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Upgrade to Dundas Public School – Transport and Accessibility Impact Assessment

Rev 02

Quality Assurance

Project Details

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Glossary of terms and abbreviations

Term	Description
Background growth	The amount of additional traffic that is expected from natural growth in population or employment size and any planned developments.
Catchment	A defined area based on criteria that can be used to understand how far people can travel.
DPS	Dundas Public School
Depersonalised data	Refers to student-related information that has been processed to remove or obscure personally identifiable details, ensuring that individual students cannot be directly identified.
Development timing	The sequence and timing of activities and tasks required to complete the project.
Development control plan (DCP)	A document that provides detailed planning and design guidelines to support the planning controls in the Local Environmental Plan developed by a council.
Hands-up travel survey	A classroom survey where teachers list transport options, and students raise their hands to indicate their travel mode for that day. The total responses are counted to determine the school's mode share, with all classes surveyed on the same day.
Kiss and drop zone	This refers to a designated area that allows for parents to stop whilst in their vehicle to pick up or drop off their child to school without obstructing traffic flow.
Kit of parts	Kit of parts is a Modern Method of Construction (MMC) approach that involves manufacturing building components off-site and assembling them on-site. This practice is adopted by NSW Department of Education.
Mode share	Mode share refers to the percentage share of students or teachers walking, cycling, catching public transport or being driven to and from school.
Notional Catchment	The notional catchment represents the maximum theoretical area that can be covered by walking or cycling using a straight line distance.
Operational Impact	Refers to the impact of the proposed activity post-construction on the first day of opening.

Term	Description
Principal's questionnaire	A series of questions provided to the school principal to gather details on daily operations, transport facilities, and communication methods.
Review of Environmental Factors (REF)	A Review of Environmental Factors (REF) is a document that evaluates the potential environmental impacts of a proposed project or activity under the Environmental Planning and Assessment Act 1979 (EP&A Act). The REF assesses whether the project is likely to have a significant environmental impact and identifies measures to mitigate these impacts. It considers a range of factors, including traffic and transport, noise, air quality, biodiversity, and social impacts.
Road user movement (RUM)	A code that corresponds to a specific action or behaviour of a road user in a .
Shared path	A **shared path** is a designated pathway that is intended for use by multiple modes of transport, typically pedestrians and cyclists. These paths are usually separated from motor vehicle traffic and designed to accommodate both walking and cycling safely.
Site	This refers to the location of the development activities.
School Student Travel Scheme (SSTS)	The SSTS is a program that gives school students free or subsidised travel between home and school on NSW public transport including trains, buses, ferries and light rail. The exclusion zone refers to the area where people live that is deemed ineligible to receive free or subsidised travel.
T&I SEPP	Refer to the State Environmental Planning Policy (Transport and Infrastructure), 2021.
Traffic management	This refers to traffic signs and road markings which control or direct the operation and behaviour of people and vehicles. For example, this includes measures like speed limits, street parking restrictions and pedestrian crossings.
Travel Access Guide (TAG)	A document that provides key information to parents and students about school entry points, location of key surrounding transport infrastructure, kiss and drop locations and bike parking.

Executive Summary

Introduction

This Transport and Accessibility Impact Assessment (TAIA) has been prepared to support a Review of Environmental Factors (REF) for the upgrade of the Dundas Public School (DPS) (the activity).

Purpose

The purpose of this assessment is to evaluate the existing transport conditions, potential traffic and transport impacts, and any necessary mitigation measures resulting from the proposed school upgrades. The TIAI specifically assesses changes in vehicular movement, pedestrian and cyclist activity, parking demand, and public transport accessibility as a result of the proposed activity.

The assessment aligns with local planning codes, including the City of Parramatta Development Control Plan (DCP), Australian Standards, and the Guide to Transport Impact Assessments (TS-00085 v1.1).

Traffic and Transport Assessment

The proposed activity has been assessed for its potential traffic and transport impacts, with a focus on:

i) Existing Traffic Conditions
- The school is currently served a local road network including Calder Road, Kentworthy Street and St Andrews Street.
- Kissing Point Road is a state road, under the management of Transport for NSW (TfNSW), and serves as a key corridor for regional and local traffic. The school has a pedestrian and vehicle access point on Kissing Point Road.
- The school's main access points and pedestrian movements have been reviewed in relation to these roads.

ii) Proposed Works
- The activity does not include modifications to external roadways, vehicle access, or parking.

iii) Public Transport and Active Transport
- The school remains well-served by public transport, including bus services, and the upgrades support active transport.
- Parramatta Light Rail – L4 Westmead and Carlingford line opened 20th of December 2024 including Dundas Light Rail Station located less than a 10-minute walk to school. Light rail services operate every 10-15 minutes.

Conclusion

- The enrolment capacity of the school will increase by 11 students.
- Negligible additional vehicle trips will be generated.
- The traffic network, including Kissing Point Road will not be impacted.

Accordingly, no further traffic impact studies or mitigation measures are required.

1 Introduction

This Transport and Accessibility Impact Assessment has been prepared to support a Review of Environmental Factors (REF) for the upgrade of the Dundas Public School (DPS) (the activity). The purpose of the REF is to assess the potential environmental impacts of the activity prescribed by *State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)* as "development permitted without consent" on land carried out by or on behalf of a public authority under Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The activity is to be undertaken pursuant to Chapter 3, Part 3.4, Section 3.37 of the T&I SEPP and in consideration of the stakeholder and community participation plan.

The proposed activity is for upgrades to the existing DPS at 85 Kissing Point Road, Dundas, NSW 2117 (the site).

1.1 Scope of study

The assessment involved a review of transport and traffic conditions surrounding the school, focusing on:

- Traffic movements in the vicinity of Dundas Public School.
- Parking demand and availability for staff and students.
- Pedestrian and cyclist access, including current infrastructure and future improvements.
- Public transport connectivity, including student reliance on bus services.
- Cumulative impacts from planned developments and transport upgrades.

To inform this assessment, the following tasks were undertaken:

- A site inspection on 24th October 2023 to observe existing traffic patterns, pedestrian and cyclist movements, and public transport accessibility.
- A student hands-up travel survey conducted on 4th December 2023, capturing mode share data.
- A crash analysis interrogating the most recent five year record for the period 01 January 2019 – 30th December 2023
- An analysis of student travel behaviour, including:
    - The number of enrolled students who live within 400 metres of a bus stop with direct services to the school.
    - The proportion of students within a reasonable walking and cycling distance of the school.
    - The number of students eligible for a free school travel pass, based on living more than 2.3 kilometres from the school gate (see **Figure 1-1**).

Given that the school's enrolment capacity will increase by 11 students, from 333 to 345, this assessment primarily evaluates whether the proposed upgrades will introduce any new traffic or transport-related impacts to the surrounding road network.

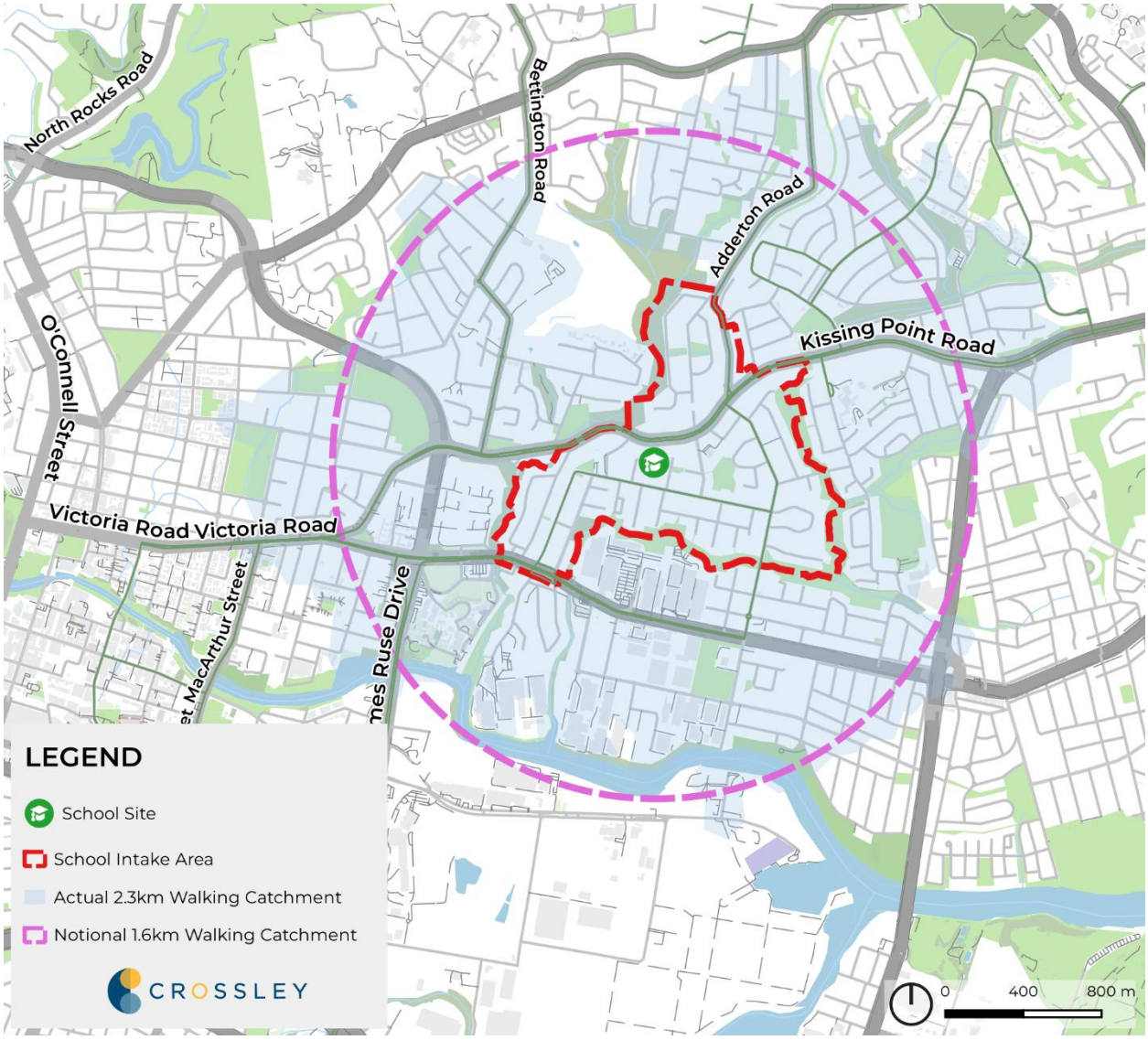

Figure 1-1 Dundas Public School study area

1.2 Consultation and stakeholder engagement

The development of this TIA included consultation with City of Parramatta, and Transport for NSW (TfNSW) via the Transport Working Group (TWG), which met on Wednesday, 14th August 2024. The purpose of this consultation was to:

- Understand proposed works around the school and identify any relevant changes to the surrounding transport network.
- Assess cumulative impacts from nearby planned developments and infrastructure upgrades that could influence traffic, parking, and active transport movements in the area.

