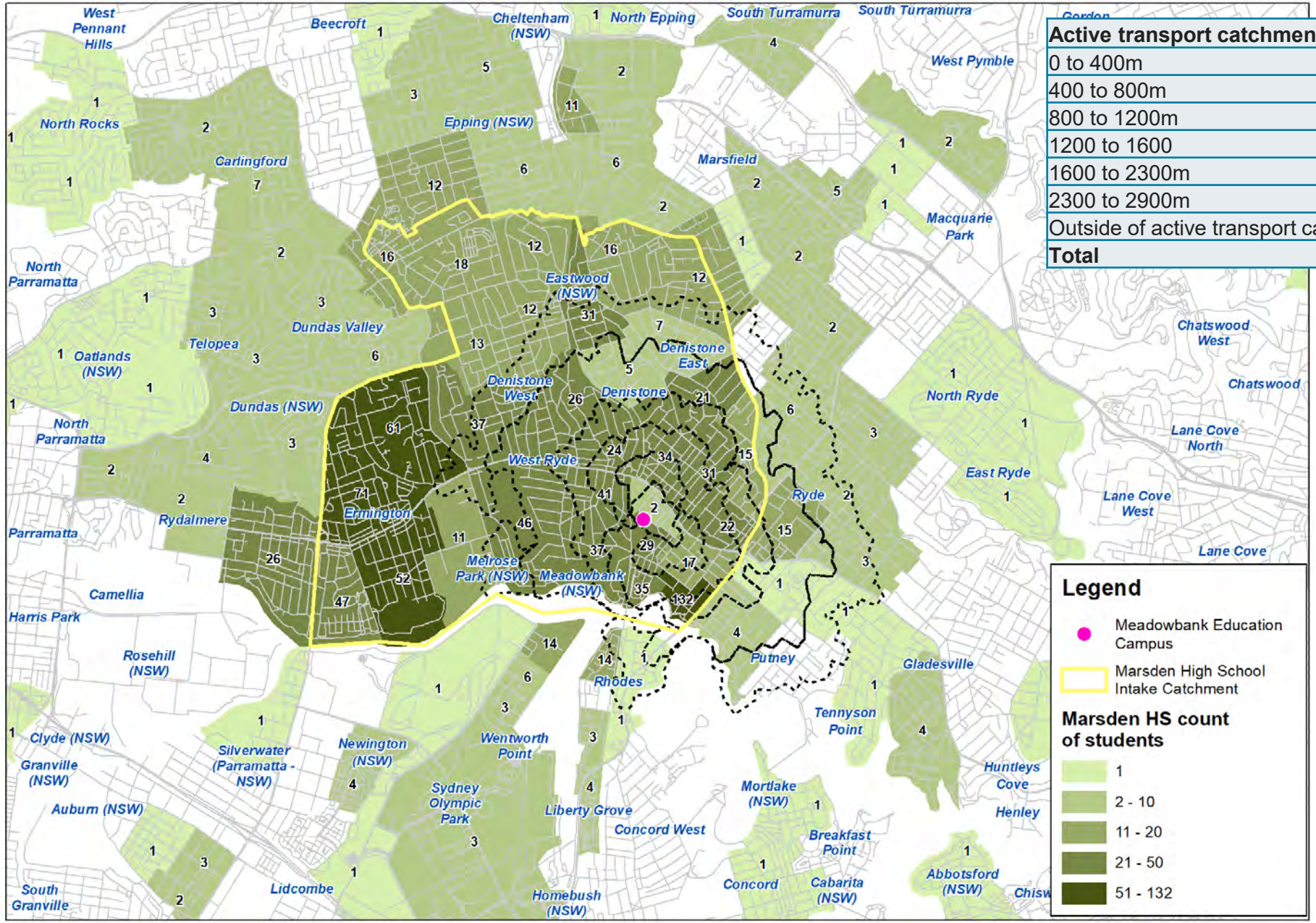
Mode Share Review

The student mode share targets that were set in the pre-opening School Transport Plan of 23/11/2021, and the mode share targets measured in 2024 are shown below.

Travel Mode	Mode Share Target (Pre-opening STP)			November 2022 (surveyed)		March 2023 (surveyed)		September 2023 (surveyed)		November 2023 (surveyed)		March 2024 (surveyed)		June 2024 (surveyed)	
	Base	Moderate	Reach	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Walking	22%	25%	25%	22%	22%	19%	23%	19%	20%	21%	31%	22%	24%	25%	26%
Bicycle/Scooter	14%	15%	15%	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	1%	1%
Public Transport	31%	40%	45%	53%	61%	51%	57%	56%	63%	53%	49%	53%	60%	54%	58%
Car	33%	20%	15%	24%	15%	28%	18%	23%	15%	22%	19%	24%	15%	20%	15%

Summary:

- Walking mode share is above the base target set out by the STP.
- Bicycle and scooter mode share is sill below the target set out by the STP.
- The public transport mode share is higher than the target set out by the STP.
- Car mode share is same to the reach targets set out by the STP.
- There is opportunity to further increase the cycling mode share by providing appropriate infrastructure and advocacy.



Active transport catchment	#	%	Cumulative
0 to 400m	4	0%	0%
400 to 800m	62	5%	5%
800 to 1200m	234	19%	24%
1200 to 1600	121	10%	33%
1600 to 2300m	86	7%	40%
2300 to 2900m	109	9%	49%
Outside of active transport catchment	645	51%	
Total	**1,261**		

321 students live outside of the school intake catchment (25%).

Previous minutes

1. Hermitage Road shared path construction and associated Travel Access Guides.

2. Victoria Road crossing safety issues. TfNSW progress on investigations?

3. Bus stop on Macpherson Street is to be continually managed by school staff.

4. See Street crossing.

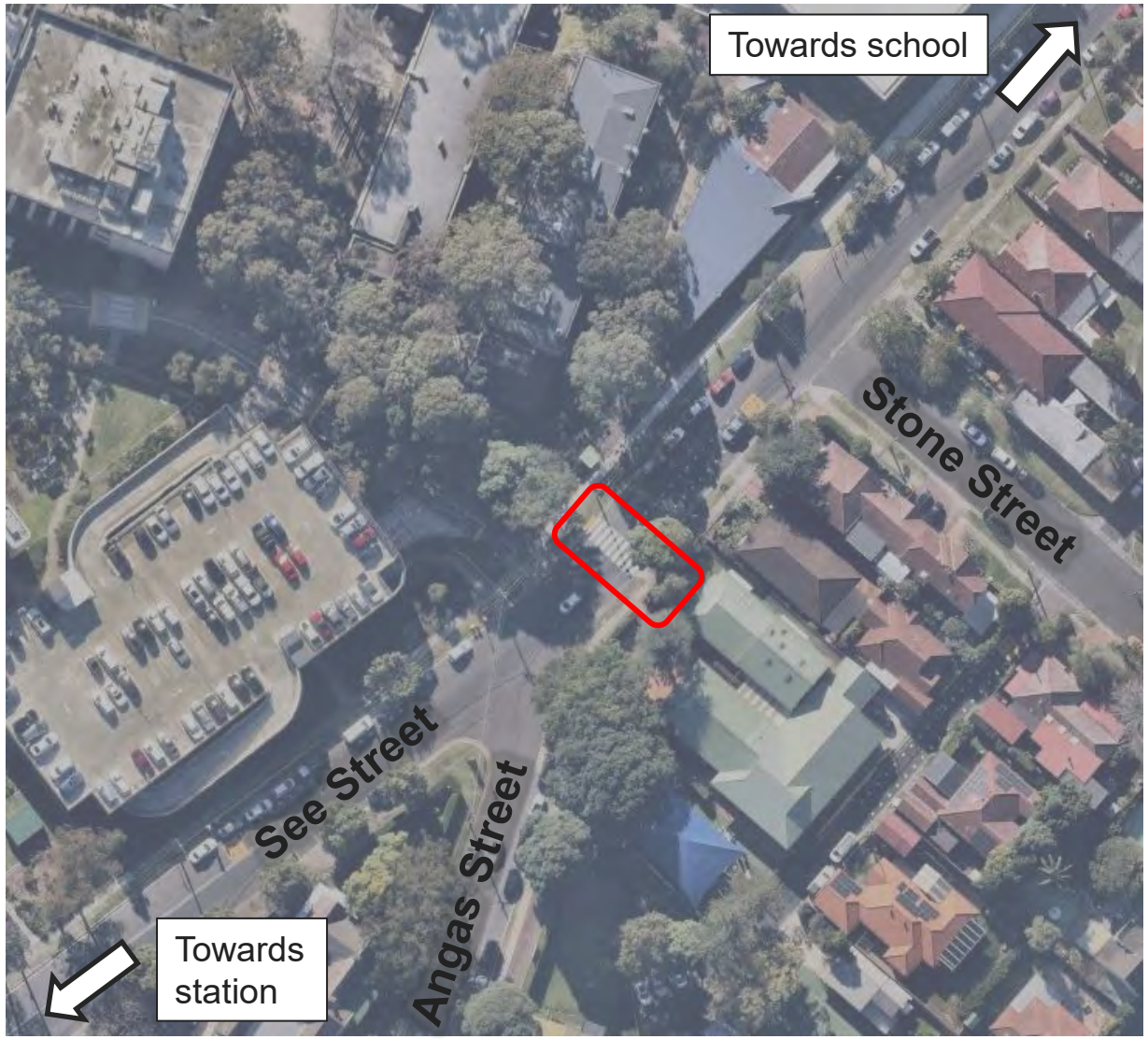
Previous minutes – Hermitage Road

20 June 2024

Previous minutes – Macpherson Street bus stop

Two school staff were managing the bus stop.

Previous minutes – See Street crossing



Missing footpath connection on the western side of road and temporary kerb ramp

Meadowbank Public School

School Travel Coordinator

Travel Mode Share Survey Evaluation

Term 3 – 2024

NSW Department of Education

V1 *August 2024*

Acknowledgement of Country

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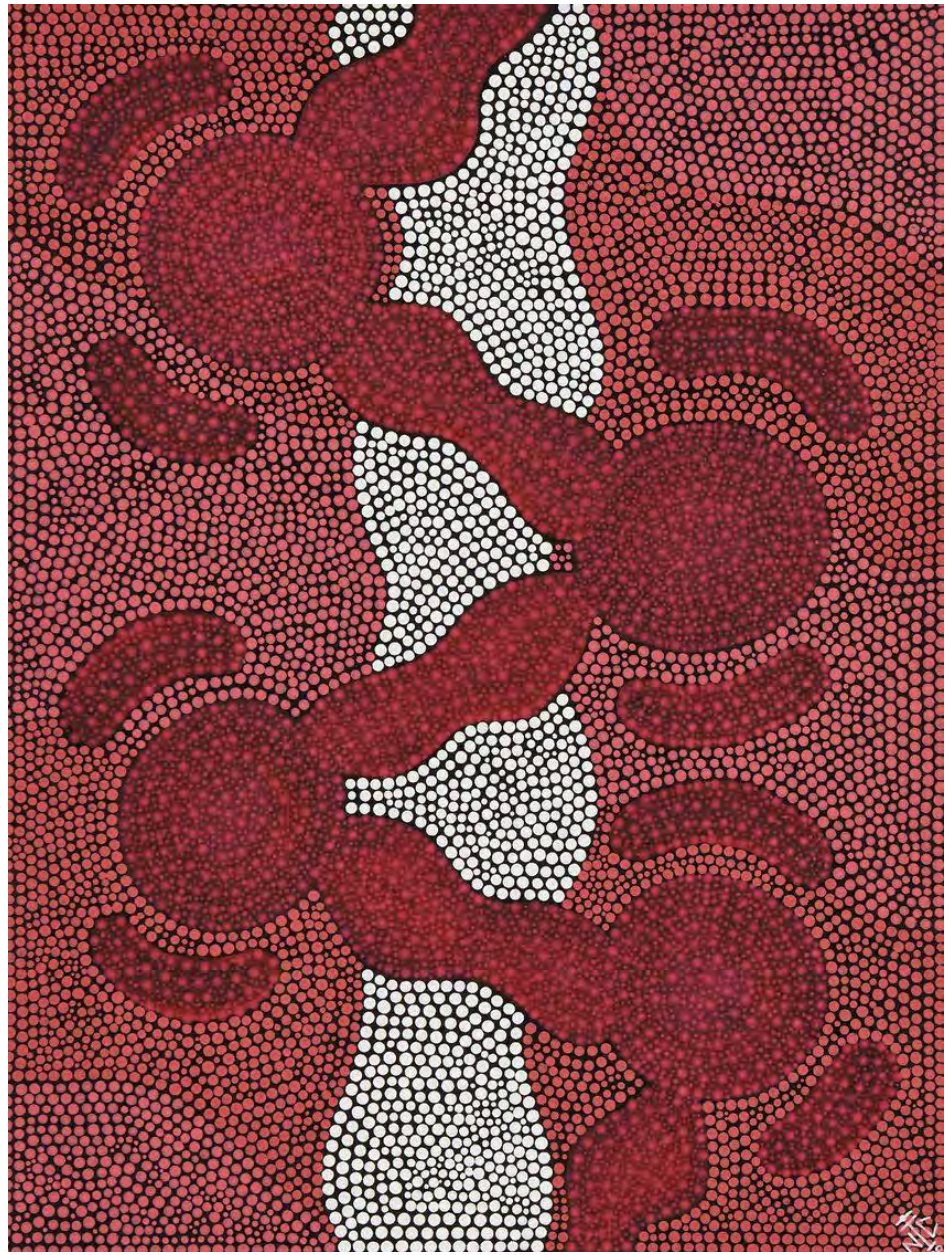

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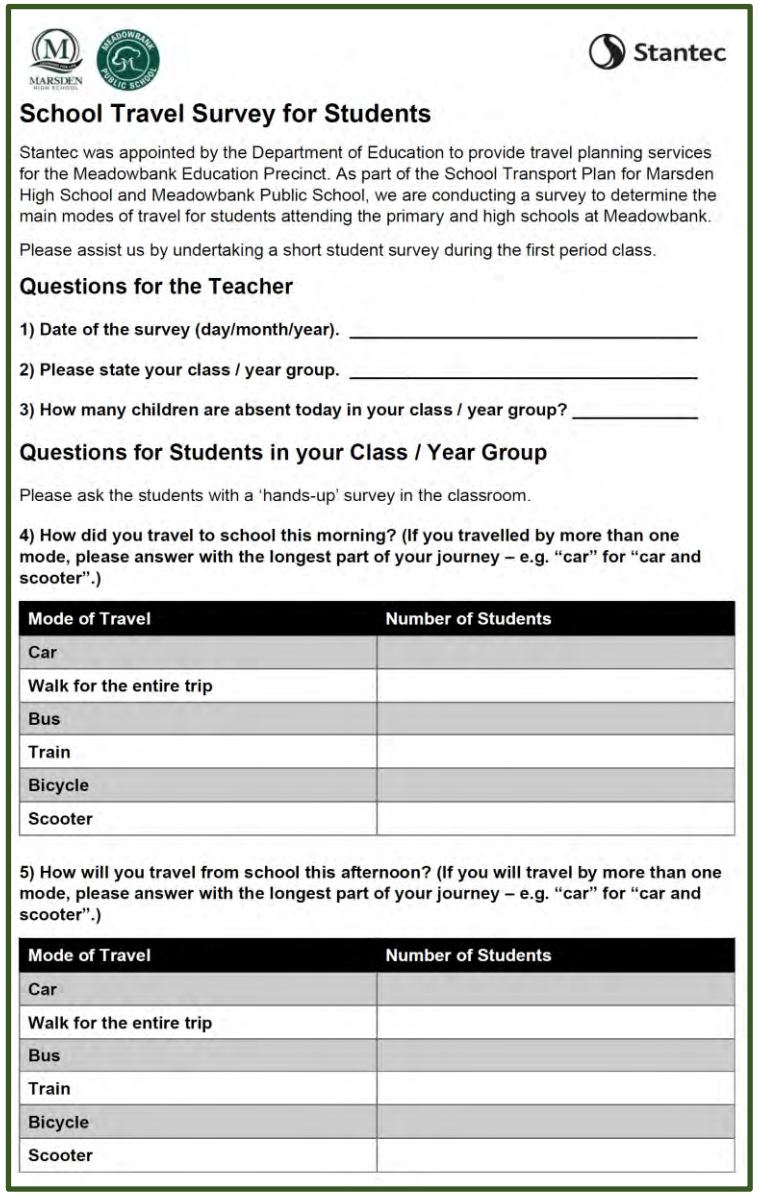
The circles symbolise families and tribes coming together along the Birrarung (Yarra River) which is represented by the white stream.

Agenda

1. Results of the student Show of Hands survey conducted on Tuesday 27th August 2024

2. Comparison between mode share targets and surveys



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Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

1) Date of the survey (day/month/year). _____

2) Please state your class / year group. _____

3) How many children are absent today in your class / year group? _____

Questions for Students in your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

4) How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

5) How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

Meadowbank Public School Travel Survey

A "show of hands" travel survey was conducted on Tuesday 27th August 2024 for Meadowbank Public School with the cooperation of the Principal and teachers who assisted with the completion of the travel survey.

A total of 567 students from K to Year 6 were in attendance and participated from 26 classrooms.

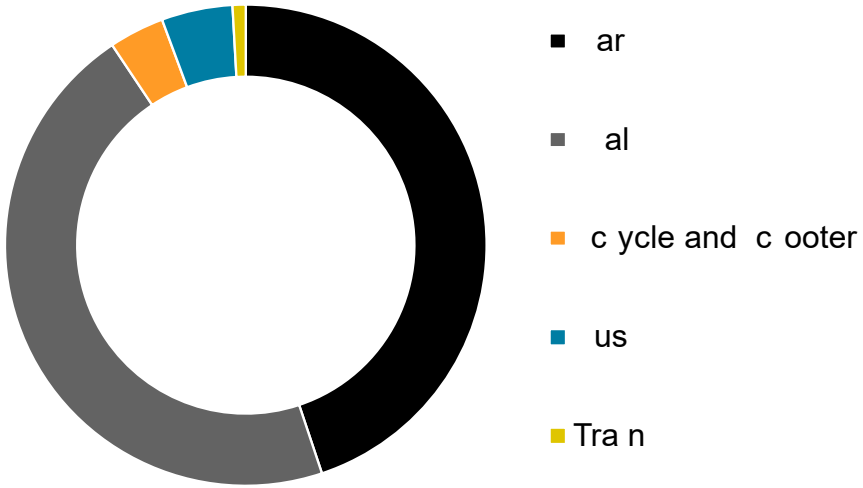
- 246 students in K to Year 2 classes
- 321 students in Year 3 to 6 classes

A total of 41 students were absent on the survey day.

The survey received 93% response rate based of a student population of 608 (Term 3 2024).

Travel Survey Results – K to Year 6 (Term 3)

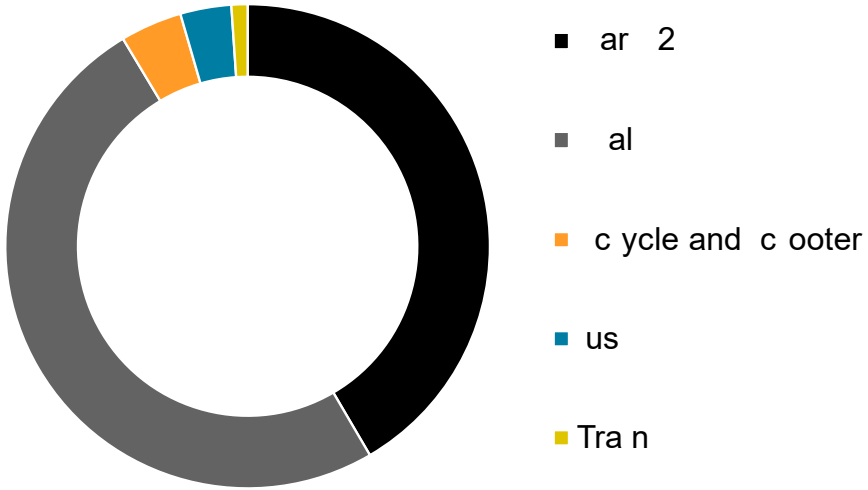
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	254	259	21	27	5

Key findings:
- Walk mode share was higher in the PM period by 4%.
- Bicycle and scooter mode share was similar in both peak period.

PM Travel Results

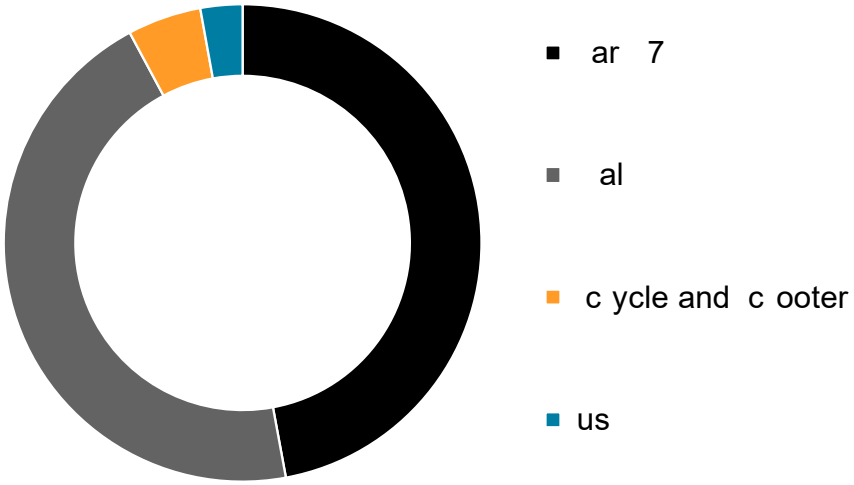


Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	232	278	23	19	6

Key findings:
- Bus mode share was lower in the PM period by 1%.
- Train mode share was similar in both peak period.
- Car mode share was lower in the PM period by 3%.

Travel Survey Results – K to Year 2 (Term 3)

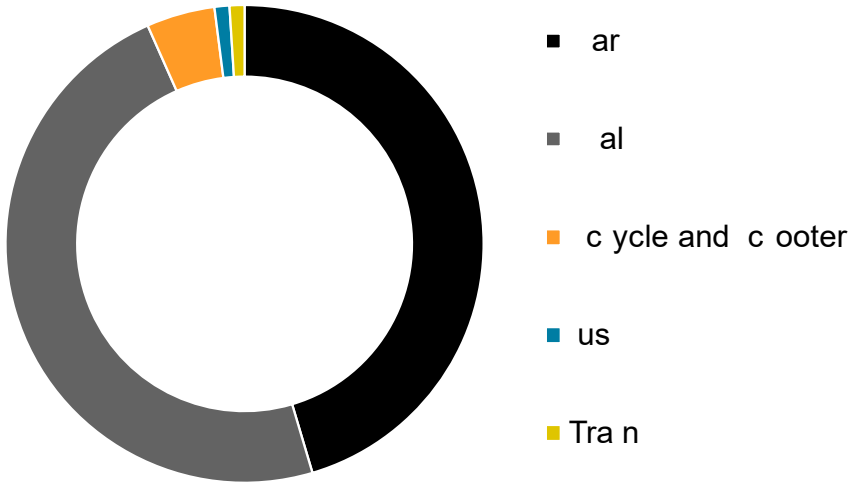
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus
No. Students	116	111	11	7

Key findings:
- Walk mode share was higher in PM period by 3%.
- Bus mode share was higher in AM peak period by 2%.
- Car mode share was lower in the PM period by 2%.

