

KOGARAH PUBLIC SCHOOL

Traffic and Transport Impact Assessment



NSW Department of Education

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POST-LODGE MENT AND RESPONSE TO SUBMISSION TTIA UPDATE

This version of the Traffic and Transport Impact Assessment (TTIA) Report is updated version which has been prepared post Review of Environmental Factors (REF) exhibition and in Response to Submissions (RtS).

The following key updates and items are of note:

- Since the original TTIA was prepared, updated and additional information on student enrolment projections versus student catchment population projections has been made available. Notably, the real enrolment projections particularly for the initial years of operation are lower than figures previously provided by Department of Education in 2024 which were found to be population/capacity based projections. Notably, based on these student numbers the approximately number of staff is to be 45 staff in the short term meaning the school will provide a rate close to 1 parking space per 2 staff in the short term and exceed 1 parking space per 4 staff in the long term.
- Based on concerns raised by Council regarding the operations and potential queuing related to the Kiss n Drop facility with school growth, the specific recommendations for an Operational Transport Management Plan (OTMP) has been included in mitigation measures and as an action within the preliminary School Transport Plan. A OTMP is to be developed and implemented prior to opening. As the OTMP is a live document annual monitoring and refinements to the OTMP can be made to allow for any emerging issues to be addressed through further management measures.

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1. INTRODUCTION

1.1 Background

The Kogarah Public School (KPS) has been identified by the NSW Department of Education (DoE) as requiring facility upgrades. The proposed upgrade of KPS is driven by service need including increase in expected student enrolments (480 to approximately 870 students) and the removal of demountable structures and replacement with permanent teaching spaces.

The redevelopment of KPS comprises the following works:

- Demolition of existing playground facilities and Covered Outdoor Learning Area (COLA) in addition to footings and services associated with former demountable buildings
- Tree removal
- Construction of a new three storey Classroom building and attached amenities facilities
- Construction of a single storey Hall with attached Covered Outdoor Learning Area
- New pedestrian pathway connections providing access throughout the site
- Service upgrades
- Site landscaping works.

Bitzios Consulting has been engaged to undertake a Traffic and Transport Impact Assessment (TTIA) for the proposed KPS redevelopment to support a Review of Environment Factors (REF) approval. KPS Development plans prepared by Fulton Trotter Architects are provided in **Appendix A**.

The Site is identified as 24B Gladstone Street, Kogarah, legally described as Lot A on DP391026, Lot 2 on DP175247, Lot 1 on DP179779, Lot 1 on DP667959 and Lot 1,2 and 3 on DP999122.

The Site is located within the Georges River Local Government Area (LGA) and is zoned SP2 Educational Establishment under the provisions of the Georges River Local Environmental Plan (GRLEP) 2021.

Existing attributes of the subject site are noted as follows:

- The subject site exhibits an area of approximately 1.644ha and is located in the suburb of Kogarah
- The subject site has a frontage to Princes Highway to the east and Gladstone Street to the west
- In its existing state, the subject site comprises the existing KPS. Existing school buildings are located evenly across the subject site with numerous areas of open space spread across the site.
- Demountable buildings have been retrofitted on the east portion of the site which includes 11 existing demountable classrooms currently occupying the subject site. Note, these demountables will be removed prior to the main works being undertaken under the REF.
- Permanent buildings consist of the Main Administration Building, and three (3) general learning hubs (GLH) buildings and amenities on the subject site
- Carparking is provided from Gladstone Street for staff. Pedestrian access is available via a pedestrian-only access gate from Gladstone Street and a pedestrian-only access gate on Princes Highway.

The existing site context is shown in Figure 1.1 and Figure 1.2 below.



Source: NSW Spatial Viewer

Figure 1.1: Cadastral Map



Source: Nearmap

Figure 1.2: Site Aerial Map

1.2 Scope and Significance of Environmental Impacts

This TTIA includes the following components:

- A review of the existing transport conditions including drop-off / pick-up arrangements, pedestrian and cycling facilities, public transport facilities and connectivity surrounding the subject site
- A review of the existing transport planning documents

- A transport assessment of the development's student enrolment catchment and travel modes
- A review of historical crash data
- Assessment of the access arrangements for vehicles, servicing and refuse collection
- Assessment of the development's car and bicycle parking provision
- Assessment of the on-site parking layout, access, servicing and refuse collection requirements.

Based on the identification of potential impacts and an assessment of the nature and extent of the impacts of the proposed development, it is determined that all potential impacts can be appropriately mitigated to ensure that there is minimal impact on the locality, community and/or the environment.

Importantly, the assessment of the transport impacts of this school need to be put into context, including:

- The school is an existing school facility located in an urban setting, which is undergoing a significant urban / residential density transformation
- The school project's immediate focus is to upgrade facilities through new building on the site to improve learning and education conditions for existing students
- Growth and Planned Area Precincts (e.g., Bays West Precincts – Arncliffe and Banksia in particular, and precincts at Kogarah – Kogarah North, Kogarah Town Centre and Kogarah Health, Education and Wellness precincts) are experiencing significant redevelopment consisting of medium and high-density residential housing given the convenient access and walkability to the train line, alignment with the Princess Highway, and proximity to the airport
- The school is therefore considered a necessary piece of infrastructure for the growing Kogarah community and essentially a trip-end for education-based trips for the emerging medium density residential areas in the school's catchment
- Focus is therefore geared towards improvements to core facilities including a key aim to remove the demountable teaching spaces (DTS) and replace with permanent teaching spaces (PTS) and upgrade of core facilities.

1.3 Stakeholder Engagement

In preparation of this Transport and Traffic Impact Assessment (TTIA), key transport stakeholders were consulted including representatives from, Georges Rivers City Council (Council) and Transport for New South Wales (TfNSW). This was undertaken through a number of meetings as part of a Transport Working Group process.

Consultation regarding the existing transport operations of the school was also undertaken with the current principal. Key items from the stakeholder engagement are as follows:

- Transport Working Group (TWG) Meeting on 14 November 2024 with DOE, Council and TfNSW to discuss the proposed school upgrade and surrounding road environment and development consideration. Specifically:
 - The limitations of improving the Gladstone Street / Regent Street roundabout were discussed
 - Existing car parking conditions at the school were discussed which, the discussion raised that the car parking arrangements included a formal agreement with the adjacent Church for staff parking during the construction phase
 - Construction access was discussed with regard to school operation, construction transport management planning, etc.
 - Active transport facilities were discussed with consideration for concentrated student catchment, available pathways to access the school, passive surveillance, and security
 - Public transport services were discussed, where it was identified that the school's catchment is too small to warrant dedicated bus services given the vast majority of students in the catchment fall within a walk-up designation.

TWG Meeting minutes are included in **Appendix D**.

2. TRANSPORT PLANNING CONTEXT

2.1 Overview

A review of State and Local planning documents was undertaken to gain an understanding of the current policies and programs within the Georges Rivers Council. This also allows this assessment to align with other related plans. A range of documents were reviewed, and the subsequent sections detail the documents that have outcomes relevant to this assessment.

2.2 State Documents

State documents were reviewed including the NSW Government's Future Transport Strategy 2056, Long-Term Strategic Master Plan, NSW Active Transport Strategy, Regional NSW Services, Georges River Transport Strategy, Regional Transport Plan, Road Safety Plan and the NSW Planning Guidelines for Walking and Cycling. The following details the outcomes from the relevant state government plans:

- NSW Future Transport Strategy 2056 – This plan outlines the overarching strategy, supported by a suite of plans to achieve a 40-year vision for the NSW transport system
- NSW Long Term Transport Master Plan – this plan identifies that bus service contracts in the region are to be renewed which is an opportunity to improve routes and outcomes for customers. This includes cross-border routes and infrastructure.
- NSW Active Transport Strategy – this plan outlines key focus areas for 15-minute cities and walking and cycling including:
 - an ambition to double the number of children walking or riding to school with supporting programs and trials to support active travel to school and behaviour change initiatives to shift modes by 2028
 - partnering with the Department of Education and key stakeholders to improve safe walking, cycling and public transport access to schools.
- NSW Planning Guidelines for Walking and Cycling – this plan identifies the value of walking and cycling as tools to reduce congestion, freeing up capacity on public transport and encouraging active transport for short local trips.

Transport for NSW is also currently planning additional public transport projects as part of the Greater Sydney Services and Infrastructure Plan. The projects identified below aim to deliver State-wide transport outcomes determined in the Future Transport Strategy 2056. Kogarah is identified as a Strategic Centre and as a result will benefit from the following transport projects:

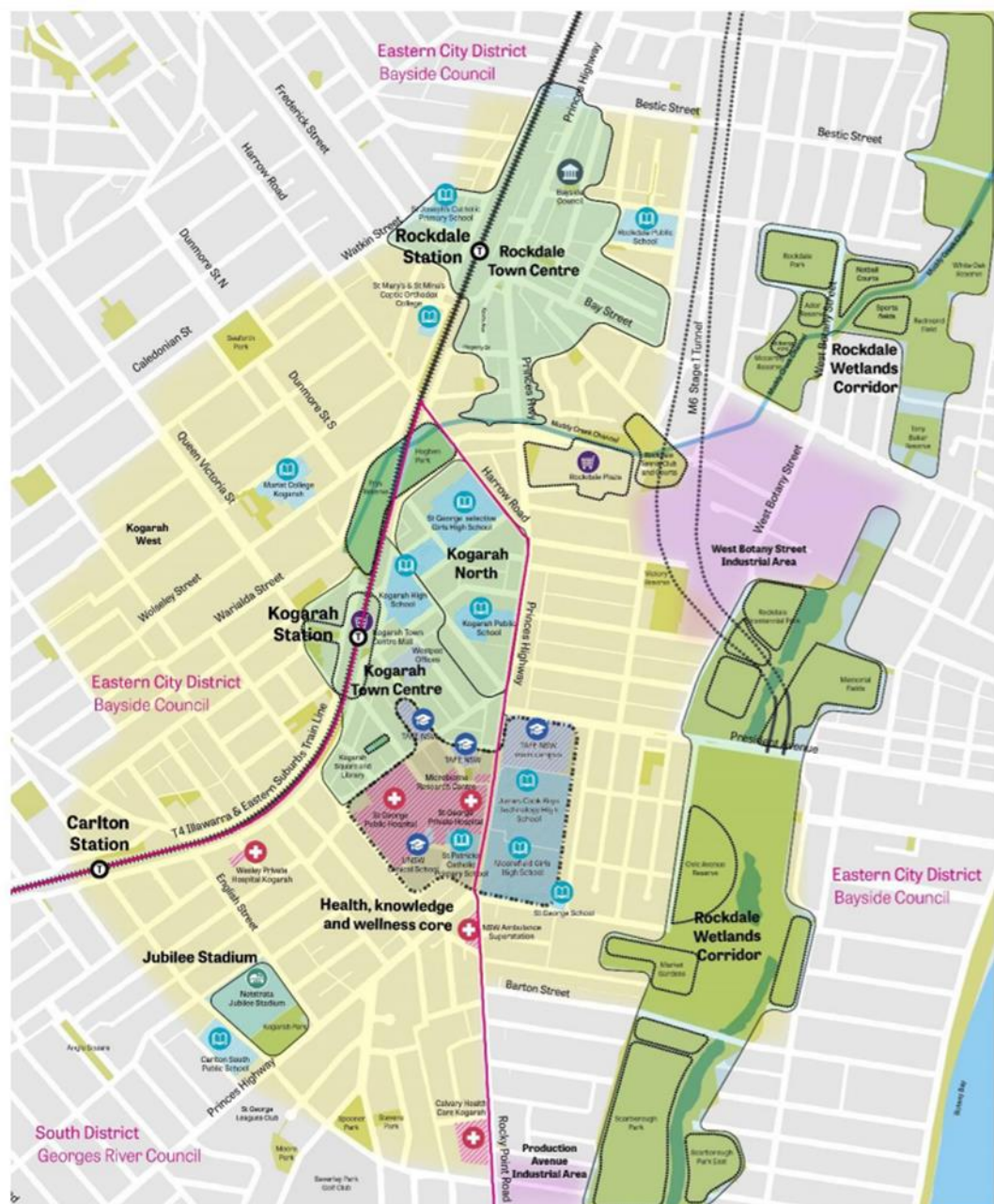
- Plan for rapid bus link from Paramatta to Bankstown to Hurstville / Kogarah (0-10y)
- The area is planned to be connected to Miranda, Hurstville and Bankstown via City-shaping corridors by 2056
- Plans for mass transit / train links: to Paramatta (10-20y), Randwick to Miranda via Kogarah (20y+).

2.3 Local Documents

Council documents were reviewed including the Local Environment Plan, Development Control Plan, Section 7.11 Developer Contributions, Pedestrian Access and Mobility Plan (PAMP), Georges River Transport Strategy and Collaboration Area Kogarah Place Strategy

Under the DCP, KPS is located within the Strategic Centre and is directly adjacent to the Kogarah Town Centre as identified in the Collaboration Area Kogarah Place Strategy.

Figure 2.1 identifies the Kogarah Collaboration Area.



Kogarah Collaboration Area
Key Places in the Kogarah Collaboration Area



Source: adapted from Georges River DCP

Figure 2.1: Kogarah Collaboration Area

The following key objectives for key areas in proximity to KPS are noted as follows as noted in the Collaboration Area Kogarah Place Strategy:

- **Kogarah Town Centre** is a civic destination with services and retail to support residents, students, workers and visitors, particularly those who use the health, knowledge and wellness core.
- **Kogarah North** will be a focus for new housing close to the health, knowledge and wellness education core.

Under the DCP, there is specific vision regarding the Kogarah Town Centre. Of particular note:

- Has a distinct identity with high quality green infrastructure and public spaces, to support wellness and wellbeing, and sustainably designed buildings concentrated around a transport hub
- Has strong relationships and connections to major economic centres such as Sydney Airport and Port Botany and other health and education precincts at Westmead, Randwick and Bankstown
- Provides seamless connectivity between health, financial and education institutions, and Rockdale town centre and other nearby centres
- Prioritises active, vibrant connections, with a focus on east-west walking, cycling and public transport links that reinforce a desirable place for people to dwell, work and live
- Is a healthy, resilient, and efficient precinct, where sustainable transport, developments, water, energy, air quality and waste initiatives help to mitigate climate change risks.

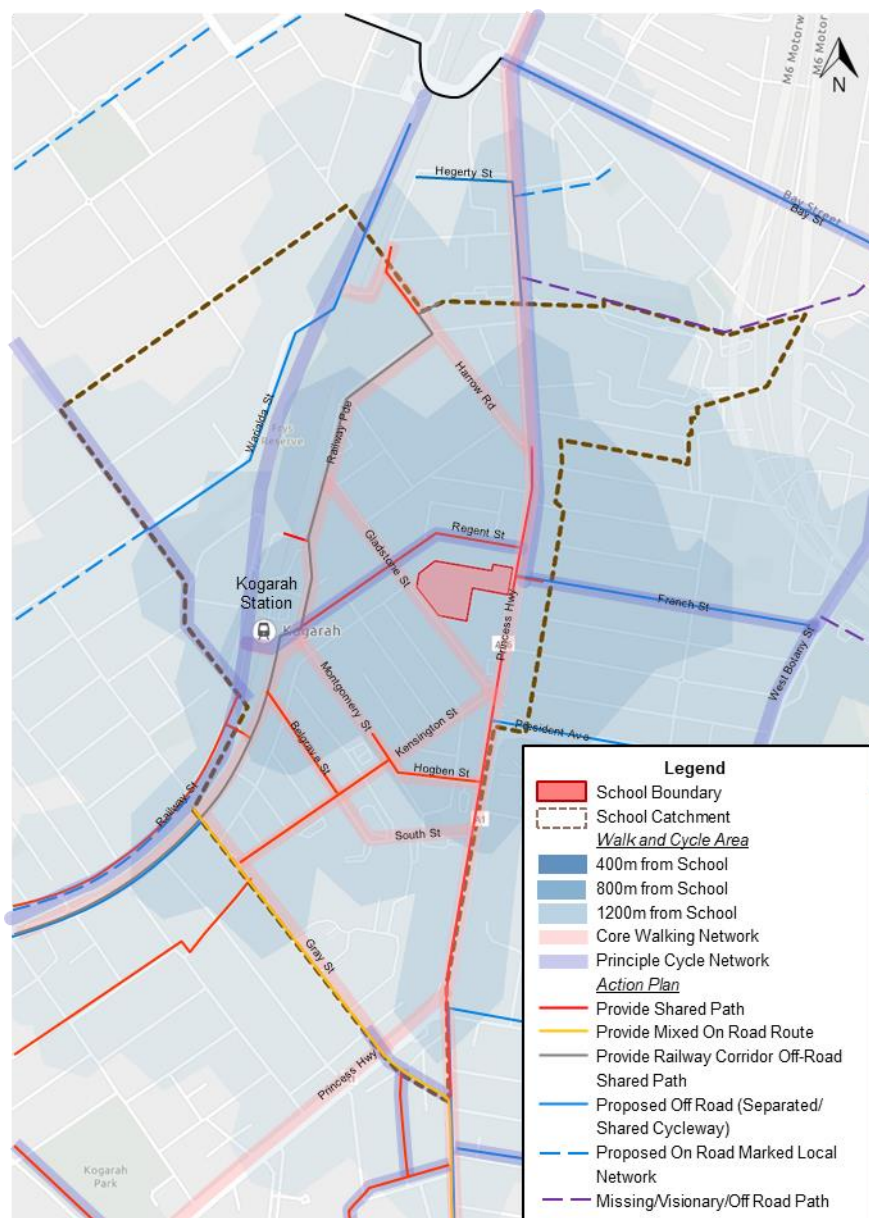
Under the DCP, there is specific vision regarding the Kogarah North. Of particular note:

- The Precinct has the opportunity to evolve into a place of activity, establishing a connection to the Kogarah Town Centre with its range of transport modes, interconnectivity, permeability and accessibility.
- The growth potential of Precinct is to be guided by an urban framework that emphasises an extensive and revitalized public domain, excellence in its urban and architectural design, an integrated transport network and sustainable development in the public and private domains.

The *Georges River Transport Strategy (2021)* outlines relevant actions that will directly benefit the school including:

- **AT3:** Prioritise footpath, shared path and cycleway upgrades in the 800-metre catchment of schools
- **Bk3:** Advocate to TfNSW for additional cycle parking (including rails and bike sheds) at train stations, particularly at Kogarah and Hurstville stations
- **Kog2:** Improve laneways in the Kogarah centre for walking and cycling
- **Kog8:** Establish Kiss & Ride zones, particularly near schools in the Kogarah education precinct.

The Active Transport Infrastructure Recommendations Map displayed in Figure 2.2 shows the proposed shared paths on Princess Highway, Belgrave Street, Hogben Street, Kensington Street, Railway Street and Railway Parade.



Source: adapted from Georges River Transport Strategy and Bayside Transport Strategy and Bike Plan Draft Action Plan 2022)

Figure 2.2: Active Transport Infrastructure Recommendations

Georges River Council is also currently undertaking pedestrian and active transport assessment for a number of its key precincts as a recommendation of its active transport strategy.