Findings from these discussions have been integrated into the assessment to ensure the traffic and transport evaluation aligns with broader council and state transport planning objectives.

1.3 Policy context

A review of relevant local and state government policies was undertaken to ensure alignment with broader transport and planning strategies. The following documents were reviewed in relation to traffic and transport:

- Central City District Plan (Greater Cities Commission)
- City of Parramatta Community Strategic Plan
- City of Parramatta Local Strategic Planning Statement (LSPS)
- City of Parramatta Community Infrastructure Strategy
- City of Parramatta Parramatta Bike Plan
- City of Parramatta Delivery Program and Operational Plan
- City of Parramatta Development Control Plans (DCP)
- Parramatta Ways Walking Strategy
- Transport for NSW Walking Space Guide

The policy identified the following planned works in the vicinity of Dundas Public School:

- City of Parramatta Parramatta Bike Plan: The strategy informs Council's intention to improve the connection of Dundas Public School to and from local and regional cycling network by shared paths. The potential location of the improvements is on Calder Road, which includes the access to Parramatta Light Rail.
- City of Parramatta Parramatta Bike Plan: The strategy identified a high-level plan which identifies Calder Road, Station Street, St Andrews Street, Kissing Point Road, and part of Kenworthy Street as a major walking route. However, there is no infrastructure specifications or funding framework for these

2 Existing conditions

This section provides an overview of the current transport and travel conditions surrounding Dundas Public School (DPS). The assessment considers existing travel behaviour, active and public transport accessibility, private vehicle use, and parking availability to provide context for the activity.

2.1 Existing travel behaviour

A hands-up travel survey was conducted on Monday 4 December 2023 to capture the existing travel behaviour of students and staff attending Dundas Public School. The objective of the survey was to establish current travel behaviour and transport demand, which assists in accessing mode share and potential future trends.

2.1.1 Student travel mode share

Table 2-1 Error! Reference source not found. summarises the mode share split for students arriving and departing the school.

Table 2-1 Existing travel to school mode share

Travel Modes	Morning Mode Share		Afternoon Mode Share		Average Mode Share Split between AM and PM peak for all Students	
	Students (#)	Per cent (%)	Students (#)	Per cent (%)	Students (#)	Per cent (%)
Walk	138	46%	146	51%	142	48%
Bicycle (or other wheeled toy) incl. scooter	3	1%	6	2%	5	2%
Public Transport Bus	3	1%	3	1%	3	1%
Car Passenger (includes car parked nearby, pick up and drop off)	155	52%	130	46%	143	49%
TOTAL	**299**	**100%**	**285**	**100%**	**293**	**100%**

The survey results indicate that the majority the students arrive at school in the morning by car (52%), with a significant portion also walking to school (46%). The remaining students use public transport (1%) and cycle or scoot to school (1%). In the afternoon, 51% walk, 46% travel by car, 2% cycle from school to home, and 1% use public transport. The travel pattern indicates a high reliance on private transport to travel to and from school.

While there's a clear reliance on car travel, this percentage is lower than at other similar primary schools.

2.1.2 Student catchment analysis

A summary of the catchment analysis for the current students attending Dundas Public School is shown in **Table 2-2**.

Table 2-2 Transport catchment analysis

Catchment Analysis	Notional (within crow flies)		Actual (on path / using road network as a proxy)	
	# of students	% of total students	# of students	% of total students
1-400m (5-min walk)	129	39%	127	38%
401-800m (10-min walk)	152	45%	113	34%
801-1200m (15-min walk)	23	7%	56	17%
1201-1600m crow flies / 2300m on path (excl from SSTS Primary)	9	3%	20	6%
# outside SSTS zone	20	6%	17	5%
Within 400m of public transport stop / station / wharf that brings them close to school	314	94%	300	90%
Within 800m of public transport that brings them close to school	321	96%	320	96%
# outside SSTS zone, with PT access (within 400m to public transport)	5	2%	2	1%
# outside SSTS zone, with no PT option (greater than 400m to public transport)	15	4%	15	4%
Total student enrolments		**333**		

The catchment analysis shows that

- **89% of students** live within a 15-minute walking distance of Dundas Public School. This presents a significant opportunity to encourage more children to walk to school, reducing reliance on private vehicles and promoting active travel.
- **11% of students** live outside a comfortable walking distance. These students are most likely to be driven to school or potentially cycle.
- **5% of students** live more than 2,300 metres from the school and qualify for free public transport. However, 4% of these students do not live near a bus stop to access the school bus services.

2.1.3 Staff travel behaviour

A staff travel survey was also completed by the 19 teachers at Dundas Public School. The survey revealed that most teaching staff drive to work.

- **79% of teachers** commute by car, likely because they need to carry equipment.
- **16%** use public transport.
- **5%** either walk or cycle.

2.2 Active Transport

2.2.1 Walking

Dundas Public School is well connected by footpaths with most surrounding roads having footpaths on both sides of the road.

Based on the walking catchment analysis shown in **Figure 2-1**Error! Reference source not found., the 91% of students live within a 15-minute walk to one or more school gates.

The exception is a small section of Rock Farm Avenue located in the northern portion of the catchment.

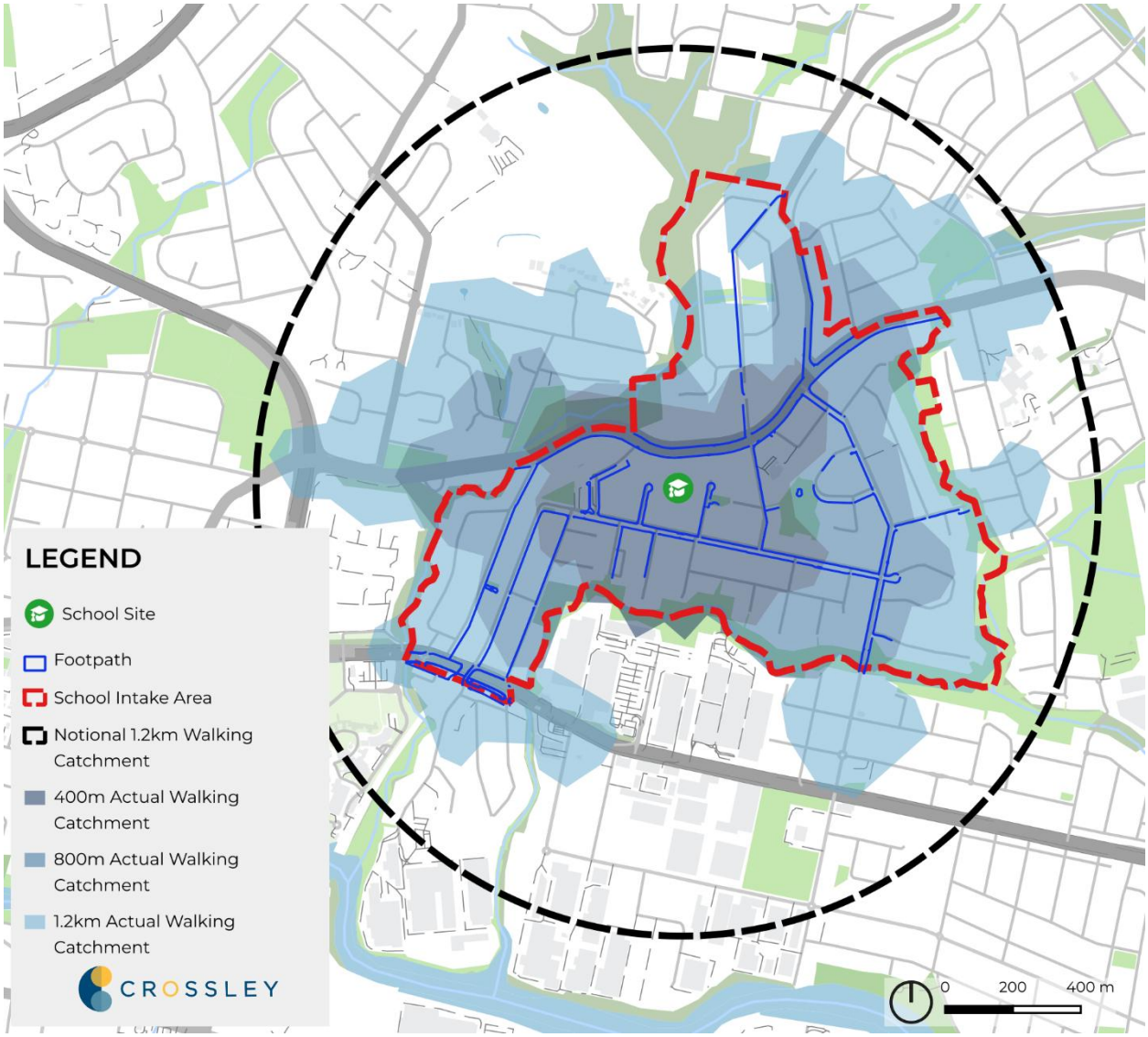

Figure 2-1 Walking catchments

The shortest path analysis shown in **Figure 2-2**Error! Reference source not found. identifies the most direct walking routes to school from the largest student clusters. Based on this analysis, the key routes serving the majority of students are:

- Dora Crescent and Park Road for students residing east of the school, using parks such as Williams Reserve and Arrunga Street Reserve as thoroughfares.
- Andersen Avenue and Station Street for students living west of the school, passing through pedestrian walkways near Dundas Light Rail Station.
- Calder Road for students located south of the school.
- Leamington Road for students residing north of the school.

Error! Reference source not found.The streets immediately surrounding the school provide priority crossing opportunities, which support safe walking access for students.