PM Travel Results

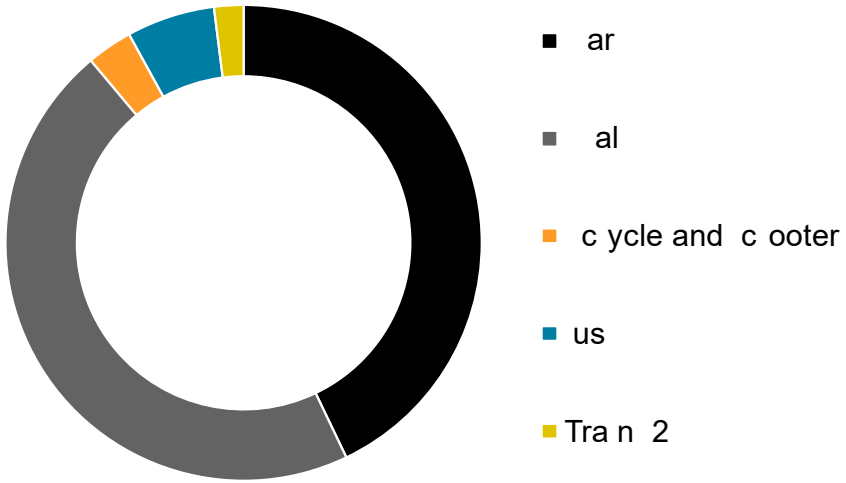


Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	108	114	11	5	1

Key findings:
- Kindergarten to Years 2 students used Train in PM period only (1%).
- Bicycle or Scooter was similar in both the AM and PM period.

Travel Survey Results – Year 3 to 6 (Term 3)

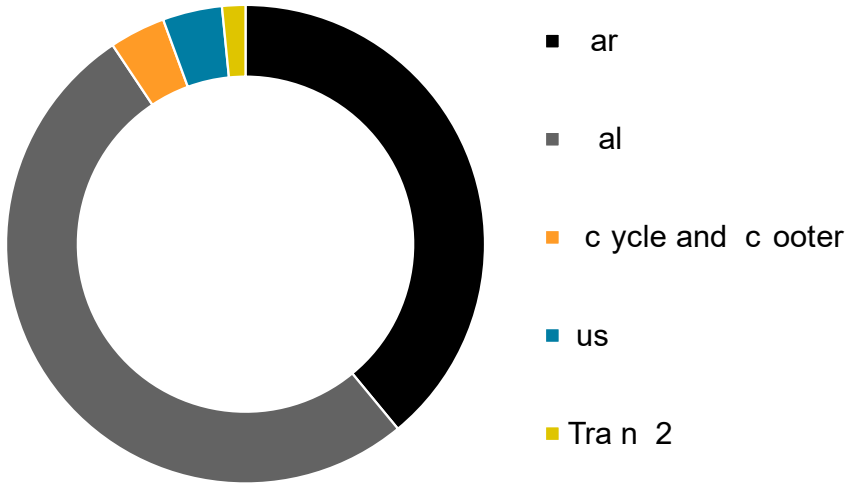
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	138	148	10	20	5

Key findings:
- Car mode share was lower in the PM period by 4%.
- Walk mode share was higher in the PM period by 5%.
- Bicycle and Scooter mode share was higher in the PM period by 1%.

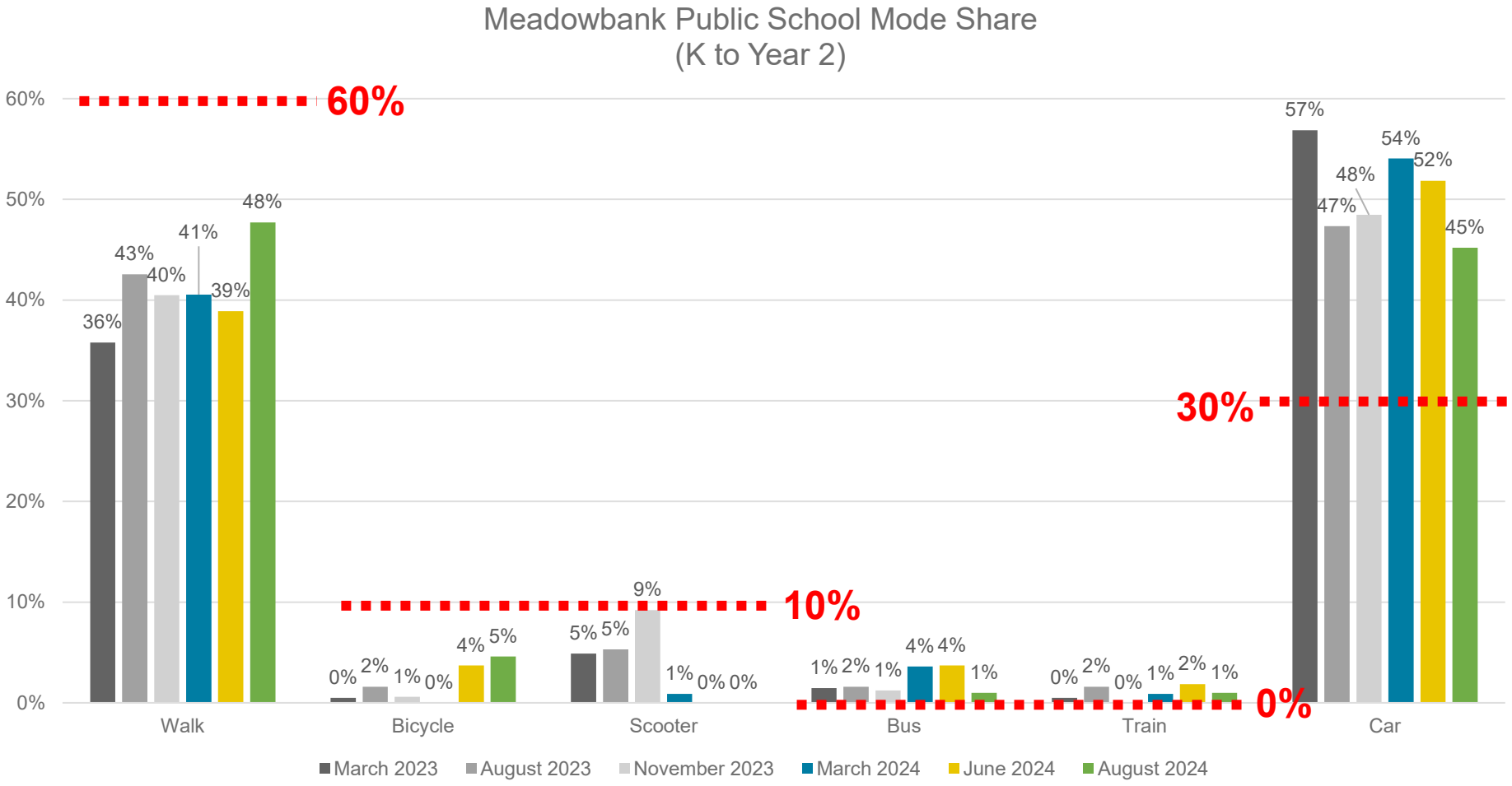
PM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	124	164	12	14	5

Key findings:
- Bus mode share was lower in PM period by 2%, and
- Train mode share was similar in both peak period.

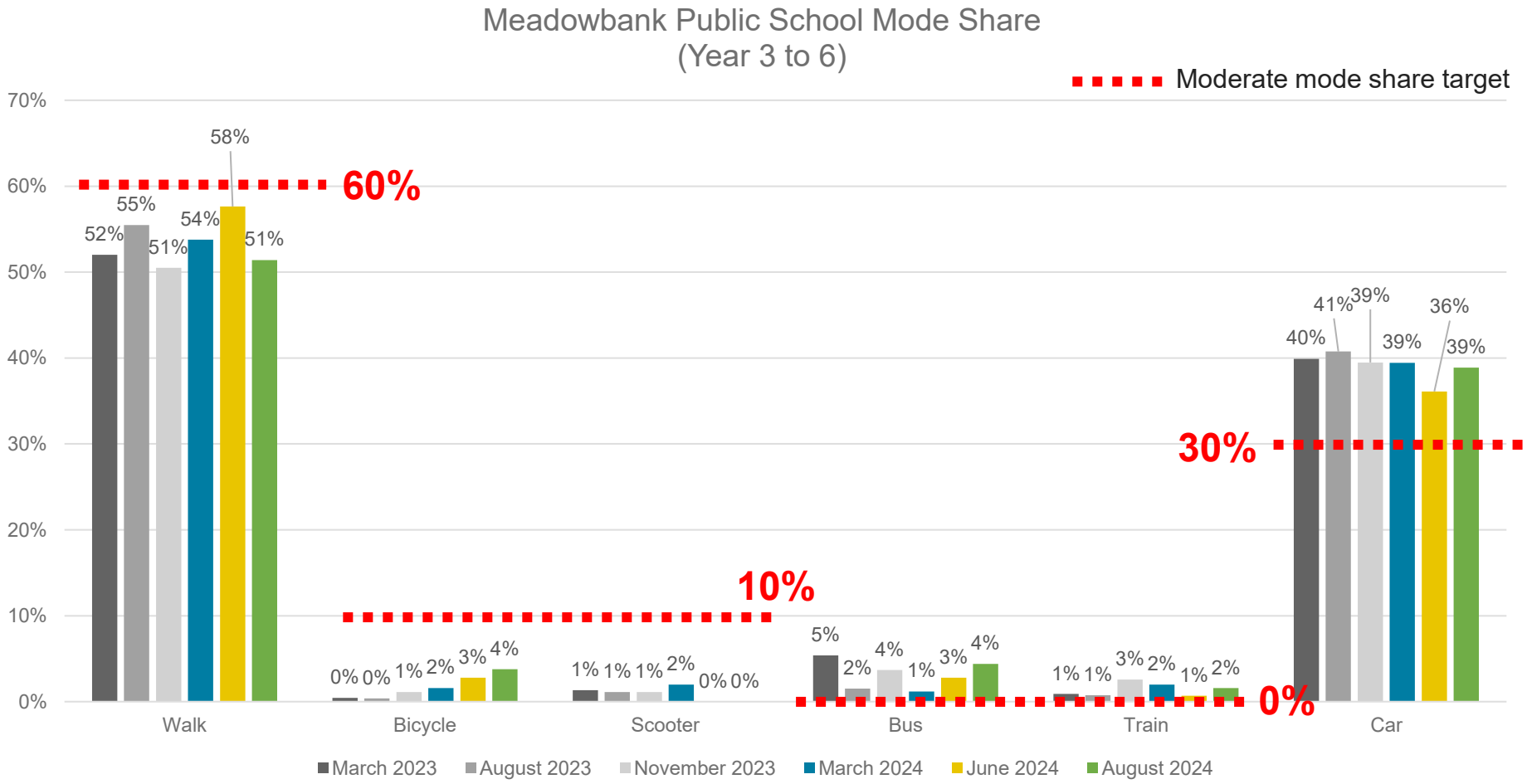
Mode Share Comparison K to Year 2 (PM)



Key findings:

- Walking mode share was **up by 9%** and **12% under the target**.
- Cycling mode share was **up by 1%** and Scooter mode share was **Zero**. Micromobility mode share was **5% under the target**.
- Bus mode share was **down by 3%** and Train mode share was **down by 1%**. Public transport mode share was **2% above the target**.
- Car mode share was **down by 7%** and **15% above the target**.

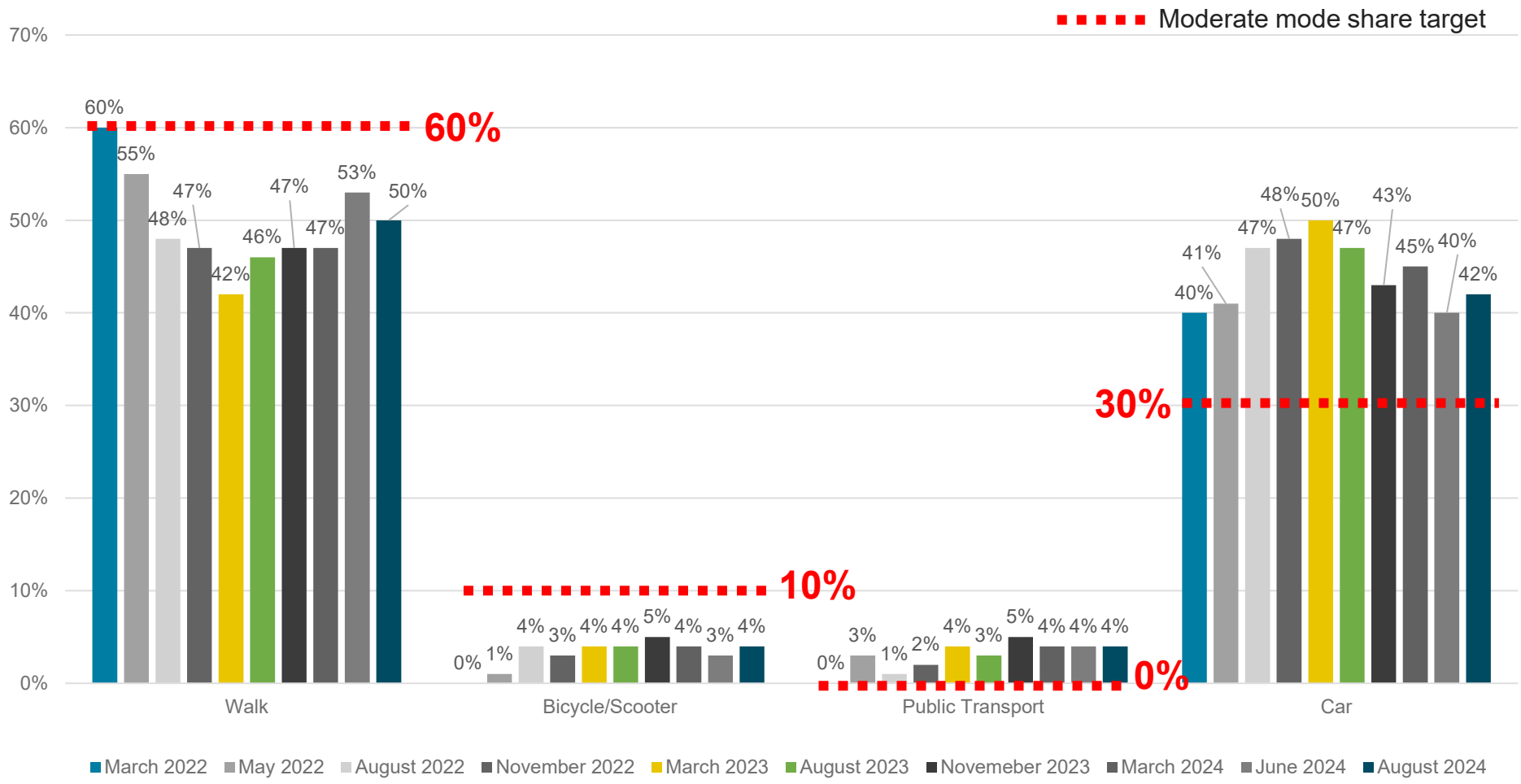
Mode Share Comparison Year 3 to 6 (PM)



Key findings:

- Walking mode share was **down by 7%** and **9% under the target**.
- Cycling mode share was **up by 1%** and Scooter mode share was **Zero**. Micromobility mode share was **6% under the target**.
- Bus and Train mode share was **up by 1% each**. Public transport mode share **was 6% above the target**.
- Car mode share was **up by 3%** and **9% above the target**.

Mode Share Comparison – Whole school (PM)



Key findings for student PM travel from targets to Term 3 2024:

- Walking mode share was **down by 3%** and **10% under the target.**
- Cycling and Scooter mode share was **up by 1%** and **6% under the target.**
- Public transport was **unchanged** and **4% above the target.**
- Car mode share was **up by 2%** and **12% above the target.**

Mode Share Review

The student mode share targets that were set in the pre-opening School Transport Plan of 23/11/2021, and the mode share targets measured in 2024 are shown below.

Travel Mode	Mode Share Target (Pre-opening STP)			November 2022 (surveyed)		March 2023 (surveyed)		August 2023 (surveyed)		November 2023 (surveyed)		March 2024 (surveyed)		June 2024 (surveyed)		August 2024 (surveyed)	
	Base	Moderate	Reach	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Walking	60%	60%	70%	44%	51%	39%	44%	43%	50%	47%	48%	43%	50%	49%	53%	46%	50%
Bicycle/ Scooter	0%	10%	10%	3%	3%	5%	3%	3%	4%	5%	5%	5%	3%	3%	3%	4%	4%
Public Transport	0%	0%	0%	2%	2%	4%	5%	4%	3%	6%	5%	5%	4%	3%	4%	4%	4%
Car	40%	30%	20%	51%	44%	52%	48%	50%	43%	42%	43%	47%	44%	45%	40%	45%	42%

Summary:

- Walking mode share remains below the targets set in the STP and declined in comparison to Term 2 (June 2024).
- Bicycle and scooter mode share continues to fall short of the moderate target set out by STP. Though it increased compared to Term 2.
- Public transport mode share is above the STP targets, and it is similar to Term 2.
- Car mode share persists above the STP targets and demonstrates slight increase relative to Term 2.
- There is opportunity to further increase the walking and cycling mode share by providing appropriate infrastructure and advocacy.

Marsden High School

School Travel Coordinator

Travel Mode Share Survey Evaluation

Term 3 – 2024

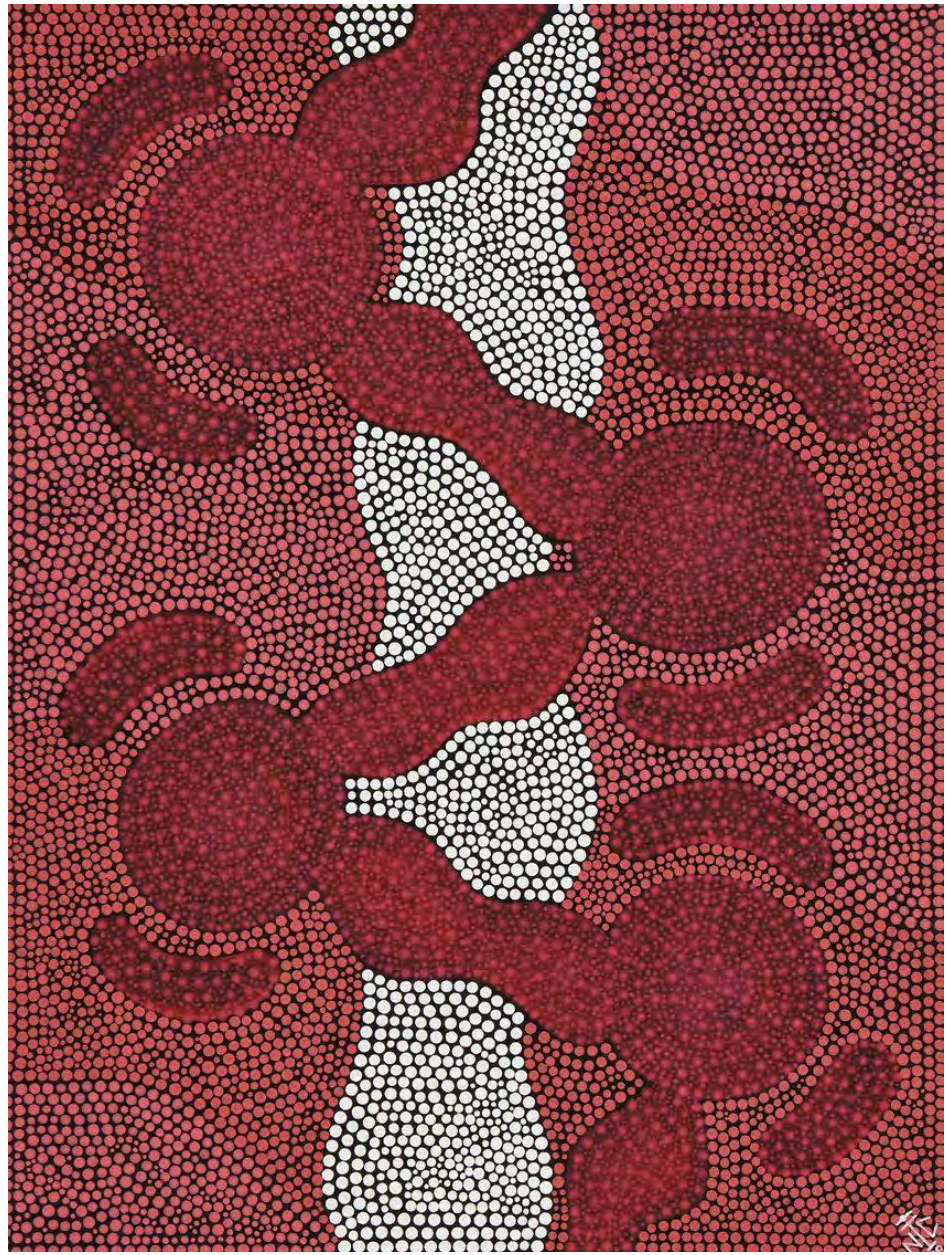
NSW Department of Education

V1 *September 2024*

Acknowledgement of Country

Stantec acknowledges the Traditional Custodians of Country throughout Australia and their connections to the land, waters, and communities where we work.

We pay our respect to their Elders past, present and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples.



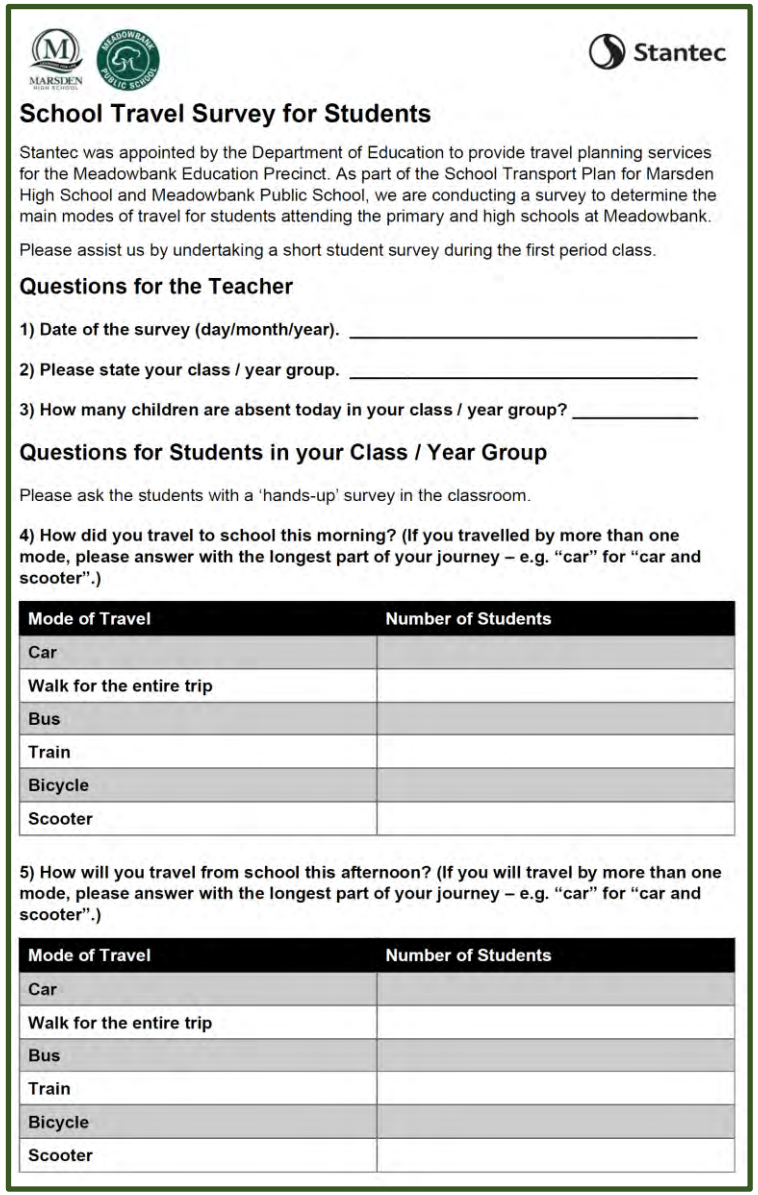
Coming Together by Stephen Nicholson of the Wurundjeri People

The circles symbolise families and tribes coming together along the Birrarung (Yarra River) which is represented by the white stream.