It is further noted that the adjoining Bayside Council's *Bayside Transport Strategy and Bike Plan Draft Action Plan (2022)* outlines relevant actions that will be directly benefit the school including:

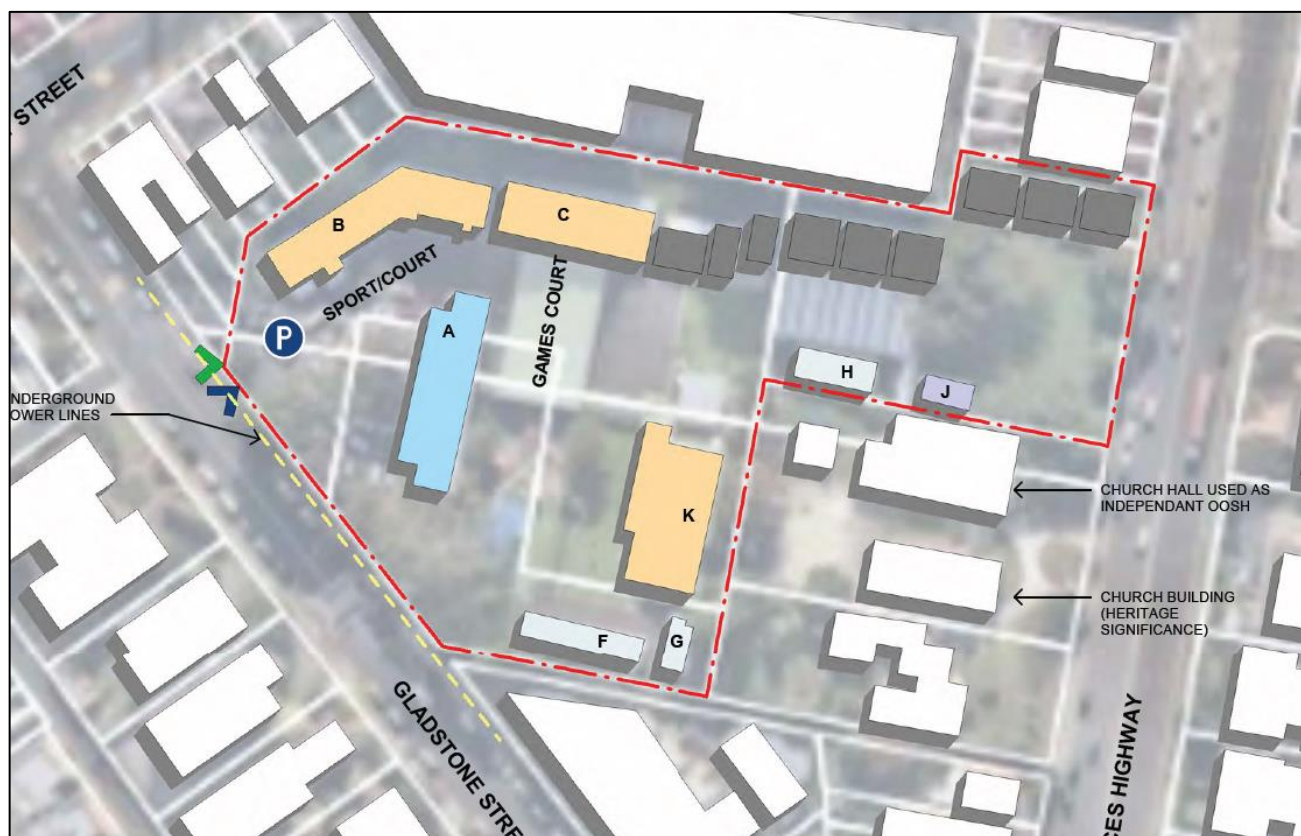
- The Strategic Cycling Network Map showing proposed off road cycleway on French St, Hegerty St, Railway St, Bay St, Princess Hwy and Wialda St

3. EXISTING CONDITIONS

3.1 Subject Site

The school currently operates with around 480 students and 38 full time equivalent (FTE) staff. The school starts at 9:00am and finishes at 3:00pm. Existing attributes of the subject site are noted as follows:

- The subject site exhibits an area of approximately 12,059m² and is located in the suburb of Kogarah
- The subject site has a frontage to Princes Highway to the east and Gladstone Street to the south-west
- In its existing state, the subject site comprises the existing KPS. Existing school buildings are located evenly across the subject site with numerous areas of open space spread across the site
- Demountable buildings have been retrofitted on the east portion of the site which includes 11 existing demountable classrooms currently occupying the subject site. These demountables will be removed outside of the scope of this REF to facilitate construction of the new buildings
- Permanent buildings consist of the Main Administration Building, and three (3) general learning hubs (GLH) buildings and amenities on the subject site
- Carparking is provided from Gladstone Street for staff. Pedestrian access is available via a pedestrian-only access gate from Gladstone Street and a pedestrian-only access gate on Princes Highway



Source: Fulton Trotter

Figure 3.1: Existing Site Conditions

3.2 Road Network

Details of the surrounding road network are provided in Table 3.1

Table 3.1: Surrounding Road Network

Road Name	Jurisdiction	Hierarchy	Lanes	Divided	Posted Speed
Princes Highway	TfNSW	State	6	Yes	60km/h (40km/h school zone)
Regent Street	Council	Regional	2	No	50km/h (40km/h school zone)
Gladstone Street	Council	Local	2	No	50km/h (40km/h school zone)

The surrounding key intersections in proximity to the school are summarised in Table 3.2.

Table 3.2: Surrounding Key Intersection Details

No.	Major Road	Minor Road	Jurisdiction	Control
1	Princes Highway	Regent Street	State	Signals
2	Regent Street	Gladstone Street	Council	Roundabout
3	Princes Highway	Gladstone Street	State	Priority

The location of the key intersections with respect to the school is shown in Figure 3.2.



Source: NSW Road Network Classification

Figure 3.2: Key Intersections

3.3 Alternate Transport

3.3.1 Active Transport

The existing active transport network is generally well established including continuous pedestrian pathways and formalised crossing points. Importantly, there are pedestrian paths that connect the school to nearby public transport infrastructure. However, there is minimal dedicated bicycle path infrastructure (i.e. dedicated bike paths, shared paths, etc.) in proximity to the subject site.

The existing footpath network surrounding the subject site is shown in Figure 3.3. The current cycling network surrounding the subject site is shown in Figure 3.4.

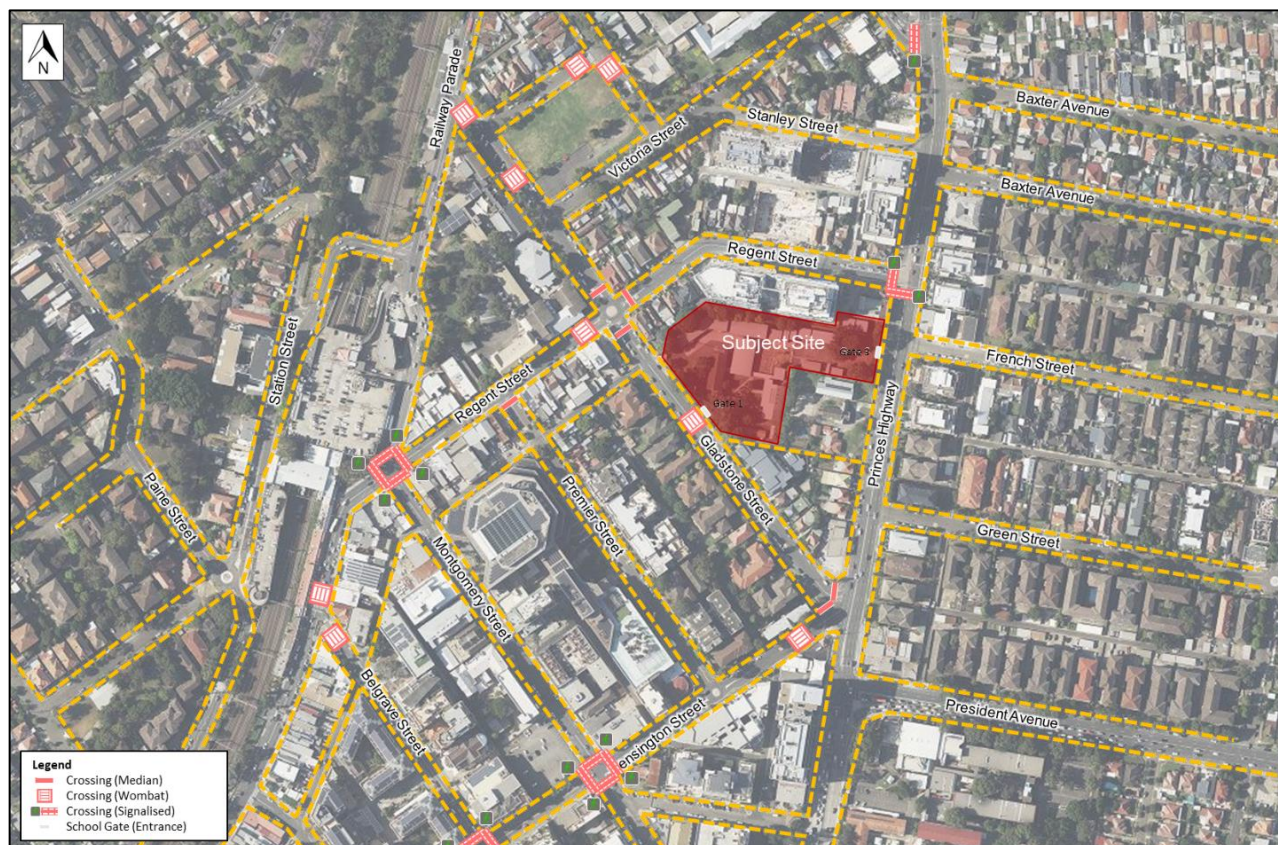


Figure 3.3: Pedestrian Connectivity

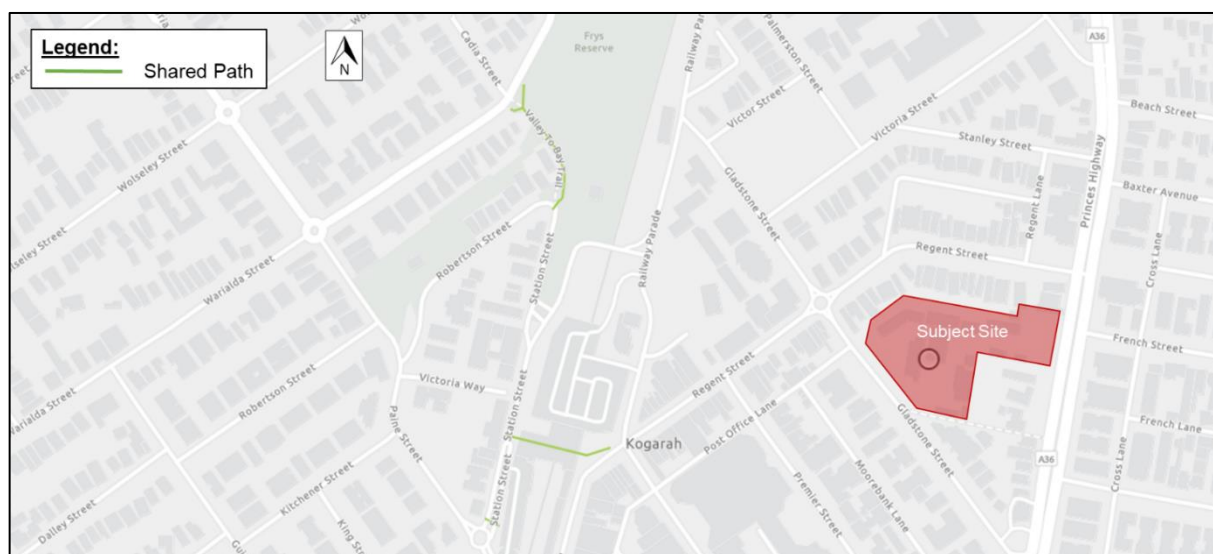


Figure 3.4: Cycling Connectivity

The surrounding area is highly urbanised with developed pathway infrastructure; however, the current environment is more suited to walking than cycling based on volumes of pathway users, and available verge widths. It is recommended NSW DoE to work with Council and TfNSW in nominating works and grant funding for improved active transport facilities.

Importantly, the school can operate without relying on any wider active transport works, which can be delivered over time and as the area redevelops and the school population increases.

3.3.2 School Bus and Public Transport

There are several public and school bus routes in the vicinity of KPS, primarily along Regent Street which are 60m to 150m from the nearest school entrance gate. The Kogarah Train Station is 320m from the nearest school entrance gate. Existing school bus services are provided by Transit Systems. The routes and service frequencies are summarised in Table 3.3, with a map of the bus routes and stop locations is shown in Figure 3.5.

Table 3.3: Nearby Public Transport Services

Route ID	Route Description	Frequency
Public Bus		
422	Kogarah to Central Pitt St	10 – 15 mins
476	Rockdale to Dolls Point (Loop Service)	10 mins
477	Rockdale to Miranda	15 mins
947	Kogarah to Hurstville via Dolls Point	15 – 20 mins
T4 Eastern Suburbs & Illawarra Line		10 mins
School Bus		
730s	Endeavour High to Rockdale Station	
733s	Kogarah Station to Endeavour High	
751s	Sylvania High School to Rockdale Station	



Adapted from NSW Trip Planner

Figure 3.5: Nearby Bus Routes and Stops

3.4 Transport Mode Share

A student travel mode share survey was undertaken in February 2024 to determine the existing travel behaviours. The survey accounted for 78% of students with the remaining students being absent on the day of the survey. The estimated mode share split of students is provided in Figure 3.5.

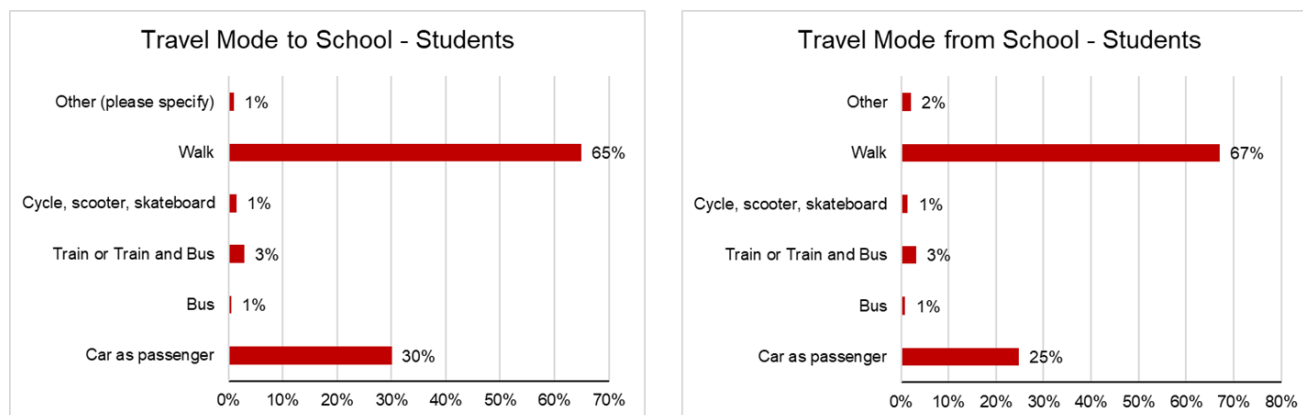


Figure 3.6: Student Travel Mode Share (AM and PM Travel)

As shown, active transport accounts for 65-67% of student travel, with the majority of these walking to/from school.

Car based trips account for 25-30%. However based on our experience on other school projects there will be a level of carpooling (i.e. dropped-off/picked up in a car with another siblings or other students) meaning students per car is likely closer to 1.75 students per vehicle.

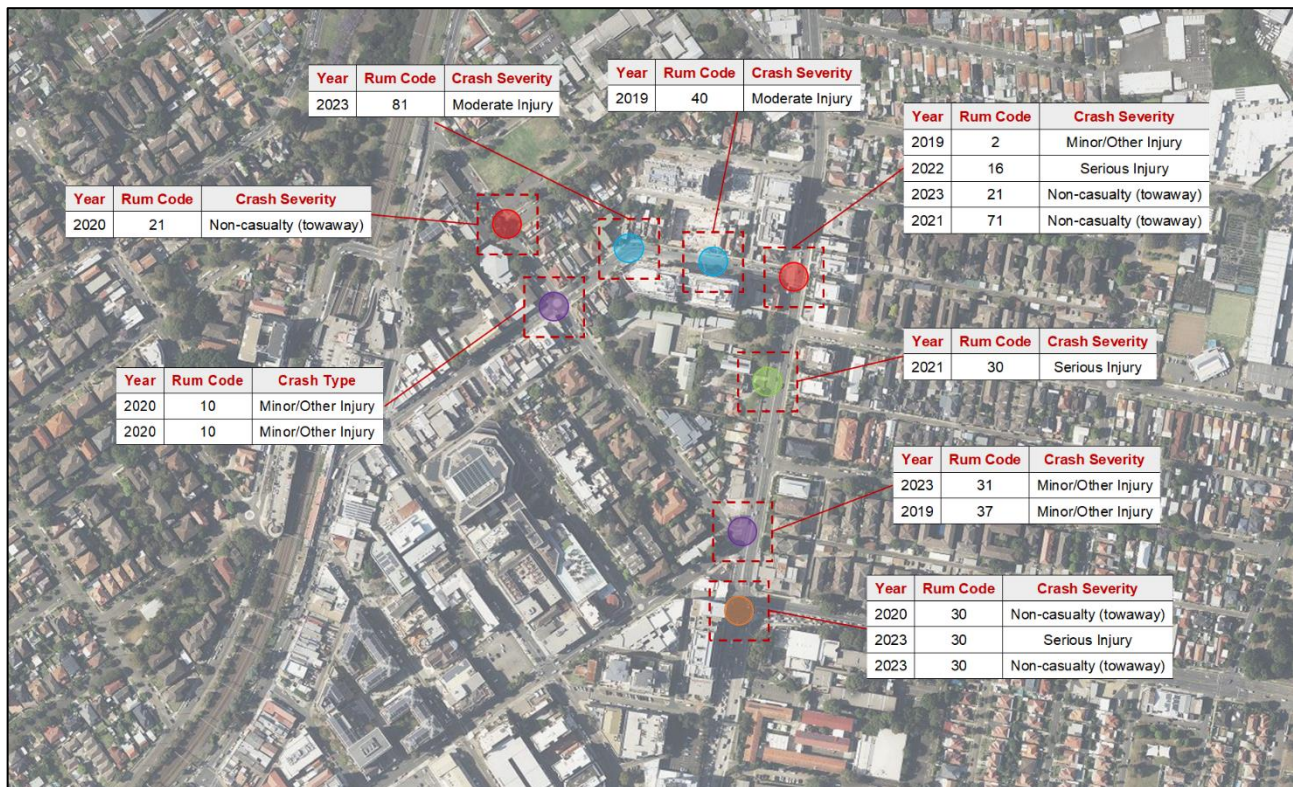
Public transport (i.e. bus and / or train) trips account for 4% of student travel.