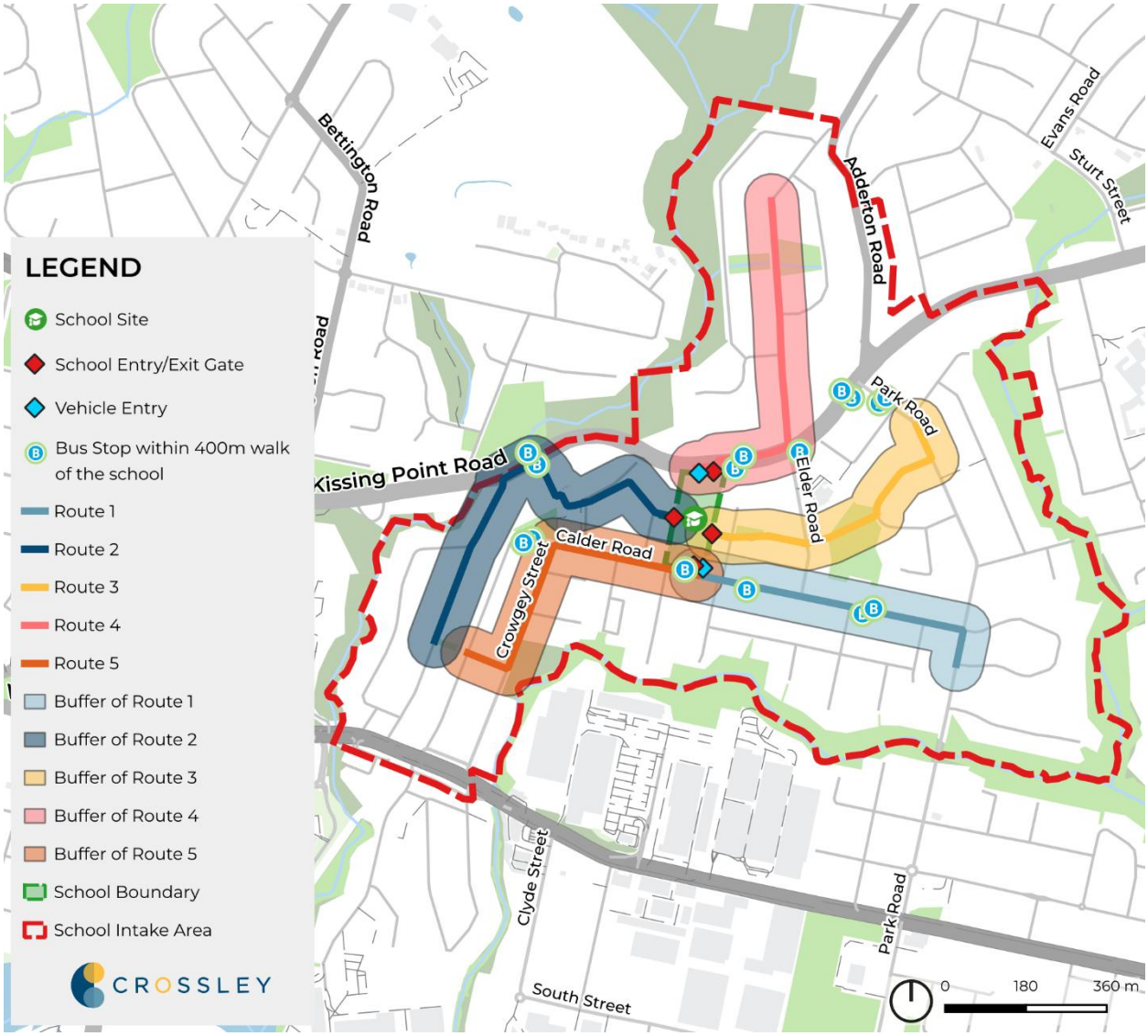

Figure 2-2 Shortest paths to school

Figure 2-3 Error! Reference source not found. provides a summary of the walking infrastructure surrounding the school, with further details outlined below:

- Two children's crossings are located on Kenworthy Street and Calder Road, operating during morning and afternoon school periods. These crossings are supervised by school crossing supervisors to ensure students cross safely.
- A signalised intersection is available at Kissing Point Road, allowing students from the north to cross safely and access the school.
- The streets around the school are well connected by footpaths, making it easy for students to walk or cycle to school.

Calder Road has been identified as a key walking route, not only for students but also for the wider community, as it provides access to the Parramatta Light Rail. The current footpath width of 1.2 metres is narrow in relation to the volume of pedestrians. The NSW Walking Space Guideline suggests a more suitable width would be 2.6 metres.

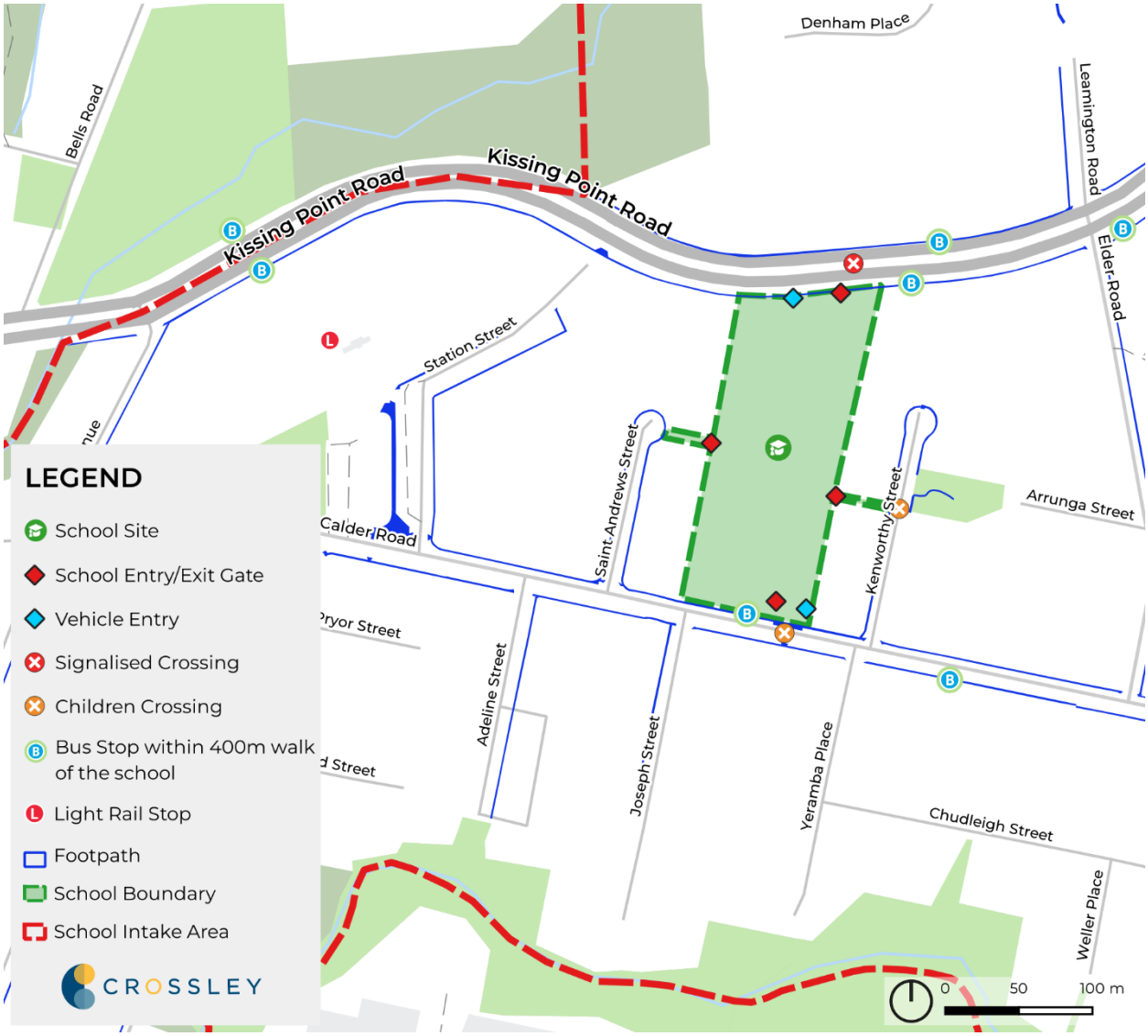

Figure 2-3 Crossing facilities in the vicinity of the school

2.2.2 Cycling

The cycling catchment analysis indicates that the entire Dundas Public School intake area is located within a 15-minute bicycle ride of the school. This means that all students living within the intake area have the potential to cycle to school.

Currently, cycling accounts for 2% of students' mode share for travel to school. Several factors may influence this level of uptake:

- Cycling infrastructure: Shared paths and dedicated bike paths around the school are limited, as illustrated in **Figure 2-4.** While parents/caregivers are legally permitted to cycle on the footpath with their child, the footpaths may not provide sufficient space to ride side by side, particularly in areas of higher pedestrian activity.
- Student clusters: The majority (91%) of the students attending Dundas Public School reside within a 15-minute walk of the school. As a result, students and caregivers may find it easier to walk to school rather than cycle, considering the short travel time and limited cycling infrastructure in the area.