Agenda

1. Results of the student Show of Hands survey conducted on Thursday 05th September 2024

2. Comparison between mode share targets and surveys



Stantec

School Travel Survey for Students

Stantec was appointed by the Department of Education to provide travel planning services for the Meadowbank Education Precinct. As part of the School Transport Plan for Marsden High School and Meadowbank Public School, we are conducting a survey to determine the main modes of travel for students attending the primary and high schools at Meadowbank.

Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

1) Date of the survey (day/month/year). _____

2) Please state your class / year group. _____

3) How many children are absent today in your class / year group? _____

Questions for Students in your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

4) How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

5) How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

Marsden High School Travel Survey

A "show of hands" travel survey was conducted on Thursday 05th September 2024 for Marsden High School with the cooperation of the Principal and teachers who assisted with the completion of the travel survey.

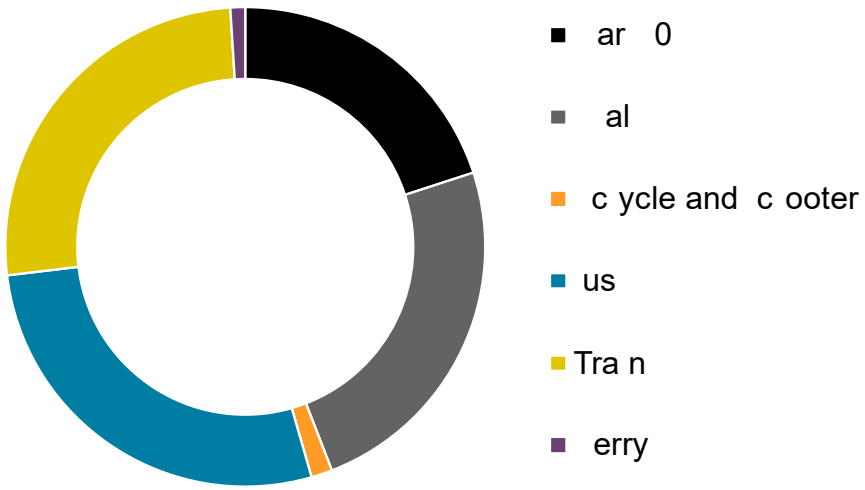
A total of 1,008 students from Years 7 to 12 and IEC and Support Unit were in attendance and participated from 63 classrooms.

A total of 238 students were absent on the survey day.

The survey received 81% response rate based of a student population of 1,246 (Term 3 2024).

Travel Survey Results –Year 7 to 12 (Term 3)

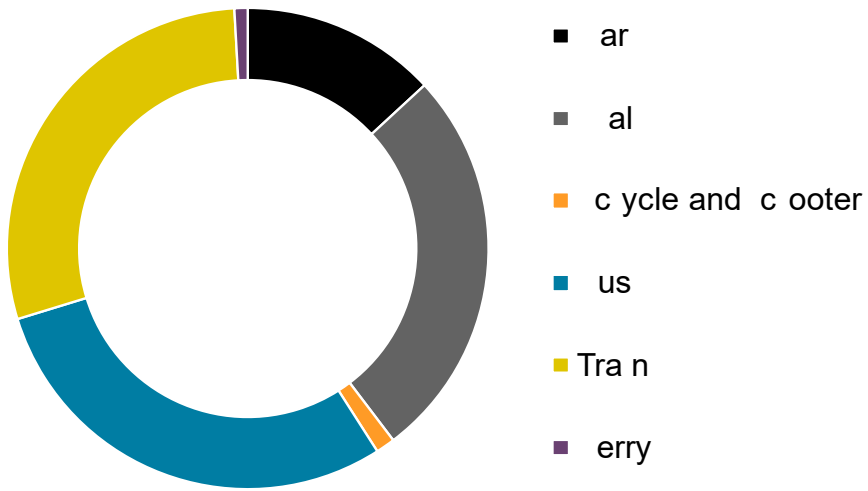
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	201	246	14	282	261	4

Key findings:
- Walk mode share was higher in the PM period by 3%.
- Ferry/ micromobility mode share was similar in both periods (1% each).

PM Travel Results

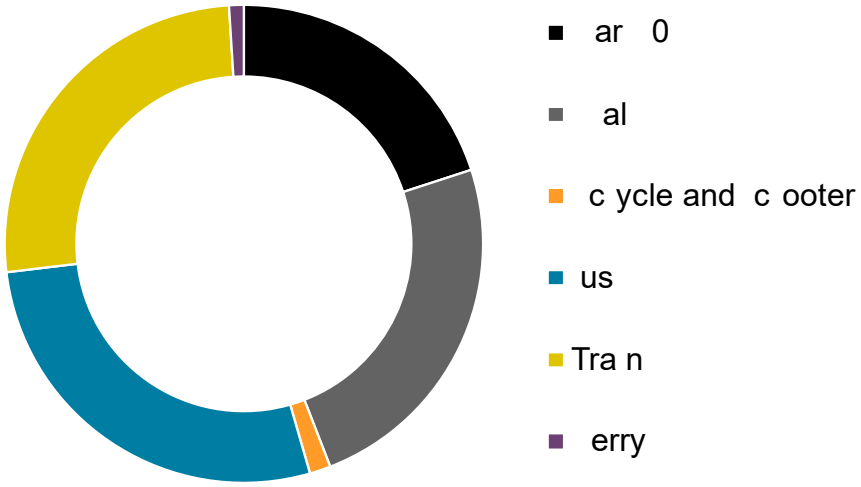


Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	133	269	13	297	287	9

Key findings:
- Bus mode share was higher in the PM period by 1%.
- Train mode share was higher in the PM period by 3%.
- Car mode share was lower in the PM periods by 7%.

Travel Survey Results –Year 7 to 10 (Term 3)

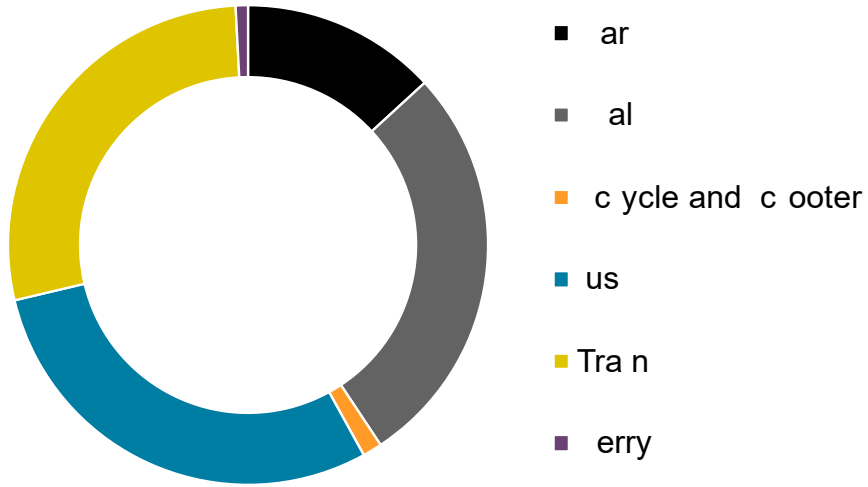
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	169	204	12	233	219	4

Key findings:
- Walk mode share was higher in PM period by 4%.
- Bus and Train mode share were higher in PM period by 1% and 2% respectively.

PM Travel Results

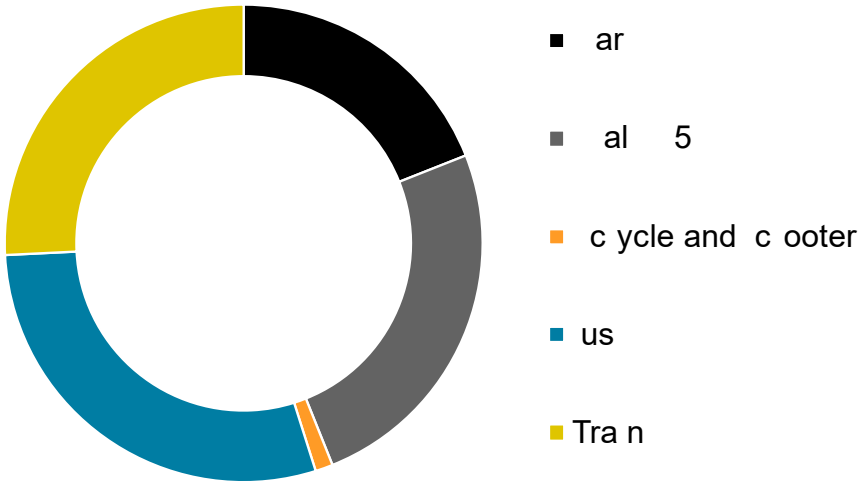


Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	111	232	11	247	235	7

Key findings:
- Ferry/ micromobility mode share remained the same in both periods.
- Car mode share was lower in the PM period by 7%.

Travel Survey Results –Year 11 to 12 (Term 3)

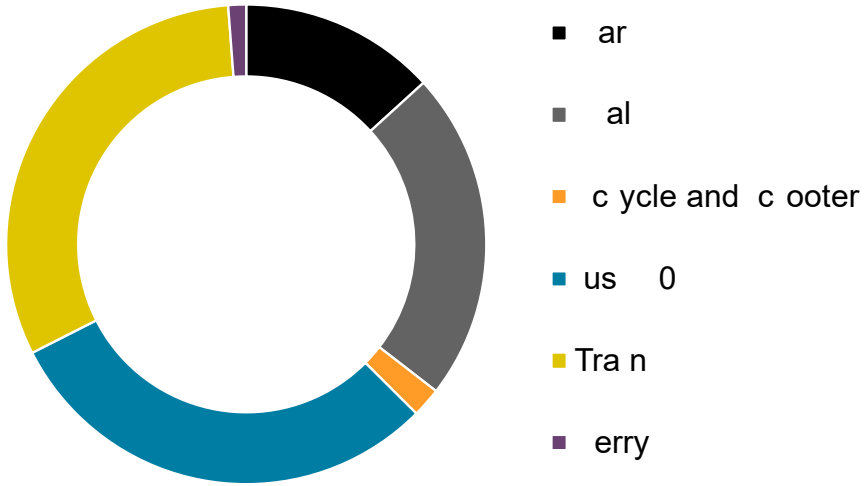
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	32	42	2	49	42

Key findings:
- Car mode share was lower in the PM period by 6%.
- Walk mode share was lower in the PM period by 3%.
- Bicycle and Scooter mode share was higher in the PM period by 1%.

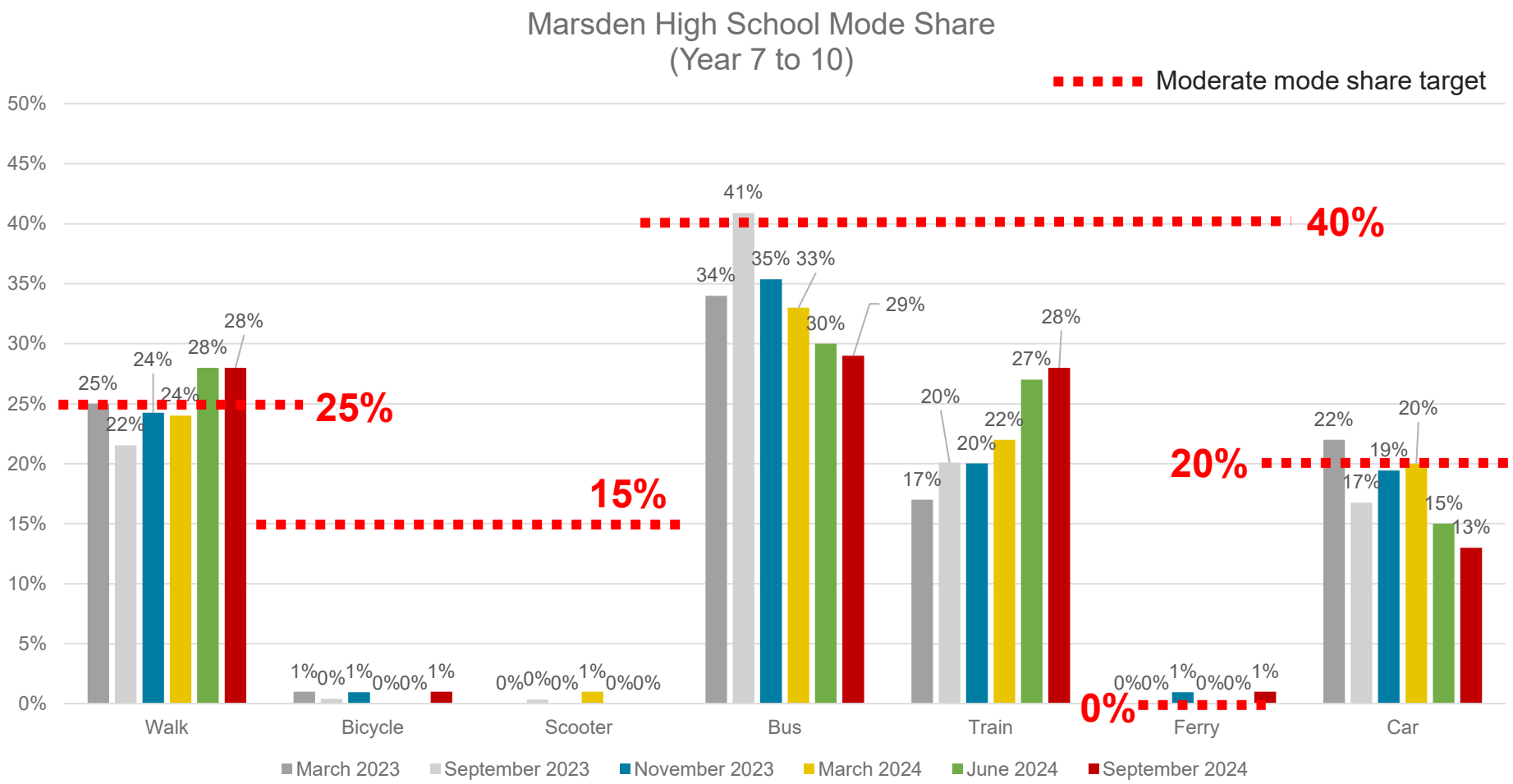
PM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	22	37	2	50	52	2

Key findings:
- Bus and Train mode share was higher in the PM period by 1% and 6% respectively.
- Year 11 to 12 students did not use Ferry in the AM period..

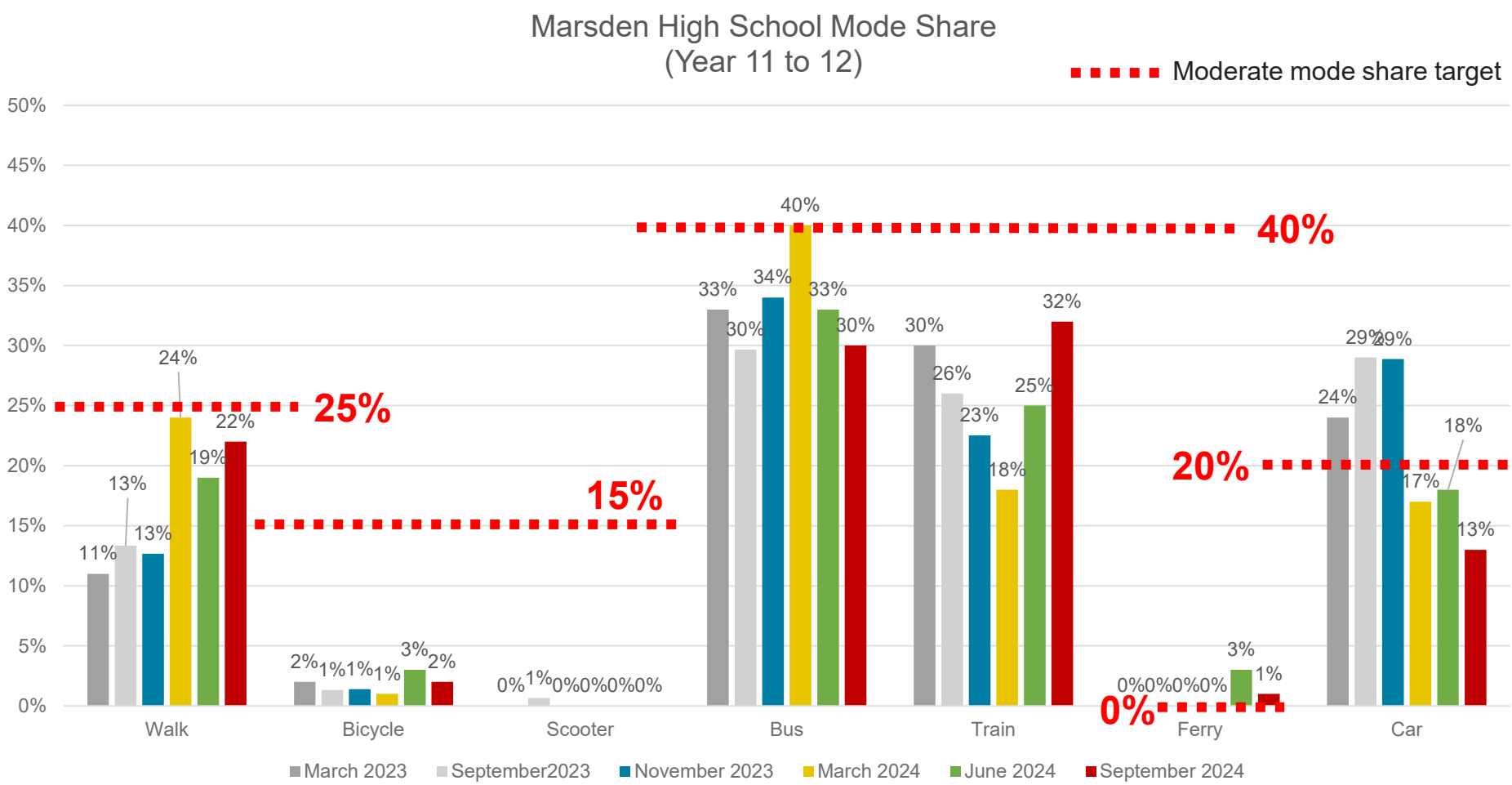
Mode Share Comparison Year 7 to 10 (PM)



Key findings:

- Walking mode share was **consistent** and **3% above the target.**
- Cycling mode share was **up by 1%** and Scooter mode share was **0%.** Micromobility mode share was **14% under the target.**
- Bus mode share was **down by 1%,** Train was **up by 1%** and Ferry was **up by 1%.** Public transport mode share was **18% above the target.**
- Car mode share was **down by 2%** and **7% under the target.**

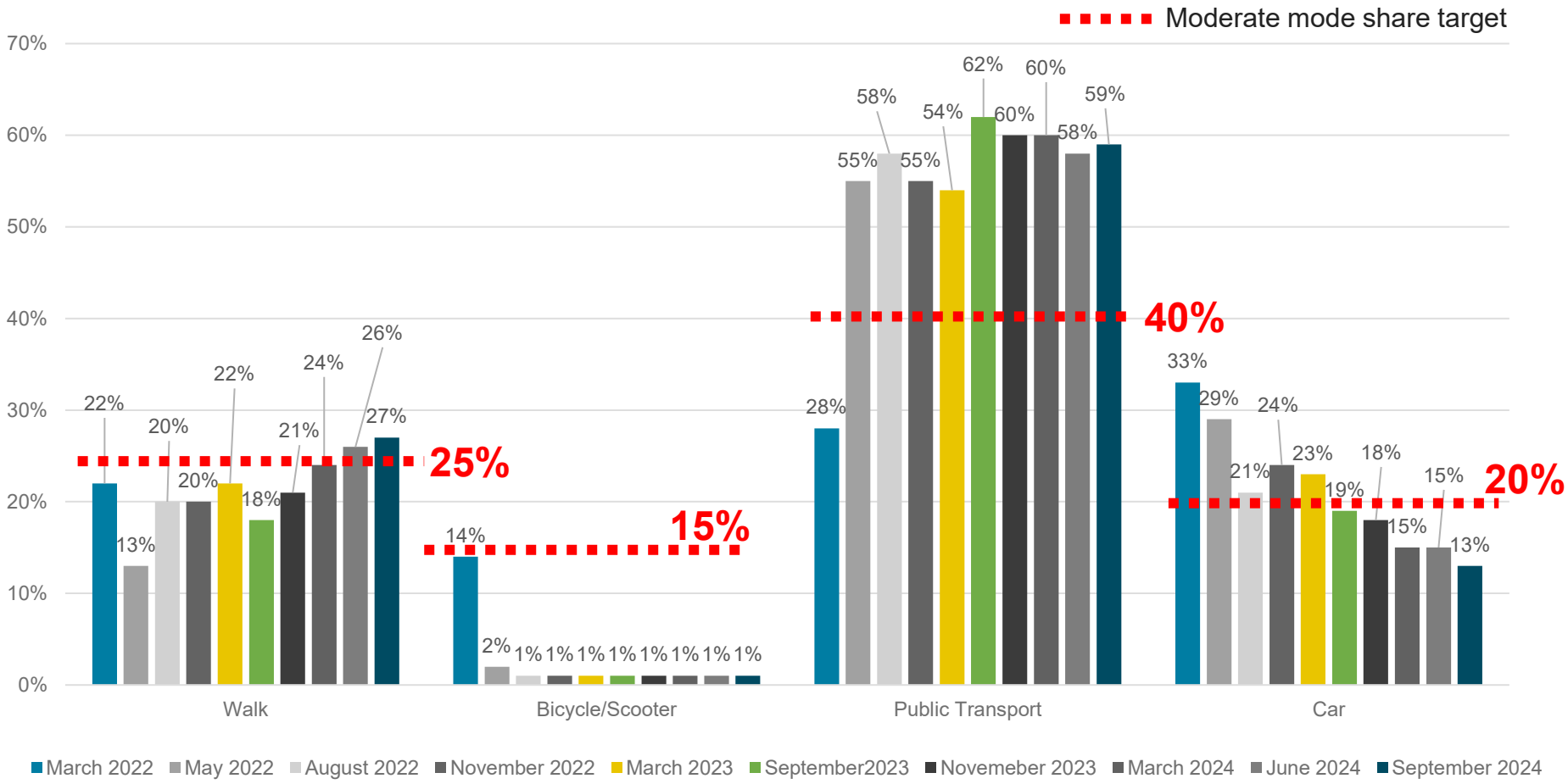
Mode Share Comparison Year 11 to 12 (PM)



Key findings:

- Walking mode share was **up by 3%** and **3% under the target.**
- Cycling mode share was **down by 1%,** and Scooter mode share was **0%.** Micromobility mode share was **13% under target.**
- Bus mode share was **down by 3%,** Train was **up by 7%** and Ferry was **down by 2%.** Public transport mode share was **22% above the target.**
- Car mode share was **down by 5%** and **7% under the target.**

Mode Share Comparison (PM)



Key findings:

- Walking mode share was **up by 1%** and **2% above the target.**
- Cycling and Scooter mode share was **consistent** and **14% under the target.**
- Public transport was **up by 1%** and **19% above the target.**
- Car mode share was **down by 2%** with term 2 and **7% under the target.**

Mode Share Review

The student mode share targets that were set in the pre-opening School Transport Plan of 23/11/2021, and the mode share targets measured in 2024 are shown below.