Based on the travel mode surveys, 100% of staff drive to the school. Unlike students, staff are not employed based on their place of residence and do not have to live within the school's enrolment catchment. As noted earlier the school has close proximity to high frequency public transport so there is good potential to shift staff travel modes. Additional encouragement to shift staff to other modes is discussed in more detail through the implementation of a School Travel Plan (STP) provided in **Appendix B**.

3.5 Historic Crash Analysis

The TfNSW Centre for Road Safety's interactive crash statistics were used to source crash data for the area surrounding KPS. A review of reported crashes that occurred between 2019 and 2023 were analysed and identified a total of four crashes occurring within 100m proximity to the key intersections.

Figure 3.6 shows the location and Road User Movement (RUM) code of each crash.



Adapted from SixMaps / Data Source: TFNSW Crash Map

Figure 3.7: Crash Analysis

Importantly, there are no crashes located in proximity to the school vehicular access or Kiss and Drop zone.

There was one (1) crash linked to pedestrians at the Princess Highway / Regent Street intersection (Rum Code 2). It is important to note that no other pedestrian crashes have occurred in proximity to the assessment area. It is noted that pedestrian movements are signalled (i.e. controlled) which indicates that the pedestrian / vehicle conflict was a result of a prohibited movement.

Based on crash information, reported vehicular incidents do not appear to involve vehicle traffic associated with the school.

4. PROPOSED DEVELOPMENT

4.1 Development Details

The KPS have been identified by the NSW Department of Education (DoE) as requiring redevelopment. The proposed redevelopment of KPS is driven by service need including increase in expected student enrolments and the removing demountable structure and replacement with permanent teaching spaces.

The upgrade of KPS comprises the following works:

- Demolition of existing playground facilities and Covered Outdoor Learning Area (COLA) in addition to footings and services associated with former demountable buildings
- Tree removal
- Construction of a new three storey Classroom building and attached amenities facilities
- Construction of a single storey Hall with attached Covered Outdoor Learning Area
- New pedestrian pathway connections providing access throughout the site
- Service upgrades; and
- Site landscaping works.

The school facilities are being built with capacity to be able cater for up to 870 students however a student catchment projection indicates there will be only of up to 736 students by 2041 within the catchment. Based on the teaching spaces the KPS would be forecast to have 56 staff based on these student numbers.

The development plans prepared by Fulton Trotter are provided in **Appendix A**.

5. ACCESS ASSESSMENT

5.1 Overview

The proposed site access arrangements for vehicles (car and bus), pedestrians and cyclists will generally remain unchanged based on the proposal with the exception of improvements for the provisions of bicycle parking and end of trip facilities.

Vehicle access into the site will remain on Gladstone Street for public school staff and service vehicles. However, it is noted that a temporary service vehicle access will be provided on Princes Street during the construction phase.

Pedestrian 'front door' access will be retained on Gladstone Street. Furthermore, the secondary access on Princes Highway will remain.

The existing / proposed access arrangements and associated transport infrastructure is outlined in Figure 5.1.



Figure 5.1: Existing Active Transport Provisions

5.2 Pedestrian Access

Pedestrian access to the subject site is provided at two (2) locations, specified as follows:

- Gate 1: Gladstone Road (main pedestrian access) – *existing*
- Gate 3: Princes Highway (secondary access / low volume pedestrians) – *existing*

The following is noted regarding crossings and pathways identified in Figure 5.1:

- The pedestrian crossing near Gate 1 is managed during 8:20am to 9:20am
- Walking students in moderate level of through traffic and some pinch points with a lack of corner truncations and narrow pedestrian refuges cut-throughs at intersection Gladstone Street and Regent Street
- Princes Highway represents key barrier with limited convenient crossing opportunities to get to eastern side of the highway.

DoE will work with Council and TfNSW to look at opportunities to fund active transport facility improvements in the area to support achieving future mode share targets such as improving footpaths beyond the site frontage on Gladstone Street.

Importantly, the school can operate without relying on any such wider works, which can be delivered over time.

5.3 Car Parking and Service Access

General vehicular access to KPS is provided via one (1) location, specified as follows:

- Gate 2: Gladstone Road (staff parking / servicing).

Importantly, no changes are proposed to the ultimate access arrangements. This area will be temporarily impacted during construction, which is discussed further herein.

It is noted that a access is proposed on Princes Highway, which is intended to be utilised during the construction phase by service vehicles associated with construction works. Further details are provided in the Construction Transport Management Plan (CTMP) in **Appendix C**.

5.4 Servicing and Refuse Collection

The proposed upgrade will not significantly change the servicing or refuse collection demand from a transport and traffic perspective.

The Waste Management Plan (WMP) prepared by MRA Consulting Group provides further details of refuse provisions. Based on the WNP the quantum of bins will increase (from 4 bulk bins to 8 bulk bins) due to the expansion of the school, the collection arrangements however remain generally unchanged with servicing to occur by the same type of vehicles, and collection frequencies remain consistent (i.e. twice weekly for general waste and fortnightly for recycling).

During collection times, the bins will be moved from the storage location within the school staff parking area (see plans in Appendix A) where the refuse collection vehicle can collect the bins generally as per the existing arrangements. All waste collection and general servicing will access the site via Gladstone Street as per the existing arrangements.

The expanded storage area located within the car park, while slightly larger, does not change the available space for a refuse collection vehicle to manoeuvre within the site with the layout of car parking being unchanged. While an RCV will have a longer dwell time, this should not impact the car park operations as RCV collection will occur outside of peak times. It will therefore not have an adverse impact on the safety and efficiency of car park users, other road users and/or pedestrians.

6. PARKING ASSESSMENT

6.1 Overview and Methodology

The purpose of this parking assessment is to determine the impacts of the proposed upgrade on the off-street and on-street parking facilities. The following is noted:

- Limited parking is currently provided on-site, and parking provision are proposed for staff usage only
- Student pick-up / drop-off (i.e. KnD) occurs via an arrangement on Gladstone Street
 - No changes to the student pick-up / drop-off arrangements are proposed as part of the development proposal

6.2 Car Parking Requirements

Standard car parking rates were sourced from Council's *Development Control Plan (DCP)*. The relevant car parking rates and requirements are outlined in Table 6.1. It is noted while the upgraded school will have a GFA of 4,206m² the new building areas only represent a 1,555m² increase.

Table 6.1: Development Parking Requirements and Compliance

Land Use	Parking Rate	Quantity	Spaces Required	Spaces Provided
School	1 space per 100m ² (GFA) Plus Pick up and Drop off facilities for cars and buses in additional to DCP parking requirements	4,206m ²	43	20
Total			43	20

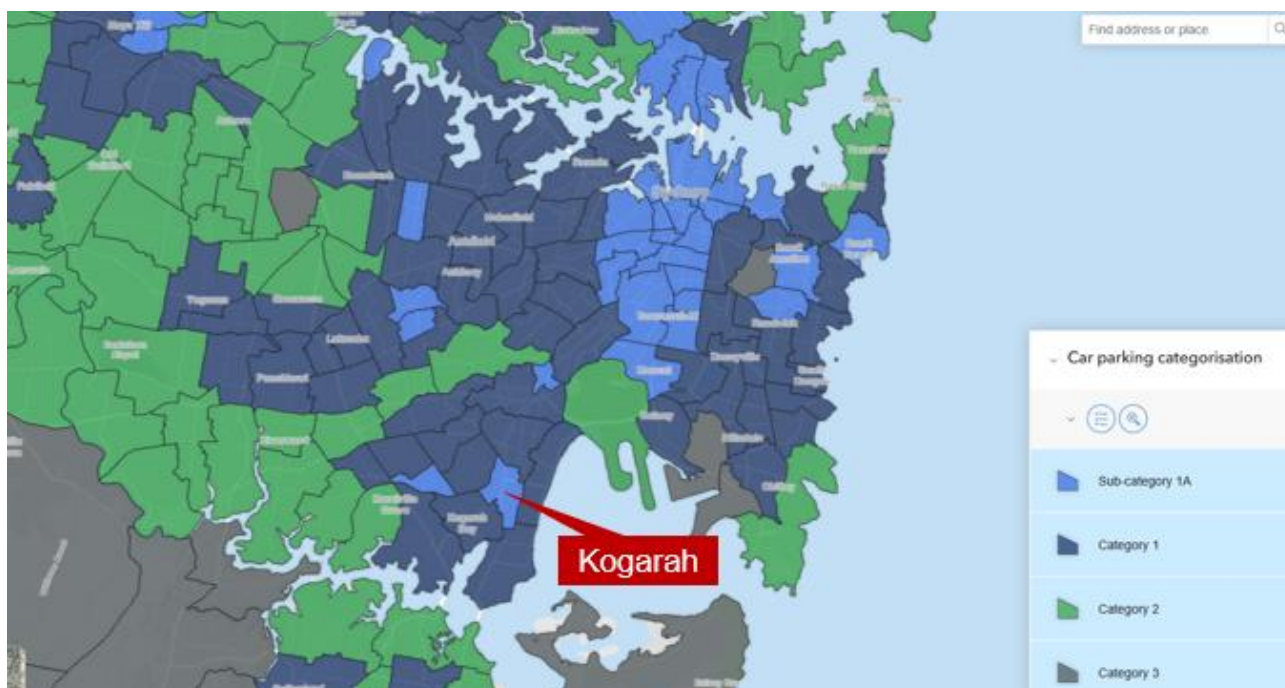
As noted above, the KPS does not provide parking in accordance with DCP rates. The Council's DCP parking rates are, however, unconventional. Parking demands for schools are rarely based on floor area; rather, parking ratios are based on staff and student numbers.

A parking rate of 1 space per 2 staff, plus pick up and drop off area, is a common parking rate for schools across various NSW Council's DCPs such as Bayside Council, City of Ryde, Willoughby Council and Cumberland Council. It is noted, however, that there is a need to consider the area's local context, given that some of these LGAs have potentially a lower level of transport access than Kogarah, given its proximity to the Kogarah Station (within 400m).

An important consideration when planning for car parking provision is achieving a balance between parking demand and providing an oversupply. It is widely acknowledged that the provision of parking relates directly to car parking occupancy and traffic generation. Additional parking will unnecessarily increase parking demand and private vehicle use on the surrounding road network. Managing parking demands is also an important measure in promoting public transport and active transport modes, including walking and cycling.

Under the recently released NSW's *Guide to Traffic Impact Assessment (GTIA)* it is acknowledged that transport accessibility can vary significantly, and a car parking categorisation has been applied to reflect key factors that can influence car parking demand indicators. Category 1 typically includes urban areas with high alternative transport options and lower car mode share. Within this category is sub-category 1A, which identifies areas with even higher potential for lower parking rates and where the central Kogarah area has been categorised in Sub-Category 1A (see Figure 6.1).

Similar areas with the same level of access to a strategic centre and public transport facilities in our experience can have school parking rates in the order of 1 space per 4 staff. A key example is the neighbouring LGA of the Inner West Council, where DCP school parking rates range from 1 space per 2 staff to 1 space per 4 staff depending on the local area and parking context (i.e. lower parking rates are applied where it is near a centre, station and/or on-street parking time limits apply).



Source: TfNSW, 2024

Figure 6.1: GTIA Car Parking Categorisation Map

The relevant car parking requirement based on the common parking rates for schools are outlined in Table 6.2.

Table 6.2: Adopted Staff Parking Requirements and Compliance

Land Use	Parking Rate	Quantity	Spaces Required	Spaces Provided
School	1 space per 2 staff	56 staff	28	20
	1 space per 4 staff	56 staff	14	

In the context of the Activity, the school will operate with approximately 46 staff at opening in 2027 which is generally in line with existing staff numbers. The staff quantum on 56 staff noted in Table 6.2 is not projected to be realised until after 2036.

As noted above, while the proposal does not achieve parking at a rate of 1 space per 2 staff based on longer term staff projects, it does exceed a rate of 1 space per 4 staff. It is considered that the parking space provided is suitable given:

- The school is in close proximity to the Kogarah Station and other high-frequency public transport services
- The surrounding areas' on-street parking is time-restricted with 2P or less time limits that apply Monday to Friday, 6am to 6pm, which restricts and limits the potential of overflow staff parking to on-street areas
- There is little to no ability to provide additional parking areas on-site without impacting trees and play spaces or impacting safety through reduced separation of vehicles from student areas. Therefore, there is a need to prioritise on-site parking for those who carpool through allocated spaces and measures to promote more sustainable travel
- Rather than extending and promoting car-based travel, DOE's intent is to encourage increased mode shares for more sustainable travel (walk/cycle) through the School Travel Plan and school handbook guidance. Mode share targets from the STP seek to achieve 75% and 50% car-based travel for staff in the short and long term, respectively

To support the goals on promoting increased sustainable travel, preliminary School Transport Plan (STP) has been prepared which contains a suite of potential initiatives and measures to be implemented lead up to 'opening' of the school upgrade. The STP is contained in **Appendix B**.

6.2.1 Kiss n Drop Facility

A KnD facility exists to offset the need to provide dedicated parking spaces for student pick-up/drop-off purposes on site. An existing KnD facility operates on Gladstone Street. No changes are proposed to the KnD.

The KnD facility provides four (4) collection bays and estimated to be able to service 144 to 206 vehicles over a 30-minute period (assuming a dwell time/service rate of up to 1 minute per vehicle) with KnD management efficiencies. Based on student population growth, and assumed student per car occupancy of 1.75 students/vehicle to school will generate a demand for around 75 vehicles to 149 vehicles based on mode share targets. It is noted a 1 minute dwell time is highly conservative with most well managed KnD facilities achieving closer to a 30 to 45 second dwell time per vehicle.

It is DOE's intent is to encourage increased mode shares for more sustainable travel (walk/cycle), however, as this a growth school there may be a potential increase in vehicle KnD demands beyond current levels while School Travel Plan initiatives are delivered over time.

To manage demands and the operational efficiency of the KnD, the infrastructure provisions will be supported by the School Travel Plan, Travel Access Guide and supporting operational guidance on the correct and appropriate use of the KnD zone, such as:

- This KnD is a 'No Parking' zone, meaning you may stop for a maximum of 2 minutes.
- Do not arrive before the school bell time and park in the KnD
- Drive as far towards the front of the KnD as possible so people can pull in behind you.

6.3 Bicycle Parking Requirements

Standard bike parking rates were sourced from Austroads *Guide to Traffic Management, Part 11*. The relevant bike parking rates and requirements are outlined in Table 6.3.

Table 6.3: Bicycle Parking Rates

Land Use	Anticipated Quantity	Parking Rate	Spaces Required
School	290 over year 4	1 space per 5 pupils over year 4	58

Note: – Number of students has been assumed to be equivalent to a third (based on uniform distribution of students across year levels)

As per Table 6.3, KPS would require 58 bicycle parking spaces based on the anticipated number of students over year 4. It is noted this quantum is based on a proportion of an ultimate 870 student capacity and the school is only forecast to reach 736 students by 2041.

It is important to note the context of the school and local area whereby student travel only 1% of students (i.e. five students) currently travelling to school by bicycle and existing infrastructure is more suited to walking.

While bicycle participation is expected to increase over time and due to the infrastructure improvements being delivered in the surrounding area, any increase is expected to occur gradually over time.

Given the existing school population of 480 students and low existing levels of cycling it is recommended that provision of a minimum of 24 bicycle parking spaces be provided to achieve a 5% mode share target with space made available to expand the number of bicycle racks into the future (i.e. space for up to 43 spaces to align with a 5% cycle mode share for 870 students). Bicycle participation should be monitored in the future to ensure the bicycle parking provision is meeting the demand and based on plans there is space within the site for bicycle parking facilities to be expanded over time to provide in the order of 50 bicycle parking spaces, if needed.

To further encourage a modal shift, it is recommended that an initial six (6) staff bicycle parking spaces be provided to meet the active travel mode target of the STP. Similar to the student bicycle parking spaces, this should also be monitored and increased based on the demand in the future. Additionally, staff bicycle parking spaces should be secure, weather protected and located near the main staff areas separate to student bicycle parking. The staff bicycle parking is to be supplemented with end of trip facilities (e.g. showers, lockers, change areas, etc).

7. STAGING

7.1 Overview

The project will be delivered in one (1) stage generally consisting of:

- Site establishment and building new facilities on the eastern side of the site while the existing occupied school continues to operate. Key elements will include:
 - Demolition and removal of existing structures
 - Site Establishment
 - All works required for the completion of the new learning buildings & required decanting
 - All works required for the completion of the new multipurpose hall & required decanting
 - All works required for the completion of the new covered walkways & required decanting
 - Landscaping and external works around the new buildings, including relocation of play equipment currently located within the works footprint
 - Upgrades to site infrastructure and services to support the new buildings.

Staging Plans are provided in **Appendix A**.

7.2 Transport Staging Considerations

In terms of transport considerations during the construction phase, pedestrian access into the school will be maintained via the existing pedestrian access on Gladstone Street.

It is noted that the secondary pedestrian access located on Princes Highway will not be utilised during construction.

On-site staff parking areas will be impacted during construction based on the relocation of demountables and staging areas. Arrangements for off-site parking for 24 replacement/off-set spaces has been established through a lease with the nearby St Paul Church during the duration of works.

KnD operations would be maintained along Gladstone Street with site specific traffic management planning and traffic / pedestrian control devices employed in proximity to site works zones.

Construction vehicle access will be via a temporary access from Princes Highway.

A preliminary construction traffic management plan is contained in **Appendix C**

8. SUMMARY

The key findings of the KPS traffic and transport impact assessment are as follows:

- The proposed redevelopment of KPS is driven by facilities upgrade and to support the increase in expected student enrolments for the immediate catchment
- A significant proportion of the student growth will be within the surrounding walk and cycle catchment of the school, supporting local and state government goals of reduced car dependence
- The Council's DCP parking rates are however unconventional with parking demands for schools rarely being based on floor area, rather based on staff and student numbers. Council's car parking rate is not considered suitable based on the specific context of KPS. Noting the DOE transport goals and targets, it would be not only unfeasible but counterproductive to provide additional on-site car parking.
- An important consideration when planning for the car parking provision is to achieve a balance between parking demand and providing an oversupply. It is widely acknowledged that provision of parking relates directly to car parking occupancy and traffic generation. Providing additional parking will unnecessarily increase parking demand and private vehicle use on the surrounding road network. Managing parking demands also is an important measure in promoting public transport and active transport modes including walking and cycling.
- The delivery of the school upgrade will be supported by the School Travel Plan, Travel Access Guide and supporting operational guidance on the correct and appropriate use of the KnD zone.
- DoE will work with Council and TfNSW to look at opportunities to fund active transport facility improvements in the area to support achieving future mode share targets such as improving footpaths beyond the site frontage on Gladstone Street and to facilitate targeted transport infrastructure across the wider precinct through funding initiatives such as GetActive NSW grants.
- Importantly, the school can operate without relying on any such wider works, which can be delivered over time.