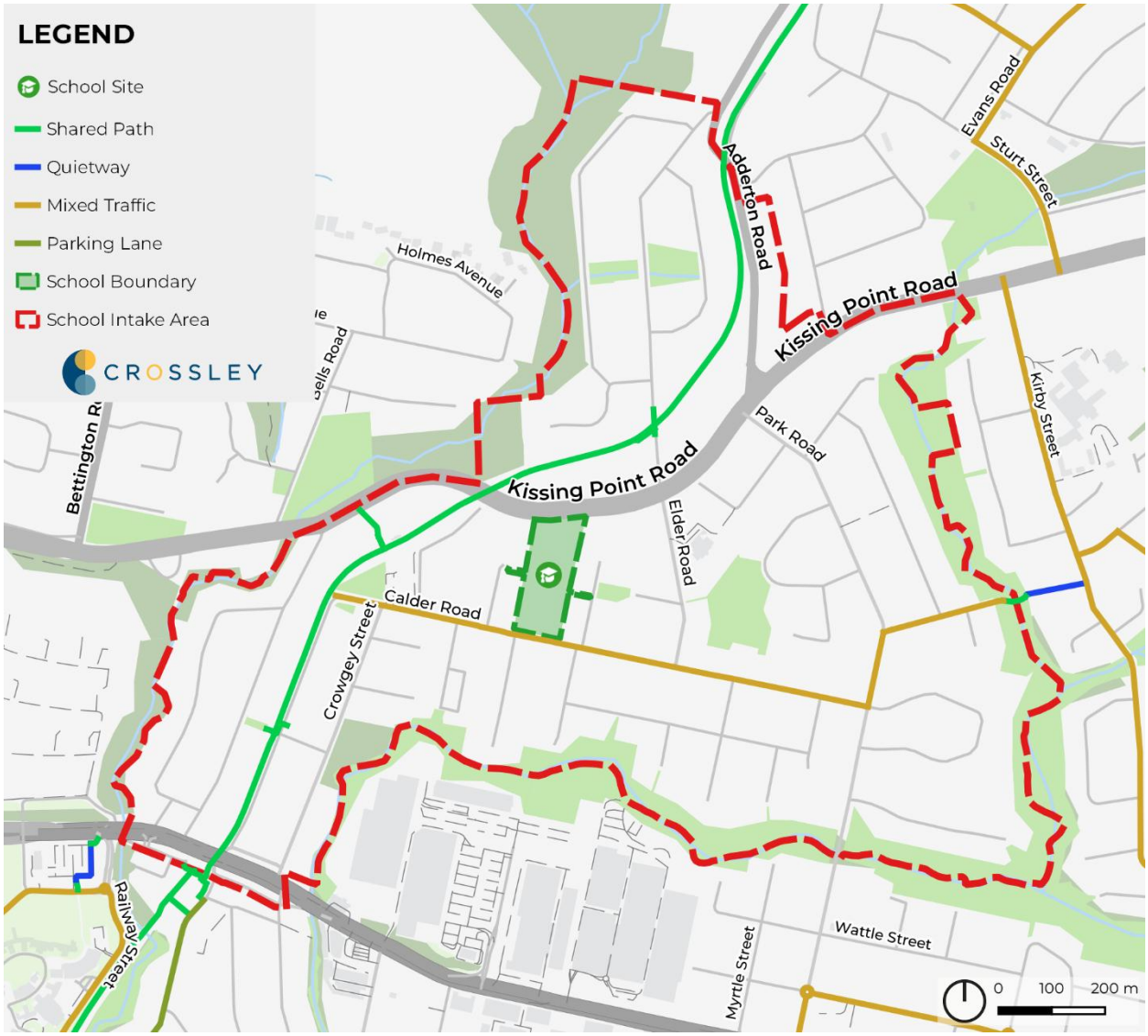

Figure 2-4 Cycling facilities within the vicinity of the school (Source: TfNSW Existing Bicycle Network 2024)

2.3 Public Transport

There are 7 bus stops located within 400 meters of the school entry gates, primarily concentrated along Kissing Point Road and Calder Road. These bus stops facilitate services for 3 public bus routes and 7 school bus services which bring students to school in the morning and afternoon (see **Table 2-3**Error! Reference source not found.).

The Parramatta Light Rail stop at Dundas Light Rail Station, opened on 20 December 2024 ready for Term 1 2025. The station is located approximately 600 metres west of the school with a station at Telopea and Yallamundi positioned just outside the school catchment boundary to the north and south respectively. **Figure 2-5**Error! Reference source not found. shows the location of these bus stops and light rail stations.

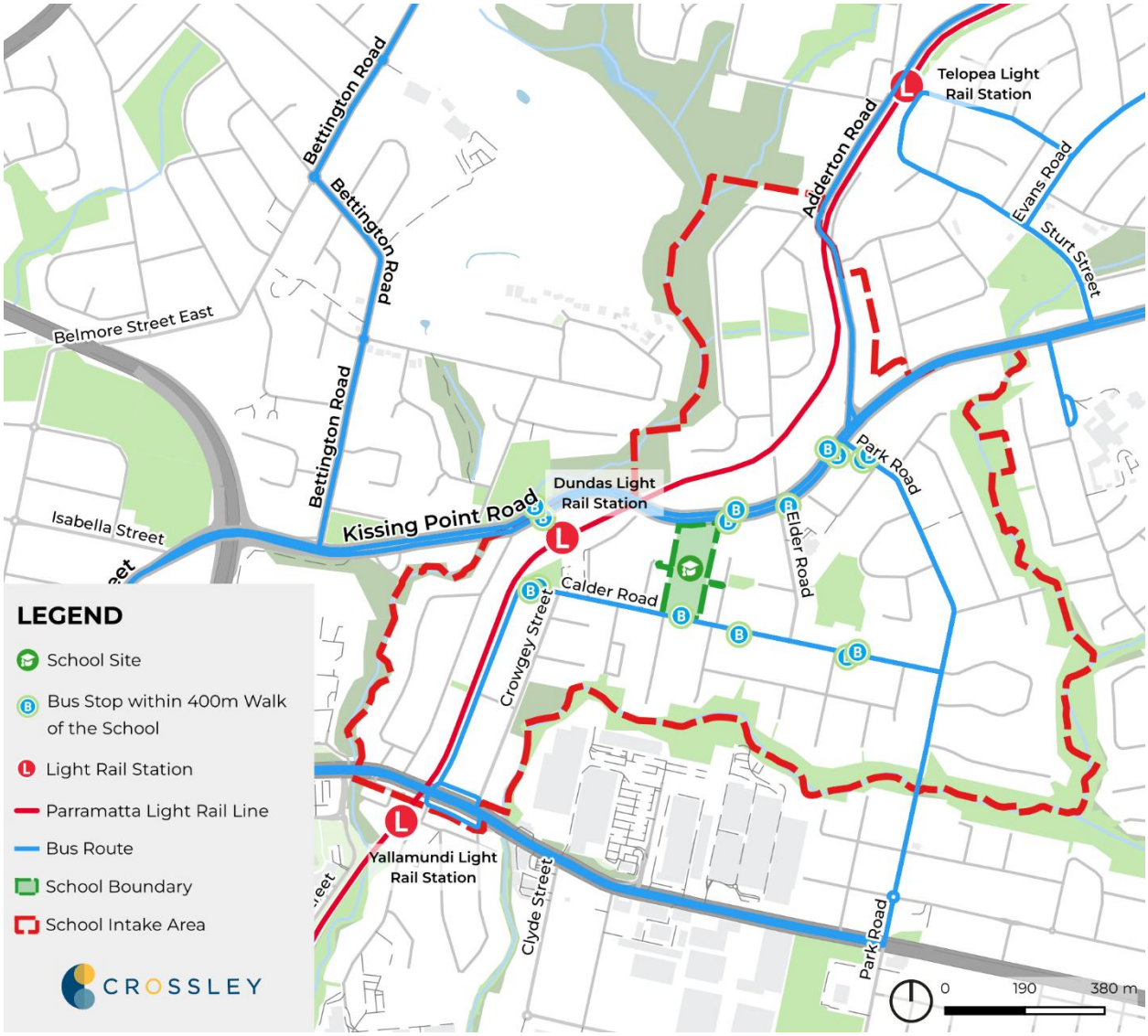

Figure 2-5 Public transport network in the vicinity of the school

The catchment analysis indicates that 95% of students live within an actual 2.3-kilometre walking catchment, and 94% live within a notional 1.6-kilometre catchment of the school. This means the majority of students are ineligible for the School Student Travel Scheme (SSTS).

Among the students who live outside the SSTS zone, only two students (1% of the student population) qualify for a bus pass and live within 400 metres of a bus stop with a route that serves the school. As a result, public transport is unlikely to become a popular travel mode for students at Dundas Public School. This is supported by the results of the hands-up travel survey, which shows that only 1% of students currently use public transport to travel to and from school

Table 2-3 Existing bus routes to Dundas Public School

Route	Type	Destinations	Frequency During Weekday (AM)	Frequency During Weekday (PM)	Aligns with School Travel? (8:40-9:10 & 15:10-15:30)
521	Public Bus	Eastwood to Parramatta via Park Rd	Every hour	Every 30 minutes	Yes
545	Public Bus	Macquarie Park to Parramatta Via Eastwood and Telopea	Every 5-10 minutes	Every 3-10 minutes	Yes
602w	School Bus	St. Patricks, Dundas to Parramatta Station	-	Once at 2:40PM on Thursday and 3:20PM all other days	Yes
605w	School Bus	Westfield, North Rocks to St. Patricks, Dundas	Once at 7:44AM	-	Yes
606w	School Bus	Baker and Pennant Hills Rd to St. Patricks, Dundas	Once at 8:00AM	-	Yes
607w	School Bus	St. Patricks, Dundas to Westfield, North Rocks	-	Once at 2:40PM on Thursday, at 3:30PM and 3:32PM all other days	Yes
608w	School Bus	Parramatta Station to St. Patricks, Dundas	Once at 7:49AM	-	Yes
611w	School Bus	Macarthur GHS to Stewart St and Kissing Pt Rd, Dundas	-	Once 3:29PM	Yes
617w	School Bus	Cumberland High School to Calder Rd and Dudley St, Rydalmere	-	At 3:05PM and 3:10PM	Yes

2.4 Private transport

2.4.1 Road network

Figure 2-6 details the road hierarchy in the immediate vicinity of Dundas Public School. As illustrated, Kissing Point Road runs along the school's northern boundary. Kissing Point Road is classified as a state road and operates at 60 km/h default speed limit with 40km/h school zone speed limit applies during morning and afternoon school peak hours. The remaining roads around the school are all local streets and operate at the default speed limit of 50km/h.

Figure 2-6 NSW Road Network Function Hierarchy around the school (Source: Transport for NSW)

2.4.2 Vehicle access routes

- Staff parking is accessible via Kissing Point Road or Calder Road.
- Designated drop-off / pick up zones operate on Calder Street and Kentworthy Street, with 'no parking' zones permitting similar activity on St Andrews Street.

2.4.3 Crash analysis

The crash history data within the vicinity of the school was sourced from Transport for NSW (TfNSW) for the period 2019 to 2023 and mapped in **Figure 2-7**. The crash analysis identified:

- a major crash cluster located on Victoria Road near the school's southern intake boundary.
- Within an 800-metre walking distance of the school, 24 crashes have been recorded, with 6 of these crashes occurring during school hours and peak times**.** The location and injury types associated with these crashes are detailed below:

1. Non-casualty:
    a. Kissing Point Road (RUM Code: 37): a vehicle collided with another vehicle in the same direction
    b. Calder Road (RUM Code: 71): a vehicle veered left off the road into an object

2. Minor/Other Injury:
    a. Kissing Point Road (RUM Code: 7): a vehicle collided with a pedestrian
    b. Calder Road (RUM Code: 9): a vehicle collided with a pedestrian
3. Serious Injury:
    a. Uralba Place (RUM Code: 85): a vehicle collided with another vehicle
    b. Park Road (RUM Code: 1): a vehicle collided with a pedestrian

The three crashes involving pedestrians along Kissing Point Road, Calder Road, and Park Road that occurred during school hours are recommended for further investigation by Council to help prevent future incidents which could involve students walking or cycling to school.