Travel Mode	Mode Share Target (Pre-opening STP)			November 2022 (surveyed)		March 2023 (surveyed)		September 2023 (surveyed)		November 2023 (surveyed)		March 2024 (surveyed)		June 2024 (surveyed)		September 2024 (surveyed)	
	Base	Moderate	Reach	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Walking	22%	25%	25%	22%	22%	19%	23%	19%	20%	21%	31%	22%	24%	25%	26%	24%	27%
Bicycle/ Scooter	14%	15%	15%	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	1%	1%	1%	1%
Public Transport	31%	40%	45%	53%	61%	51%	57%	56%	63%	53%	49%	53%	60%	54%	58%	55%	59%
Car	33%	20%	15%	24%	15%	28%	18%	23%	15%	22%	19%	24%	15%	20%	15%	20%	13%

Summary:

- Walking mode share is above the STP targets and demonstrates slight increase relative to Term 2 (June 2024).
- Bicycle and scooter mode share remains below the targets set in the STP, and it is similar to Term 2.
- Public transport mode share is above the STP targets and demonstrates slight increase relative to Term 2.
- Car mode share is below the STP targets and demonstrates slight decrease relative to Term 2.
- There is opportunity to further increase the cycling mode share by providing appropriate infrastructure and advocacy.

Meadowbank Public School

School Travel Coordinator

Travel Mode Share Survey Evaluation

Term 4 – 2024

NSW Department of Education

V1 *November 2024*

Acknowledgement of Country

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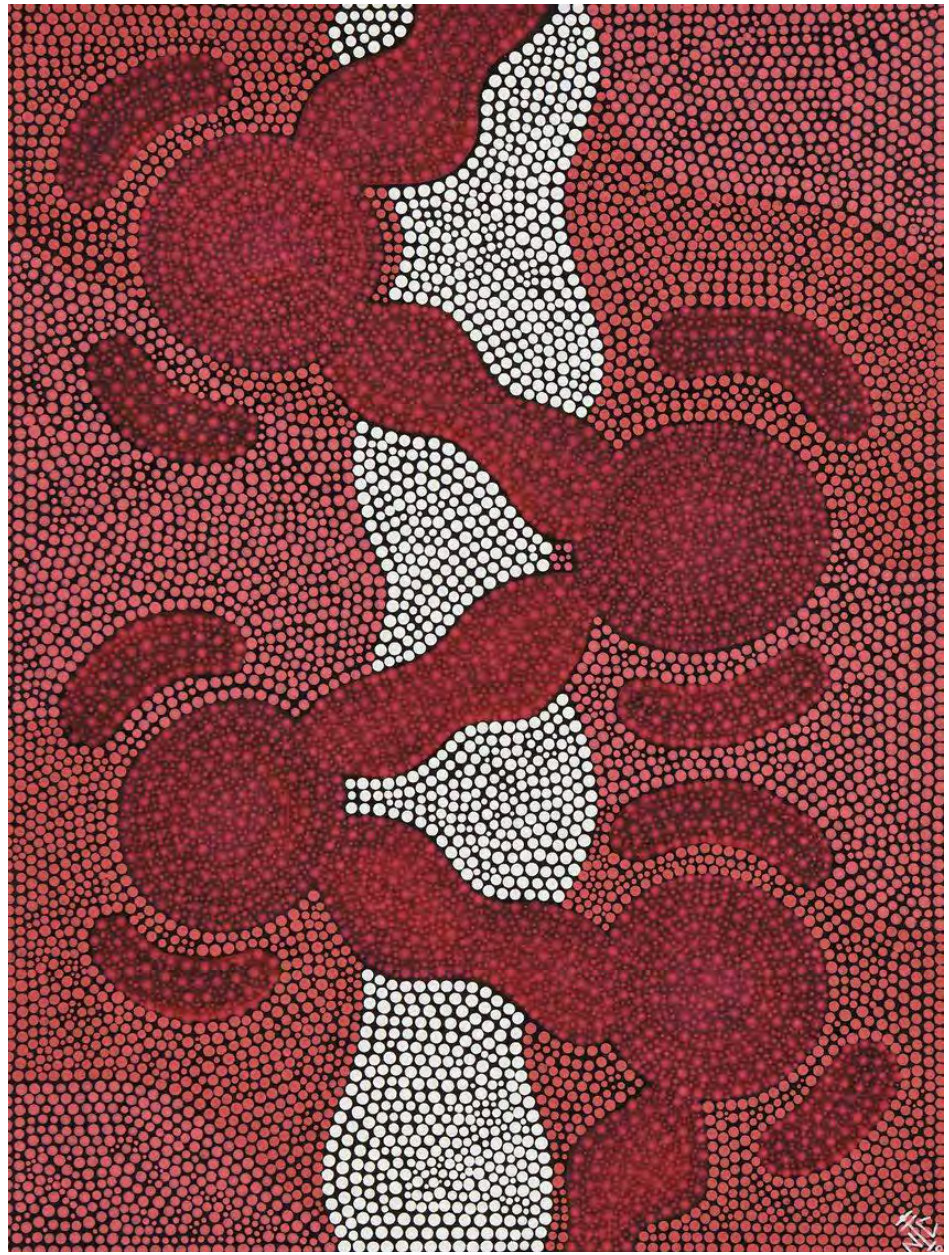


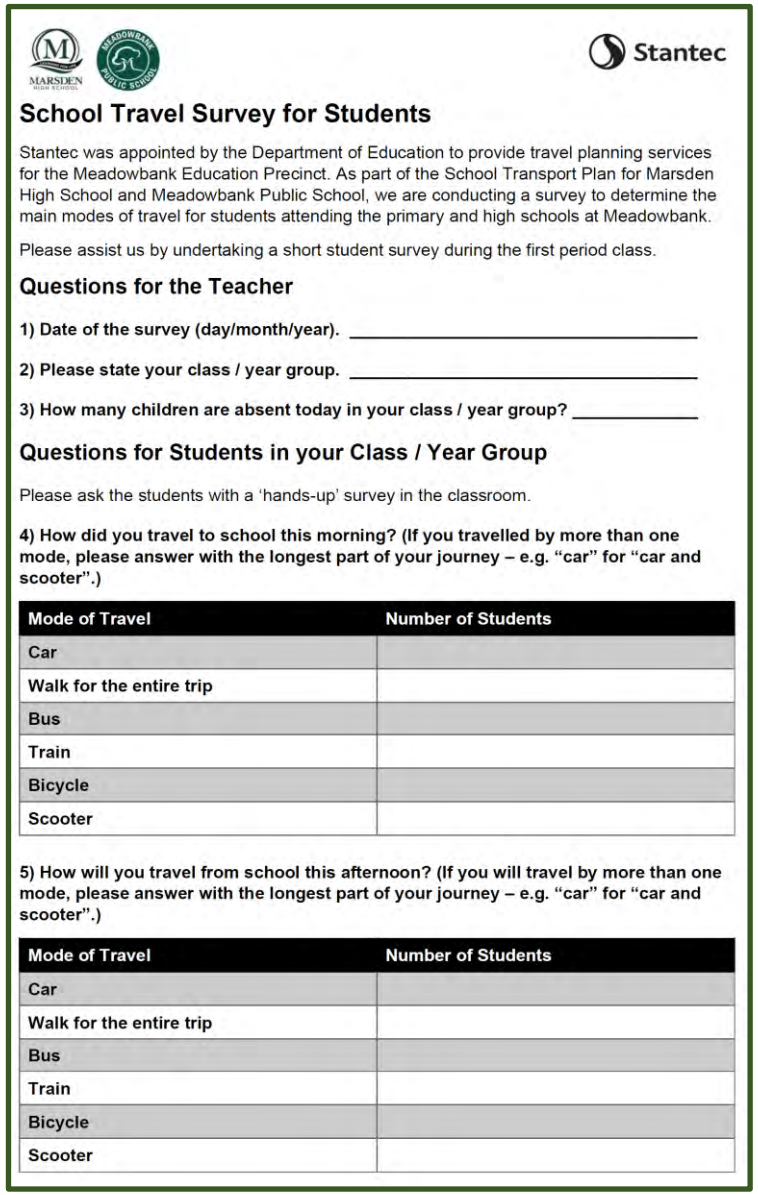
Coming Together by Stephen Nicholson of the Wurundjeri People

The circles symbolise families and tribes coming together along the Birrarung (Yarra River) which is represented by the white stream.

Agenda

1. Results of the student Show of Hands survey conducted on Tuesday 26th November 2024

2. Comparison between mode share targets and surveys



Stantec

School Travel Survey for Students

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Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

1) Date of the survey (day/month/year). _____

2) Please state your class / year group. _____

3) How many children are absent today in your class / year group? _____

Questions for Students in your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

4) How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

5) How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

Meadowbank Public School Travel Survey

A "show of hands" travel survey was conducted on Tuesday 26th November 2024 for Meadowbank Public School with the cooperation of the Principal and teachers who assisted with the completion of the travel survey.

A total of 563 students from K to Year 6 were in attendance and participated from 26 classrooms.

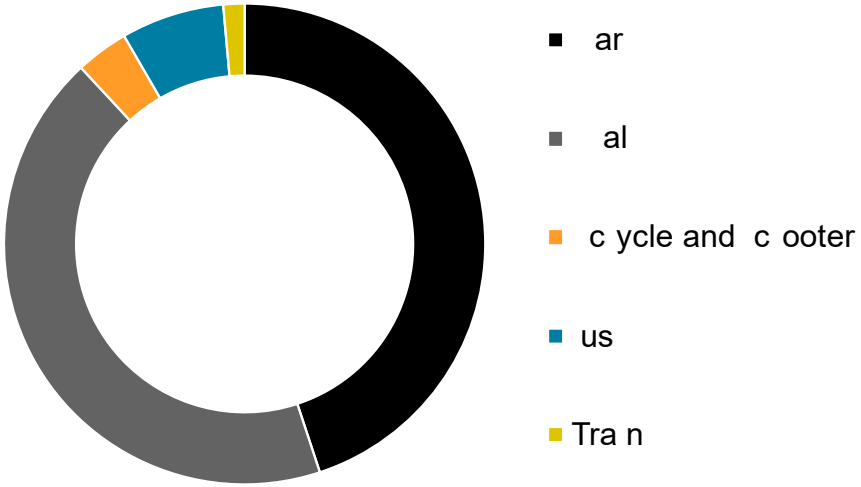
- 277 students in K to Year 2 classes
- 286 students in Year 3 to 6 classes

A total of 34 students were absent on the survey day.

The survey received 94% response rate based of a student population of 597 (Term 4 2024).

Travel Survey Results – K to Year 6 (Term 4)

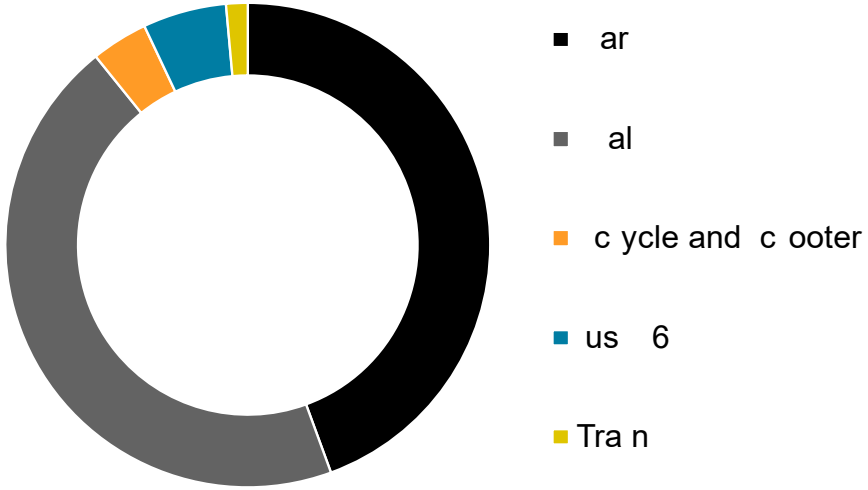
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	253	243	20	39	8

Key findings:
- Walk mode share was higher in the PM period by 2%.
- Bicycle and scooter mode share was similar in both peak period.

PM Travel Results

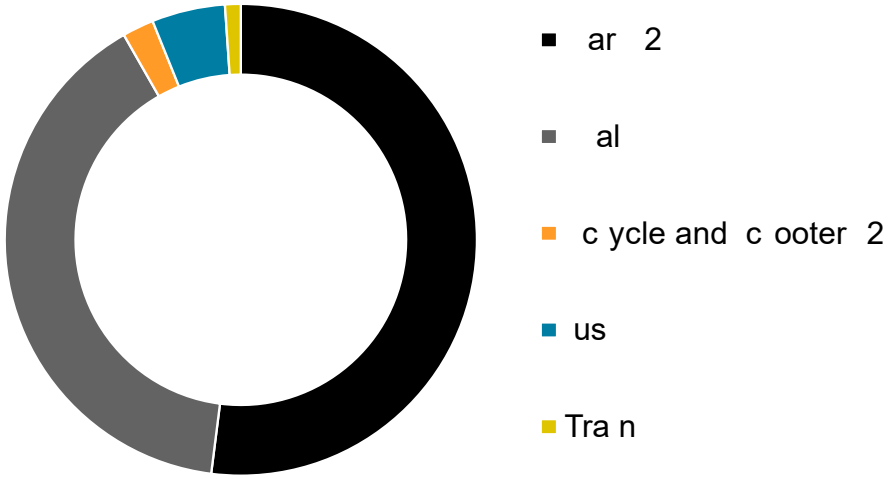


Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	247	249	22	31	9

Key findings:
- Bus mode share was lower in the PM period by 1%.
- Train mode share was similar in both peak period.
- Car mode share was lower in the PM period by 1%.

Travel Survey Results – K to Year 2 (Term 4)

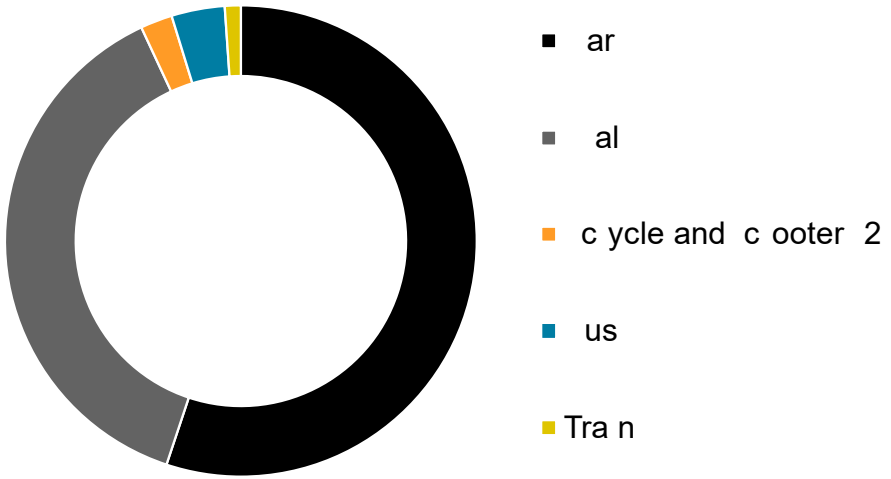
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	145	109	6	14	3

Key findings:
- Walk mode share was lower in PM period by 2%.
- Bus mode share was higher in AM peak period by 1%.

PM Travel Results

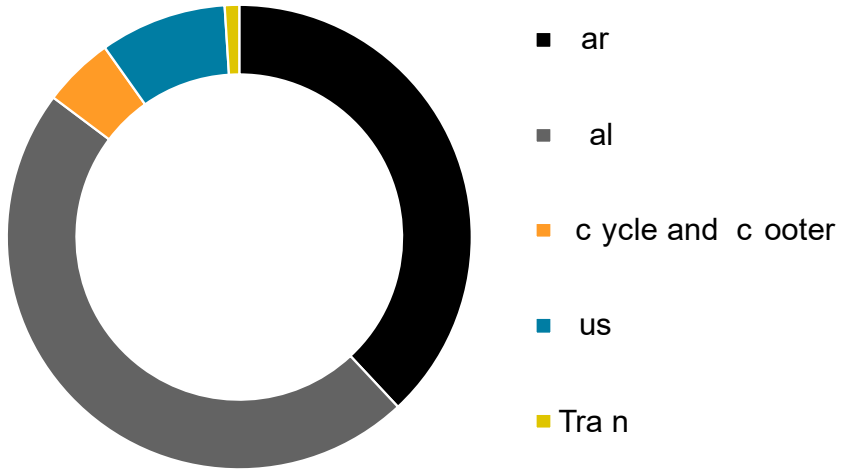


Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	151	104	6	10	3

Key findings:
- Bicycle or Scooter, and Train mode share was similar in both peak period.
- Car mode share was higher in the PM period by 3%.

Travel Survey Results – Year 3 to 6 (Term 4)

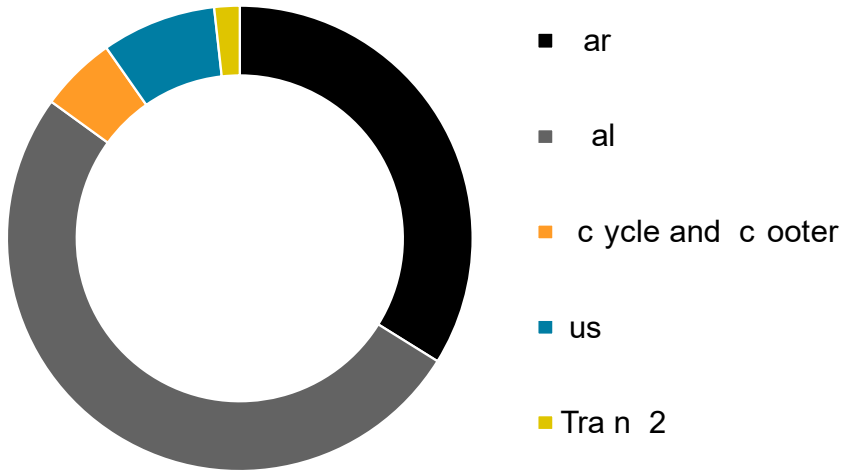
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	108	134	14	25	5

Key findings:
- Car mode share was lower in the PM period by 4%.
- Walk mode share was higher in the PM period by 4%.
- Bicycle and Scooter mode share was similar in both peak period.

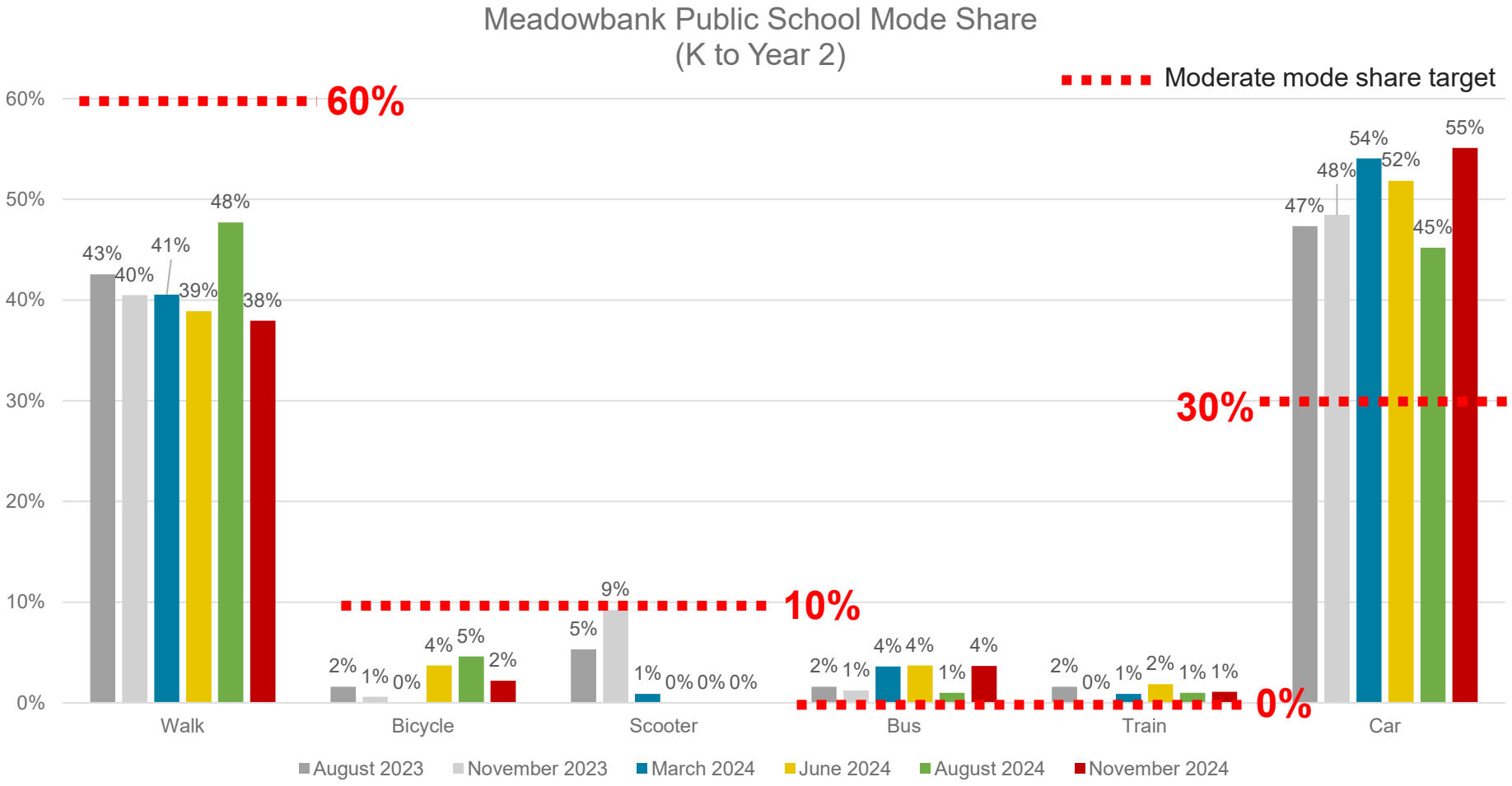
PM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train
No. Students	96	145	15	21	5

Key findings:
- Bus mode share was lower in PM period by 1%, and
- Train mode share was higher in the PM period by 1%.