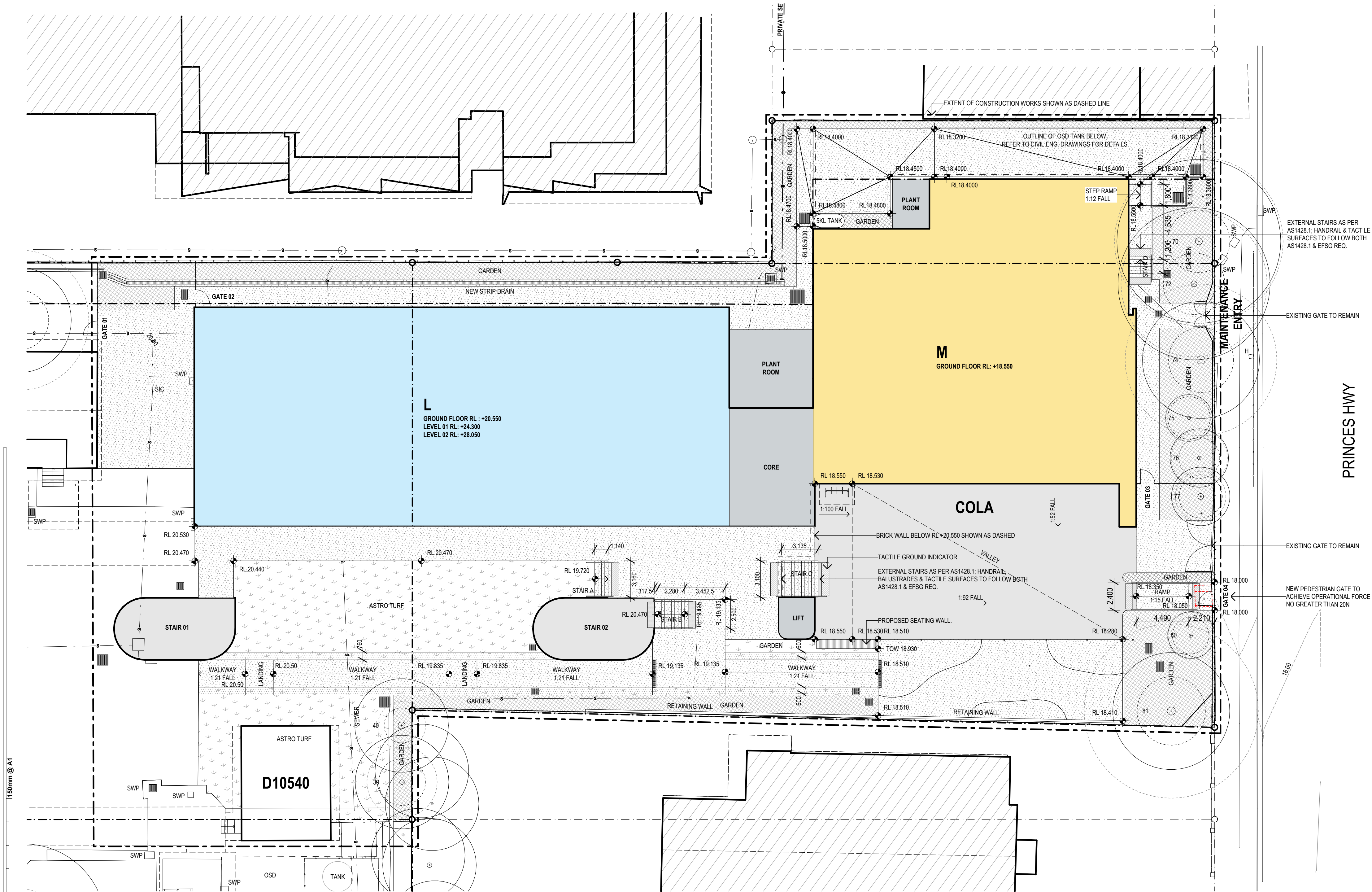
A summary of the proposed mitigation measure is provided in Table 8.1.

Table 8.1: Transport Mitigation Measures

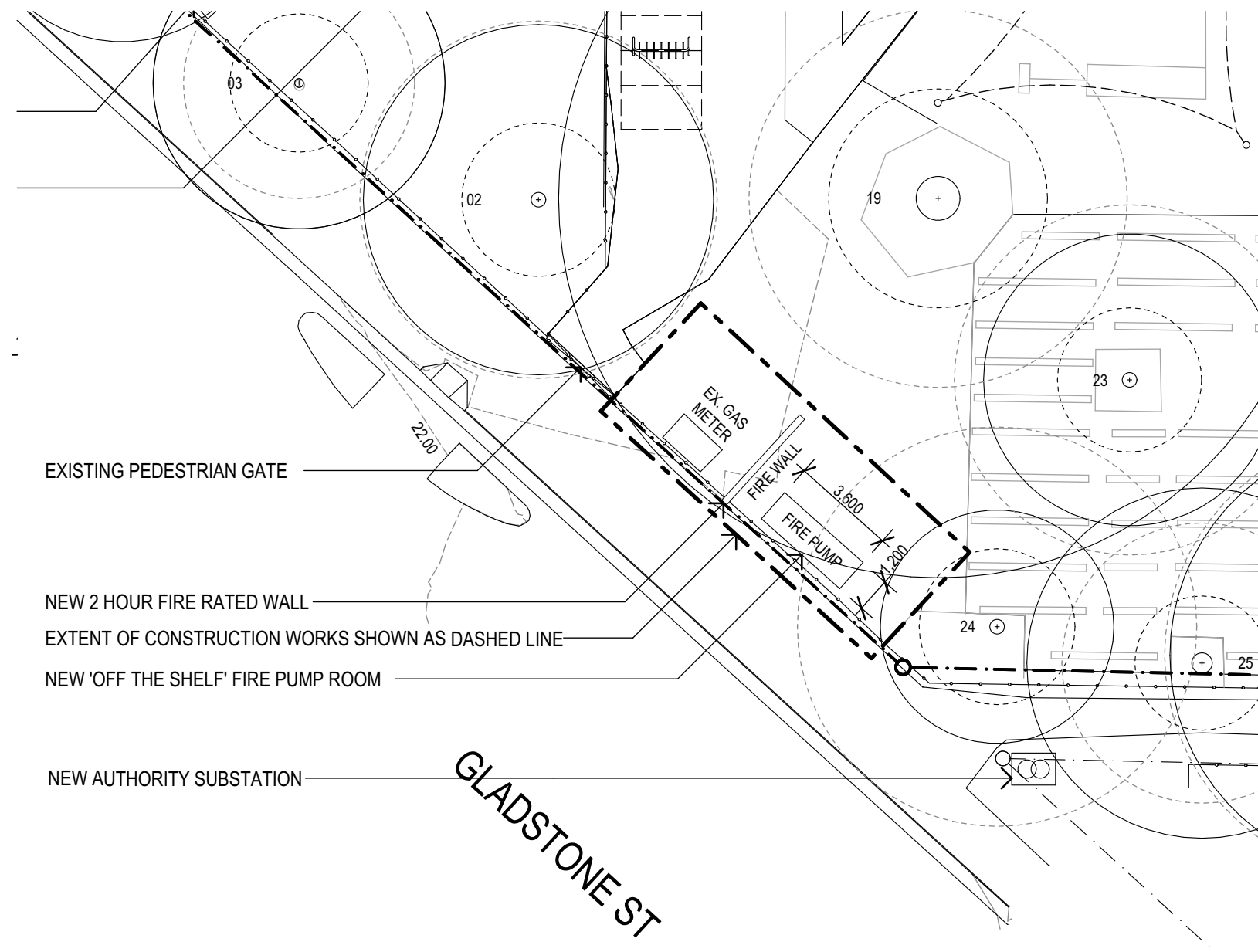
Project Stage <i>Design (D)</i> <i>Construction (C)</i> <i>Operation (O)</i>	Mitigation Measures	Relevant Section of Report
D/C	Provide an initial six (6) staff bicycle parking spaces and end of trip facilities (e.g. showers, lockers, change areas, etc) to support mode share targets	Section 6
O	To assist in managing transport demands and operational efficiency of the infrastructure provisions implement a School Travel Plan, Travel Access Guide and supporting Operational Transport Management Plan on the correct and appropriate use of the transport facilities on and surrounding the site (i.e. KnD appropriate use, operations, and staff parking area use)	Section 6

Appendix A: Plans

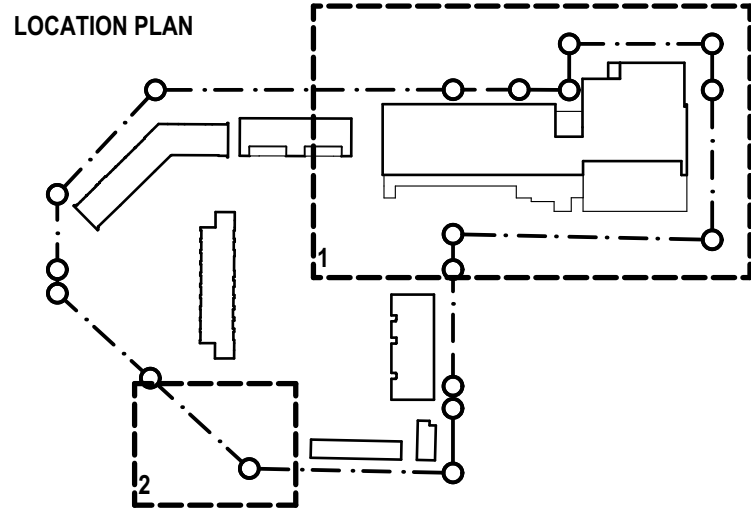




1 PLAN
EXTERNAL WORKS SITE PLAN
SCALE: 1:200



2 PLAN
EXTERNAL WORKS SITE PLAN
SCALE: 1:200



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SCHEMATIC DESIGN
SCHOOL INFRASTRUCTURE
NSW

KOGARAH PUBLIC SCHOOL

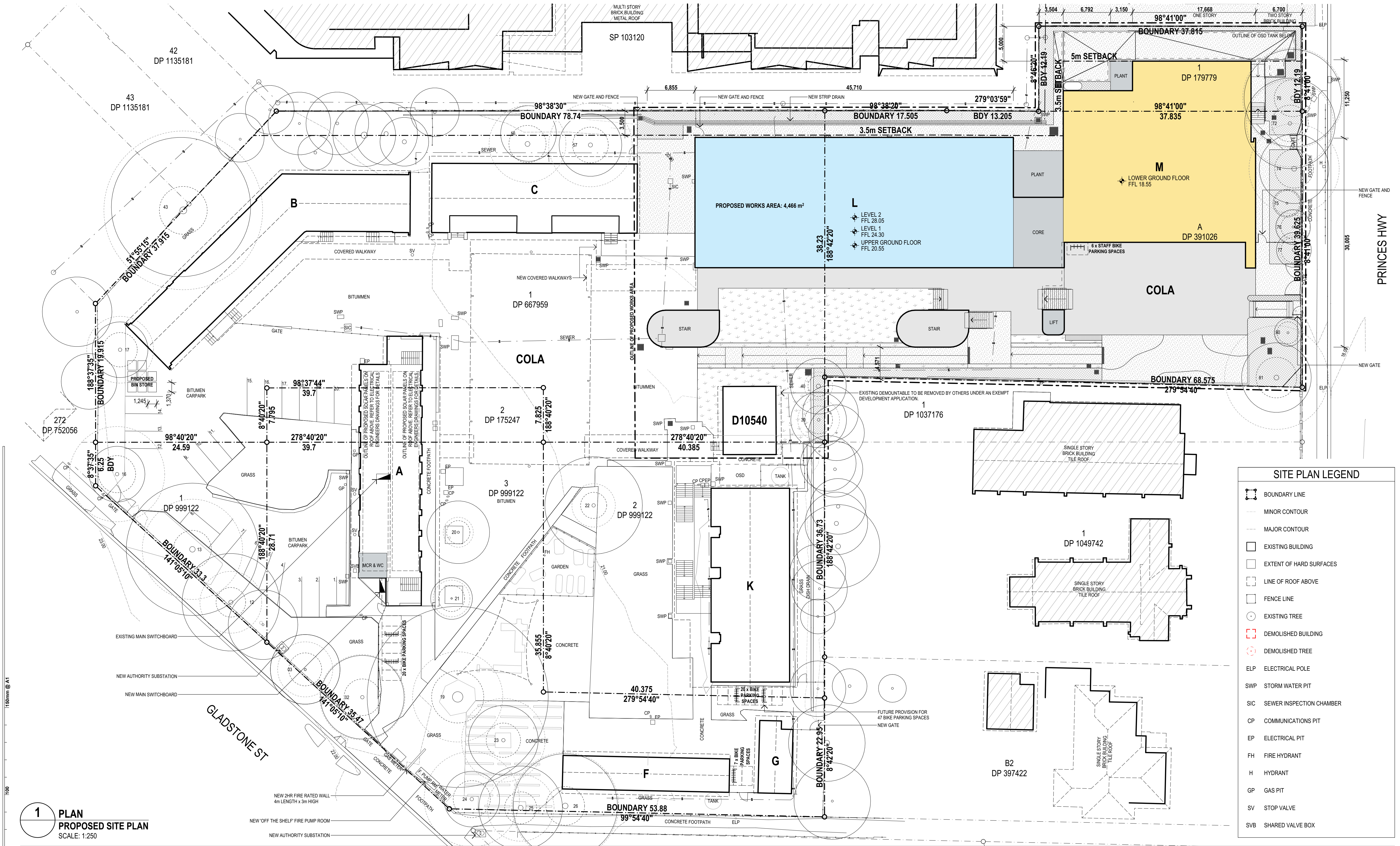
24B GLADSTONE ST,
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EXTERNAL WORKS PLAN

Figured dimensions take precedence over
scale dimensions. Contractors must verify
all dimensions on site before commencing
any work or making shop drawings.

PROJECT NUMBER **7068KO01** DIRECTOR **JW** CHECKED **AS**

DRAWING NUMBER **KOPS-FTA-00-00-DR-A-1401** REVISION **05**



1 PLAN
PROPOSED SITE PLAN
SCALE: 1:250

GROSS FLOOR AREA CALCULATIONS

FLOOR LEVEL	AREA
LOWER GROUND FLOOR (INCLUDING LIFT)	646m ²
GROUND FLOOR	891m ²
LEVEL 1	891m ²
LEVEL 2	860m ²
TOTAL AREA*	3288m ²

*TOTAL AREA EXCLUDES EXTERNAL COVERED AREAS AND OPEN STAIRS.

REV.	DESCRIPTION	DATE	INIT.
18	ISSUED REVISED REF DRAWINGS	12/03/2025	JP
17	ISSUED REVISED 100% SCHEMATIC DESIGN	07/02/2025	JP
16	ISSUED 100% SCHEMATIC DESIGN	19/12/2024	JP
15	80% SD ISSUE	06/12/2024	JP/SZ
14	ISSUE FOR PRG 04	29/11/2024	SZ/JP
13	ISSUED 50% SCHEMATIC DESIGN	15/11/2024	JP
12	ISSUED 100% CONCEPT DESIGN	31/10/2024	JP
11	ISSUED 80% CONCEPT DESIGN	18/10/2024	JP
10	ISSUED FOR DRAFT CONCEPT DESIGN	04/10/2024	JP
09	ISSUED FOR MEDIA RELEASE	23/09/2024	JP
08	ISSUED FOR WORKSHOP MEETING	23/09/2024	JP

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SCHEMATIC DESIGN
SCHOOL INFRASTRUCTURE
NSW
KOGARAH PUBLIC SCHOOL
24B GLADSTONE ST,
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SITE PLAN LEGEND	
	BOUNDARY LINE
	MINOR CONTOUR
	MAJOR CONTOUR
	EXISTING BUILDING
	EXTENT OF HARD SURFACES
	LINE OF ROOF ABOVE
	FENCE LINE
	EXISTING TREE
	DEMOLISHED BUILDING
	DEMOLISHED TREE
	ELP ELECTRICAL POLE
	SWP STORM WATER PIT
	SIC SEWER INSPECTION CHAMBER
	CP COMMUNICATIONS PIT
	EP ELECTRICAL PIT
	FH FIRE HYDRANT
	H HYDRANT
	GP GAS PIT
	SV STOP VALVE
	SVB SHARED VALVE BOX

DRAWING
PROPOSED SITE PLAN
Figured dimensions take precedence over scale dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.
PROJECT NUMBER
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DIRECTOR
JW
CHECKED
AS
DRAWING NUMBER
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18

Appendix B: School Transport Plan



KOGARAH PUBLIC SCHOOL

School Transport Plan



NSW Department of Education

21 May 2025



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1. INTRODUCTION

1.1 Background

The Kogarah Public School (KPS) have been identified by the NSW Department of Education (DoE) as requiring facility upgrades. The proposed upgrade of KPS is driven by service need including increase in expected student enrolments (480 to approximately 870 student) and the removing demountable structure and replacement with permanent teaching spaces.

The redevelopment of KPS comprises the following works:

- Demolition of existing playground facilities and Covered Outdoor Learning Area (COLA) in addition to footings and services associated with former demountable buildings
- Tree removal
- Construction of a new three storey Classroom building and attached amenities facilities
- Construction of a single storey Hall with attached Covered Outdoor Learning Area
- New pedestrian pathway connections providing access throughout the site
- Service upgrades; and
- Site landscaping works.

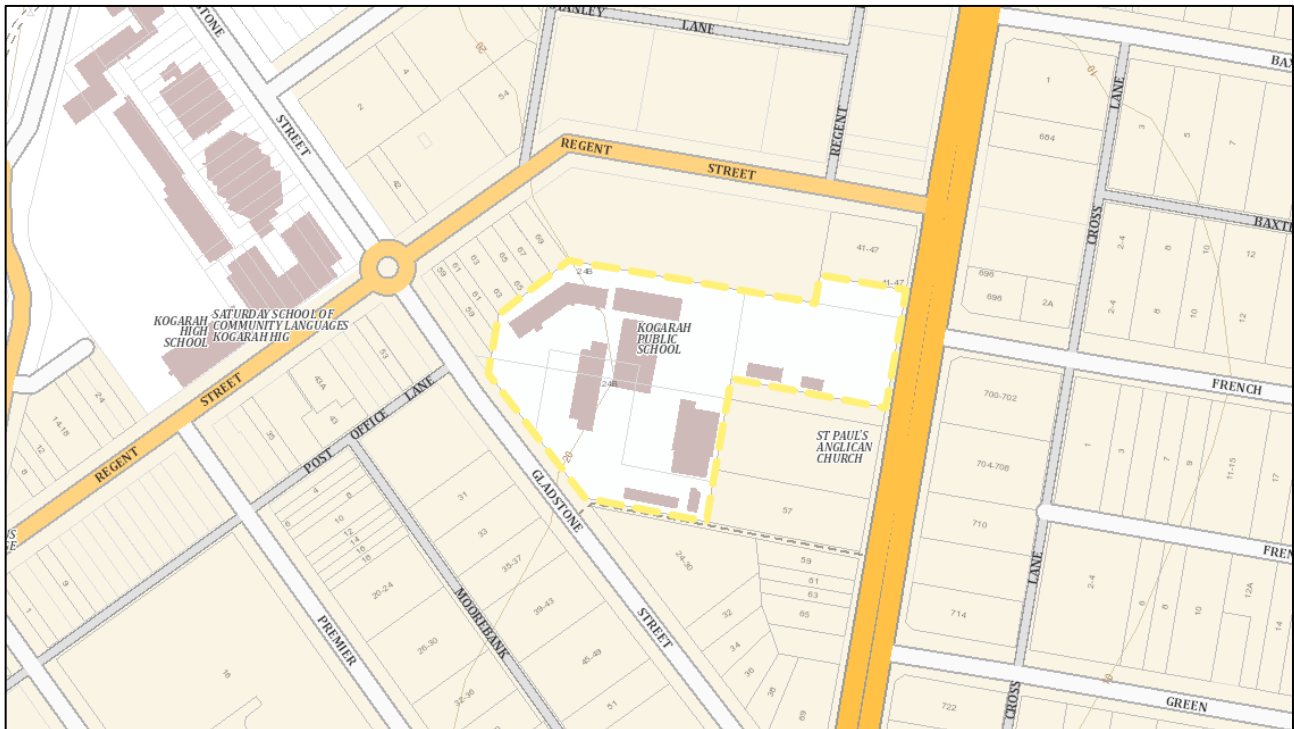
The Site is identified as 24B Gladstone Street, Kogarah, legally described as Lot A on DP391026, Lot 2 on DP175247, Lot 1 on DP179779, Lot 1 on DP667959 and Lot 1,2 and 3 on DP999122.