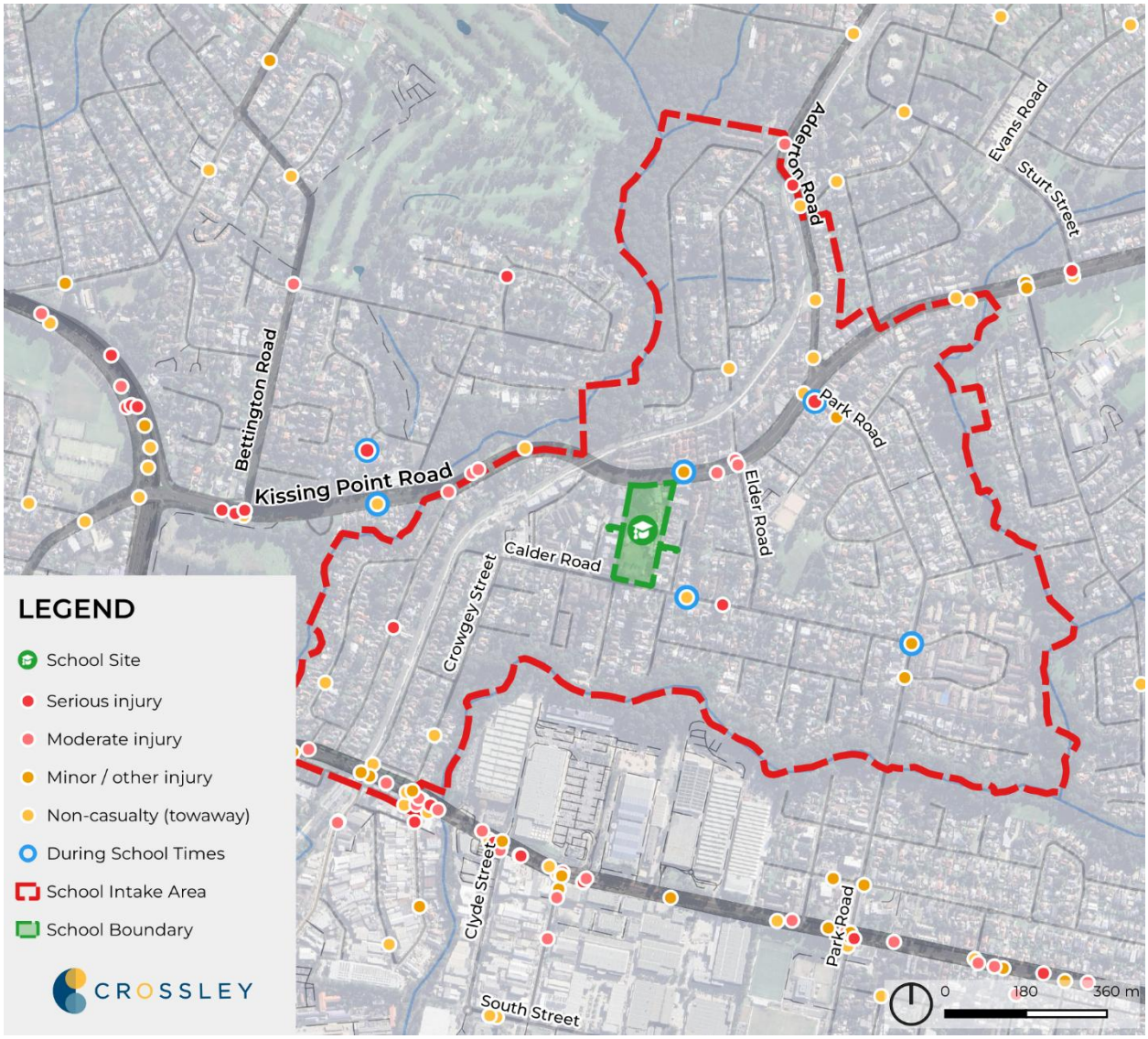

Figure 2-7 Road crashes and casualties near the school

2.4.4 Parking facilities and demand

As illustrated on Error! Reference source not found.**Figure 2-8**, access to the school is facilitated the availability of on-street and off-street parking at- and around the existing site.

Figure 2-8 Parking conditions surrounding Dundas Public School

Off street parking

The staff car park is located on-site and is accessible via the vehicle entry gates on Kissing Point Road and Calder Road. The car park provides a total of 36 spaces, including one accessible parking bay.

Currently, 79% of the 25 staff members (approximately 20 staff) travel to work by car. This suggests that 20 parking spaces are needed to meet current staff demand.

With the anticipated increase of four additional staff members to support the growing student population, an estimated three more parking spaces may be required (assuming a similar car usage rate of 79%). This would bring the total parking demand to approximately 23 spaces.

Given the current capacity of 36 spaces, the existing off-street parking facilities appear to be sufficient to accommodate both the current and potential future staff parking needs

On street parking

The following on-street parking facilities and arrangements are provided in the vicinity of the school.

- *Kiss-and-drop* and *No Parking Zones*: Calder Road is a formalised kiss and drop zone which accommodates up to 4 vehicles at a time. Over a 30-minute peak period, based on a 2-minute average turnover rate, 60 vehicles are able to stop in this area during the morning and afternoon periods. Outside of the operational time, this length of the kerbside can be utilised as visitor parking.
- **Kenworthy Street** provides no parking restrictions from 8:30-9:30am and 2:30-3:30pm along the western side of the road which accommodates approximately 7 vehicles at a time. Over a 30-minute peak period, 105 vehicles are able to stop in this area based on a 2-minute average turnover rate. Outside of the operational time, this length of the kerbside can be utilised as visitor parking.
- **St Andrews Street** provides no parking restrictions at all times along the eastern side of the road which accommodates approximately 12 vehicles at a time. Over a 30-minute peak period, 180 vehicles are able to stop in this area, based on a 2-minute average turnover rate. There are no operational times for this no parking area. Cars can only stay in this area a maximum of 2 minutes at all times of the day.

Across the three sites, the kiss-and-drop zones can accommodate a combined total of **345 vehicles** over a 30-minute peak period. With 52% of the current 331 students being driven to school (approximately 172 children), the combined capacity of the three kiss-and-drop zones—**345 vehicles** over a 30-minute period—is more than sufficient to meet the current demand. Additionally, this capacity can accommodate future increases in student numbers and associated

- **Unrestricted on-street parking:** Unrestricted parking is available along sections of Kenworthy Street, Calder Road, and St Andrews Street providing capacity for approximately 62 parking spaces. This parking provides additional capacity for parents and visitors.

3 Proposed activity

3.1 Site description

3.1.1 Site location

DPS is located at 85 Kissing Point Road, Dundas bound by Kissing Point Road, Calder Road and St Andrews Street.

- Lot 3 DP 610

3.1.2 Site description

The site currently comprises an existing co-education primary (K-6) public school with 9 permanent buildings, 6 demountable structures (1 demountable includes 2 classrooms), interconnected covered walkways, play areas, on-grade parking, sports court and green spaces with mature trees. Majority of the buildings are 1 storey with only one 2-storey building being Building A (Admin/staff hub and amenities building). Buildings are clustered to the north of the site, with the southern part comprising of a large play area/informal sports oval and a sports court.

The site has an area of 1.99 ha and comprises 1 allotment legally known as Lot 3 DP 610.

Figure 3-1: Dundas Public School site boundary (Source: NearMap, taken 30 October 2024)

3.2 Land use and planning considerations

3.2.1 Surrounding land use

Figure 3-2 illustrates the land zoning as identified in the Parramatta Local Environmental Plan 2023 within Dundas.

The primary zoning classifications around the existing school site are R2 – Low Density Residential, R4 – High Density Residential, and RE1 – Public Recreation. The school site itself is classified as R2 – Low Density Residential.

The proposed activity does not change existing land zoning classifications. The surrounding land uses, including residential and public recreation zones, are compatible with the existing and proposed school activities. No land use conflicts are anticipated as a result of the proposed activity.

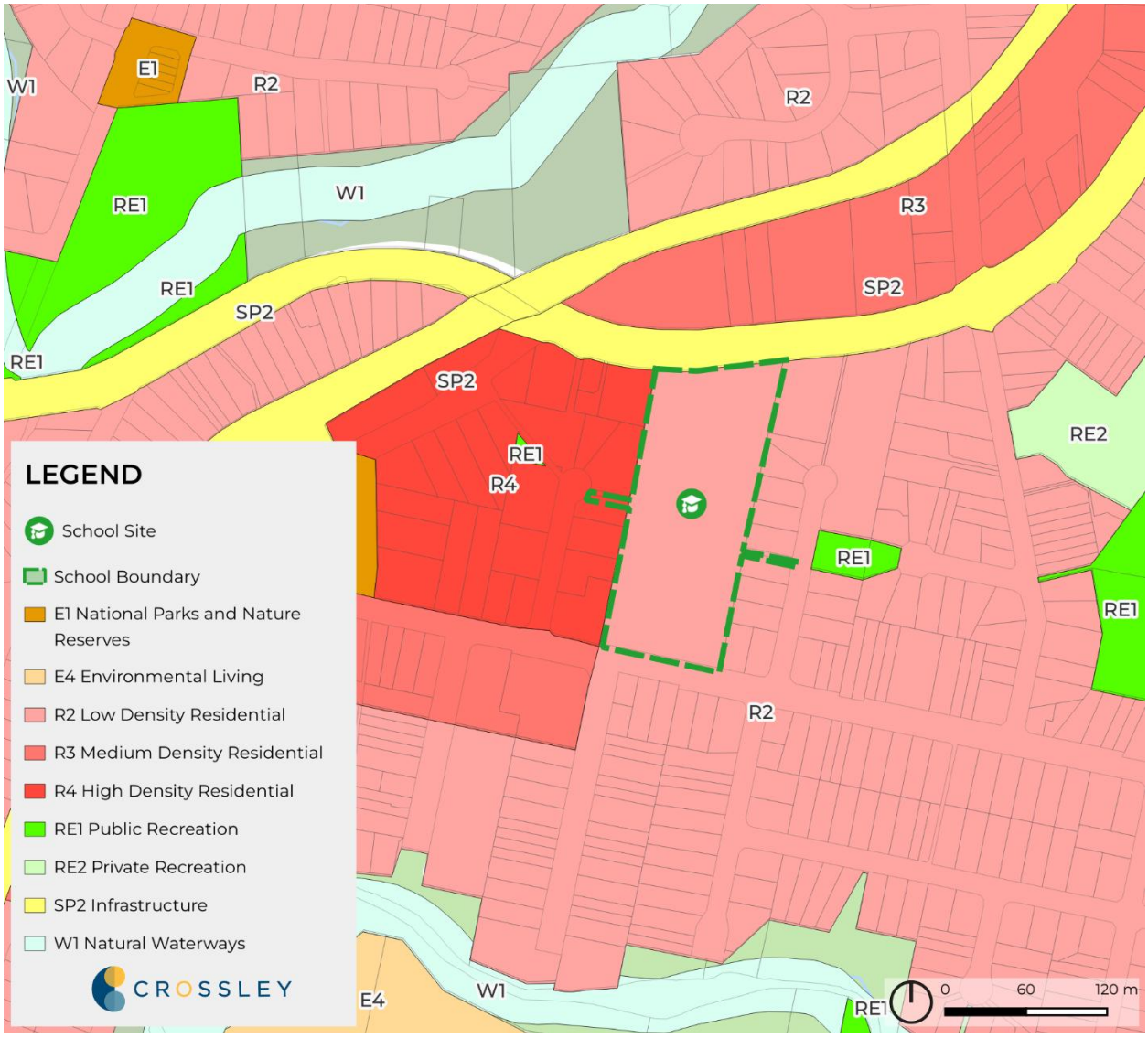

Figure 3-2 Land use zones in the vicinity of Dundas Public School

3.2.2 Future corridor protection requirements

As shown in **Figure 3-3**, there are no corridor protection investigations in the vicinity of the school site.