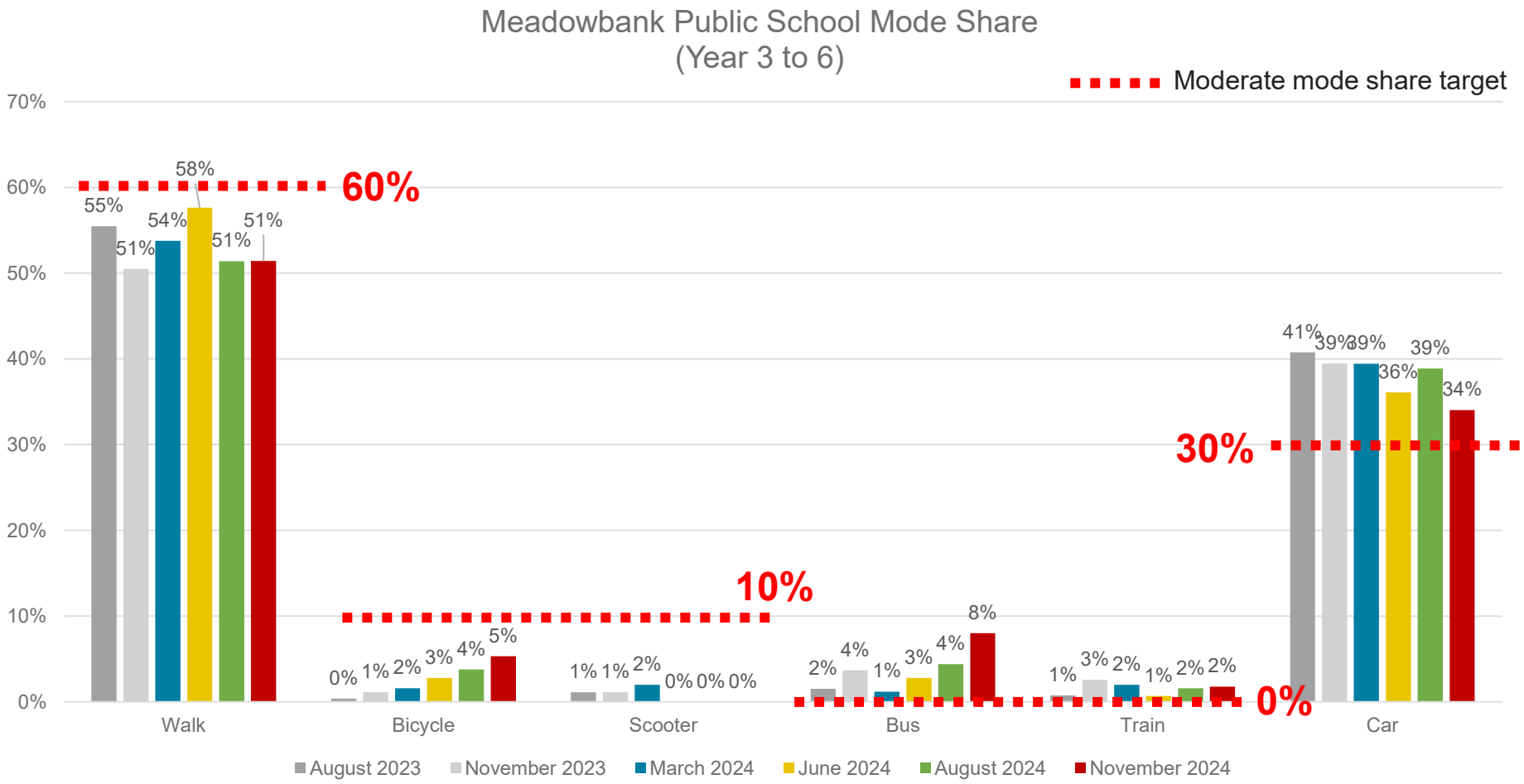
Mode Share Comparison K to Year 2 (PM)



Key findings:

- Walking mode share was **down by 10%** and **22% under the target**.
- Cycling mode share was **down by 3%** and Scooter mode share was **Zero**. Micromobility mode share was **8% under the target**.
- Bus mode share was **up by 3%** and Train mode share was **unchanged**. Public transport mode share was **5% above the target**.
- Car mode share was **up by 10%** and **25% above the target**.

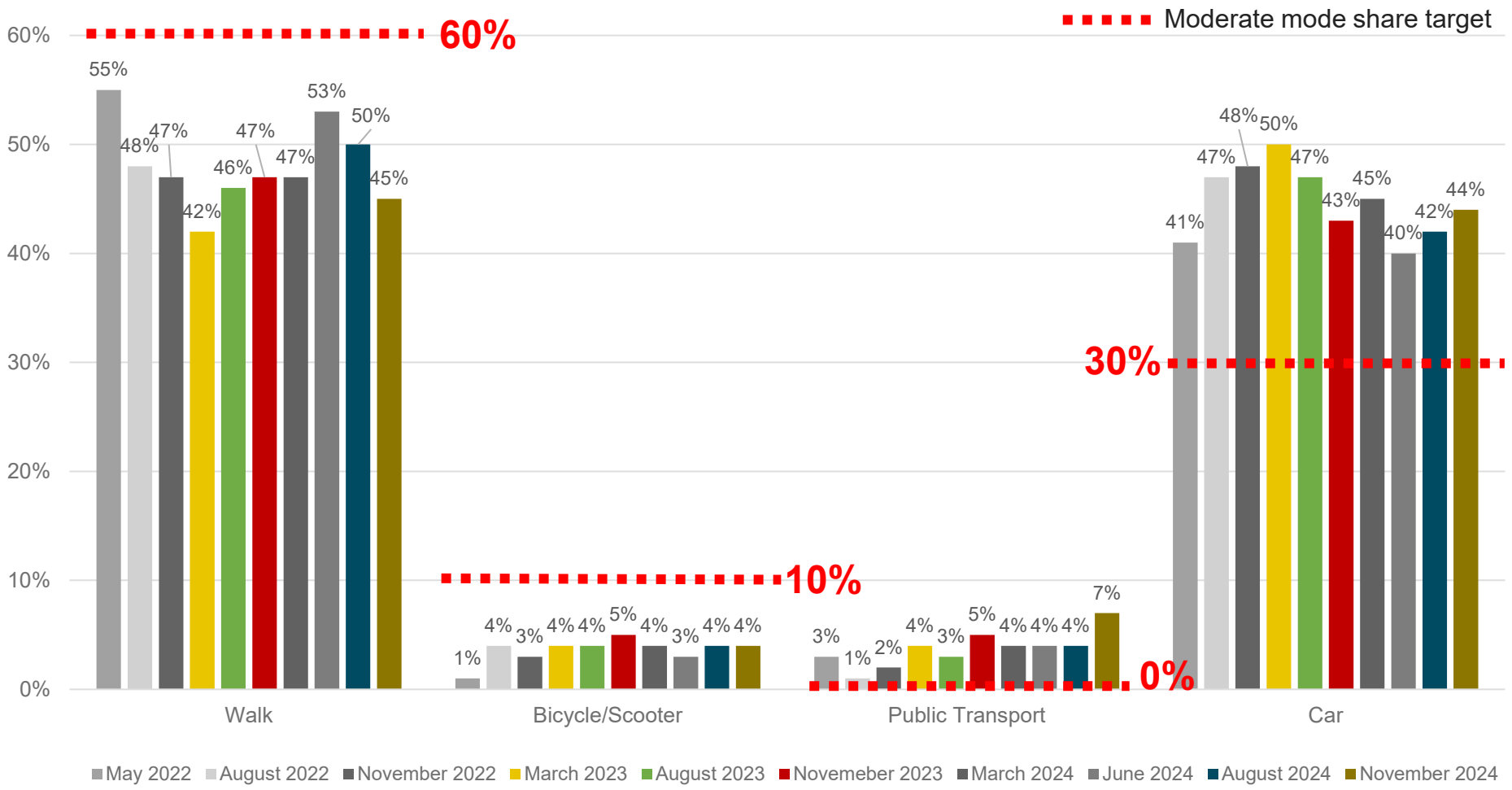
Mode Share Comparison Year 3 to 6 (PM)



Key findings:

- Walking mode share was **unchanged** and **9% under the target**.
- Cycling mode share was **up by 1%** and Scooter mode share was **Zero.** Micromobility mode share was **5% under the target**.
- Bus mode share was **up by 4%** and Train mode share was **unchanged.** Public transport mode share was **10% above the target**.
- Car mode share was **down by 5%** and **4% above the target**.

Mode Share Comparison – Whole school (PM)



Key findings for student PM travel from targets to Term 4 2024:

- Walking mode share was **down by 5%** and **15% under the target.**
- Cycling and Scooter mode share was **unchanged** and **6% under the target.**
- Public transport was **up by 3%** and **7% above the target.**
- Car mode share was **up by 2%** and **14% above the target.**

Mode Share Review

The student mode share targets that were set in the pre-opening School Transport Plan of 23/11/2021, and the mode share targets measured in 2024 are shown below.

Travel Mode	Mode Share Target (Pre-opening STP)			March 2023 (surveyed)		August 2023 (surveyed)		November 2023 (surveyed)		March 2024 (surveyed)		June 2024 (surveyed)		August 2024 (surveyed)		November 2024 (surveyed)	
	Base	Moderate	Reach	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Walking	60%	60%	70%	39%	44%	43%	50%	47%	48%	43%	50%	49%	53%	46%	50%	43%	45%
Bicycle/ Scooter	0%	10%	10%	5%	3%	3%	4%	5%	5%	5%	3%	3%	3%	4%	4%	4%	4%
Public Transport	0%	0%	0%	4%	5%	4%	3%	6%	5%	5%	4%	3%	4%	4%	4%	8%	7%
Car	40%	30%	20%	52%	48%	50%	43%	42%	43%	47%	44%	45%	40%	45%	42%	45%	44%

Summary:

- Walking mode share remains below the targets set in the STP and declined in comparison to Term 3 (August 2024).
- Bicycle and scooter mode share continues to fall short of the moderate target set out by STP and it is similar to Term 3.
- Public transport mode share is above the STP targets, and it is increased compared to Term 3.
- Car mode share persists above the STP targets and demonstrates slight increase relative to Term 3.
- There is still opportunity to further increase the walking and cycling mode share by providing appropriate infrastructure and advocacy.

Marsden High School

School Travel Coordinator

Travel Mode Share Survey Evaluation

Term 4 – 2024

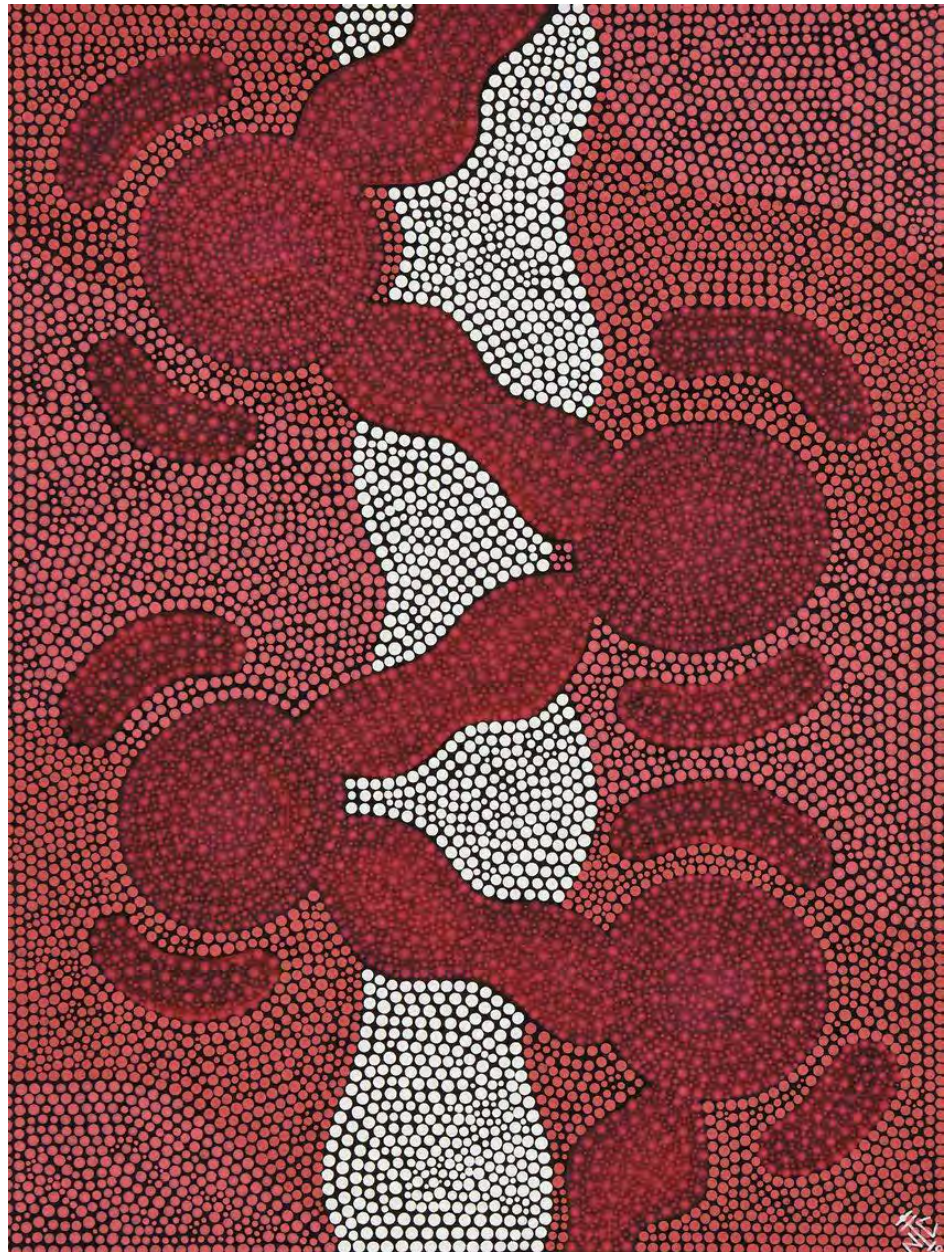
NSW Department of Education

V1 *November 2024*

Acknowledgement of Country

Stantec acknowledges the Traditional Custodians of Country throughout Australia and their connections to the land, waters, and communities where we work.

We pay our respect to their Elders past, present and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples.



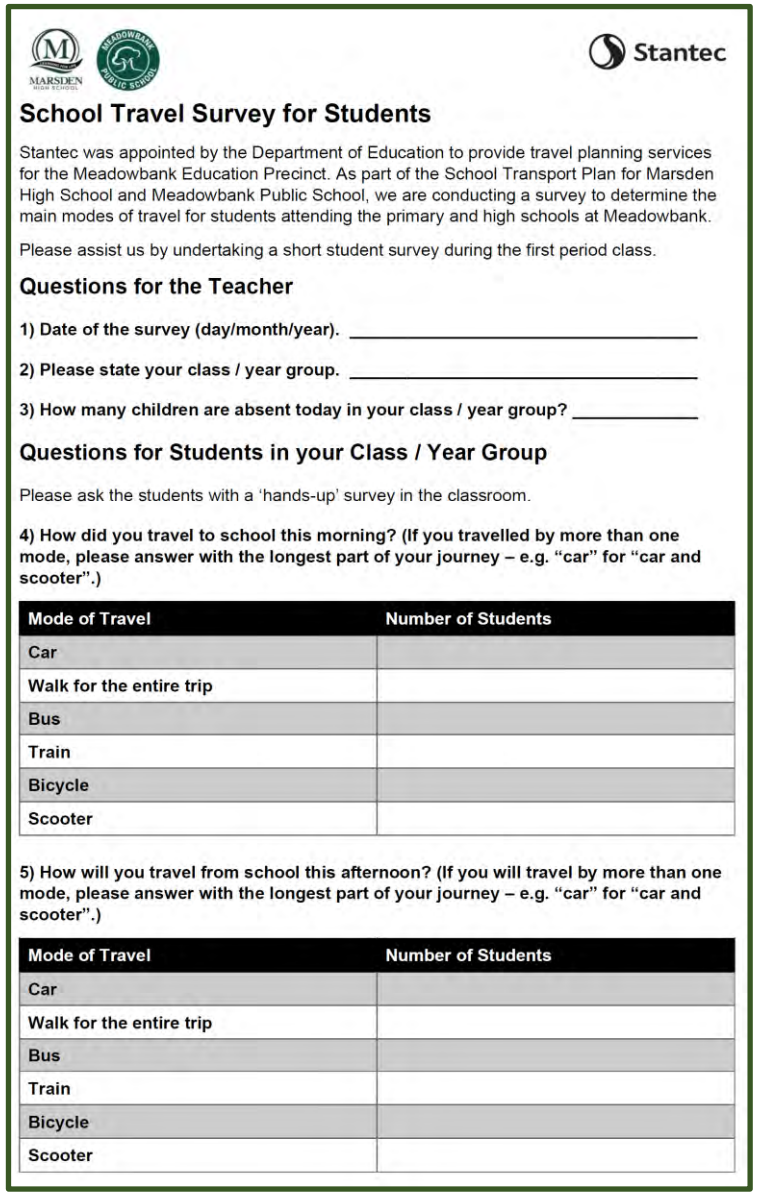
Coming Together by Stephen Nicholson of the Wurundjeri People

The circles symbolise families and tribes coming together along the Birrarung (Yarra River) which is represented by the white stream.

Agenda

1. Results of the student Show of Hands survey conducted on Tuesday 26th November 2024

2. Comparison between mode share targets and surveys



Stantec

School Travel Survey for Students

Stantec was appointed by the Department of Education to provide travel planning services for the Meadowbank Education Precinct. As part of the School Transport Plan for Marsden High School and Meadowbank Public School, we are conducting a survey to determine the main modes of travel for students attending the primary and high schools at Meadowbank.

Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

1) Date of the survey (day/month/year). _____

2) Please state your class / year group. _____

3) How many children are absent today in your class / year group? _____

Questions for Students in your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

4) How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

5) How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

Marsden High School Travel Survey

A "show of hands" travel survey was conducted on Tuesday 26th November 2024 for Marsden High School with the cooperation of the Principal and teachers who assisted with the completion of the travel survey.

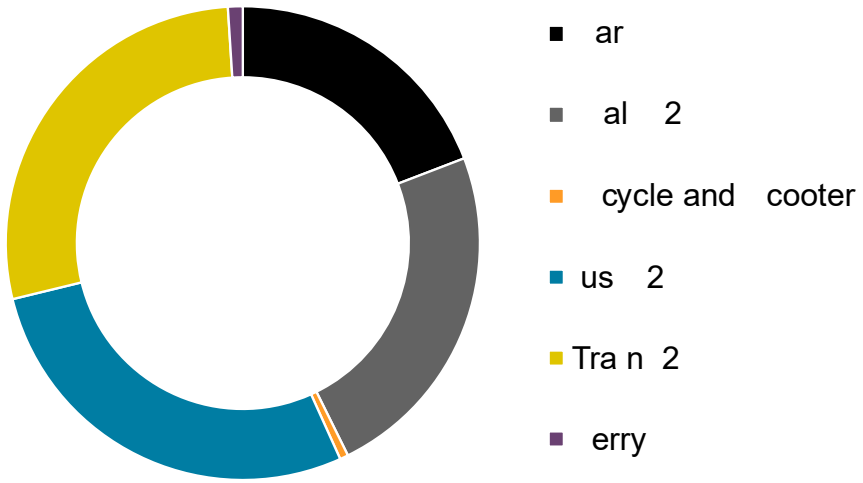
A total of 708 students from Years 7 to 12 and IEC and Support Unit were in attendance and participated from 46 classrooms.

A total of 177 students were absent on the survey day.

The survey received 80% response rate based of a student population of 885 (Term 4 2024).

Travel Survey Results –Year 7 to 12 (Term 4)

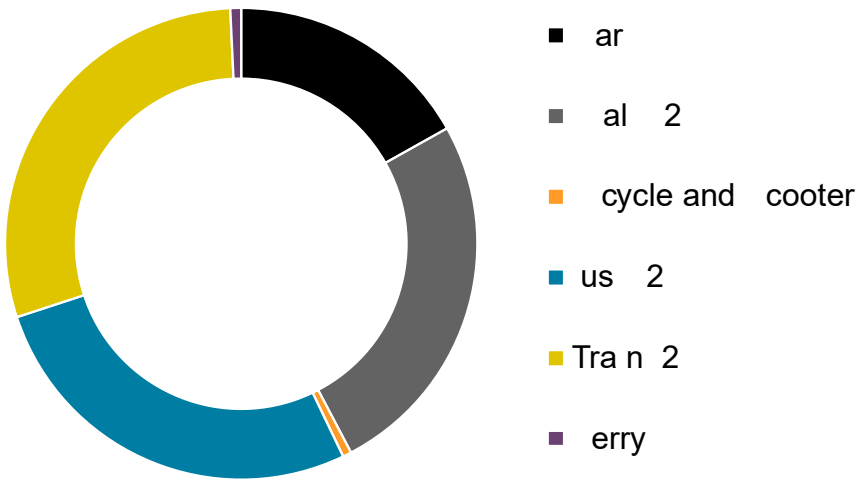
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	140	165	4	196	195	8

Key findings:
- Walk mode share was higher in the PM period by 2%.
- Ferry and micromobility mode share was similar in both periods (1% each).

PM Travel Results

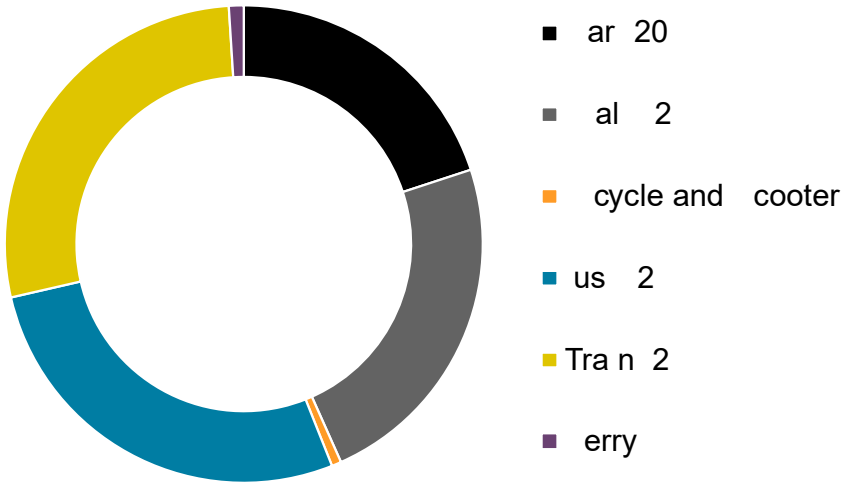


Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	114	172	4	183	205	5

Key findings:
- Bus mode share was lower in the PM period by 1%.
- Train mode share was higher in the PM period by 1%.
- Car mode share was lower in the PM periods by 2%.

Travel Survey Results –Year 7 to 10 (Term 4)

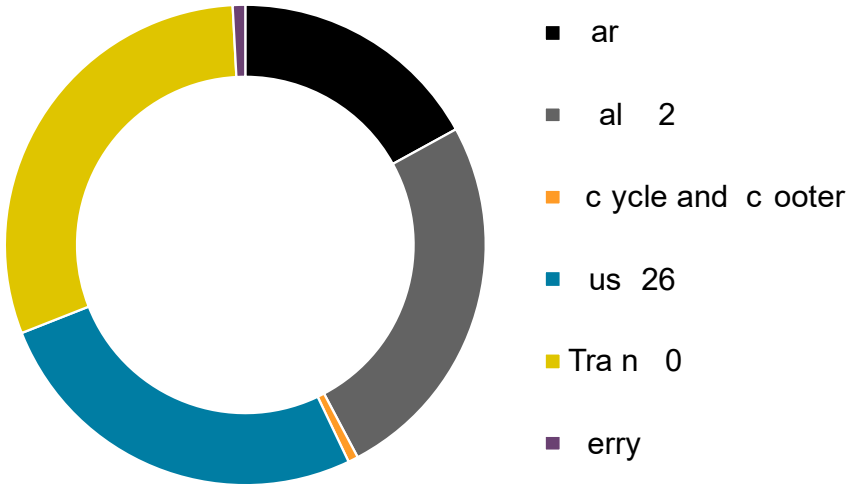
AM Travel Results



Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	123	144	4	169	170	8

Key findings:
- Walk mode share was higher in PM period by 2%.
- Bus mode share was lower in PM period by 1%.
- Train mode share was higher in PM period by 2%.

PM Travel Results

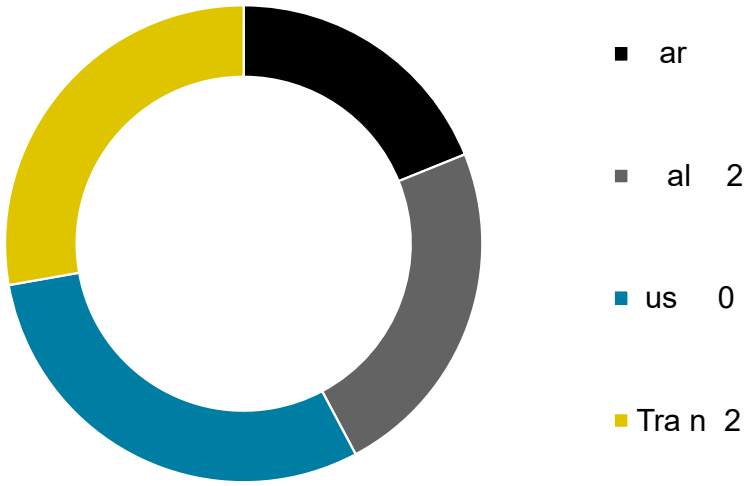


Mode	Car	Walk	Bicycle/scooter	Bus	Train	Ferry
No. Students	101	150	4	155	179	5

Key findings:
- Ferry and micromobility mode share remained the same in both periods.
- Car mode share was lower in the PM period by 3%.