The Site is located within the Georges Rivers Local Government Area (LGA) and is zoned SP2 Educational Establishment under the provisions of the Georges River Local Environmental Plan (GRLEP) 2021.

Existing attributes of the subject site are noted as follows:

- The subject site exhibits an area of approximately 1.644ha and is located in the suburb of Kogarah
- The subject site has a frontage to Princes Highway to the east and Gladstone Street to the west
- In its existing state, the subject site comprises the existing KPS. Existing school buildings are located evenly across the subject site with numerous areas of open space spread across the site.
- Demountable buildings have been retrofitted on the east portion of the site which includes 11 existing demountable classrooms currently occupying the subject site. Note, these demountables will be removed prior to the main works being undertaken under the REF.
- Permanent buildings consist of the Main Administration Building, and three (3) general learning hubs (GLH) buildings and amenities on the subject site
- Carparking is provided from Gladstone Street for staff. Pedestrian access is available via a pedestrian-only access gate from Gladstone Street and a pedestrian-only access gate on Princes Highway.
- Secondary vehicle access gates are provided from the Princes Highway. These secondary access gates are primarily for additional access for service/emergency vehicles and only provide access to the existing outdoor play spaces in the east of the site.

The existing site context is shown in Figure 1.1 and Figure 1.2 below.



Source: NSW Spatial Viewer

Figure 1.1: Cadastral Map



Source: Nearmap

Figure 1.2: Site Aerial Map

Bitzios Consulting (Bitzios) has been engaged by the NSW Department of Education to assist with the delivery of an upgrade to the Kogarah Public School (KPS). As part of this upgrade, Bitzios has prepared a School Travel Plan to assess the existing conditions for the subject site and provide a series of measures to promote safe, convenient and sustainable travel to the school KPS.

Purpose of a School Transport Plan

The School Transport Plan (STP) is a live document that is managed by a school travel coordinator which identifies strategies to increase safe and sustainable travel to school. The aim being to deliver efficient, safe, and sustainable access to school during the planning, delivery, and operation of school assets.

1.2 About the School Transport Plan

This STP is a document that focusses on details for sustainable travel options to and from the school and proposes strategies to encourage the wider use of alternative transport.

This plan covers:

- KPS's transport facilities and conditions
- Current student and staff travel patterns
- Proposed green travel targets
- Proposed actions to achieve travel mode share targets.

This STP should be reviewed and updated annually to monitor progress towards targets and strategy successes.

The proposed methodology is outlined in Figure 1.3.

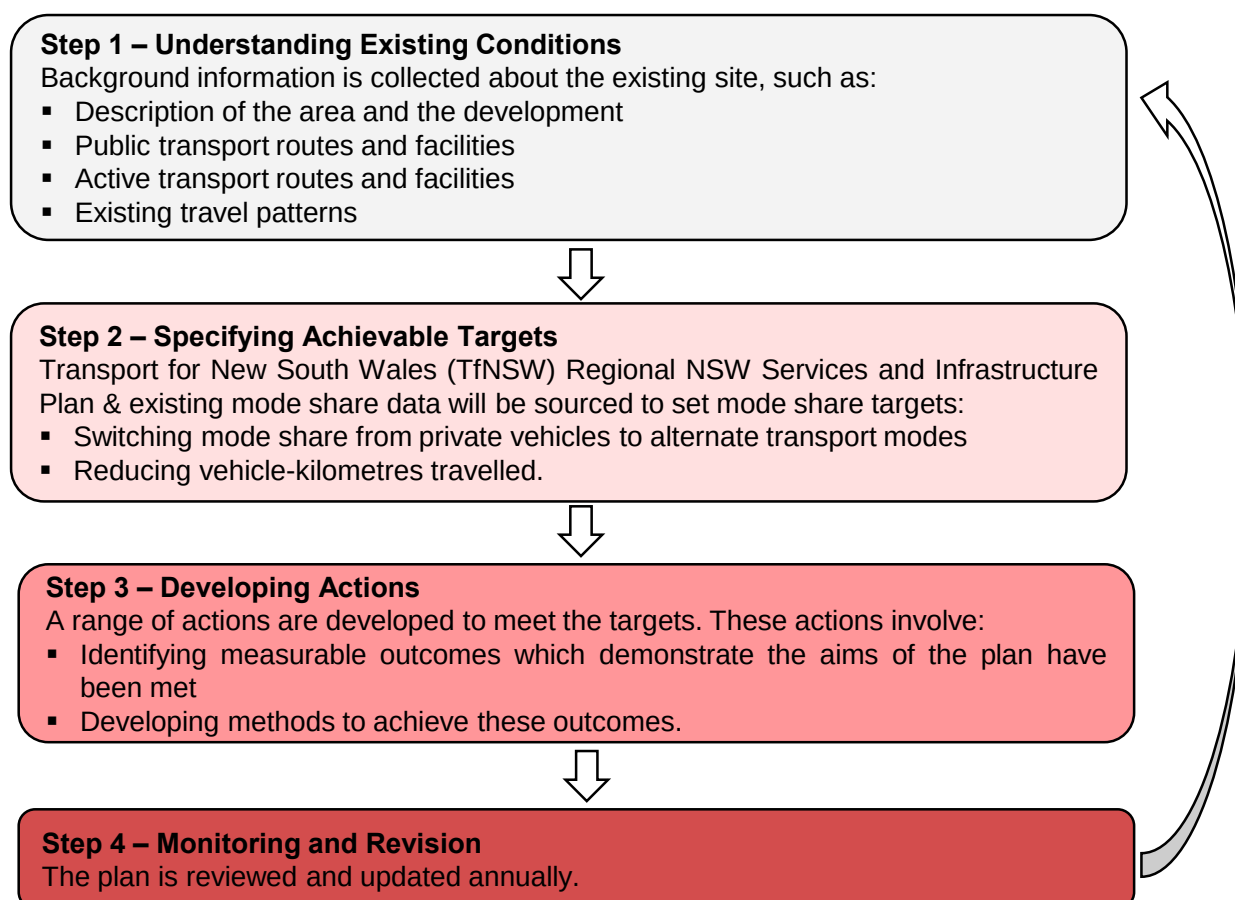


Figure 1.3: STP Methodology

2. KPS TRANSPORT INCLUSIONS

2.1 KPS Transport Facilities

The KPS redevelopment seeks to improve facilities and accommodate the growing requirements of the educational providers.

The KPS upgrade project will include facilities for:

- Demolition of existing playground facilities and Covered Outdoor Learning Area (COLA) in addition to footings and services associated with former demountable buildings
- Tree removal
- Construction of a new three storey Classroom building and attached amenities facilities
- Construction of a single storey Hall with attached Covered Outdoor Learning Area
- New pedestrian pathway connections providing access throughout the site
- Service upgrades; and
- Site landscaping works.

The pedestrian and vehicle access and parking areas are summarised below:

- Pedestrian 'front door' access will be retained on Gladstone Street
- Vehicular access will be retained on Gladstone Street to provide access to staff car parking and servicing for the School
- A Kiss and Drop (KnD) facility will be retained on Gladstone Street. The KnD facility provides four (4) collection bays

The active and public transport considerations are summarised below:

- The school currently has provision for a bicycle rack for six (6) bicycles
- A minimum of 24 on-site bicycle parking spaces are proposed to be provided in a central location in the school
- A network of pathways and crossings provide connections to the surrounding residential areas. There are however some missing pathway links within the wider road network
- Eligible students can receive free or subsidised public transport travel to and from school through the School Student Transport Scheme (SSTS). The scheme is managed in the form of a paper bus pass and eligibility is dependent on the age and distance the student lives from school.

There are several public and school bus routes in the vicinity of KPS, primarily along Regent Street which are 60m to 150m from the nearest school entrance gate. The Kogarah Train Station is 320m from the nearest school entrance gate. Existing school bus services are provided by Transit Systems.

Figure 2.1 shows the school bus routes for the KPS.



Figure 2.1: Existing School Bus Routes and Stops

The school bus services operate as hail 'n' ride, allowing students to get on the bus at any location along the route in lieu of bus stop infrastructure. Based on the information provided is noted regarding the bus services, 97% of students live within 400m of an existing bus stop.

Public bus (operated by Transit Systems) and train services are located close to KPS with three (3) bus stops along Regent Street (north of KPS) and Kogarah Station to the west which is less than 400m and accessible by ~5-minute walk along Gladstone Street and Regent Street.

School bus services operate from stops on the northern side of Regent Street with the other nearby stops used to public bus services.

A community transport bus operated by Kogarah Community Services is the only 'bus' to directly service the school via a no parking zone south of the pedestrian crossing on Gladstone Street. This bus is exclusively for Outside of School Hours Care.

2.2 Catchment Analysis

Depersonalised student data provided by SINSW was used to determine the number of existing students within the school catchment and the number of existing students within key walk and ride catchments as shown in Figure 2.2.

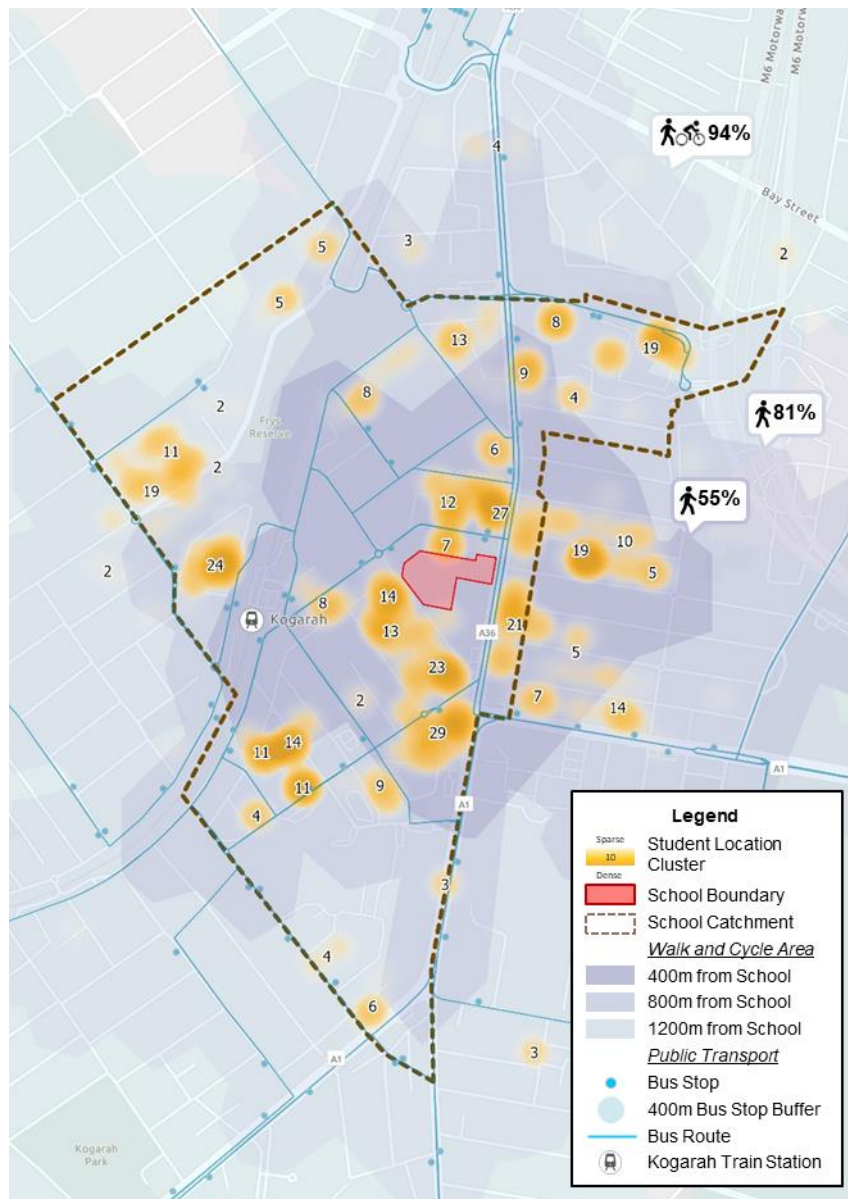


Figure 2.2: Student Catchment Analysis

Approximately 55% of students currently live with a 5-minute walking catchment, approximately 81% of students currently live with a 10-minute walking catchment and 94% of students currently live within a 15-minute walking catchment. Further to this, 95% currently live with a 2.4km cycle catchment. It is noted the majority of student growth will be within the walk and cycle catchment, so the percentage of students able to walk/cycle will only increase over time.

2.3 Transport Mode Share

A student travel mode share survey was undertaken to determine the existing travel behaviours. The mode share split of students is provided in Figure 2.3.

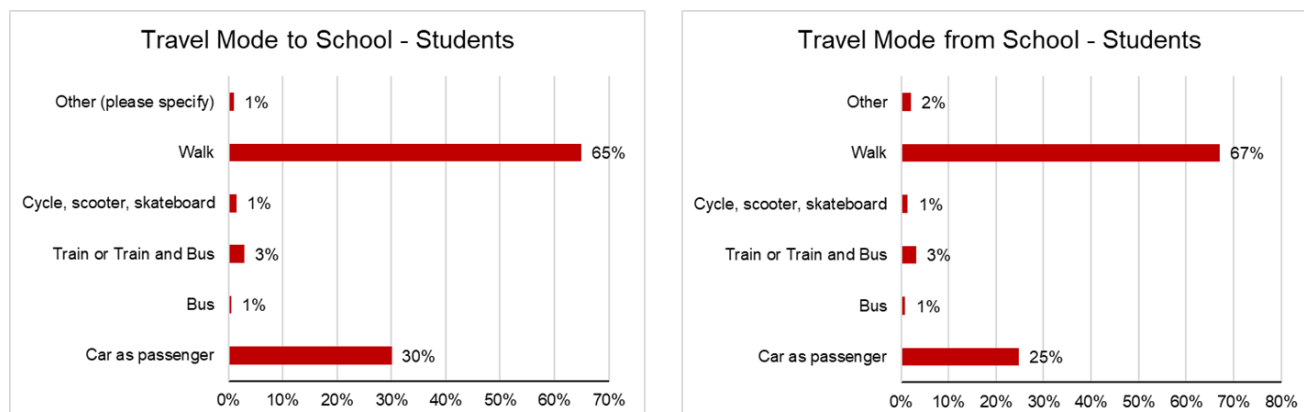


Figure 2.3: Student Travel Mode Share (AM and PM Travel)

As shown above, active transport account for 65-67% of student travel and public transportation accounts for 4% of student travel.

Importantly, active transport participation, particularly walking cycling, are also likely to increase given the residential development occurring within the surrounding area that are within the walk/cycle catchment.

Information received from the school staff indicated that all staff travel to the site by car and there is limited alternate transport participation. Unlike students, staff are not employed based on their place of residence and do not have to live within the school's enrolment catchment. In turn, there may be no other transport options available for the entire trip from home to work and alternate modes of transport are not convenient. Based on listed staff home suburbs there is the potential to reduce car travel/parking demands through promoting carpooling.

3. TRANSPORT POLICIES, OBJECTIVES AND ACTIONS

3.1 Policy and Objectives

The overarching transport policy for the KPS is to “*improve pedestrian and student safety*”. This will seek to increase participation in alternate transport modes, namely public and active transport, and increase daily physical activity which has a strong correlation to improved education results.

The SINSW STP *Practice Note* was used to adopt objectives specifically relevant for KPS and will drive the direction of the STP.

The 4 key pillars and objectives for school travel is summarised in Table 3.1.

Table 3.1: Transport Objectives

Safe	Efficient	Sustainable	Collaborative
To minimise pedestrian and vehicle conflict	To reduce local traffic congestion and parking impacts	To increase sustainable transport mode share to school	To identify opportunities to work with state and local government transport agencies
To identify and implement new transport and safety measures as required	To ensure required infrastructure and operations are delivered prior to occupancy	To minimise car parking and kiss'n'drop provision on site To integrate the school transport facilities within the nearby community	To share identified travel demand and transport opportunities early in the process

3.2 Targets

The mode share targets for KPS have been developed considering the transport targets from the *Greater Sydney NSW Services and Infrastructure Plan* (2018), existing staff and student travel mode surveys, and the school catchment analysis. It is noted the staff mode share targets more relate to the regional targets and the student mode share targets have been derived from the catchment analysis. That is, mode shares targets are derived from the number of students forecasted to live within a walking catchment and within the cycling and bus catchments. Table 3.2 details the future mode share targets for KPS.

Table 3.2: KPS Mode Share Targets

Travel Mode	Existing Mode Share	STP Mode Share Targets		Change	
		Moderate	Reach	Moderate	Reach
Student					
Walking	65%	75%	85%	+10%	+20%
Cycling/Scooter	1%	5%	5%	+4%	+4%
Train or Train / Bus	3%	3%	3%	-	-
Bus	1%	1%	1%	-	-
Car as Passenger	30%	15%	5%	-15%	-25%
Other*	1%	1%	1%	-	-
Staff					
Walking	0%	5%	10%	+5%	+10%
Cycling/Scooter	0%	3%	5%	+3%	+5%
Train or Train / Bus	0%	5%	5%	+5%	+5%
Bus	0%	1%	2%	+1%	+2%
Car as Driver	100%	75%	50%	-25%	-50%
Car as Passenger	0%	10%	25%	+10%	+25%

*Other accounts for students travelling to/from school by outside of school car van/bus

3.3 Actions

3.3.1 Overview

Several actions proposed to achieve the transport objectives and mode share targets are provided below. There is likely to be other actions not mentioned in this document that could be implemented to achieve the transport objective.

As this document is intended to be 'live' and updated regularly, it is recommended that these actions be introduced at any time.

3.3.2 Active and Public Transport

3.3.2.1 Student and Staff Bicycle/Scooter Parking

Bicycle/scooter/skateboard parking infrastructure for students is required to further encourage a modal shift away from private vehicles. Existing bicycle parking is provided on-site within a central location. In aiming to achieve the mode share targets outlined in Section 3.2, it is recommended consideration be given to additional dedicated storage for active transport, to provide a minimum of 24 cycle/scooter parking racks.