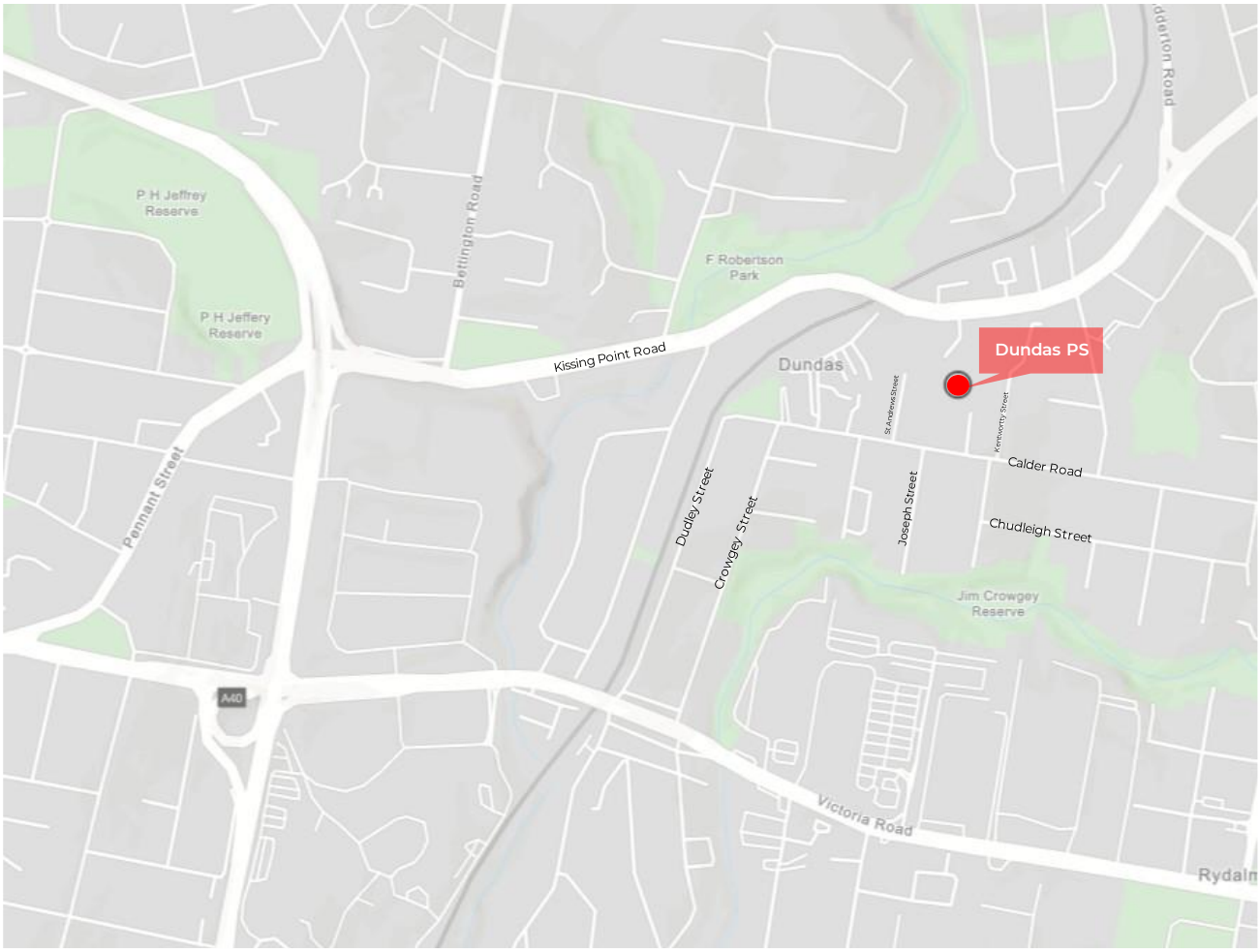

Figure 3-3 Corridor investigations near Dundas Public School (Source: TfNSW Corridor Projects)

3.3 The activity

The activity involves upgrades to the existing Dundas Public School to enhance educational facilities whilst broadly maintaining the current enrolment capacity. The activity is being undertaken by Department of Education under Division 5.1 of the Environmental Planning and Assessment Act 1979 (EP&A) and is classified as development permitted without consent under the State Environmental Planning Policy (transport and Infrastructure (T&! SEPP).

3.3.1 Components of the activity

The proposed activity involves upgrades to the existing school site to include the following:

- Creation of 6 new teaching spaces and 2 learning commons in a single-story building.
- Installation of covered walkways connecting the new building to the existing school network.
- Landscaping and external works around the new building and eastern entry.
- Upgrades to site infrastructure and services to support the new building.

Overall, the activity will increase the number of permanent teaching spaces (PTS) from 9 to 15 and school enrolment capacity from 333 to 345 students.

The activity does not involve changes to:

- Existing vehicle access arrangements for staff, servicing, visitors and caregivers.
- Surrounding road infrastructure or school bus services.

Figure 3-4 Error! Reference source not found. below shows the scope of works for the proposed activity.

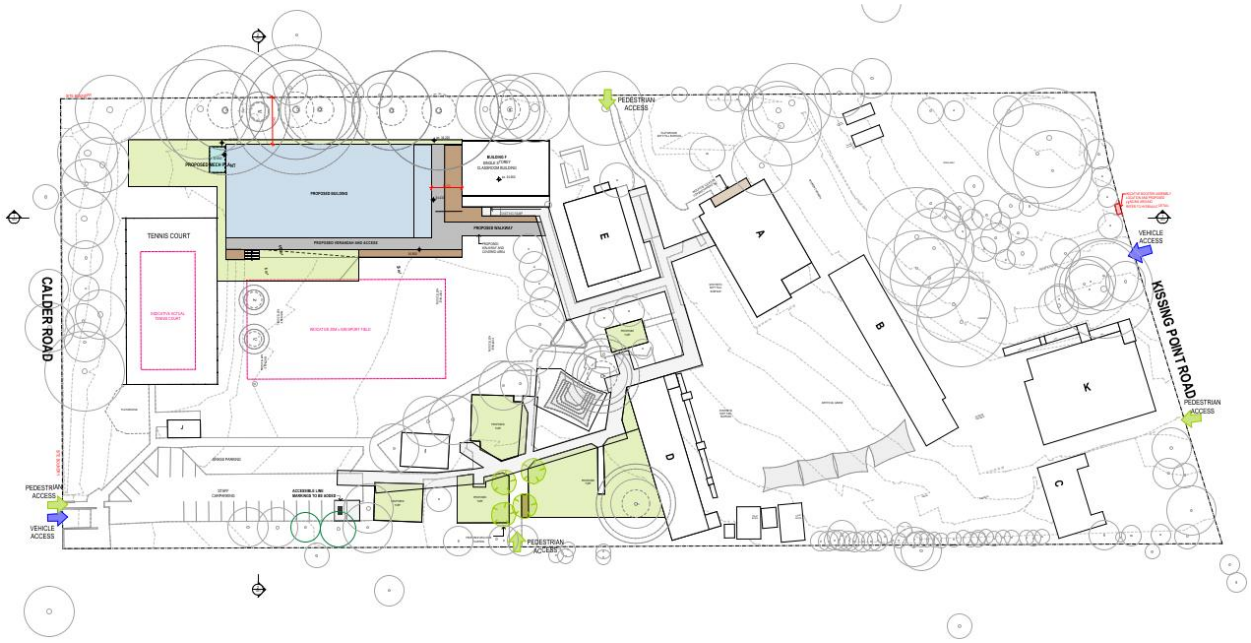

Figure 3-4:Proposed scope of works (Source: Fulton Trotter Architects, Proposed Site Plan (Rev P5))

3.3.2 Construction and implementation

NSW Department of Education has indicated that the upgraded Dundas Public School is expected to be completed by August 2026.

4 Traffic and transport assessment

This chapter assesses the potential traffic and transport impacts of the activity at Dundas Public School (DPS). The assessment considers existing travel behaviour, road network conditions, parking availability, public and active transport connectivity, and potential cumulative impacts from planned developments or infrastructure projects.

4.1 Activity traffic impact

The assessment confirms that:

- The increase in student enrolment, from 333 to 345, represents an addition of 11 students. This change is minimal and can be considered negligible.
- Existing road infrastructure, public transport services, and parking arrangements remain unchanged.
- Active transport infrastructure will continue to support walking and cycling movements without requiring modifications.

Based on the assessment of existing conditions and the nature of the activity, it is concluded that the activity will not impact the surrounding transport network. No further traffic impact analysis or mitigation measures are required.

4.2 Cumulative impacts

A review of planned future developments and transport network changes was undertaken in consultation with City of Parramatta and Transport for NSW (TfNSW) to assess potential cumulative impacts on traffic and transport.

4.2.1 Background growth

The background traffic growth of Dundas Public School is derived from travel zone projections (see **Table 4-1**Error! Reference source not found.). The following travel zone projects are used to assess the population and employment growth for the surrounding area:

- 1111 Dundas Station East
- 1112 Dundas Station West
- 1116 Dundas

Based on the travel zone projection data, the population and employment around Dundas Public School is expected to increase slightly less than 1% per year over the next 15 years.

Table 4-1 Travel zone growth projections in Dundas

Land Use	2016	2021	2026	2031	Average yearly growth
Population	5,016	5,149	5,227	5,438	0.56%
Employment	615	693	839	908	3.2%
Total	5,631	5,842	6,066	6,346	0.85%

4.2.2 Planned Developments

Based on the Development Applications (DAs) lodged with the City of Parramatta Council between 2019 and 2024, several nearby developments are expected to contribute approximately 18 additional trips to the local road network. **Table 4-2** provides an overview of these developments and their projected trip generation.