Travel Survey Results –Year 11 to 12 (Term 4)

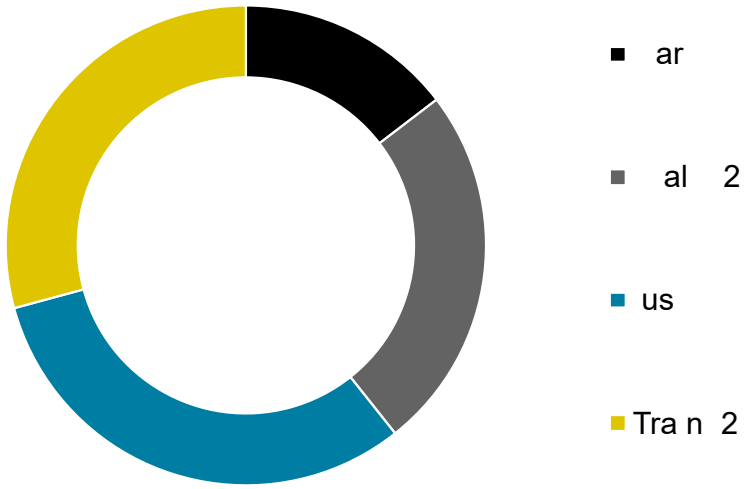
AM Travel Results



Mode	Car	Walk	Bus	Train
No. Students	17	21	27	25

Key findings:
- Car mode share was lower in the PM period by 4%.
- Walk mode share was higher in the PM period by 2%.

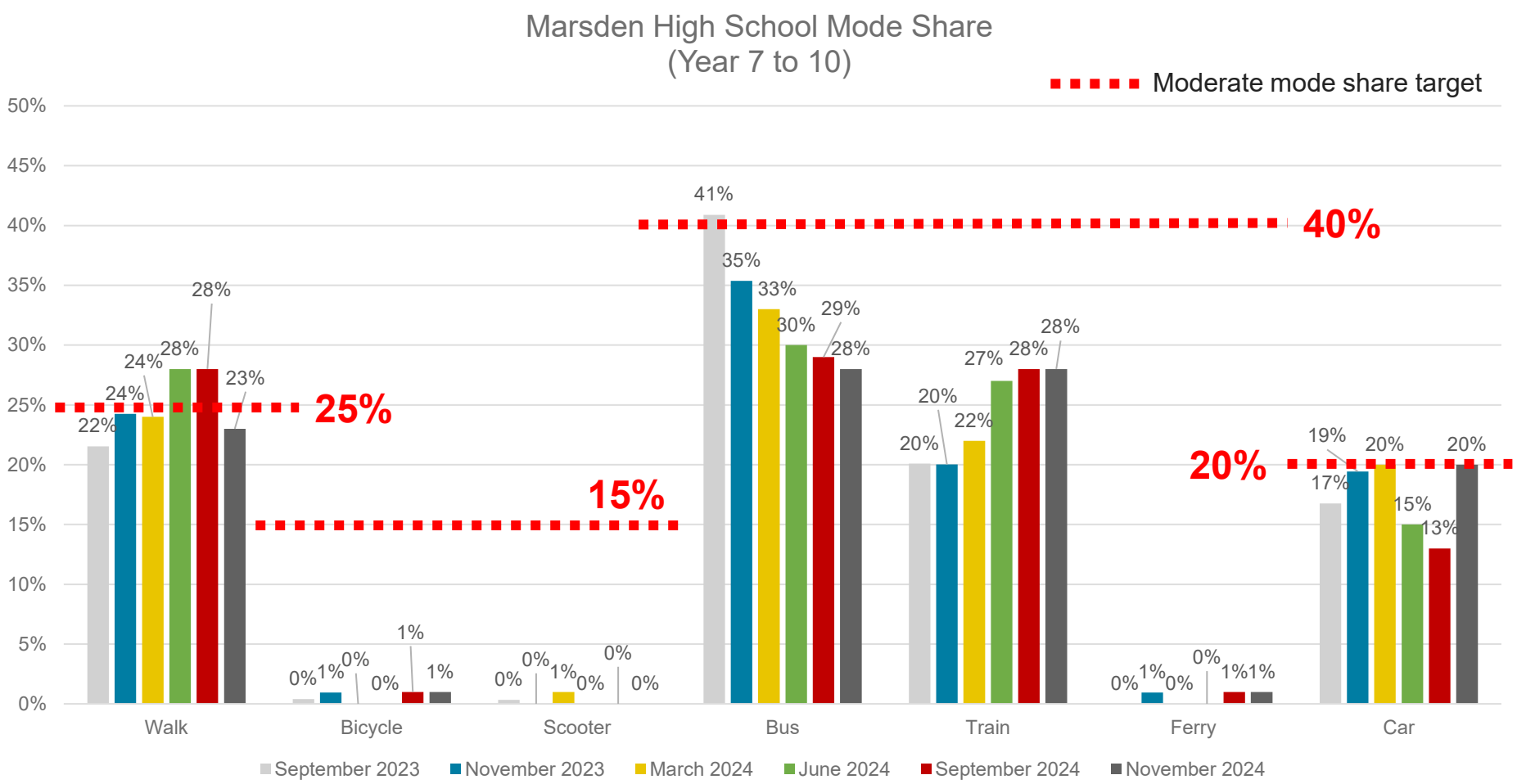
PM Travel Results



Mode	Car	Walk	Bus	Train
No. Students	13	22	28	26

Key findings:
- Bus and Train mode share was higher in the PM period by 1% each.
- Year 11 to 12 students did not use Bicycle and Scooter, or Ferry in Term 4.

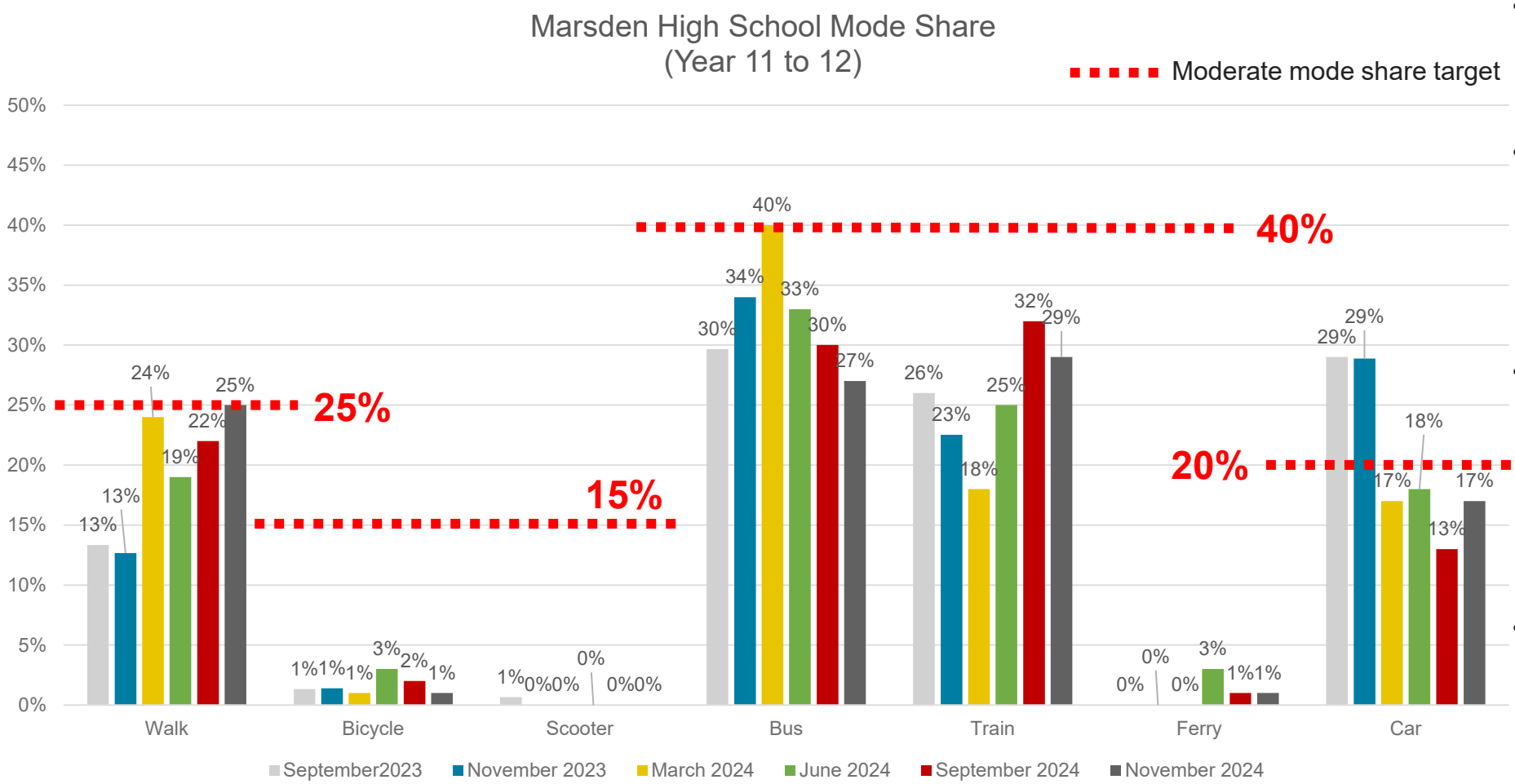
Mode Share Comparison Year 7 to 10 (PM)



Key findings:

- Walking mode share was **down by 5%** and **2% under the target.**
- Cycling mode share was **consistent** and Scooter mode share was **0%.** Micromobility mode share was **14% under the target.**
- Bus mode share was **down by 1%,** Train and Ferry was **consistent.** Public transport mode share was **17% above the target.**
- Car mode share was **up by 7%** and **similar to the target.**

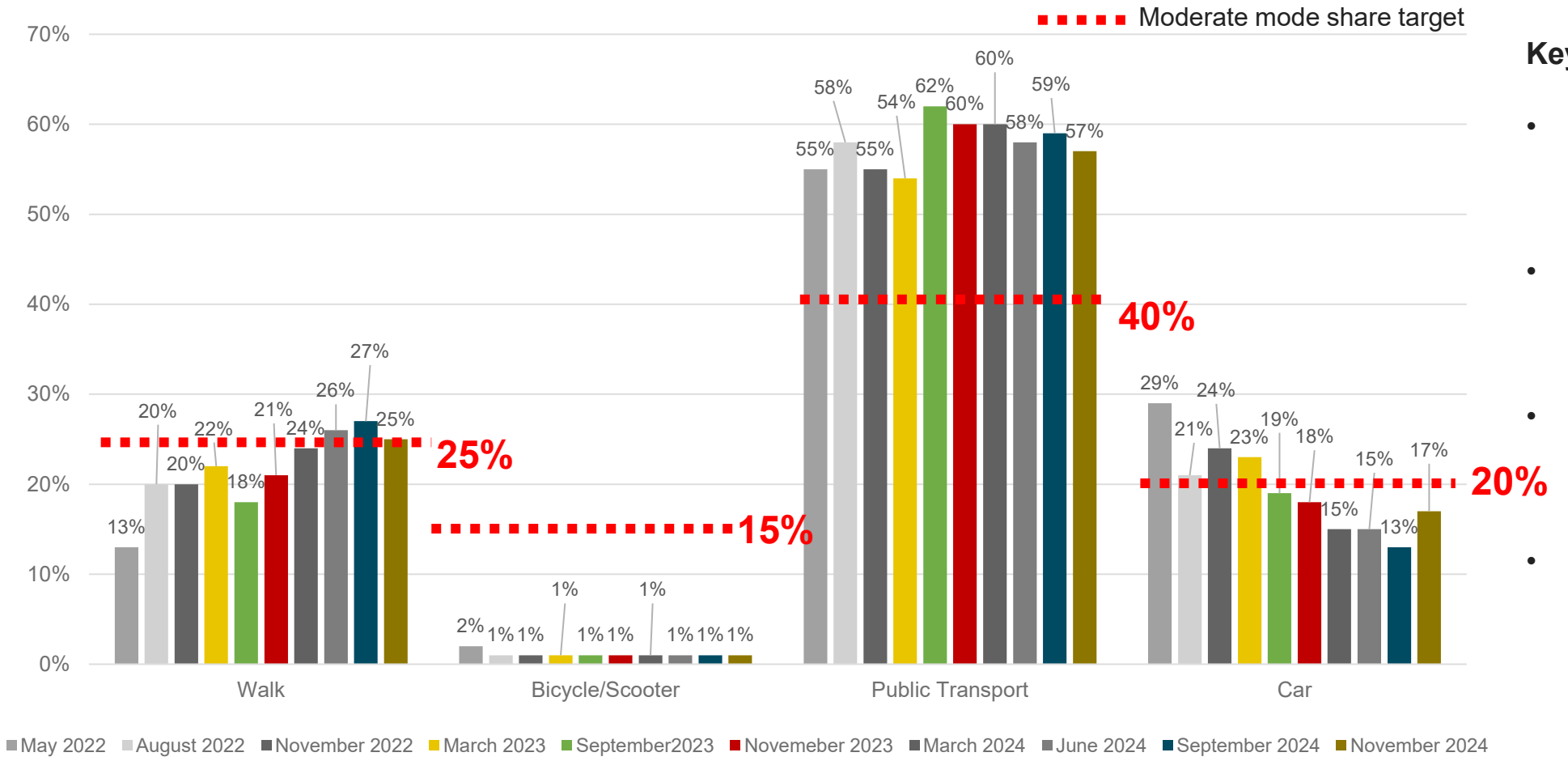
Mode Share Comparison Year 11 to 12 (PM)



Key findings:

- Walking mode share was **up by 3%** and **similar to the target.**
- Cycling mode share was **down by 1%,** and Scooter mode share was **0%.** Micromobility mode share was **14% under target.**
- Bus mode share was **down by 3%,** Train was **down by 3%** and Ferry was **consistent.** Public transport mode share was **17% above the target.**
- Car mode share was **up by 4%** and **3% under the target.**

Mode Share Comparison (PM)



Key findings:

- Walking mode share was **down by 2%** and **similar to the target.**
- Cycling and Scooter mode share was **consistent** and **14% under the target.**
- Public transport was **down by 2%** and **17% above the target.**
- Car mode share was **up by 4%** with Term 3 and **3% under the target**.

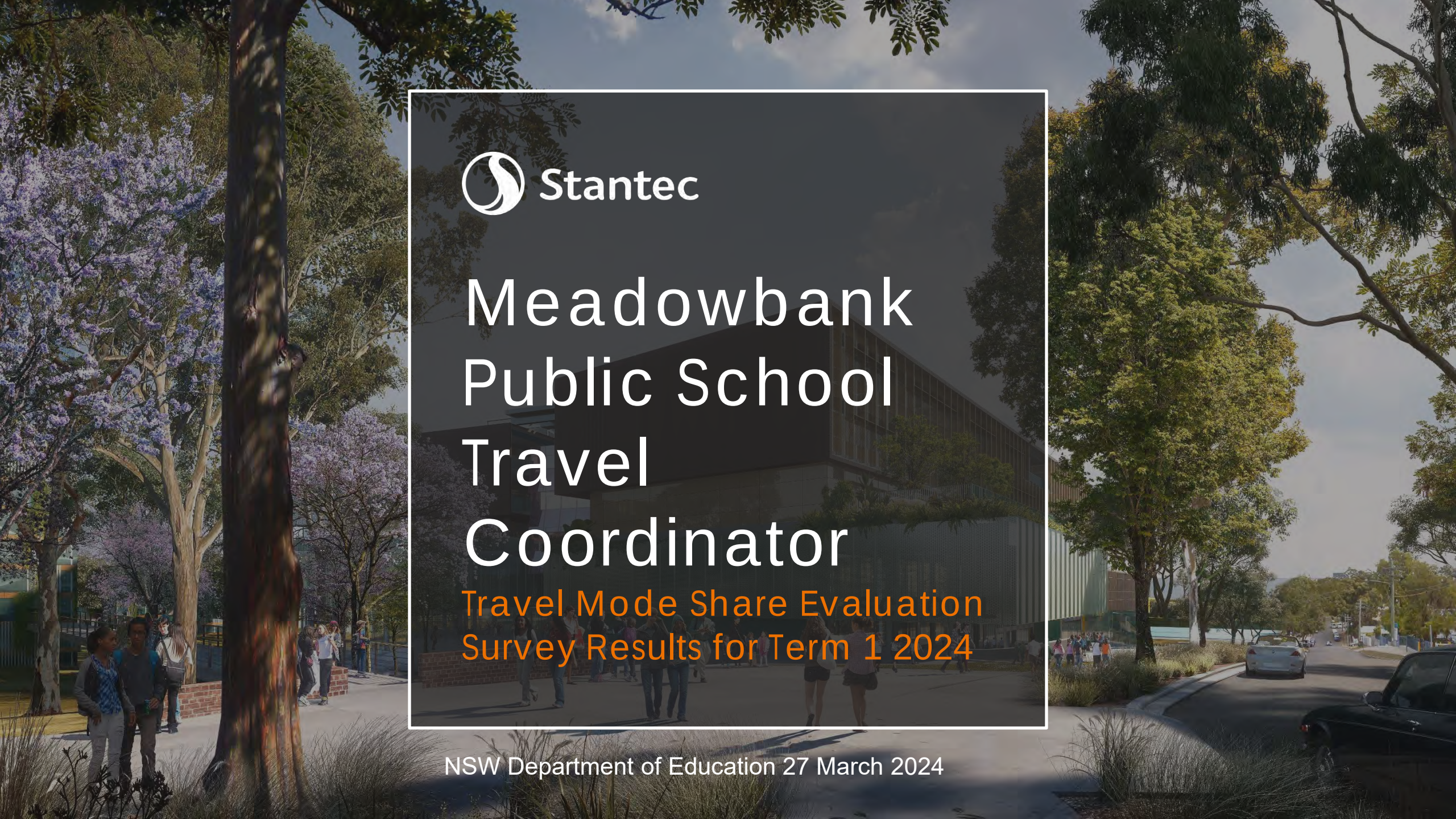
Mode Share Review

The student mode share targets that were set in the pre-opening School Transport Plan of 23/11/2021, and the mode share targets measured in 2024 are shown below.

Travel Mode	Mode Share Target (Pre-opening STP)			March 2023 (surveyed)		September 2023 (surveyed)		November 2023 (surveyed)		March 2024 (surveyed)		June 2024 (surveyed)		September 2024 (surveyed)		November 2024 (surveyed)	
	Base	Moderate	Reach	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Walking	22%	25%	25%	19%	23%	19%	20%	21%	31%	22%	24%	25%	26%	24%	27%	23%	25%
Bicycle/ Scooter	14%	15%	15%	1%	1%	1%	1%	1%	1%	1%	2%	1%	1%	1%	1%	1%	1%
Public Transport	31%	40%	45%	51%	57%	56%	63%	53%	49%	53%	60%	54%	58%	55%	59%	57%	57%
Car	33%	20%	15%	28%	18%	23%	15%	22%	19%	24%	15%	20%	15%	20%	13%	19%	17%

Summary:

- Walking mode share is similar to the STP targets and demonstrates slight decrease relative to Term 3 (September 2024).
- Bicycle and scooter mode share remains below the targets set in the STP, and it is similar to Term 3.
- Public transport mode share is above the STP targets and demonstrates slight increase in AM period and decrease in PM period relative to Term 3 .
- Car mode share is below the STP moderate target and demonstrates slight decrease in AM period and increase in PM period relative to Term 3.
- There is opportunity to further increase the cycling mode share by providing appropriate infrastructure and advocacy.



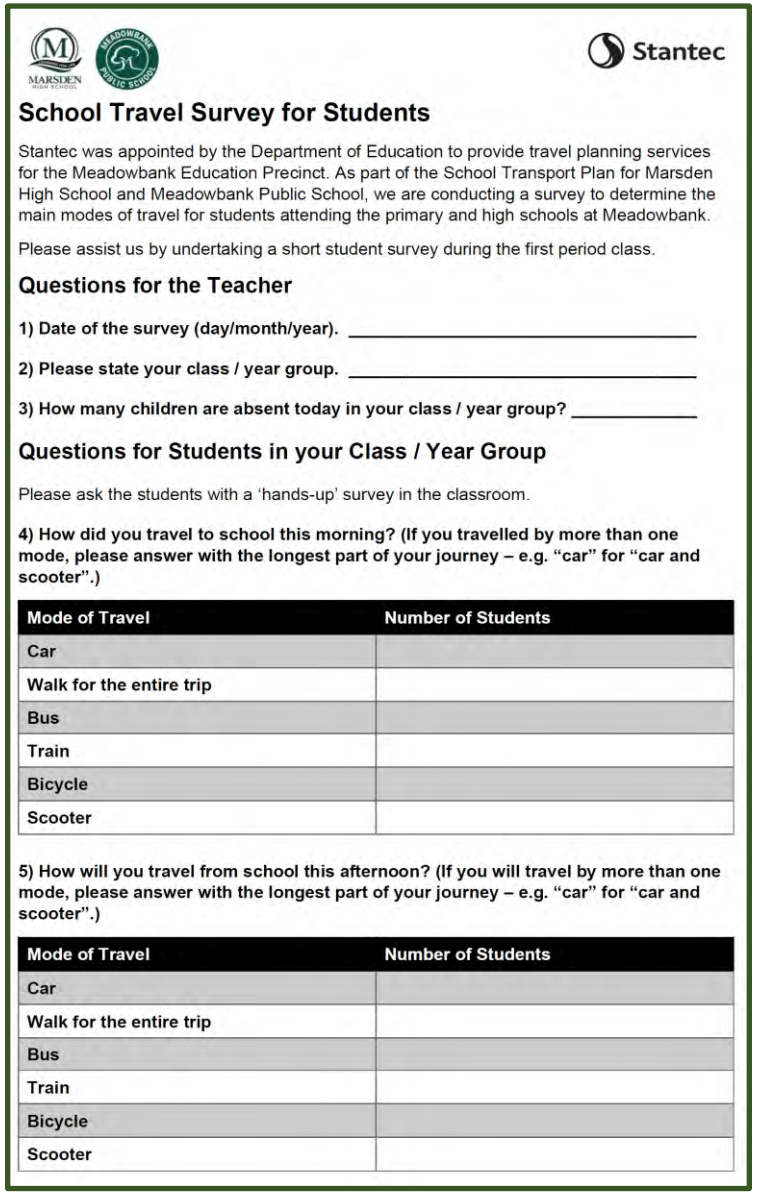
Stantec

Meadowbank Public School Travel Coordinator

Travel Mode Share Evaluation Survey Results for Term 1 2024

NSW Department of Education 27 March 2024

Meadowbank Public School Travel Survey for Students



Stantec

School Travel Survey for Students

Stantec was appointed by the Department of Education to provide travel planning services for the Meadowbank Education Precinct. As part of the School Transport Plan for Marsden High School and Meadowbank Public School, we are conducting a survey to determine the main modes of travel for students attending the primary and high schools at Meadowbank.

Please assist us by undertaking a short student survey during the first period class.

Questions for the Teacher

1) Date of the survey (day/month/year). _____

2) Please state your class / year group. _____

3) How many children are absent today in your class / year group? _____

Questions for Students in your Class / Year Group

Please ask the students with a 'hands-up' survey in the classroom.