In addition to student bicycle parking, it is recommended that staff bicycle parking spaces and end of trip facilities be implemented to cater for the potential cycle demand. Cycling routes and information should also be provided to staff, students, and parents to promote the use of additional bicycle parking facilities. The staff and student bicycle parking facilities should be provided in separate locations.

Monitor and Review

Monitor the usage of the existing bicycle/scooter parking facilities to understand the need for additional facilities to increase in cycling/scooting as a mode share. It is noted that approximately five (5) students currently cycle or scooter to school (1%).

Gain student and staff feedback on cycling/scooting and its facilities in an annual travel mode survey.



Figure 3.1: Example of Scooter/Skateboard Parking Facilities

3.3.2.2 External Active Transport Facilities

There are notable deficiencies relating to the active transport infrastructure in proximity to the subject site. The following key issues are noted:

- Footpath width along Gladstone Street is insufficient for pedestrian/cyclist volumes and does not provide suitable width to allow for passing
- Narrow paths on Regent Street (1.5m on both sides) do not allow for pedestrian passing/overtaking
- Princes Highway creates a barrier for pedestrians crossing east and west from and to the school respectively
- Baxter Avenue (east of Princes Highway) is a wide street with no crossing facilities (e.g. median refuge, kerb extensions, etc.)

In aiming to achieve the mode share targets outlined in Section 3.2, it is recommended that active transport infrastructure is upgraded / improved to improve safety and, efficiency to ultimately increase the prospect of modal shifts for school related trips. The following key improvements are recommended to be investigated:

- Work with Council/TfNSW to fund providing of shared path on western side of Gladstone Street
- Work with Council/TfNSW to seek funding to provide 3.0m wide footpaths on Gladstone Street and Regent Street
- Consider providing pedestrian fencing at corners and adjacent crossing points on Princes Highway to improve pedestrian safety perception
- Work with Council to investigate provision of safer crossing facilities (i.e. kerb ramps with build outs or refuges)
- Installation of School Crossing Flags at the raised school crossing on Gladstone Street
- Splitting peak demands through consideration of an earlier release for active travel students (i.e. walk and cycle) to exit the area more safely and reduce conflicts between KnD demand/queue and crossing activity.

Importantly the school can operate without relying on any such wider works, which can be delivered over time.

In addition, there are potential other wider upgrades that would benefit both the school and wider community.

The Georges River Transport Strategy and Bayside Transport Strategy and Bike Plan Draft Action Plan 2022 identifies shared paths on Princess Highway, Belgrave Street, Hogben Street, Kensington Street, Railway Street and Railway Parade which will improve the accessibility for all active transport users. Furthermore, Georges River Council is also current undertaking pedestrian and active transport assessment for a number of its key precincts as a recommendation of its active transport strategy.

Monitor and Review

It is recommended that the usage of available active transport facilities is monitored by supervising staff and in an annual mode share survey as discussed in Section 4.

3.3.3 Operational Transport Management Plan

The implementation of an Operational Transport Management Plan (OTMP) is recommended to ensure the safe, efficient, and coordinated management of all school transport operations, particularly during peak drop-off and pick-up periods. The OTMP will outline clear procedures and responsibilities for the operation of the Kiss n Drop (KnD) facility, staff parking, and pedestrian access points.

Key elements of the OTMP should include:

- Defined roles and responsibilities for school staff supervising transport operations, including the Kiss n Drop and pedestrian crossings.
- Procedures for the safe and efficient movement of vehicles through the KnD facility, including queue management, signage, and communication with parents and carers.
- Supervision protocols for student arrival and departure, ensuring students use designated access points and travel routes.
- Communication strategies to inform parents, carers, and staff of transport procedures, including maps and guidelines for safe use of the KnD and parking areas.
- Monitoring and review processes to assess the effectiveness of the OTMP, including regular feedback from staff, parents, and the school community, and updates as required.

Aim:

- To provide a safe and orderly environment for all school transport activities.
- To minimise congestion and queuing on surrounding roads during peak periods.
- To support the school's broader objectives for safe and sustainable travel.

Measure:

- Monitor the effectiveness of the OTMP through annual travel surveys, staff feedback, and incident reporting.
- Review queue lengths and traffic flow during peak periods to identify any operational issues. Consider implementing management/mitigation measures if issues occur such as:
 - Early releases for students to facilitate walking and cycling to school to promote active transportation, reduce potential for pedestrian-vehicle conflicts and reduce congestion/queuing around intersections associated with peak or staggered crossing demands coinciding with peak vehicle arrival times
 - Implement surname-based pick-up windows for the KnD to stage and stagger peak demands
 - Further targeted communication and education materials to parents/carers on use of the KnD and Park n Walk options nearby.

Timing:

- Develop and implement the OTMP prior to the opening of the redeveloped school facilities.
- Review and update the OTMP annually, or as required based on operational experience and feedback.

3.3.4 Private Vehicles

Congestion along the school entrance frontage due to volumes of vehicles and pedestrians, including vehicles not being able to leave / clear the KnD due by the pedestrian crossing volumes. There are numerous strategies which can be implemented targeting private vehicle usage which can reduce the usage of private vehicles for school related trips and increase safety and efficiency of the external network which are noted herein.

3.3.4.1 Staff Carpooling Initiative

Staff carpooling can reduce the number of private vehicle trips by reducing the number of drivers and increasing the number of passengers. This could be undertaken informally (i.e. co-workers) or formally by online registers.

The School Travel Coordinator will monitor and assess the opportunity to introduce staff carpooling which will be implemented if feasible and if there is sufficient interest. A school-based carpooling register could assist in arranging staff carpooling initiatives. It is also recommended that dedicated car parking spaces for carpooling vehicles only are provided in a convenient location to further encourage staff to carpool.

As part of the carpooling initiative the following is recommended to be incorporated:

- Line-marked / signed dedicated parking spaces within the car park for carpool vehicles
- Incentives to staff parking areas for staff involved in the carpool initiative
- Provide a “Guaranteed Ride Home” arrangement with Taxi or rideshare operators to provide the ability for carpool users to return home in an emergency.

Aim:

- Encourage staff to carpool and reduce the total number of private vehicle trips
- Reduce private vehicle trips by increasing carpool mode share
- Reduce car parking demands and allows for cost sharing amongst staff.

Measure:

- Monitor staff level of awareness of carpooling initiative through the travel survey tool
- Monitor the staff carpooling usage to commute daily to KPS
- Review as part of routine utilisation survey.

Timing:

- Trial during the first 12 months of opening
- Review utilisation, uptake and feedback on carpool initiatives as part of travel surveys.

3.3.4.2 KnD Facilities and Operation

A KnD facility is exists to offset the need to provide dedicated parking spaces for student pick-up/drop-off purposes on site.

An existing KnD facility operates on Gladstone Street. No changes are proposed to the KnD.

The KnD facility should be managed during peak periods to facilitate safe and efficient use. Typical management of a KnD facility would include:

- Provision of a name card (student surname) to parents / carers to be displayed on the dashboard or passenger sun visor of cars
- Staff located along the pedestrian area of the kiss’n’drop
- The first staff member’s role would be to direct vehicles through to vacant bays
- Other staff members’ role would be to communicate with the students and direct them to their parents / carers as they arrived.

3.3.5 Communication Initiatives

Communication initiatives should outline KPS Green Travel actions. This includes marketing of active transport initiatives, such as the provision of cycle repair stations and location of bike parking, the surrounding active transport network, carpooling initiatives, surrounding public transport initiative and the potential trial for staff concession public transport cards.

3.3.5.1 Transport Access Guide

Provide all staff and students (including parents and guardians) with a Transport Access Guide information map. The map should also be available for staff, visitors and students to the KPS. The map should display information on public transport routes, bus stops, timetable, active transport infrastructure, and community transport providers, as well as referral for further information and related websites and smartphone applications.

A Travel Access Guide (TAG) should be provided to students upon enrolment and before the start of the school year to inform the available transport modes. The TAG summarises the school's location, access locations, transport facilities and the most direct transport options. This document also provides links to other external information as required (i.e. bus route and timetable information).

TAG information is to be clearly available to staff, patients and visitors via a variety of means, including:

- Workforce handbook and induction
- Travel access guide online

Aim:

- To provide easily accessible information on public and active transport modes to all staff, visitor and patients
- Encourage use of alternate modes of transport such as active transport and public transport
- Reduce reliance on private vehicle usage.

Measure:

- Confirm the distribution of the TAC at staff induction
- Provide Access Guide Maps in common areas of the KPS for visitors and students
- Provide Access Guide Maps on the KPS website

Timing:

- Commence prior to 'opening' in preparation and monitor annually.



Figure 3.2: Transport Access Guide – Example

3.3.5.2 Transport Plan Actions

The alternate transport initiatives provided by STP shall be clearly available particularly for staff. This should include location of on-site bicycle parking and end-of-trip facilities, provision and location of bicycle repair stations, public transport routes that service the KPS site, carpooling initiatives, healthy habits initiatives and also any additional action, such as the potential for public transport concession card for staff. The active transport, public transport and private vehicle existing mode share and mode share goals should also be available.

TAG information to be clearly available to staff, patients and visitors via a variety of means, including:

- Workforce handbook and induction
- Monthly / semestral e-mails for all staff.

Measure:

- To provide easily accessible information on alternate transport initiatives for KPS staff
- Encourage use of alternate modes of transport such as active transport and public transport
- Reduce reliance on private vehicle usage.

Measure:

- Confirm the provision of 'School Transport Plan Actions' at staff induction
- Confirm the delivery of semestral internal e-mail with a link for the Transport Plan Actions at KPS
- Survey the usage of the provided actions, such as bicycle parking, carpooling and public transport

Timing:

- Commence upon opening and monitor annually.

3.3.5.3 Healthy Habits Initiatives

There are a number of 'healthy habits' initiatives that can promote the use of alternate transport modes. These initiatives have the potential to change staff and student travel behaviour in the medium / long term. A few examples of well-known healthy habit initiatives are:

- Car-Free Days (celebrated yearly on 22nd September encourages motorists to give up their cars for a day)
- StepTember, 10,000 Steps program or Pedometer Challenge (encourages participants to achieve 10,000 steps daily)
- Display motivational and informative posters / brochure about benefits of physical activity and tips on using active transport / public transport to commute daily.

Aim:

- Promote active transport as a practical mode of transport
- Increase the use of active transport and public transport for staff to commute to work
- Reduce the reliance in private vehicle usage

Measure:

- Monitor awareness of healthy habits initiatives through the travel survey tool
- Monitor active transport usage rates using travel survey tool.

Timing:

- Commence upon opening and monitor annually.

4. MONITOR AND MANAGE TRAVEL DEMAND

4.1 Monitor School Transport Plan

An annual student and staff travel mode share survey undertaken by the School Travel Coordinator should be implemented to collect current data and assist in decision making. This data can be compared against the mode share targets identified in Section 3.2. The STP can be updated to align with the results of the mode share survey and potentially include additional actions. The annual student and staff travel mode share survey aims to gain feedback and provide realistic actions targeted specifically for KPS staff and students.

Communication between state and local government agencies will be required to collaborate policies where possible. Georges River Council's (Council's) policies including the Pedestrian Access and Mobility Plan (PAMP) could include the STP's actions to better integrate KPS transport facilities within the nearby community.

The School Travel Coordinator will be required to submit progress reports to the Department of Education.

The following template can be used to accurately monitor and review actions annually.

Action Name (i.e. Staff Carpooling)	
Target Date	
Current Status	
Updates Required	
Revised Target	
Date for Review	

5. FUNDING ARRANGEMENTS

5.1 Potential Funding Opportunities

The available funding for active and public transport projects is reliant on Council's budget allocations and successful grant applications through State and Federal Government programs. Potential funding options include:

- SINSW Infrastructure Programs
- Collaborations with other State Government departments (e.g. TfNSW's Get Active grants and road safety improvements)
- Contributions and targeted infrastructure provided by other developments in the area
- Council's contributions retained from surrounding developments for transport and roads
- Planning Agreements
- Cycleway grants
- Commonwealth Government grants.

SINSW seeks to work proactively and collaboratively with both KPS and Council in promoting sustainable school travel outcomes. This includes the continued and ongoing implementation of improved transport infrastructure and operational policies and programs to meet the specific needs of the school.



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Appendix C: Preliminary Construction Traffic Management Plan



KOGARAH PUBLIC SCHOOL

Construction Traffic Management Plan



NSW Department of Education

13 February 2025



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1. INTRODUCTION

1.1 Background

Bitzios Consulting has been engaged to prepare a Construction Traffic Management Plan (CTMP) and for the redevelopment of the Kogarah Public School (KPS) located at 24B Gladstone St, Kogarah NSW 2217. The school location is shown in Figure 1.1.



Source: Adapted from Nearmap

Figure 1.1: Subject Site Location

1.2 Purpose

This document has been prepared to assist implementing vehicle and pedestrian management measures when carrying out the works phase of the project. The purpose of this CTMP document is to ensure the safety of the public and maintain an accessible and efficient road network for all users.

This preliminary CTMP is to be reviewed and used to inform further detailed CTMPs and TGS plans to align with the lead contractor's construction management planning as well as road authority and traffic control contractors' requirements for implementation and monitoring.

1.3 Scope of Work

The scope of this CTMP includes the following:

- Construction works program
- Arrangement for loading and storage of materials
- Vehicle routes, types, sizes, and volumes
- Hours of operation
- Access arrangements and vehicle movements
- Construction worker parking arrangements
- Identification of impacts to traffic, pedestrians, cyclists, and public transport and mitigation measures (if required)
- Indicative traffic control measures.

2. EXISTING CONDITIONS

2.1 Existing Road Network

The road network surrounding the site is summarised in Table 2.1.

Table 2.1: Key Roads

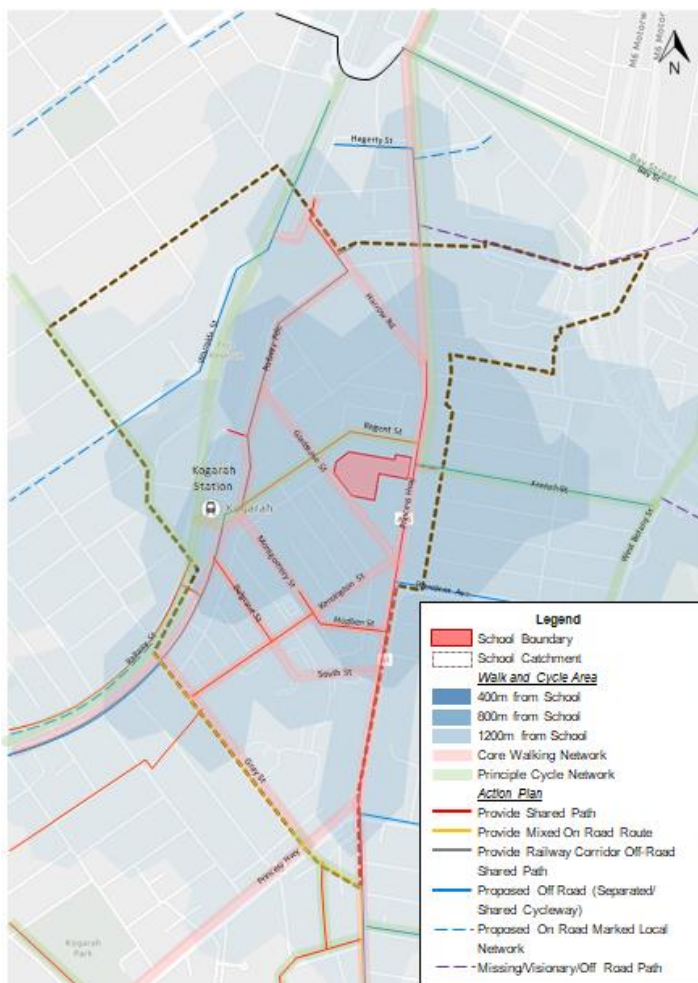
Road Name	Jurisdiction	Hierarchy	Lanes	Divided	Posted Speed
Princes Highway	TfNSW	State	6 Lanes (peak period clearway) – 4 Lanes outside peak	Yes	60Km/h
Regent Street	Council	Regional	2 Lanes	No	50Km/h
Gladstone Street	Council	Local	2 Lanes	No	50Km/h

As noted above the Princes Highway is median divided so any construction access will be left in/left out and have no impacts to southbound traffic lanes.

2.2 Active Transport Network

Shown in Figure 2.1 below, the subject site is surrounded by an extensive active transport network, with footpaths available on all surrounding roads.

There are no cycling facilities near the site that would be impacted by the works.



Adapted from Georges River Transport Strategy and Bayside Transport Strategy and Bike Plan Draft Action Plan 2022

Figure 2.1: Active Transport Network

2.3 Public Transport Network

There are several public and school bus routes in the vicinity of Kogarah Public School, primarily along Regent Street which are 60m to 150m from the nearest school entrance gate. The Kogarah Train Station is 320m from the nearest school entrance gate. These public transport provisions are removed from the site's construction area and construction access and therefore will not be impacted.

The routes and service frequencies are summarised in Table 2.2, with a map of the bus routes and stop locations is shown in Figure 2.2.

Table 2.2: Nearby Public Transport Services

Route ID	Route Description	Frequency
Public Bus		
422	Kogarah to Central Pitt St	10 – 15 mins
476	Rockdale to Dolls Point (Loop Service)	110 mins
477	Rockdale to Miranda	15 mins
947	Kogarah to Hurstville via Dolls Point	15 – 20 mins
T4 Eastern Suburbs & Illawarra Line		10 mins
School Bus		
730s	Endeavour High to Rockdale Station	
733s	Kogarah Station to Endeavour High	
751s	Sylvania High School to Rockdale Station	



Adapted from NSW Trip Planner

Figure 2.2: Nearby Bus Routes and Stops

3. CONSTRUCTION DETAILS

3.1 Overview

The following are the proposed construction work:

- Removal of 11 existing demountable teaching spaces
- Demolition of two (2) permanent structures
- Construction of 24 new permanent teaching spaces in a three-story building based on SINSW Hub layouts incorporating a new lift and stairs for access to all building levels
- New multipurpose hall (large)
- Covered walkways connecting the new buildings to the existing school network
- Landscaping and external works
- Upgrades to site infrastructure and services to support the new buildings

Figure 3.1 outlines the constructions.



Adapted from Nearmap

Figure 3.1: Construction Stages

3.2 Construction Program

The current timeline for the project is expected to total around 67 weeks, detailed as follows:

- Site establishment: 2 weeks
- Site Clearing and remediation: 3 weeks
- Construction of new buildings: 60 weeks
- Alteration works: Concurrently
- Demobilisation: 2 weeks.