Table 4-2 Developments expected to generate additional trips in the vicinity of DPS

Location	DA Number	Development type and description	Total dwellings	New Trips
7 St Andrews Street, Dundas, NSW 2117 (LOT 1 & 2 DP: 869976 LOT 7 & 8 DP: 219954)	DA/14/2023	Consolidation of four lots, demolition works, tree removal and construction of a part five- and part six-storey residential flat buildings with three levels of basement car parking	53	18

4.2.3 Conclusion

The cumulative impact of these developments on the local road network is negligible, contributing only 18 additional vehicle trips per peak hour. There are no state significant developments planned in the area.

4.3 Planned transport infrastructure

4.3.1 Active transport

The City of Parramatta Bike Plan outlines the proposed cycling and shared path routes for the Parramatta Cycling Network.

As part of this plan, Council has proposed an on-road cycleway with painted bicycle lanes along Calder Road, Dudley Street, and Park Road. These streets form part of the walking and cycling routes to Dundas Public School, improving connectivity and accessibility for students and the community.

Figure 4-1 visualises the proposed cycling and shared path facilities by Council.

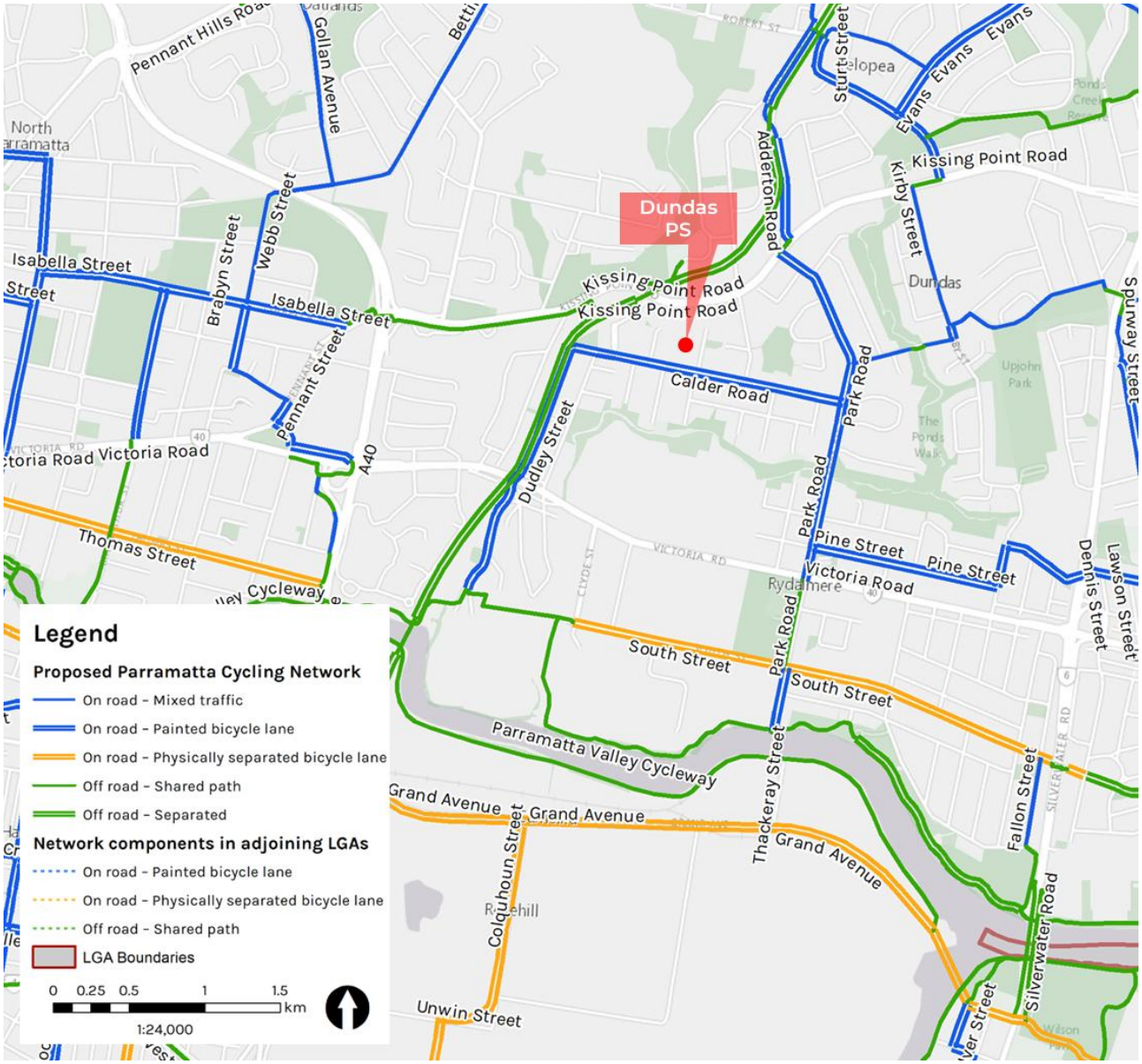

Figure 4-1 Proposed Parramatta Cycling Network (Source: City of Parramatta Bike Plan)

Council is investigating the provision of a new shared path link called the Williams Reserve Dundas Pathway Connection. This link is located east of Dundas Public School, running across Williams Reserve and Arrunga Street Reserve (see **Figure 4-2**). This path aims to provide students living east of the school with a comfortable walking and cycling route to school.

Council advised in the first Transport Working Group (TWG) meeting that funding has not been secured to deliver this link to date.

Figure 4-2 Williams Reserve Dundas Pathway Connection Consultation Plans (Source City of Parramatta, 2023)

4.4 Conclusion

- The activity will not require modifications to existing transport infrastructure.
- The background traffic growth and planned developments in the area will result in minimal cumulative impacts, with only 18 additional peak-hour vehicle trips anticipated.
- No additional mitigation measures are required as part of the REF assessment.
- Council's planned walking and cycling infrastructure improvements within the catchment boundary will improve connectivity to the school and Dundas Light Rail Station; and the proposed Williams Reserve Dundas Pathway Connection will reduce walking distances. These planned upgrades in the long-term will support lower-levels of car-use in the school community.
- It is recommended that the school leverages this opportunity through education and promotion and establishes a school travel plan.

5 Construction traffic and pedestrian management

Effective traffic and pedestrian management is essential during the construction period to ensure safety, minimise disruptions, and maintain smooth movement for all road users, including pedestrians, cyclists, and vehicles. The Construction Traffic and Pedestrian Management Plan (CTPMP) will outline strategies to mitigate construction impacts while ensuring compliance with regulatory requirements and maintaining accessibility to the school and surrounding areas.

The following key traffic management principles should guide the construction phase to address safety, operational efficiency, and environmental considerations.

5.1 Proposed works location

The upgrade of Dundas Public School requires construction vehicle access and construction management planning from Calder Road (see

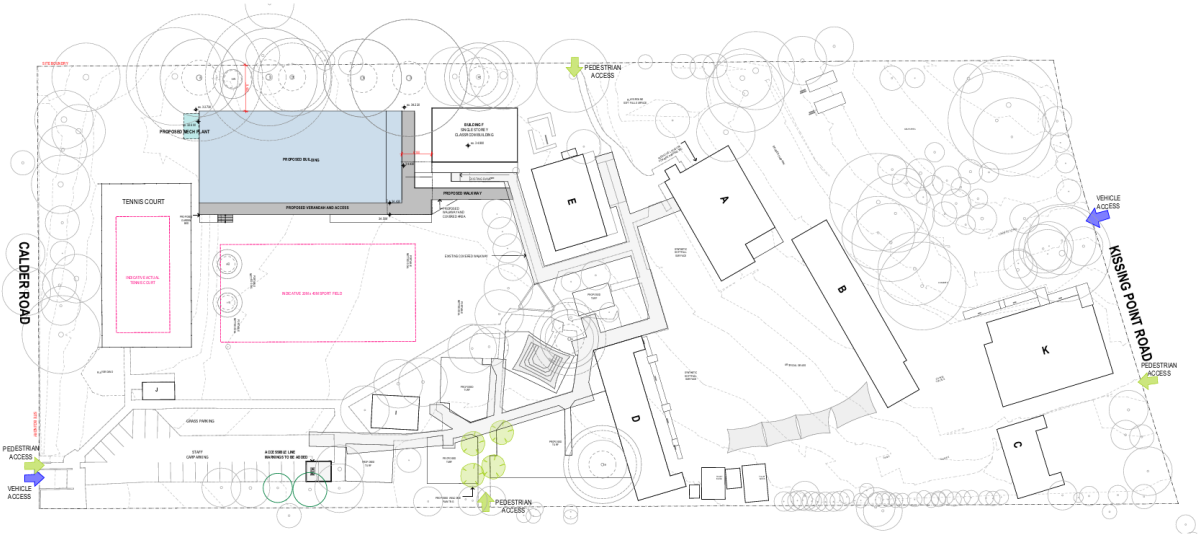

Figure 5-1).

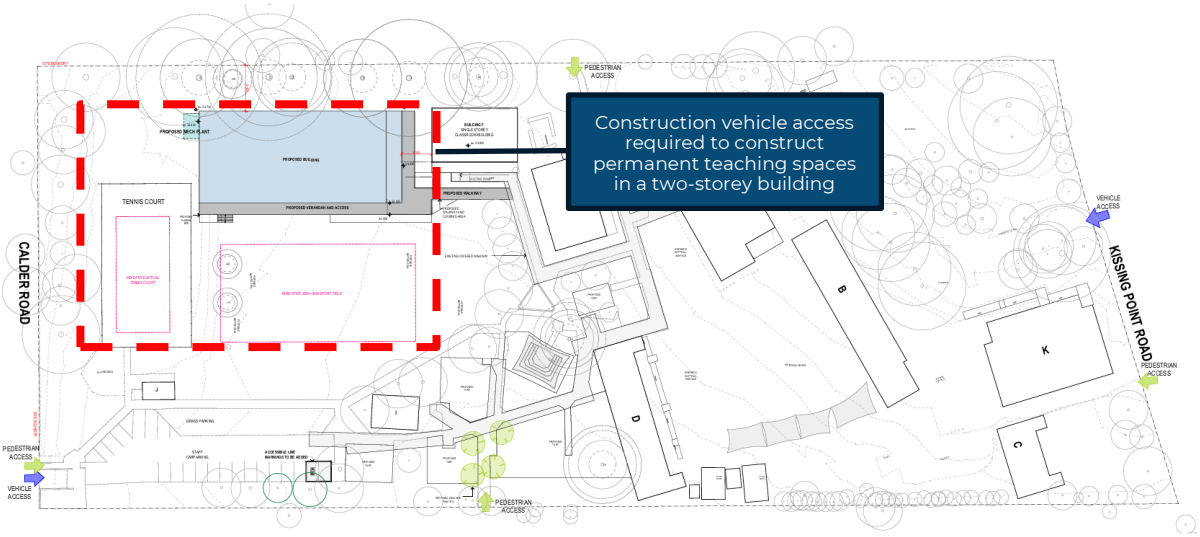

Figure 5-1 Construction vehicle access points

5.1.1 Oversize and Over Mass (OSOM) Vehicle Access

Access routes for construction vehicles are via Calder Road which is shown in **Figure 5-2**Figure 5-2. Heavy vehicles accessing the school are expected to travel along the Kissing Point Road and Park Road before turning onto Calder Road to access the school site.