4) How did you travel to school this morning? (If you travelled by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

5) How will you travel from school this afternoon? (If you will travel by more than one mode, please answer with the longest part of your journey – e.g. "car" for "car and scooter".)

Mode of Travel	Number of Students
Car	
Walk for the entire trip	
Bus	
Train	
Bicycle	
Scooter	

A "show of hands" travel survey was conducted on Tuesday 12 March 2024 for Meadowbank Public School with the cooperation of the Principal and teachers.

Meadowbank Public School

A total of 366 (AM) students from K to Year 6 were in attendance and participated from 16 classrooms.

- 112 students in Years K to 2
- 254 students in Years 3 to 6

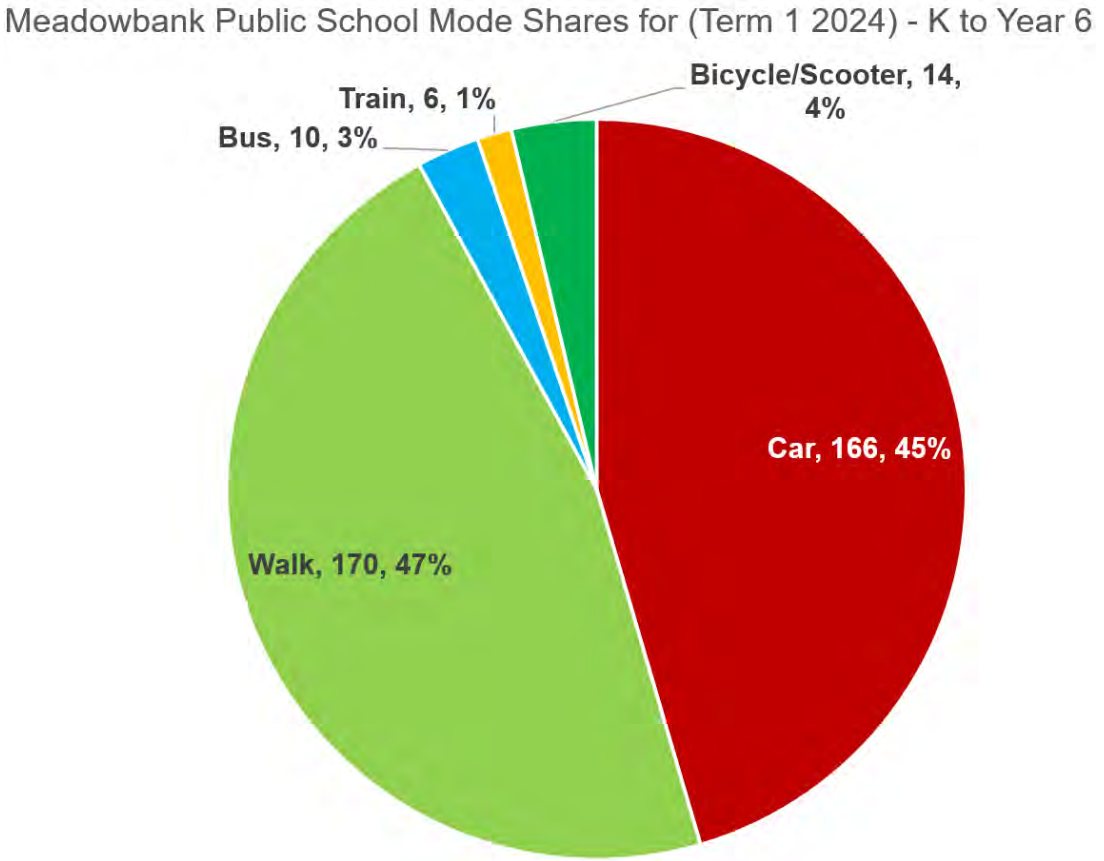
A total of 25 students were reported absent on the survey day.

In August 2023, 660 students were enrolled at the primary school.

Meadowbank Public School Travel Survey Results

Kindergarten to Year 6

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	172	47%	159	44%
Walk	159	43%	180	49%
Bus	13	4%	7	2%
Train	5	1%	6	2%
Bicycle	7	2%	4	1%
Scooter	10	3%	6	2%
TOTAL	**366**	**100%**	**362**	**100%**



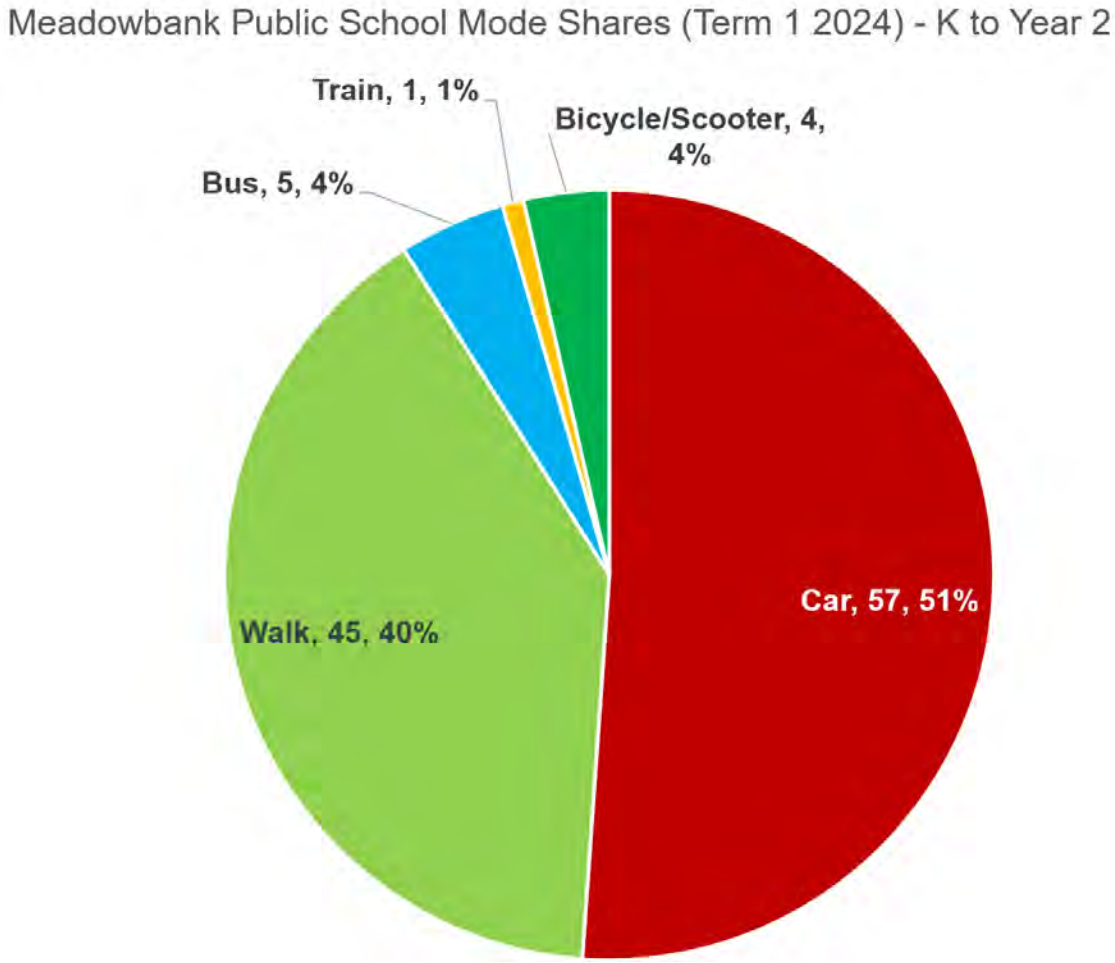
Key findings:

- Car and Bus mode share is slightly lower in the PM period by 3 per cent and 2 per cent respectively
- Walking mode share is higher in the PM period by 6 per cent.

Meadowbank Public School Travel Survey Results

Kindergarten to Year 2

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	54	48%	60	54%
Walk	44	39%	45	40%
Bus	6	5%	4	4%
Train	1	1%	1	1%
Bicycle	2	2%	0	0%
Scooter	5	4%	1	1%
TOTAL	**112**	**100%**	**111**	**100%**



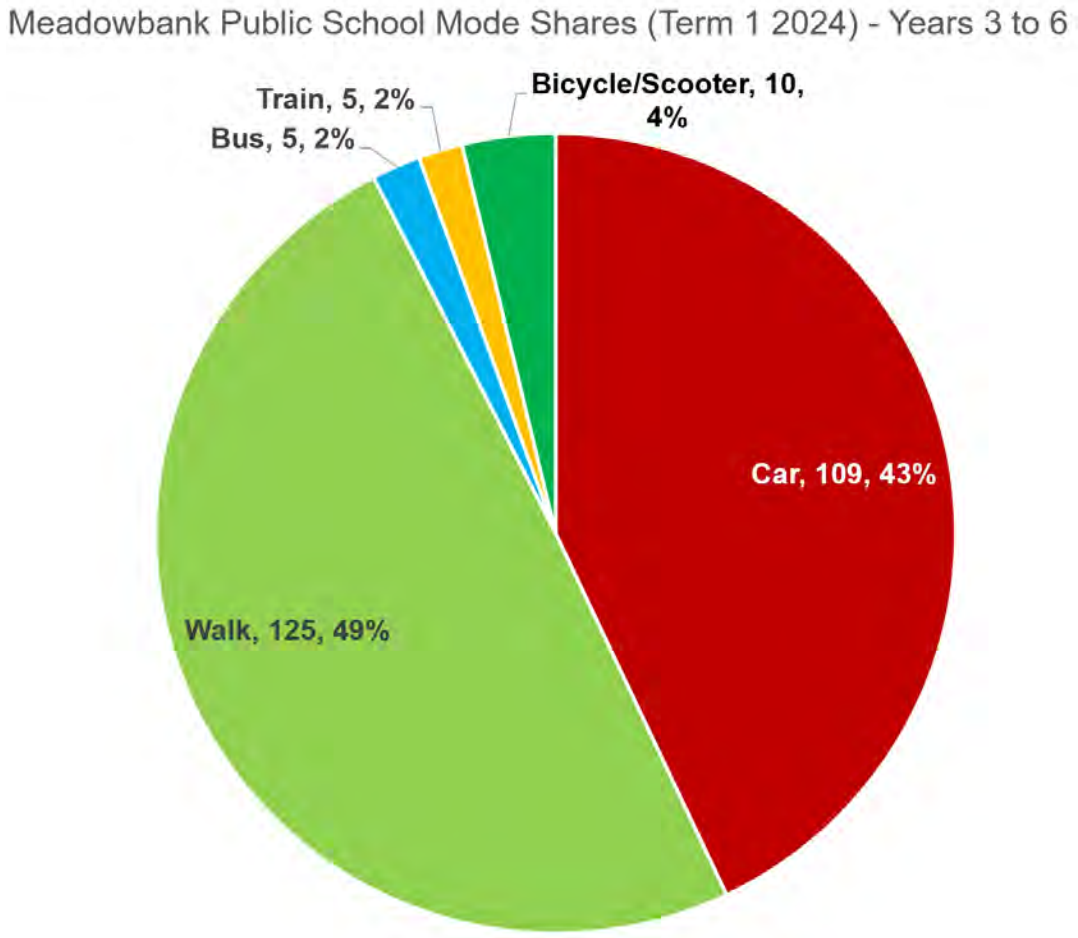
Key findings:

- Car mode share was higher for years K to 2 than years 3 to 6 by 8 per cent
- Walking mode share was higher in the PM period by 1 per cent
- Bus mode share was lower in the PM period by 1 per cent

Meadowbank Public School Travel Survey Results

Year 3 to Year 6

Time Period	AM		PM	
Mode	Number of students	Mode share (%)	Number of students	Mode share (%)
Car	118	46%	99	39%
Walk	115	45%	135	54%
Bus	7	3%	3	1%
Train	4	2%	5	2%
Bicycle	5	2%	4	2%
Scooter	5	2%	5	2%
TOTAL	**254**	**100%**	**251**	**100%**



Key findings:

- Car mode share was higher in the AM period than the PM period by 7 per cent
- Walk mode share was higher in the PM period than the AM period by 9 per cent

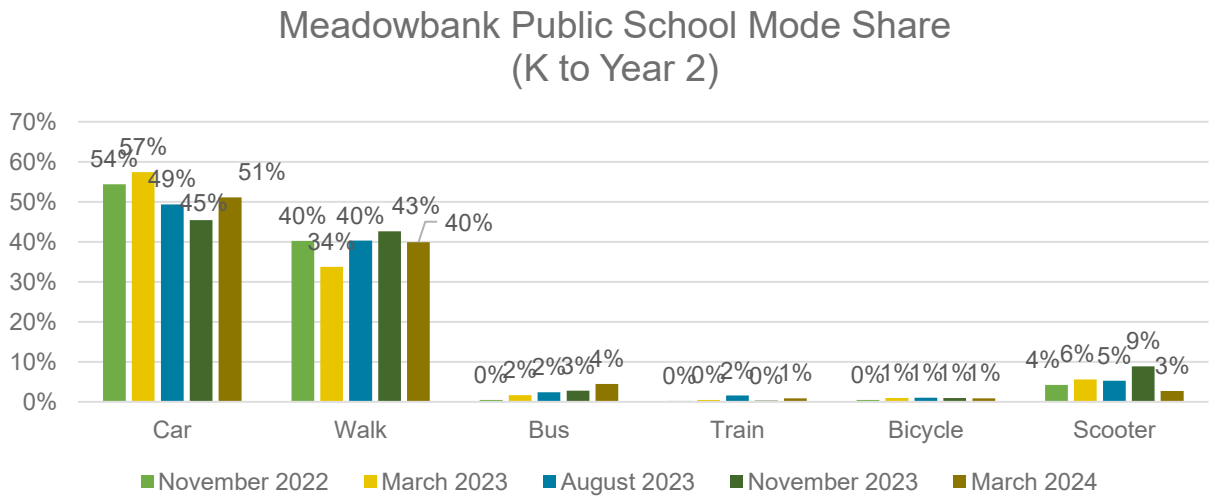
Meadowbank Public School Travel Survey Results

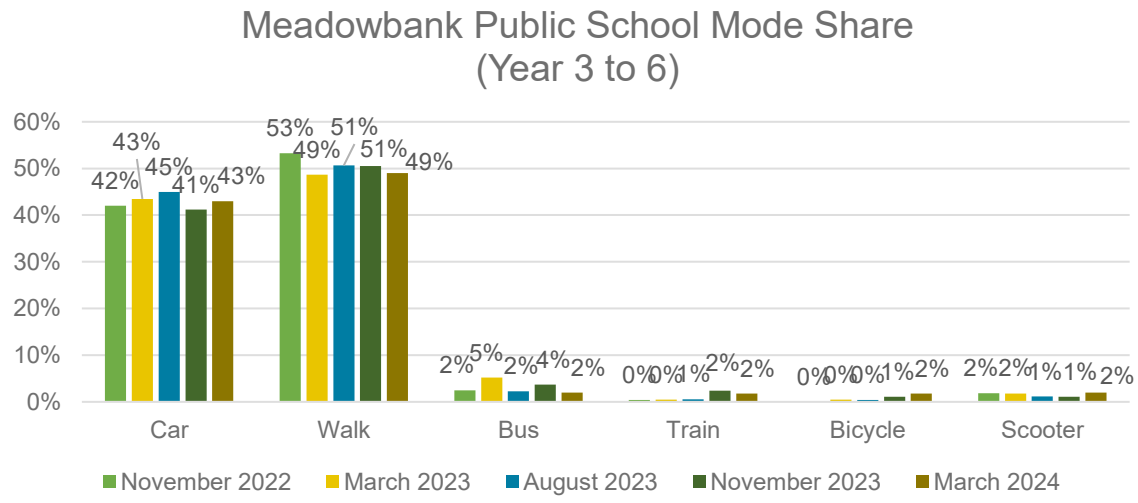
MEADOWBANK SCHOOLS TRAVEL COORDINATOR

Key findings:

- For students in K to Year 2:
  - Walk mode share **decreased by 3%**, car mode share **increased by 6%**, bus mode share **increased by 1%** and the bicycle/scooter mode share **decreased by 6%**

- For students in 3 to Year 6:
  - Walk mode share **decreased by 2%**, car mode share **increased by 2%**, bus mode share **decreased by 2%** and the bicycle/scooter mode share **increased by 1%.**





Meadowbank Public School Transport Mode Shares

Meadowbank Public School
Mode Share Targets (Moderate)

Mode	Staff	Student
Car	40%	30%
Public Transport	38%	0%
Walk	15%	60%
Cycling	7%	10%
Total	**100%**	**100%**

Surveyed Mode Share

Mar 2022 Mode Shares

Mode	Staff	Student
Car	75%	40%
Bus	0%	0%
Train	10%	0%
Walk	15%	60%
Cycling	0%	0%
Total	**100%**	**100%**

Aug 2022 Mode Shares

Mode	Staff	Student
Car	No data	47%
Bus	No data	0%
Train	No data	1%
Walk	No data	48%
Cycling	No data	4%
Total	**No data**	**100%**

March 2023 Mode Shares

Mode	Staff	Student
Car	87%	50%
Bus	1%	4%
Train	8%	0%
Walk	1%	42%
Cycling	1%	4%
Total	**100%**	**100%**

March 2024 Mode Shares

Mode	Staff	Student
Car	No data	45%
Bus	No data	2%
Train	No data	2%
Walk	No data	47%
Cycling	No data	4%
Total	**No data**	**100%**

May 2022 Mode Shares

Mode	Staff	Student
Car	70%	41%
Bus	10%	2%
Train	0%	1%
Walk	10%	55%
Cycling	10%	1%
Total	**100%**	**100%**

Nov 2022 Mode Shares

Mode	Staff	Student
Car	85%	48%
Bus	3%	2%
Train	3%	0%
Walk	5%	47%
Cycling	5%	3%
Total	**100%**	**100%**

Aug 2023 Mode Shares

Mode	Staff	Student
Car	No data	47%
Bus	No data	2%
Train	No data	1%
Walk	No data	46%
Cycling	No data	4%
Total	**No data**	**100%**

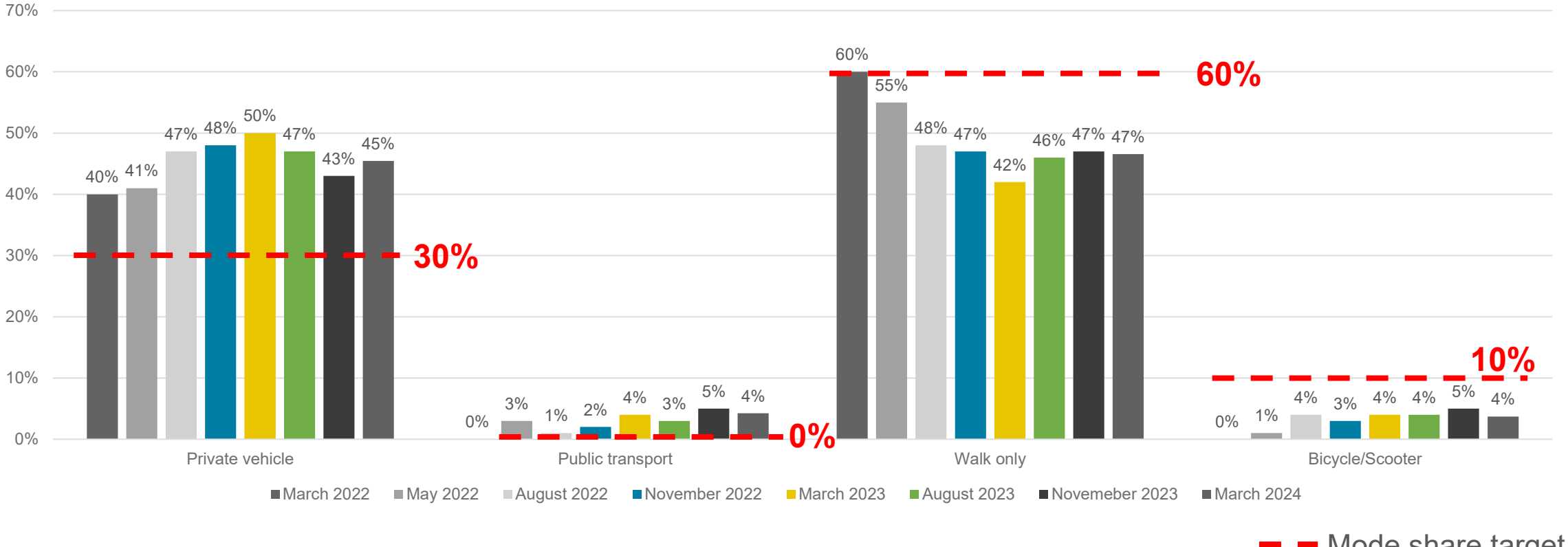
November 2023 Mode Shares

Mode	Staff	Student
Car	No data	43%
Bus	No data	3%
Train	No data	2%
Walk	No data	47%
Cycling	No data	5%
Total	**No data**	**100%**

Meadowbank Public School – Student Mode Share

MEADOWBANK SCHOOLS TRAVEL COORDINATOR

- Car mode share is **up by 2%** and **15% over target**
- Public transport is **down by 1%** and **5% higher than target**
- Walk mode share is **unchanged** and **13% under target**
- Cycling mode share is **down by 1%** and **6% under target**



Appendix F Travel Coordinator – Transport Working Group meeting minutes

Stantec

Meeting Notes

Meadowbank Schools Transport Working Group Stakeholder Meeting

Stantec reference: 301401106 Meadowbank Schools Project – School Transport Plan

Date/Time:	24 February, 2022 / 3:30 PM
Place:	Teams online meeting
Next Meeting:	Not applicable
Attendees:	Nick de Gorter (Colliers), Jason Lovric (DoE), John Devney (Stantec), Liam Clark (Stantec), Louise Imseih (Meadowbank PS), Lance Berry (Marsden HS)
Absentees:	Phillipa Aiken (Colliers), Barry Hayes (DoE)
Distribution:	All Attendees, Robin Roy (SINSW)

Item:	Action:
Communications & Survey • John clarified to the principals the timeline and process for sharing transport information with the school communities. • John shared the survey completion data with the principals, showing strong participation from the schools' communities.	• Stantec to send Marsden HS a survey reminder post.
School Crossing Supervisor • The principals confirmed that they have submitted a joint application for a crossing supervisor.	• Lance to follow-up with TfNSW regarding their school crossing supervisor application.
Traffic Controller • The principals reaffirmed their desire for a traffic controller for the first two weeks of Term 2. • Jason stated that SINSW may be able to fund the traffic controller, and will look further into it.	• SINSW to follow-up on potential funding for a traffic controller.
Vehicle Speeds • Lance noted that he observed a car travelling from See Street to Forsyth Street at 50km/hr, commenting that it is a particularly unsafe turning maneuver very close to the schools.	• Lance to discuss traffic calming measures on See St and Forsyth St with Council.
Hermitage Road • Lance asked for an update regarding status of Hermitage Road shared path • Jason stated that Hermitage Road is "not off the cards" and that SINSW are waiting for an outcome from DPIE.	• To be confirmed
Access to Schools via TAFE • Lance stated that he does not want students to walk through the TAFE to/from school, because… • It was discussed that wayfinding signage from Meadowbank Station to the school would be critical in ensuring students do not travel through the TAFE. • In the future, the TAG could be updated to include a walking route through TAFE once it is safe.	• Stantec to prepare a map showing the walking route from Meadowbank Station to the schools via See Street.
Next Meeting • The next meeting is to be confirmed.	• Stantec to invite all attendees

The meeting was adjourned at 4:30 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are identified, please contact me.

Stantec Australia Pty Ltd.