3.3 Construction Hours

Construction works for the project are yet to be confirmed. Standard construction hours are expected to be:

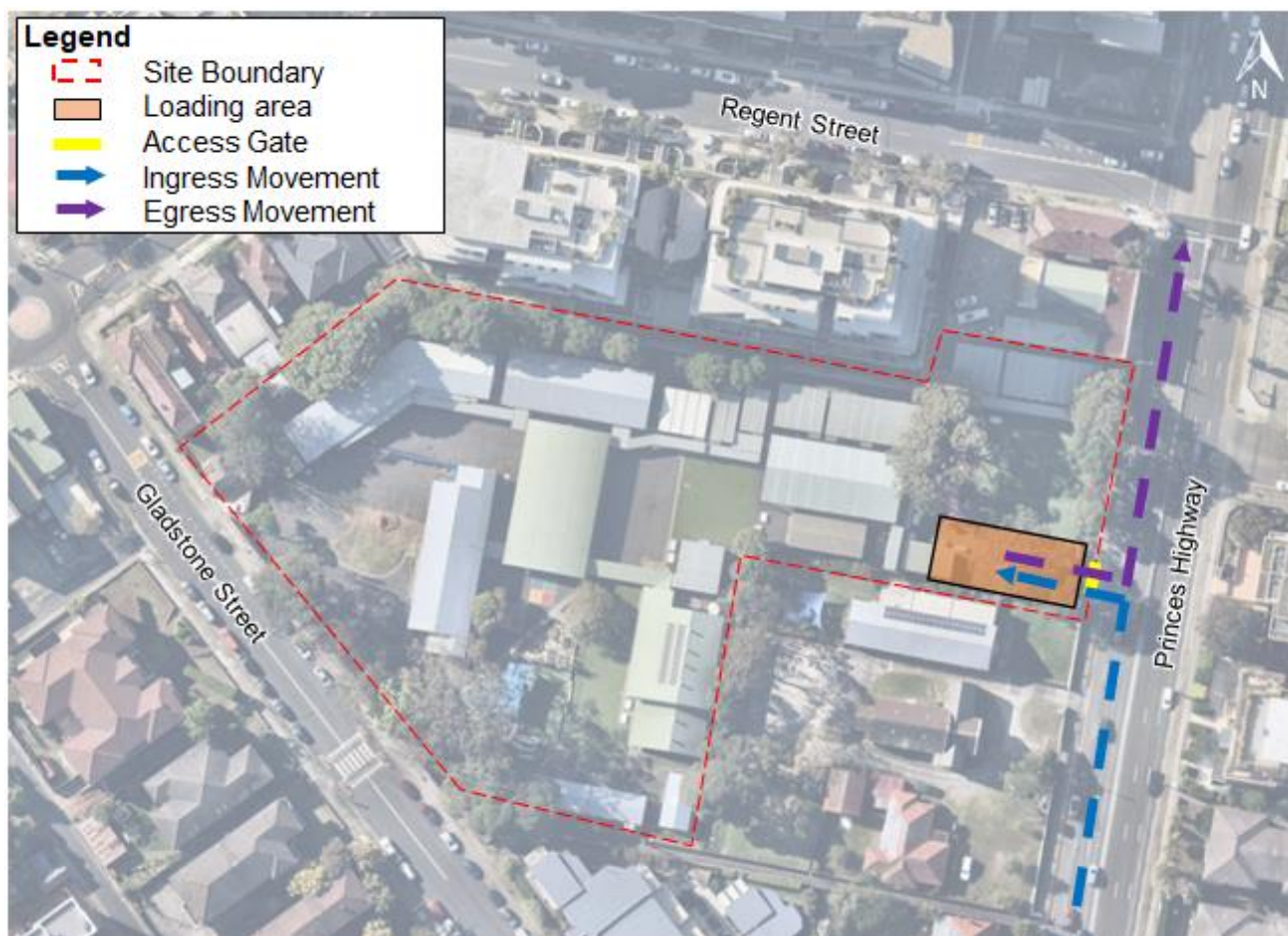
- Monday-Friday: 7:00 AM – 6:00 PM
- Saturday: 8:00 AM – 1:00 PM.
- No works to be done on Sundays or Public Holidays.

Construction vehicle traffic movements are recommended be scheduled to limit any movements during school peak periods between 8:00 AM – 9:30 AM and 2:30 PM – 4:00 PM.

The majority of project works will be undertaken both during the school term and school holidays. The landscape works will be conducted during school holiday hours.

3.4 Site Access

Access for construction traffic will be facilitated by a single gate (Gate 1) onto Princes Highway as shown in Figure 3.2.



Adapted from Nearmap

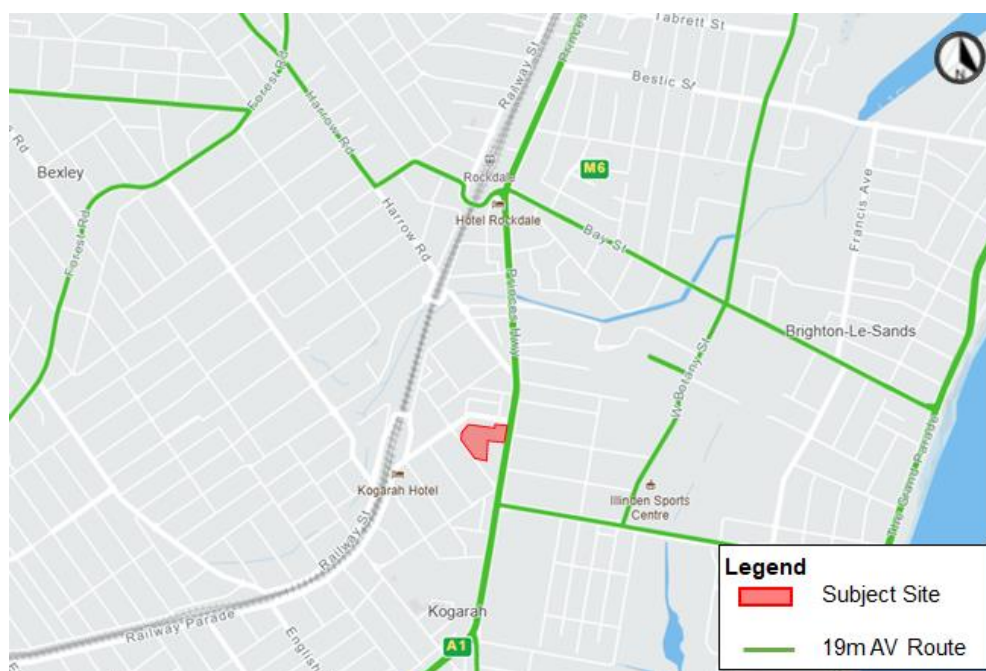
Figure 3.2: Truck Ingress and Egress Movements

Appropriate signage will be placed at the entry gate and surrounding areas to notify vehicles of the location as outlined in the Traffic Guidance Scheme (TGS) and approved by TfNSW.

Hoarding (B Class) will be in place to demarcate the construction zone to the eastern extent of the site, while school operations and access will be maintained on Gladstone Street in line with existing conditions.

3.5 Haulage Routes

Construction and delivery vehicles are to use main and arterial roads where possible. The approved Restricted Access Vehicle (RAV) which are preferred access routes are shown in Figure 3.3. It is not expected that vehicles larger than a 19m Articulating Vehicle (AV) will be required for this project.



Adapted from Source: Restricted Access Vehicle Map (TfNSW, 21/11/2024)

Figure 3.3: Restricted Access Vehicle Routes

3.6 Plant, Equipment and Materials

The truck types / sizes expected for this project include the following:

- 19m articulated vehicle (AV)
- 12.5m heavy rigid vehicles (HRV) (i.e. mobile cranes, boom pump trucks, concrete trucks, bin trucks)
- 7.7m 13T bogies
- 7.1m 8T bogies
- Utility vehicles <8.8m (Medium Rigid Vehicle equivalent), s excavator, bobcats, forklifts, manitou)
- 5.2m B99 vehicles (i.e. utility vehicle, van).

During the construction work, the loading and unloading of all materials will only occur within the site.

It is expected that all loading will be undertaken within the site area. All service vehicles must enter and exit the site in a forward gear, with the site incorporate a turntable to facilitate this for larger vehicles. Should at some point in the future, it be deemed that a Works Zone be required, an application will be made to relevant road authority (i.e. Council and TfNSW Network and Safety). The loading bay area is shown in Figure 3.2.

3.7 Construction Personnel

The average number of on-site workers is expected to be 20 per day, with up to 50 is expected during the during the peak construction period.

3.8 Out of Working Hours Contracts

The out of working hours contacts are to be determined and will be included in this CTMP as outlined by the works contractor.

4. CONSTRUCTION TRAFFIC IMPACTS

4.1 Construction Traffic Generating Activities

It is estimated that an average of 3-5 heavy vehicles per day is expected to access the site. The impact on the road network is considered negligible.

It is anticipated that the primary traffic generation of construction will comprise of:

- The delivery and removal of construction machinery and materials, spoil and waste
- The movement of construction personnel, including contractors, the project labour force, and management staff.

Heavy vehicle movements will occur throughout the day but will be generally outside of peak traffic times. These movements will also be generally undertaken outside of school zone hours.

Most construction workers will arrive and leave the area outside of peak times (i.e. arrive before 8am and end work before 5pm).

Given the proximity of the site to public transport facilities, it would be recommended to project consider inclusion of workers tool drop facility and storage facility on-site near the site entrance. This would allow construction personnel to drop off and store their tools and use public transport to travel to and from the site on a daily basis. This measure would encourage construction personnel to use the public transport system and hence minimise traffic impacts on the surrounding road network.

4.2 Construction Vehicle Access Routes

The contractor will select appropriate haulage routes to and from the site, which are to use main and arterial roads where possible, preferably the declared B-double. The approved Restricted Access Vehicle (RAV) which are preferred access routes are shown in Figure 4.1.



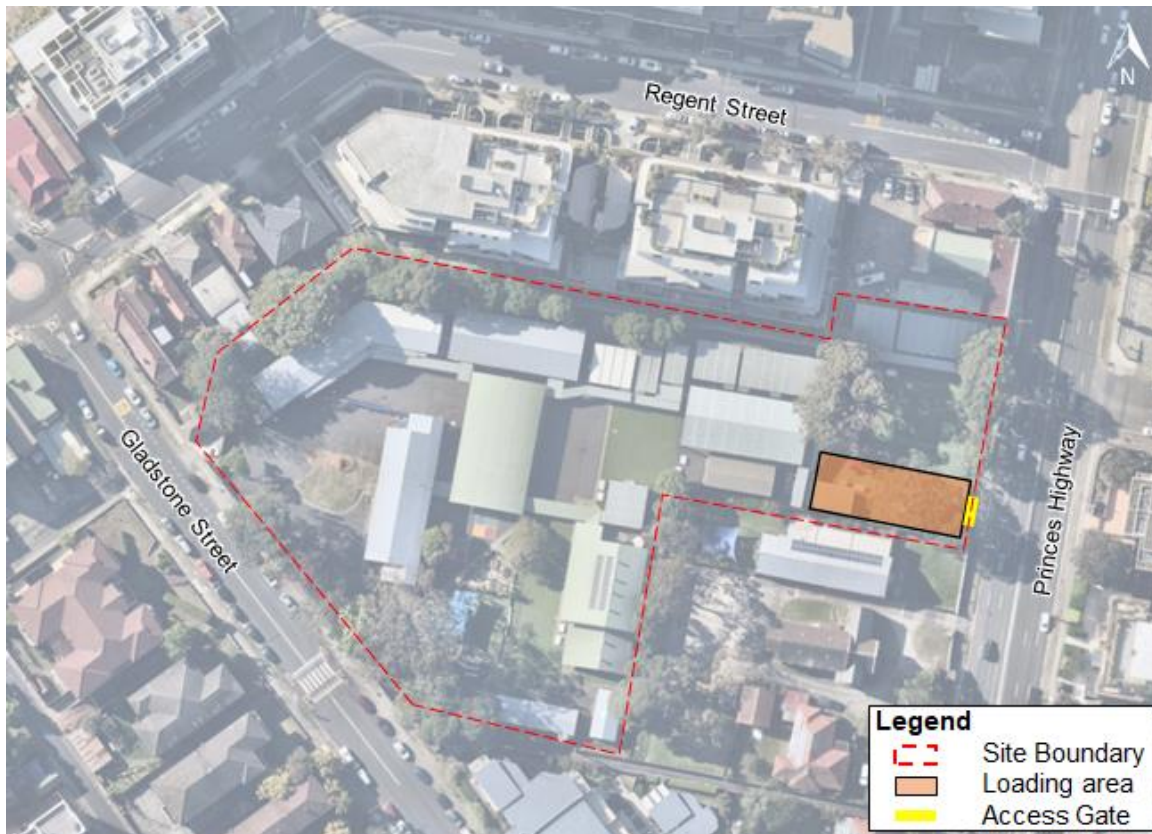
Adapted from Source: Restricted Access Vehicle Map (TfNSW, 21/11/2024)

Figure 4.1: Restricted Access Vehicle Routes

4.3 Site Access

4.3.1 Overview

Construction vehicles will access the site via one (1) access gates. The access gate will support both entry and exit movements in a forward direction. The access gate is shown in Figure 4.2, and swept path analysis is available in **Appendix B**. The swept path analysis shows that AVs performing exiting manoeuvres will require all three lanes of traffic to complete the turn.



Adapted from Nearmap

Figure 4.2: Site Access Gate

No traffic controllers should stop general traffic to allow construction vehicles to enter or exit, without an approved Road Occupancy License (ROL), see herein. No vehicles on-road are to be under any form of traffic control. No workers are to hold traffic in any capacity.

Site Access Gate is located near a footpath, and construction vehicles will be crossing the footpath on the western side on Princes Highway when entering or exiting the site here. Traffic controllers will be in place to hold pedestrians during any movements across the path.

4.3.2 Pedestrians

Pedestrian access must be maintained at all times with the exception of when a truck is leaving the site. Traffic Controllers will not stop pedestrians in anticipation i.e. at all times the pedestrians have right-of-way on the footpath not the trucks. Pedestrians have the right of way at all times. When a truck is exiting the site, one traffic controller on each side of the driveway will close a gate, keeping the path closed while the truck enters or exits the site, crosses the footpath, and turns left onto the Princes Highway. Once the truck has completed the turning manoeuvre and is clear of the footpath, the traffic controllers are to re-open the pedestrian gates and restore access to the path.

Pedestrians may be held only for short periods by traffic controllers to ensure safety when trucks are entering and leaving the site.

Existing disability access, where provided, must be ensured, following the requirements set out in *Disability Discrimination Act 1992* and *Traffic Control at Work Sites Manual*.

It is not expected that there would be any footpath closures that would redirect pedestrian routes. Pedestrian Management Plans (PMPs) will be created for any redirection of pedestrian movements that is determined to be required.

School access will be maintained via Gladstone Street on the western frontage of the site and is not expected to be impacted by the construction zone and access on the opposing eastern frontage to Princes Highway.

The worksite must be safely fenced off/delineated from pedestrian footpaths and ensure all pedestrian paths widths and pram ramps comply with TfNSW specifications

4.4 Active Transport

There is no cycling infrastructure near the site that would be impacted by the construction works.

Footpath impacts will be minor, with the only impact being construction vehicles crossing the footpath on the western side on Princes Highway into a site access. Traffic controllers will be in place to hold pedestrians during any vehicle movements across the path.

To minimise the impacts of on the existing active transport facilities, the construction work will be supported by the following measures:

- All loading / unloading activities will occur wholly within the subject site
- Queueing and idling of heavy vehicles within the public road domain will not be permitted, where vehicles may only wait wholly within the subject site.

4.5 Public Transport

It is not expected that construction activities will impact any bus routes, bus stops, or other bus infrastructures.

If any impacts are to be identified written approval from TfNSW Transport Integration (busapproval@transport.nsw.gov.au) must sought and submitted.

Access to bus stops for both buses and passengers must be maintained, including bus draw in and draw out distances.

4.6 Car Parking

Due to the nature of the school operations being maintained during construction, restricted access and constrained location, no parking for construction workers will be provided on-site. All offsite parking by construction workers will be in legal parking areas and not on the verges or footpaths. There are a number of on-street parking options near the site. These include on-street parking on:

- Regent Street
- Gladstone Street

On-street facilities include restricted kerbside parking on the above mentioned both streets. Due to these existing parking controls surrounding the site and availability, negligible impacts on parking from the construction work are expected in line with recent similar construction activities across the Kogarah CBD.

Given the proximity of the site to public transport facilities, workers should be encouraged to utilise public transport and it would be recommended the project consider inclusion of a workers tool drop facility and storage facility on-site near the site entrance. This may be facilitated outside school peak periods to ensure no adverse impacts or conflicts with school operations.

There is an existing temporary parking arrangement in place to facilitate school staff parking off site at the nearby church to offset impacted parking spaces. This is currently in place to accommodate demountable learning spaces and will continue to be in operation during the construction phase. Therefore, existing school parking spaces will not be affected further by the construction activities.

4.7 Servicing and Refuse Collection

On-site servicing and refuse collection will occur as per existing operations via Gladstone Street and will not be impacted by construction activities.

4.8 Property Access

It is not expected that construction works will have any adverse impacts on existing property access of nearby lots, with access to all properties maintained during construction unless otherwise agreed to by the relevant business owner, property owner, or occupier.

It is understood that a nearby development (corner of Princes Hwy and Regent Street) may be under construction at the time of the school works. The CTMP prepared for that site indicated construction access to be via Regent Street and therefore no impacts are expected to occur.

It is recommended that coordination between any TGS employed by the school project and adjacent site be coordinated to ensure there is not conflicting traffic control devices in place on the public roadway and construction traffic and pedestrian management can occur concurrently.

4.9 Emergency Response

It is imperative that access to emergency vehicles be maintained during construction. Fire, ambulance and police services must be able to get to all project areas if necessary.

The nearest public hospital is the St George Private Hospital, located at 1 South St, Kogarah NSW 2217 and approximately 900m driving distance (south of the site).

The nearest police station is the Kogarah Police Station, located at 13-15 Montgomery St, Kogarah NSW 2217 and approximately 450m driving distance (south of the site).

The nearest fire station is the Fire and Rescue NSW Kogarah Fire Station, located at 26 Gray St, Kogarah NSW 2217 and approximately 950m driving distance (south of the site).

5. CONSTRUCTION TRAFFIC MANAGEMENT

5.1 Traffic Guidance Schemes

Prior to implementation, construction traffic management measures will require the preparation and approval of a Traffic Guidance Scheme (TGS). TGSs indicate the road worksite arrangements to ensure the safety of all road users as well as workers at the site.

The preliminary TGS has been developed as per AS1742.3 and TfNSW's *Traffic Control at Work Sites Technical Manual (Version 6.1)* and is provided in **Appendix A**.

There is no proposal to hold any traffic on Princes Highway under traffic control. Workers are not permitted to undertake any traffic control affecting road traffic under this CTMP.

5.2 Road Occupancy License

No traffic controllers should stop general traffic to allow construction vehicles to enter or exit, without an approved Road Occupancy License (ROL). For ROLs:

- The date and time of lane closures will be as per approved ROL
- All ROLs are to be submitted 10 business days in advance
- All activation and deactivation of ROLs for work shifts must use the web application system.

5.3 Traffic Controllers

Traffic controllers are required to be certified with a Traffic Control Work Training Card (i.e. Blue Card) issued by SafeWork NSW. They must ensure that the TGSs are implemented safely and correctly. The responsibilities of traffic controllers are to be clearly shown on the specific TGSs. Two (2) traffic controllers are proposed at Princes Highway to hold pedestrians and control traffic movements in/out of the site during turning operations at the locations shown in **Appendix A**.