Under the Heavy Vehicle National Law (HVNL), vehicles exceeding general mass limits must obtain a permit to use local roads. As a result, permits will be required for Park Road and Calder Road during the construction period.

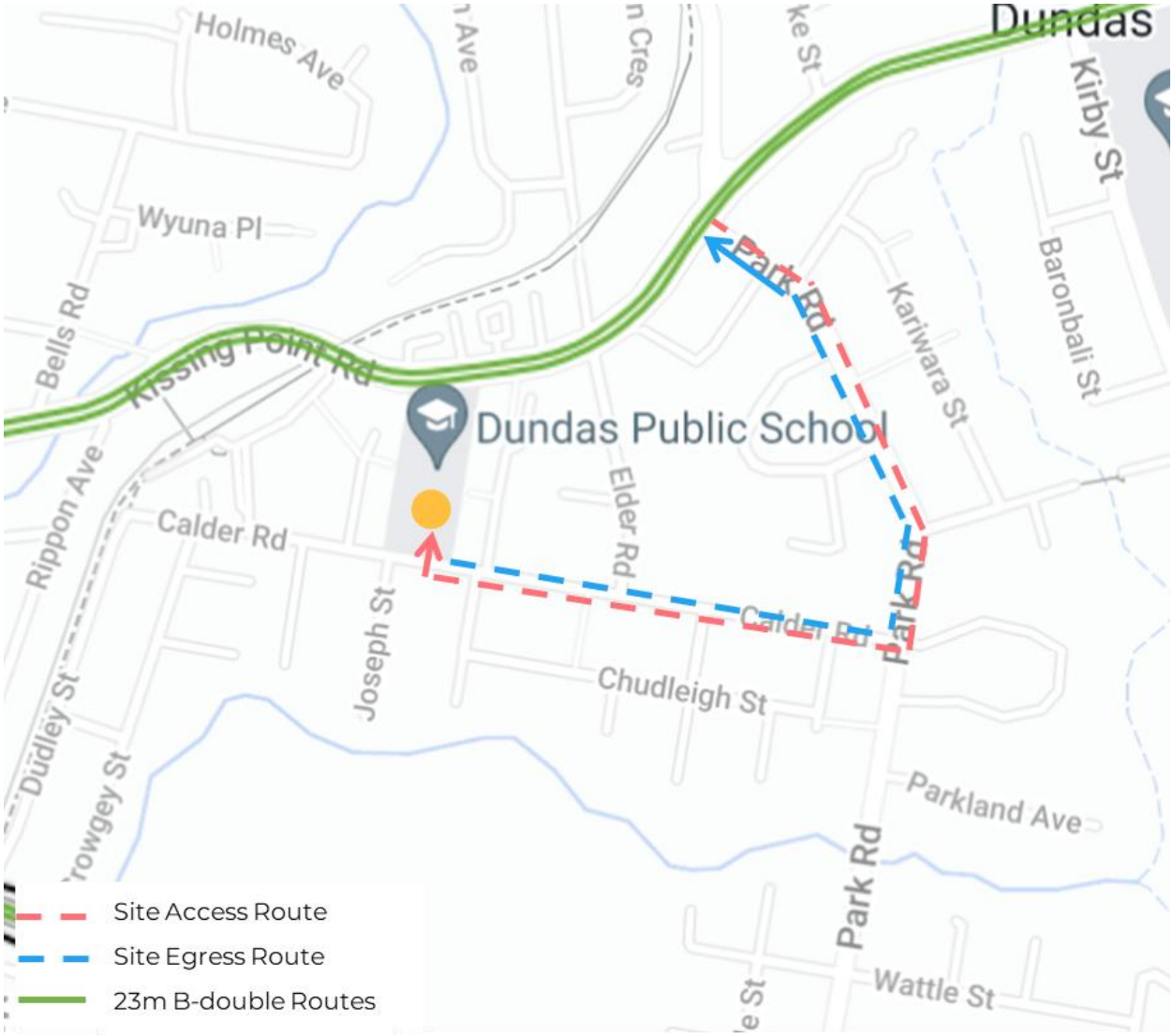

Figure 5-2 Construction vehicle access route

5.2 General principals

During construction, effective traffic and pedestrian management is essential to ensure safety, minimise disruptions, and maintain smooth traffic flow. The following principles should guide traffic management throughout the construction period:

1. Planning and Coordination

- Develop a detailed Construction Traffic and Pedestrian Management Plan (CTPMP) during the detailed design stage prior to the commencement of construction.
- Coordinate works with local government, law enforcement, and relevant transport authorities to ensure compliance with regulations and standards.

2. Communication

- Provide timely information to the public regarding construction schedules, road closures, and alternative routes through multiple communication channels.

3. Construction Impact Mitigation

- Minimise disruptions to all road users, including pedestrians, cyclists, and vehicles.
- Restrict construction and delivery vehicle movements to non-peak traffic periods.
- Ensure continued access for properties, vehicles, pedestrians, and cyclists, with suitable alternative arrangements implemented where necessary.
- Phase construction activities to minimise traffic impacts.

4. Temporary Traffic Control Devices and Signage

- Install clear, consistent, and visible signage to guide road users safely through detours and work zones.
- Use barriers and cones to delineate work zones and guide traffic effectively.
- Provide traffic control to manage and regulate traffic movements during construction.

5. Monitoring and Adaptation

- Continuously monitor traffic conditions and the effectiveness of traffic management strategies.
- Be prepared to make adjustments based on real-time traffic conditions and emerging challenges.

6. Incident Management

- Develop and communicate an emergency response plan to address accidents or unforeseen incidents promptly.
- Implement protocols for rapid incident clearance to minimise disruption to road users.

7. Environmental Considerations

- Implement measures to manage and mitigate environmental impacts, including noise, dust, and other disturbances, to minimise disruptions for nearby residents and businesses.

5.3 Proposed working hours

The construction works will be carried out in accordance with City of Parramatta Council's DCP which stipulates the standard hours of site operation and is summarised in **Error! Reference source not found.**.

Table 5-1: Hours of operation

Day of Week	Hours of Operations
Monday – Friday	7:00am to 5:00pm
Saturday	8:00am to 5:00pm
Sunday & Public Holidays	No work on Sunday or public holidays

It is noted that the New South Wales Environment Protection Authority (EPA) recommends a different set of hours for operation during Saturday (8:00am to 1:00pm).

Dundas Public School will remain in operation throughout the construction works.

Access to site for Construction vehicles and delivery trucks should be limited to outside of school peak times where possible, other than necessary deliveries.

It should be noted that no deliveries should be made outside of construction hours.

The contractor shall be responsible to liaise with Council and TfNSW to obtain the relevant advice and approval if required.

5.4 Parking impact assessment

The on-site car park at Dundas Public School will be temporary closed due to the encroachment of heavy vehicles during their access and egress from the school site. As a result, staff will be required to park in nearby on-street parking spaces for the duration of the disruption.

The school's on-site car park currently accommodates a total of 18 parking spaces. As such, a maximum of 18 additional vehicles will be directed to park on the surrounding streets during this period.

An analysis of the surrounding area, using a Nearmap image dated Wednesday, 30 October 2024, reveals that the on-street parking supply is sufficient to accommodate the displaced staff parking. Available on-street parking locations are illustrated in **Figure 5-3**.

Figure 5-3: On-street parking options

Unrestricted on-street parking is available for staff on the following streets:

- Calder Road
- Yeramba Place
- Adeline Street
- Chudleigh Street

Table 5-2 identifies the amount of parking spaces along each identified street. To calculate the available on-street parking spaces, it was assumed that each car occupies 6 metres in length.

Table 5-2: Available Parking Space

Location	Available Parking Space
Calder Street	23
Yeramba Place	15
Adeline Street	9
Chudleigh Street	9

These streets are within a reasonable walking distance from the school, ensuring that staff can park conveniently without significant inconvenience.

6 Impact Mitigation

The following measures are proposed to mitigate the construction traffic impact generated by the upgrade of Dundas Public School.

6.1 Construction

During the construction period, permits will be required for Park Road and Calder Road. In accordance with the Heavy Vehicle National Law (HVNL), any vehicles exceeding the general mass limits are mandated to obtain a permit prior to using these local roads.

The construction work hours are as follows:

- Monday – Friday: 7:00am to 5:00pm
- Saturday: 8:00am to 5:00pm
- Sunday & Public Holidays: No work on Sunday or public holidays

7 Conclusion

This report has assessed the transport impacts of the proposed upgrade to Dundas Public School (DPS), considering existing conditions, future opportunities, and the scope of works. The assessment aligns with the requirements of the State Environmental Planning Policy (Transport & Infrastructure, 2021) and outlines strategies to mitigate impacts while encouraging active and sustainable travel.

7.1 Key Findings

- The activity involves the addition of 11 students. This change is minimal and can be considered negligible.
- Existing pedestrian, cycling, and public transport infrastructure will continue to support sustainable school travel, with planned improvements enhancing active transport accessibility.
- Future transport infrastructure projects will further support safe and sustainable access to school.

7.2 Recommendations

To address these impacts and promote a safer, more sustainable travel environment for the school community, it is recommended that **DoE** work collaboratively with:

- **Dundas Public School**,
- **Transport for NSW (TfNSW)**, and
- **City of Parramatta (COP)**.

Specific actions for all parties include:

- DoE - **Referral to Transport for NSW** to assess and manage the impact of additional trips on Kissing Point Road and ensure compliance with the SEPP.
- Council **- Implementing local road traffic measures** to maintain safe and efficient conditions on streets surrounding the school.
- Council and DoE - **Delivering pedestrian and cycling infrastructure improvements**, particularly at the three pedestrian gates and along key active travel routes, to support mode share targets.
- DPS - Running **community engagement and education programs** to encourage behavioural shifts toward sustainable travel.

By addressing state and local road impacts and implementing the recommended measures, the school can support its growing community while fostering a safer, more accessible, and sustainable transport environment.