John Devney

Senior Principal Transportation Planner

Phone: 0459 943 332
john.devney@stantec.com

Meeting Notes

Meadowbank Public School and Marsden High School Transport Working Group meeting	
Project Name / Meadowbank Public School and Marsden High School Travel Coordinator Role	
Date/Time:	31 October 2022 from 10:00 AM to 11:00 AM
Place:	Teams online meeting
Next Meeting:	TBA
Attendees:	Barry Hayes, Department of Education NSW Lance Berry, Marsden High School Louise Imseih, Meadowbank Public School Lee Armstrong, Department of Education NSW Michael Kavanagh, Department of Education NSW Tracey Knights, Department of Education NSW Wade Mitford, Transport for NSW John Devney, Stantec Elizabeth Muscat, Stantec
Absentees:	Rebecca Lehman, SINSW
Distribution:	All attendees and absentees

Item	Action
Marsden High School	
1. The presented mode share is as expected by the Marsden High School principal. It was noted that private vehicle mode share has reduced over the year which is a good result.	-
2. Approximately 10 to 12 bikes are in parking on any given day at the school site.	-
3. Feedback was received by the Marsden High School principal that cycling is not a safe option and roads are not attractive for cycling.	-
4. It was noted by the school principal that some active transport trips originate from across the Parramatta River and that ferry mode share may increase in the future.	-
5. Bus loading time in the afternoon period can be a dangerous and hectic time, and teachers are required to monitor and facilitate bus loading to ensure safety. This period lasts for around 15 minutes.	-
6. Some students were reported living very long distances away from the school site in the online community survey, which may account for the Intensive English Program or families who may have moved homes.	-
7. The school principal noted that staff carpooling is expanding this term (term 4), and teachers are negotiating carpooling between themselves with others who live in their suburb.	-
8. Stantec has requested to Lance Berry (principal) to conduct a staff room survey of staff travel modes during the next staff meeting.	Stantec to provide survey information
9. The next school community survey and hands up survey is scheduled for November 14 2022. Stantec is to provide both schools with all required information/ templates.	• Lance Berry to confirm to Stantec that November 14 is appropriate to conduct the survey. • Stantec to provide survey information
Meadowbank Public School	
10. The presented mode share is as expected by the Meadowbank Public School principal. Walking mode share is expected to remain low despite short walking distances as short as 800 metres because of parent/ guardian habits and pedestrian safety concerns. Unsafe footpath conditions were identified as a key reason for low walking mode share.	-
11. A section of footpath on Constitution Road is blocked due to an issue with the sandstone wall despite it being closed more than three months ago. This forces pedestrians to walk on the road and is a safety hazard.	Stantec to contract Ryde Council about this issue.

Item	Action
12. Zebra crossings at the roundabout at the intersection of Constitution Road and Bowden Street are located too close to the intersection and cause safety concerns and traffic delays. There are delays turning left from Bowden Road to Constitution Road coming from the south. This intersection is marked to be upgraded to traffic lights by Council in the future.	-
13. An active transport path is located between Bowden Street and MacPherson Lane however it is deemed unsafe and inadequate and is not used.	-
14. The pedestrian crossing on MacPherson Street is mostly used by high school students and not primary school students.	-
15. The See Street zebra crossing creates a bottleneck for traffic due to private vehicle trips coming from the south and east. This crossing is currently outside of the school zone area and the TWG discussed the desire to include the See Street crossing in the school zone area as this is the main crossing for Primary School students and parents and requires the school crossing supervisor.	-
16. Illegal U-turns occur on Rhodes Street despite the double line on the road. This causes safety issues for pedestrians.	-
17. An audit for a crossing supervisor was done at MacPherson Street zebra crossing but no result has been provided to the school.	Lee Armstrong is to follow up with TfNSW about this issue.
18. Margaret Egan from Transport for NSW (community safety officer) was identified as being the appropriate contact for infrastructure issues.	Michael Kavanagh to follow up with Margaret.
19. Both schools are expected to increase in student population (combined capacity of 2,500 students).	-
20. Parents/ guardians at Meadowbank Primary School tend to compete for the best pick up location and will arrive up to 30 minutes early to get the most convenient and closest car space in Rhodes Street. The school is not responsible to manage this issue.	-
21. There is currently a poster encouraging walking located at the front of the school. This is not effective, and most students are arriving by car.	-
22. Police and parking inspector enforcement is required to combat the issues of short-term parking misuse and unsafe driving habits such as crossing the double lines on Rhodes Street.	-
23. The idea of having volunteer parents/ students enforcing road and parking rules outside of the school was mentioned, however was not considered a viable option.	-
24. The school principal has requested to have a safety mirror placed at the car park driveway to improve sight lines of on-coming pedestrians, cyclists and people using micromobility on the footpath.	Michael Kavanagh to follow up request with Council.

The meeting was adjourned at 11:00 AM.

Stantec Australia

John Devney
31 October 2022
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Stantec

Meeting Notes

Meadowbank Public School and Marsden High School Transport Working Group meeting	
Project Name / Meadowbank Public School and Marsden High School Travel Coordinator Role	
Date/Time:	13 December 2022 from 2:00 PM to 3:00 PM
Place:	Teams online meeting
Next Meeting:	To be confirmed. Mid to late February 2023 during Term 1 2023
Attendees:	Allan Borg, School Infrastructure NSW Rebecca Lehman, School Infrastructure NSW Rosie Selby, Transport for NSW Barry Hayes, Department of Education NSW Lance Berry, Principal, Marsden High School Louise Imseih, Principal, Meadowbank Public School Michael Kavanagh, Department of Education NSW Wade Mitford, Transport for NSW John Devney, Stantec Elizabeth Muscat, Stantec
Absentees:	-
Distribution:	All attendees and absentees

Item	Action
General	
1. Allan Borg (Transport Planning Manager, School Infrastructure NSW) is a new member of the TWG.	-
Marsden High School	
2. The drop in staff private vehicle mode share may be attributed to more staff carpooling, and also some staff have moved closer to the school site (ie to Marsfield and Ryde). 3. The low staff walking mode share could be attributed to weather conditions.	-
4. Marsden High School has provided photo evidence of bus passengers queueing on Macpherson Street in the afternoon pick up period. The issue is caused by the narrow footpath width plus the large volumes of students waiting to catch buses. This poses a great safety risk as a student could be pushed onto the road. 5. It is suggested to relocate the bus zone to the bottom of the hill on Rhodes Street. This is supported by Transport for NSW, and consultation will be needed with Council. 6. The proposed bus stop is located along the same bus route, however consultation with the bus provider will be required. Wade Mitford is to discuss implications with the bus provider. 7. Removal of the kiss and drop spaces in the proposed bus stop location would result in anger form the community which already has limited areas to stop and pick up children at the Meadowbank Public School.	Stantec and SINSW to conduct a separate meeting with the school principals to discuss the implications of the relocated bus stop. Wade Mitford is to discuss implications with bus provider (Busways).
8. A pedestrian crossing is proposed on Mellor Street at the intersection with Macpherson Street. Construction is expected to commence by April 2023.	Stantec to include this information in the next Travel Access Guide.
Meadowbank Public School	
9. Parents of the school remain reluctant to allow their child to walk/ ride to school. They now understand when/ where it is best to pick up their child. This may change next year when there is a new kindergarten cohort.	-
10. A walking school bus is suggested as an initiative to increase walking mode share. This initiative requires a coordinator to plan a route and a time. It is likely that a staff member will lead the walking school bus. Stantec to be involved in arranging an appropriate walking route.	Louise Imseih to ask school staff for interest in the walking school bus.
11. The footpath blockage on Constitution Road due to construction works is still forcing pedestrians to walk on the road.	-

Item	Action
12. The issue with the crossing location on Bowden Road is unresolved by Council.	
13. Students have been reported walking through Meadowbank TAFE, including on the internal road connecting to the TAFE carpark. This internal road has fast moving vehicles and presents a road safety issue. Meadowbank Public School has provided safety information in the school newsletter relating to this risk. 14. There is a safe path from the train station to the school site, however it is not the most direct route, so pedestrians tend to cut through the TAFE site. 15. The TAFE has indicated to the school principal that they will put up safety signs but it has not yet been implemented.	Stantec to continue to work with TAFE to reduce safety risks.
16. No result for the crossing supervisor on Macpherson Street has been provided from TfNSW.	-
17. The application for a crossing supervisor at See Street and MacPherson Steet was not approved because it is located outside of the 40 km/h zone. A supervisor at this location would not only improve safety for both schools but also improve traffic flow in the area. The Department of Education is in support of extending the 40 km/h zone.	Stantec is to follow up with TfNSW on getting endorsement for this.

The meeting was adjourned at 2:45 PM.

Stantec Australia

John Devney
13 December 2022
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Stantec

Meeting Notes

Meadowbank Public School and Marsden High School Transport Working Group meeting	
Project Name / Meadowbank Public School and Marsden High School Travel Coordinator Role	
Date/Time:	14 March 2024 from 11:00 AM to 12:00 PM
Place:	Teams online meeting
Next Meeting:	To be confirmed.
Attendees:	Kamoru Adetuunmbi, SINSW Tanmila Islam, TfNSW Mukhwinder Athwal, TfNSW Michelle Carter, TfNSW Muddasir Ilyas, CoR Jed Coppa, CoR Jane Farquharson-Billet, CoR John Devney, Stantec Elizabeth Muscat, Stantec
Distribution:	All attendees and absentees

Item	Action
Overview of Term 4 2023 travel evaluations	
1. For the Term 4 2023 results, the Marsden High School mode share for public transport exceeded the target of 40% by 20% and private vehicles was under the target of 20%. The cycling mode share was higher in March 2022 at the previous school site. When the school opened at Meadowbank, the cycling mode share declined to 1%. 2. For the Term 1 2024 results, the Meadowbank Public School mode share for walking is 13% below the target of 60% while the private vehicle mode share is 15% above the target of 30%.	-
Pedestrians not using Hermitage Road during construction	
3. When construction of the Hermitage Road path is completed in late 2024, the Travel Access Guide will need to be updated to reflect the new active transport route along Hermitage Road.	Stantec to update TAG with the shared path route shown for the school to use when the construction is completed
4. With no unaccompanied students observed in February walking along Hermitage Road, the recommendation in the Pedestrian Safety Management Plan was that the traffic controllers at Victoria Road/Hermitage Road in the AM peak and Rhodes Street in the PM peak are no longer required. If students are seen using Hermitage Road during construction by school staff following from the removal of the traffic controller, then the controller should be reinstated.	School staff to monitor student movements
5. The remaining construction traffic controllers in Hermitage Road are to be encouraged to continue to monitor and record if any students are using Hermitage Road.	SINSW and Colliers
Victoria Road mid-block crossings to Mellor Street	
6. Transport for NSW do not support the use of a fence on a median island in arterial roads because pedestrians who continue to cross mid-block are creating a hazard with the fence trapping them on the median. Signalised pedestrian crossings are recommended at appropriate safe locations where permitted from the traffic design standards.	-
7. Transport for NSW indicated that they will investigate other solutions to this issue and conduct site observations. CoR will ask Lisa Pears, the Road Safety Officer to be involved in this issue.	Transport for NSW
8. Messaging from the Principal to the students is needed in order to discourage this behaviour.	School staff, with assistance from Stantec

Item	Action
Bus stop in Macpherson Street and Rhodes Street	
9. The road geometry at the western end of Rhodes Street prevents a bus stop from being located here.	-
10. The bus stop on Macpherson Street needs to be operationally managed by the school to ease congestion on the footpath.	School staff
See Street/Angas Street intersection	
11. Council has already applied for funding from Transport for NSW for a pedestrian crossing on See Street through the Get NSW Active scheme. The crossing is proposed to be located north of Angas Street, between the TAFE driveway and Stone Street.	City of Ryde

The meeting was adjourned at 11:55 AM.

Stantec Australia

Elizabeth Muscat
14 March 2024
Phone: +61 2 62639477
elizabeth.muscat@stantec.com

Attachment: Transport Working Group presentation slides from 14 March 2024

Stantec

Meeting Notes

Meadowbank Schools Transport Working Group Stakeholder Meeting

Stantec reference: 301401106 Meadowbank Schools Project – School Travel Coordinator

Date/Time:	11 July, 2024 / 11:00 AM
Place:	Teams online meeting
Next Meeting:	Term 3 2024
Attendees:	Kamoru Adetunmbi (SINSW), Jessica Ng (SINSW), Amir Mousavi (City of Ryde), Jed Coppa (City of Ryde), Lisa Pears (TfNSW), Matthew Dudley (TfNSW), Okka Maw (TfNSW), Rachel Davis (TfNSW), Tanmila Islam (TfNSW), Vic Naidu (TfNSW), Elizabeth Muscat (Stantec), John Lim (Stantec)
Absentees:	
Distribution:	All Attendees

Item:	Action:
Overview of Term 2 2024 Travel Evaluations • For the Term 2 2024 results, the Meadowbank Public School PM mode share for walking was up by 6% and 7% under the target, cycling was down by 1% and 7% under the target and private vehicles was down by 5% and 10% above the target. Stantec noted that low mode share for public transport is attributed to the student population distribution with most students living within walking distances to the school. • For the Term 2 2024 results, the Marsden High School mode share for walking was up by 2% and 1% above the target, cycling was unchanged and 14% under the target, public transport was 18% above the target and private vehicle was 5% under the target. Stantec noted that the low mode share is micromobilty is well compensated by the high mode share for public transport, which further indicates train and bus as more viable transport modes in comparison to cycling. This can be attributed to the barrier that Victoria Road imposes on safe and accessible cycling travel and the distribution of the student population where approximately half of the students live outside of active transport catchment.	-
Future projections of Student Population TfNSW enquired about the future projections of student population and whether consideration for this has been made in relation to the change in student travel patterns. SINSW noted the future significant residential developments in Melrose Park to the west with a new school in place, which would lead to a change in student enrolment distribution for the Meadowbank schools.	• Stantec to work with SINSW to provide a quantitative projection of student population.
Victoria Road Crossing Safety Issues TfNSW stated that further investigation along this corridor is required with regards to warrant requirements, funding and provision of additional signalised crossing points. Council noted that masterplanning works are currently in place around this area along Victoria Road.	• TfNSW to be in consultation with Council for works along the Victoria Road corridor including

Item:	Action:
Hermitage Road shared path and footpath construction Council stated that footpath construction is expected to be completed by the end of 2024, with the shared path construction to be completed by mid-2025. Stantec has provided Travel Access Guide for distribution upon completion of construction works.	• Council to provide drawings of the footpath and shared path along Hermitage Road.
See Street Crossing Stantec enquired about the missing kerb ramp access and footpath connection to the temporary pedestrian crossing at See Street. Council confirmed that the associated works (kerb ramps) as part of the implementation of See Street zebra crossing is to be commenced and completed by the end of 2025. Council raised issues with students walking through the TAFE driveway (north of Stone Street) to travel to/ from the school.	• Stantec to double check for whether fences/ barriers are put in place in the next site visit.
Travel Access Guide Council requested for updates to the Travel Access Guides with regards to the correction of kiss-and-drop information in both PS and HS TAGs (change of no parking restriction to quarter-parking restriction in the maps). SINSW requested to better differentiate between the TAGs for the PS and HS with more nuanced information for each.	• SINSW to provide comments on changes to the PS and HS TAGs, and Stantec to update the TAGs accordingly.
Opportunity for Footpath Decals TfNSW raised the opportunity to install footpath decals to provide better legibility and wayfinding in directing students to use the designated safe walking routes.	• TfNSW to discuss with Council on the opportunity for footpath decals implementation.

The meeting was adjourned at 12:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are identified, please contact me.

Stantec Australia Pty Ltd.

Elizabeth Muscat

Senior Transport Planner

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elizabeth.muscat@stantec.com

Stantec

Meeting Notes

Meadowbank Schools Transport Working Group Stakeholder Meeting

Stantec reference: 301401106 Meadowbank Schools Project – School Travel Coordinator

Date/Time:	10 October, 2024 / 11:00 AM
Place:	Teams online meeting
Next Meeting:	Term 4 2024
Attendees:	Kamoru Adetunmbi (SINSW), Jessica Ng (SINSW), Lisa Pears (City of Ryde), Jed Coppa (City of Ryde), Dan Budai (TfNSW TDM), Matthew Dudley (TfNSW), Okka Maw (TfNSW), Tanmila Islam (TfNSW), Elizabeth Muscat (Stantec), John Lim (Stantec)
Absentees:	-
Distribution:	All Attendees

Item:	Action:
Overview of Term 3 2024 travel evaluations • For the Term 3 2024 results, the Meadowbank Public School afternoon mode share for walking was down by 3% and 10% under the target, cycling was up by 1% and 6% under the target, public transport remains unchanged and 4% above the target, and private vehicles was up by 2% and 12% above the target. Stantec noted that mode share results have been consistent with the previous few terms. • The Marsden High School mode share for walking was up by 1% and 2% above the target, cycling was unchanged and 14% under the target, public transport was up by 1% and 19% above the target, and private vehicle was down by 2% and 7% under the target. • Overall, the mode share results for both PS and HS have been consistent with the previous few terms with the downward trend of private vehicle usage for the high school.	-
Senior high school students driving to school SINSW enquired about whether senior high school students (Year 11 – 12) are driving to school. Stantec clarified that site observations found that no students to be driving to school and a lack of available parking on the surrounding streets.	-
School community perceptions on barriers to active / public transport TfNSW enquired about whether the travel surveys undertaken at the schools were able to capture perceptions on barriers to active and public transport. Stantec clarified that travel surveys only captured the numbers and proportions of travel mode usage by students, and noted the language barriers for the growing Mongolian community in relation to transport communication materials (such as TAG), as informed by the school principal.	• School to work with Council to provide translation on the relevant communication materials (such as TAG).
Hermitage Road shared path and footpath construction Stantec enquired about updates regarding the completion of the Hermitage Road shared path and footpath construction. Council noted the new Sydney Water pipeline is currently underway, and no updates were provided in relation to expected completion timeframes for the shared path and footpath.	-

Item:	Action:
Future projections of student population Stantec presented on the quantitative projection results of the student population within the Meadowbank PS and Marsden HS intake areas, and highlighted the areas with high population growth such as Melrose Park. SINSW noted that a new High School is being planned in Melrose Park.	-
Students walking through TAFE Stantec confirmed that a gate has been installed at the TAFE driveway to prevent students and parents/ guardians walking through this location. Stantec further raised the issue of students walking through TAFE, as informed by school principal, and noted that the school has been active in encouraging students to use walking route via Macpherson Street rather than through TAFE.	-
Travel Access Guide Stantec noted that the Travel Access Guides for both PS and HS have been updated as per SINSW's comments.	• SINSW to approve updated TAGs
Opportunity for footpath decals Stantec followed up on the opportunity to install footpath decals to provide better legibility and wayfinding in directing students to use the designated safe walking routes, as raised by TfNSW.	• TfNSW to discuss with Council on the opportunity for footpath decal implementation, and send through examples of footpath decals to the broader TWG group.
Victoria Road crossing safety issues Stantec raised the issue with students crossing at undesignated locations across Victoria Road and followed up on the works undertaken along this corridor by TfNSW and Council. TfNSW and Council stated that both parties are currently in consultation with each other on this issue.	-
Macpherson Street bus stops relocation Stantec raised the issue with community concerns and complaints for the existing school bus stop locations on Macpherson Street, with regards to unsafe behaviors of students moving onto roadway and conflicts with passing pedestrian traffic. Council stated that a plan is currently underway to reallocate kerb-side parking zones along Rhodes Street for school bus stops and to accommodate bus movements.	• Council to send through a weblink to Rhodes Street plan currently under public exhibition

The meeting was adjourned at 12:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are identified, please contact me.

Stantec Australia Pty Ltd.

Elizabeth Muscat

Senior Transport Planner

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Appendix G Stakeholder Review Feedback

From: Lisa Pears <LisaPe@ryde.nsw.gov.au>
Sent: Tuesday, 11 February 2025 3:58 PM
To: Jessica Ng <Jessica.Ng11@det.nsw.edu.au>; Kamoru Adetunmbi <Kamoru.Adetunmbi2@det.nsw.edu.au>
Subject: RE: Jessica Ng shared "rpt_250128_meadowbank_schools_transport_plan_v1.8" with you

attachments.

Hi Kamoru and Jessica,

Muddasir and Amir have reviewed and have no comments.

Cheers
Lisa

Road Safety Officer
TRAFFIC SERVICES
+61423896154
LisaPe@ryde.nsw.gov.au

City of Ryde

1 Pope Street, Ryde (Within Top Ryde City shopping centre)

North Ryde Office Riverview Business Park, Building 0, Level 1, 3 Richardson Place, North Ryde

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The City of Ryde wishes to acknowledge the Traditional Custodians of the Land on which we work and pay our respect to the Elders past, present and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

OFFICIAL

Hi All,

Please find attached the updated School Transport Plan for Meadowbank Education Campus (Marsden High School and Meadowbank Public School). Plan is required to be submitted to DPHI before Thursday 22nd February 2025 after it has been reviewed by TfNSW and Council.
Please provide any comments on this plan by Friday 7th February so that the comments can be addressed before the plan is finalised.

Kind Regards,

Kamoru Adetunmbi
Transport Planning Manager | Infrastructure Planning
M 0499845783 | E Kamoru.Adetunmbi2@det.nsw.edu.au | schoolinfrastructure.nsw.gov.au
Level 8, 8 Central Avenue, Eveleigh NSW 2015

NSW GOVERNMENT Education School Infrastructure

I acknowledge the traditional custodians of the land and pay my respects to Elders past, present and emerging. I also acknowledge all the Aboriginal and Torres Strait Islander staff working within the Department of Education at this time.
I work flexibly. This email is sent at a time that is convenient for me, I do not expect you to read, respond or action it outside of your own regular hours.
I am reading: The High Cost of Free Parking by Donald Shoup

OFFICIAL

From: Rosie Selby <Rosie.Selby@transport.nsw.gov.au>
Sent: Friday, 31 January 2025 2:55 PM
To: Kamoru Adetunmbi <kamoru.adetunmbi2@det.nsw.edu.au>
Cc: Sophia Grieve <Sophia.Grieve@transport.nsw.gov.au>
Subject: Meadowbank Education Campus- Updated School Transport Plan

Hi Kamoru,

Thank you for the opportunity to provide comments on the updated School Transport Plan for Meadowbank Education Campus (Marsden High School and Meadowbank Public School) prepared by Stantec. The TDM team can offer the following comments, from a TDM perspective.

General: Please update the reference from *Future Transport Strategy 2056* to *Future Transport Strategy* (Section 1.3.1 page 12 first bullet point) (https://www.future.transport.nsw.gov.au/documents/future-transport-strategy) and it would be useful to reference the Active Transport Strategy also (https://www.future.transport.nsw.gov.au/future-transport-plans/active-transport-strategy)

Car parking: It is noted that the school includes 60 car parking spaces, as well as further on and off street parking in the surrounding area. Over provision of car parking encourages a higher mode share for private vehicle rather than use of active and public transport modes. Further, it is recommended that the parking is appropriately managed to prioritise, for example, with the most convenient parking spaces for staff/teachers who car pool spaces to encourage those who are carpooling (car as passenger) – this is included in Section 5.2.5).

Bicycle parking and End of Trip Facilities (EoT): The TDM team appreciates that in Table 4.6 that bicycle and scooter parking spaces are to be provided for both staff, teachers and students. The TDM ask that both the bicycle parking and EoT will be monitored over time to ensure sufficient supply to encourage active transport. The bicycle parking should be flexible to allow for parking of other micromobility options, as they come on stream. The bicycle parking should be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the cycleway design toolkit.

Travel Access Guide (TAG): The TDM team appreciates that a comprehensive TAG is included Appendix C.

I hope these comments are of assistance.

Many thanks,
Rosie

Rosie Selby
Senior Transport Planner
Operations Planning
Coordinator-General Division
Transport for NSW

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NSW GOVERNMENT Transport for NSW

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