No traffic controllers are to hold vehicle traffic under this CTMP.

6. STAKEHOLDER CONSULTATION

6.1 Georges River Council

Consultation with Council may be required prior to submission of this plan.

6.2 Residents

Information is to be provided to nearby residents near the site. This information should include:

- Proposed works
- Impacts to amenity as a result of proposed works (i.e. traffic conditions, pedestrian diversions etc.)
- Information on the timing of proposed works.

This information is to be provided via a flyer delivered to local letterboxes.

6.3 Parents and Carers

Information is to be provided to parents and carers by school management prior to the commencement of any construction activities. As a minimum, this information should include:

- Staging of works
- Timing/hours of works
- Restricted vehicular/pedestrian access
- Location of traffic control.

This information should be provided via the school's website or newsletter, with regular progress updates to be provided throughout construction to report on any changes to scheduled activities or address any concerns.

6.4 Staff and Students

All school staff and school students should also be briefed by school management with this information. Additionally, they will also need to be advised on the proposed changes to internal pedestrian connections and the associated procedures they will need to follow during construction.

6.5 Servicing

Both regular and intermittent servicers of the site must be notified of any changes to servicing times, locations and procedures prior to and throughout the duration of construction.

7. MONITORING AND EVALUATION

7.1 Traffic Control Safety Inspections

A traffic control safety inspection of the work site should be undertaken by an independent, suitably qualified person to determine the level of compliance.

All work sites are subject to traffic control safety inspections, both during day and night conditions.

7.2 Ongoing Inspections

Formal and documented daily (short-term) and weekly (long-term) inspections shall be undertaken at work sites by persons holding the Prepare Work Zone Traffic Management Plan qualification.

7.3 Reporting

It is also important for any near miss incidents to be recorded and documented then reviewed as part of any inspection.

In the case of accidents, either witnessed or reported, involving the public or from which legal proceedings might arise, the actual type, size and location of signs, and devices in use at the time of the accident should be recorded and the sign arrangement photographed for subsequent reporting. The actual travelled path width and condition and weather conditions should also be recorded, as well as personal injury, extent of vehicle damage and vehicle details, such as registration.

7.4 Construction Worker Induction

All workers and subcontractors engaged on-site should be required to undergo a site induction. The induction should address elements related to traffic and transport management, including:

- Existence and requirements of the CTMP
- Relevant legislation, regulations and conditions (i.e. Workplace Health and Safety and emergency procedures)
- Roles and responsibilities
- Incident response, management and reporting procedures
- Construction hours
- Access routes
- Road safety
- Road occupancy
- Temporary and interim traffic arrangements.

Informal training on traffic management (including monitoring and reviewing the effectiveness of traffic control devices and mitigation measures) should be undertaken during toolbox meetings with site personnel.

7.4.1 Safe Work Method Statements

A Safe Work Method Statement (SWMS) should be completed prior to undertaking any high-risk works on or adjacent to the public domain. All SWMSs are to be submitted to the Principal Contractor for review prior to undertaking the subject work. They should be updated in the event relevant control measures are revised and be kept on record until the subject work is completed.

7.4.2 Safe Work Requirements

To maintain the safety of workers and the public, the work site should be adequately secured (i.e. security/temporary fence) to prevent access by unauthorised personnel. Additionally, all works must be conducted at all times in accordance with the relevant SafeWork requirements.

7.4.3 Truck Driver Code of Conduct

Drivers associated with the project are to abide by a Code of Conduct in order to:

- Minimise impacts of construction on the local road network
- Minimise conflicts with other road users
- Minimise road traffic noise
- Ensure truck drivers use specified routes.

7.5 Responsibilities

7.5.1 CTMP Manager

For all long-term work sites, the CTMP manager who is appropriately qualified shall:

- Inspect the traffic control layout on the day before the work begins and at least once per week during the duration of the work
- Inspect the traffic control layout between shifts at least once during the first week and at least once every two months for the duration of work
- Review the reported near miss incidents
- Provide after-hours contact to local police for the duration of the work
- Inspect the site on the final day to ensure that unnecessary signs and devices are removed
- Record results of these inspections noting date, time, deficiencies and any corrective action taken or specified
- Ensure that any specified corrective action is taken.

7.5.2 CTMP Team Leader

For all works, the team leader (or site supervisor) shall:

- Keep a record of the TGS that was used
- Have a copy of the TGS used on site
- Record a start and finish times and location of the works
- Record near misses
- Carry out inspections before work states, during the works and pre-closedowns of the site using the nominated checklist, noting:
 - Date and time of inspection
 - Deficiencies identified and corrected action taken
 - Changes or modifications made to the site
- Periodically check that all signs and devices are satisfactorily and in their correct position
- Make these records available to authorised staff.

7.5.3 Contractor's Project Manager

The contractor's project manager shall:

- Record near misses
- Carry out inspections before work starts, during the works and pre-closedown of the site using the nominated checklist, noting:
- Liaise with school management on a daily basis (minimum) regarding any changes to scheduled works, traffic control and construction vehicle movements

- Ensure that a traffic control safety inspection is carried out at least once per month by a person qualified in 'Prepare Work Zone Traffic Management Plans' and that the date, time and deficiencies are recorded
- Ensure that a traffic control safety inspection or road safety audit is carried out prior to the implementation of any changes in traffic control or a TGS
- Ensure that a traffic control safety inspection or road safety audit is carried out prior to the implementation of any lateral shift tapers to ensure that geometric requirements and delineation methods are in accordance with the approved TGS
- Ensure that near miss incidents are being reported and recorded then reviewed
- Ensure that any corrective action specified is taken and recorded.

This information may be critical, should be legal proceedings follow an accident.

7.5.4 Truck Drivers

Truck drivers are to:

- Always obey road rules
- Follow the haulage routes defined this CTMP
- Notify the site contact / escort of arrival
- Follow instructions from traffic controllers to access the site or perform manoeuvres in a TGS
- Follow instructions from site contact / escort, including directions to the nominated material laydown or holding areas
- After arriving at the nominated material laydown area, exit the vehicle remain in a pre-defined safe area while unloading of freight is being undertaken
- Once unloading the freight has been completed, return to the vehicle and exit the site, following instructions from site contact / escort and traffic controllers. The driver is to then follow the designated haulage routes

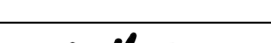
Read, understand, and follow this CTMP, site specific CTMPs and any other relevant project documentation regarding road safety and traffic management.

Appendix A: Preliminary Traffic Guidance Scheme



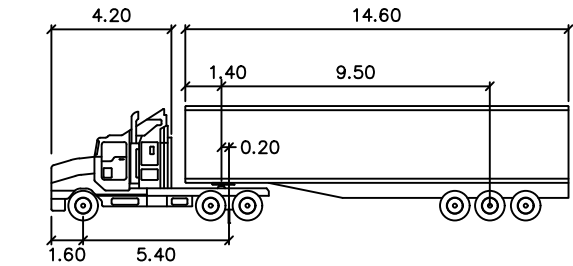
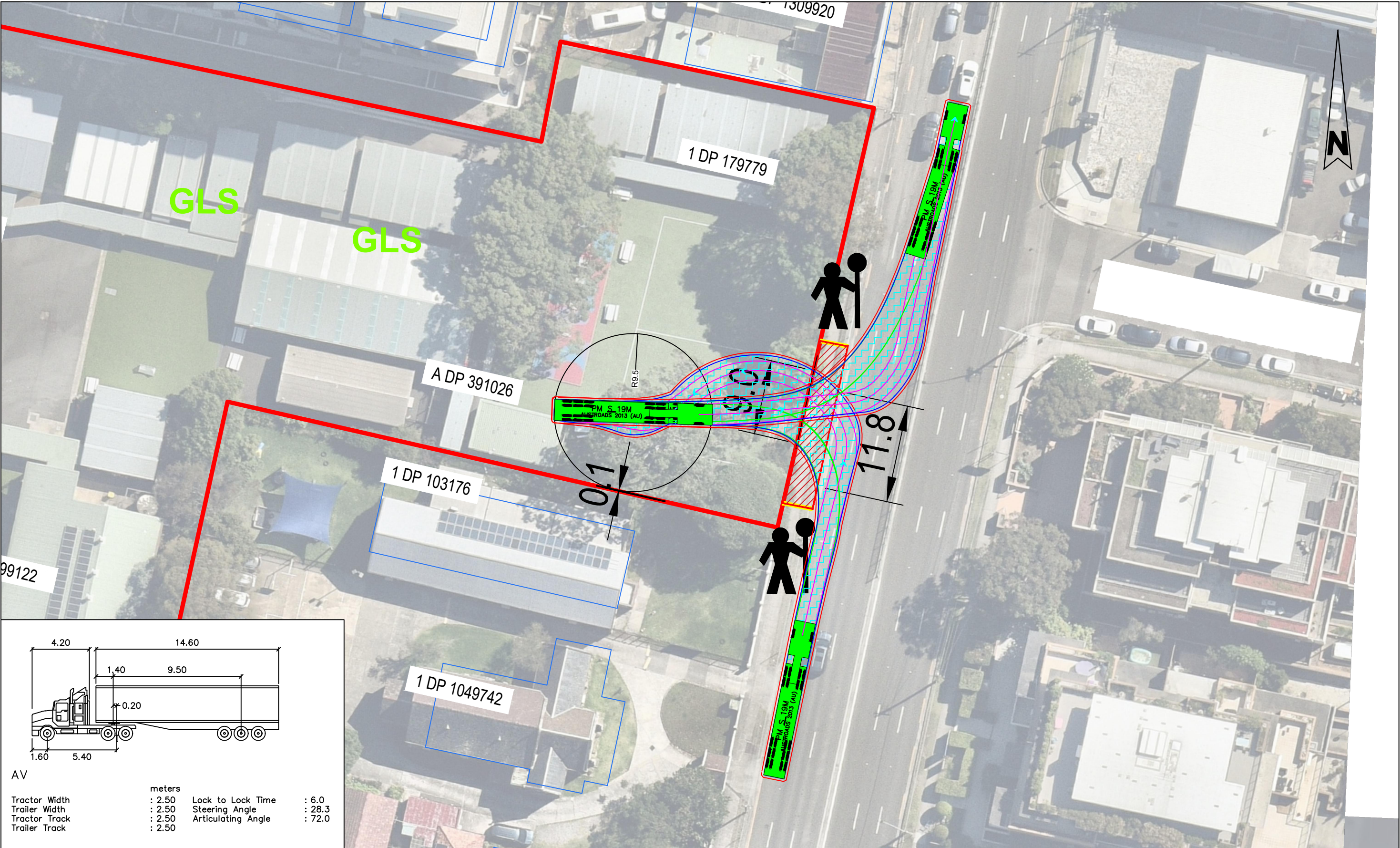


This TGS must be set up in accordance with the Traffic Control at Works Sites Manual Version 6.1. The Manual should override any conflicts between it and this drawing. The reliance on this drawing is limited to signage and line marking types and locations only. The traffic control firm assumes all responsibility for implementation, compliance, and conducting traffic control operations. W5-22 and W8-207(L) signs are to be displayed before haulage operations begin, and removed or covered at the end of each shift.

 Gold Coast Suite 26, 58 Riverwalk Avenue, Robina QLD 4226 P: (07) 5562-5377 W: www.bitziosconsulting.com.au Brisbane Level 2, 428 Upper Edward Street, Spring Hill 4000 P: (07) 3831-4442 E: admin@bitziosconsulting.com.au Sydney Studio 203, 3 Gladstone Street, Newtown NSW 2042 P: (02) 9557 6202	<table><tr><th>Issue</th><th>REVISIONS</th><th>Drawn</th><th>Date</th></tr><tr><td>001</td><td>Revisions/Descriptions INITIAL TGS</td><td>J.K</td><td>27.11.2024</td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr></table>				Issue	REVISIONS	Drawn	Date	001	Revisions/Descriptions INITIAL TGS	J.K	27.11.2024																																	Project KOOGARAH PUBLIC SCHOOL RTA	Design J.K	Drawn J.K	Checked M.H
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APPROVED - FOR INFORMATION ONLY MATTHEW HEARNE PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN CARD NO. TCT1009182 ISSUED 08/03/2021 				Title TRAFFIC GUIDANCE SCHEME VEHICLE ENTRY TO GATE 1	FOR INFORMATION ONLY		Date 27.11.2024																																									
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Project Number P6177	Sheet Number 1	Issue 001																																														

Appendix B: Service Vehicle Swept Paths





AV

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		



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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	INITIAL TGS	J.K	27.11.2024

APPROVED - FOR INFORMATION ONLY	
A.Eke	

Project	Design	Drawn	Checked
KOOGARAH PUBLIC SCHOOL	J.K	J.K	A.E
Title		Date	
SWEPT PATHS INDICATIVE AV SERVICE VEHICLE MOVEMENT		27.11.2024	
Project Number	Sheet Number	Issue	
P6177	2	001	

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Appendix D: Transport Working Group Meeting Minutes



Project Number: P6177
Project Name: Kogarah Public School
Meeting Time: 11:00 AM
Meeting Date: 14/11/2024
Meeting Location: MS Teams

Attendees: Michelle Carter, TfNSW (MC) Shah Kshitij, TfNSW (SK)
 Kamoru Adetunmbi, SI-NSW Transport (KA) Muhammad Mahmud, Georges River Council (MM)
 Mukhwinder Athwal, TfNSW, (MA) Rosie Selby, TfNSW (RS)
 Rahath Islam, TfNSW, (RI) Leanne Benson, TfNSW, (LB)
 Frank Princi, SINSW (FP) Andrew Eke, Bitzios (AE)
 Hayley Barnes, Georges River Council (HB) Santi Botross, SI-Transport(SB),
 Alana Croker Melanie Duenow, TfNSW (MD)
 Michael Want, RP Infrastructure (MW) Nicholas Lau, RP Infrastructure (NL)
 David Spare, SI-NSW (DS) Gurjit Singh, SI-NSW (GS)

Item	Minutes/Actions	Notes/Action
1.0	TWG Introduction KA provided an introduction to the TWG for Kogarah Public School and presented agenda and objectives of meeting. AE presented project background and context of the RTA with respect to the redevelopment of KPS MW presented the KPS project overview regarding the redevelopment including: ▪ No catchment boundary changes proposed ▪ Facilities upgrade to remove demountable buildings and provide permanent class / school facilities to accommodate student intake in the catchment. ▪ The project includes an allowance in budget for footpath widening and additional signage/linemarking on Gladstone St. No allowance for other roadworks. ▪ Program is to start construction mid-2025.	

Item	Minutes/Actions	Notes/Action
2.0	Rapid Transport Assessment AE presented the RTA findings: ▪ KPS site is constrained with uplift / urban renewal occurring across Kogarah. Catchment is predominately Kogarah CBD west of Princes Highway which is seeing increased density and population increases. ▪ Small enrolment catchment on eastern side of Princes Highway outside catchment area. ▪ Presented transport mode share survey results. 65-67% walk-up catchment with K&D use also relatively high considering small catchment and associated with linked vehicle trips (i.e drop off on way to work). ▪ Very low / no bus mode share by students given the local catchment and this is expected to remain as the school population increases ▪ The majority of staff do still drive (due to a wider catchment market) and historical availability of parking on site and surrounding streets. This is not expected to continue due to on-street parking pressures and school travel plan will implement greater parking management on site. ▪ K&D demands also to be managed to improve efficiency and operations. No plans to lengthen the K&D facility as this will just further promote its use over walking ▪ Walk-up to be promoted further as part of School Travel Plan (STP) for the redeveloped site	Noted
3.0	Council Roads MM asked about the Gladstone Street / Regent Street roundabout improvements AE responded stating that whilst the roundabout is small and includes narrow pedestrian refuge islands, the ability to upgrade is limited without 'truncating' adjacent land parcels (owned by others). This is a key constraint in upgrading this intersection and its expected that this would occur as part of development of the adjacent subject lots. There is also no clear nexus connecting this road upgrade to the KPS specifically, as the location of the roundabout is centrally positioned in the CBD and upgrades would be part of the overall precinct redevelopment / renewal.	Noted
4.0	School Parking AE outlined the existing parking on the site (i.e. 20 spaces) and the project does not include additional parking to accommodate the enrolment / staffing expansion. The school's historical parking provision has generated a reliance on private vehicles for staff. Parking management will be employed to restrict and manage parking on site rather than just providing more parking and promoting private vehicle usage FP noted that temporary parking arrangement is provided at the Church next door to accommodate staff parking during construction. This has been formally arranged with adjacent land owner.	SI-NSW: STP to be developed for operations phase.

Item	Minutes/Actions	Notes/Action
5.0	Construction Access to Princes Hwy DS / FP noted that SI-NSW is undertaking these preliminary investigations now on construction processes to aid in the contractor delivery as this is an “accelerated project” for SI-NSW AE described the construction method relating to vehicular access: ▪ The school will remain operational with access maintained via Gladstone Street. Given this and the location of the construction zone on the eastern portion of the site, construction access is proposed via a temporary service vehicle driveway to Princes Hwy. Due to construction area needs and established vegetation that must remain, the construction vehicle access system is considering use of an ‘on-site’ service vehicles turn-table to maintain forward-in/forward-out vehicle movements. ▪ A preliminary CTMP is currently being prepared and will be issued to TfNSW for comment. SK stated that TfNSW’s TMC will be the approval pathway for the CTMP. TfNSW generally accepts that the construction access would be via a temporary crossover to Princes Highway under an approved CTMP. SK stated that any access approval would be temporary only and TfNSW would not support a permanent driveway crossover for the school to remain to Princes Highway following the construction works. FP agreed that SI-NSW does not have any intentions to retain a permanent access onto Princes Highway. AE noted that the only instances where an access may be required in the future would be for site resilience to accommodate emergency vehicle access to the easter side of the site. TfNSW advised that Geoffrey Beale - Group Leader- Sydney Asset Management Unit of School Infrastructure had already been in contact with TfNSW (Landuse planning team) regarding the need to seek s138 approval for the temporary driveway off Princes Highway (for the proposed works within the school). A response together with specific conditions has been provided to the School infrastructure team. It is advised that this project team liaise with Geoffrey Beale to determine the conditions to avoid any confusion and delays.	SINSW: CTMP to be issued to TfNSW’s TMC for approval
6.0	Active Transport MD noted that End-of-Journey facilities should be provided and promoted for this school given the concentrated student catchment and available pathways to access the school. These facilities should be well located to provide passive surveillance and security. AE agreed and stated that facilities should accommodate different types (scooters, skateboards) and also be scalable as the student enrolments increase over time.	SINSW: School project includes EoT showers and lockers.
7.0	Public Transport GS asked about bus services changes AE noted that the school’s catchment is too small to warrant dedicated bus services given the vast majority of students in the catchment fall within a walk-up designation and not bus pass eligible. RI agreed that on that basis, buses would not be expected to vary with respect to this particular school.	Noted

Item	Minutes/Actions	Notes/Action
8.0	Conclusions KA closed the meeting and acknowledged that further TWG's for Georges River Council will be undertaken on an as-needed basis.	Note
9.0	Meeting Close	Note

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