Randwick High School Upgrade
Transport Impact Assessment

Prepared for:
NSW Department of Education

29 August 2025

Prepared by:
Stantec

Project/File:
300305161

Stantec Australia Pty Ltd

Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer	PM Final Approval
A	18/07/2025	Draft TIA pre-survey submission	Nandita Basu	Matt Todd	Volker Buhl	Matt Todd
B	24/07/2025	Addressing BRS comments	Matt Todd	Volker Buhl	-	Matt Todd
C	08/08/2025	SI Planning team comments	Matt Todd	Volker Buhl	-	Matt Todd
D	08/08/2025	STP finalised	Shirley Chen	Matt Todd	-	Matt Todd
E	12/08/2025	Finalising comments	Matt Todd	Volker Buhl	-	Matt Todd
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H	22/08/2025	Modelling comments	Matt Todd	Volker Buhl	-	Matt Todd
I	29/08/2025	SI Planning team comments	Matt Todd	Volker Buhl	-	Matt Todd

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Stantec CVs have been provided in Appendix C

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REF Response

This Transport and Accessibility Impact Assessment (TAIA) and School Transport Plan (STP) has been prepared to support the REF pathway for the Randwick High School Upgrade. As part of the REF requirements, the NSW Department of Education has engaged Stantec to deliver a Transport Impact Assessment that addresses several conditions. Table 0-1-1 outlines the transport conditions to be assessed and documented for this REF, along with our responses.

Table 0-1-1: REF Requirements

REF Requirement	Report Reference and Response
Produce a Transport and Accessibility Impact Assessment that includes:	
Existing road network conditions including the wider state network and local network, speed and parking restrictions, public transport provisions, pedestrian infrastructure, any known road safety issues, and any significant infrastructure gaps identified.	This has been addressed in Section 2
Service and emergency vehicle access • proposed access arrangements for service vehicles (i.e. garbage and other deliveries) and emergency vehicles? – any required mitigation or management measures	This has been addressed in Section 3
Operational Parking including • proposed car parking • proposed bicycle parking • proposed end-of trip facilities • an assessment of likely demand for parking having regard to the expected/target mode share	This has been addressed in Section 4 & 5
Private vehicle drop-off and pick-up including • proposed private vehicle drop-off and pick-up arrangements • expected private vehicle drop-off / pick-up demand based on the expected/target mode share, number of trips / drop-offs and likely dwell time • assess the capacity of the existing / proposed private vehicle drop-off / pick-up areas to accommodate the above demand	This has been addressed in Section 4
Bus drop-off and pick-up including • proposed bus drop-off / pick-up arrangements? • expected bus drop-off / pick-up demand based on the expected/target mode share and likely dwell time?	This has been addressed in Section 5

REF Requirement	Report Reference and Response
Operational traffic impact assessment with the expected trip generation as a result of the proposed development having regard to • proposed number of students and staff • assumed travel mode share for the school developed having regard to: – existing mode share – proposed measures to reduce car-based travel – mode shares achieved for schools with similar use and transport characteristics – data from other nearby schools / previous studies and/or census data • identify how significant infrastructure gaps will be addressed	This has been addressed in Section 6
Construction traffic and access impact assessment, including • proposed construction vehicle routes and site access arrangements, • a high-level assessment of the local road network could accommodate the movements subject to appropriate management, • parking arrangements for construction workers, • a preliminary construction management plan that details management and mitigation measures to minimise impacts and ensure safety of road users and pedestrians.	This has been addressed in Section 7
School Transport Plan including • measures to reduce car-based travel • achievable targets for mode shift with supporting explanation and evidence • provisions for the monitoring and review of the plan	This has been addressed in Section 7

Table of Contents

List of Tables

List of Figures

List of Appendices

1 Introduction

This Transport Impact Assessment has been prepared to support the Review of Environmental Factors (REF) being prepared on behalf of the NSW Department of Education (DoE) for the proposed Administration Building at Randwick High School (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 (NSW DoE) 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, Clause 3.37 of the T&I SEPP.

The purpose of this report is to outline the impacts and mitigations to the transport network and encourage sustainable travel to and from schools.

1.1 Site Description

Randwick High School is located at Avoca Street, Randwick. The school comprises two addresses: 298 Avoca Street, Randwick and Part 90-98E Rainbow Street, Randwick. The real property descriptions are Lot 1 DP 121453 and Part Lot 1738 DP48455. Block A (South) is located within the southern portion of the site as evident in Figure 1-1.

The site is largely rectangular in shape with vehicular access provided from Rainbow Street in the south and Barker Street in the north. Pedestrian access is provided from the abovementioned roads, Avoca Street to the east and Fennelly Street to the west.

The site is zoned SP2 Educational Establishment in accordance with Randwick Local Environmental Plan 2012.

An aerial image of the site is provided in Figure 1-1.

Figure 1-1: Aerial image of the site

1.2 Proposed Activity Description

This report has been prepared to outline the impacts and mitigations to the transport network and encourage sustainable travel to and from schools.

The proposed activity includes the following:

- Tree removal.
- Demolition of ground slab associated with Block A (South).
- Reconfiguration of existing staff carparks.
- Construction of a combined administration (ground floor) and permanent classroom building (first floor).
- Construction of a lecture theatre.
- New pedestrian pathway connections providing access to Block C and H.
- Service connections; and
- Site landscaping works.

An extract of the proposed Site Plan is provided at Figure 1-2.

Figure 1-2: Extract of proposed Site Plan (Bennett and Trimble, 2025)

1.3 Mitigation Measures

The nature of the REF pathway is such that all impacts must be 'closed out' by a mitigation measure. **In effect, the REF pathway requires that all impacts are mitigated such that they are rendered <u>not</u> significant.** For the avoidance of doubt, if there is a significant impact, it **<u>must</u>** be mitigated to ensure that all matters are not considered significant for the conclusion of the REF (refer below Evaluation of Environmental Impacts).

Table 1-1 provides a list of project specific mitigation measures proposed by Stantec and standard mitigation measures prepared by DoE.

Table 1-1: Mitigation Measures

Aspect	MM ID	MM Name	Mitigation Measure	Justification	Timing
Construction	CMMM3	Construction Fencing	Construction site fencing is to be installed around the site. Construction vehicle and pedestrian access points to / from the site are to be clearly designated, signposted and controlled for authorised access only.	-	Construction
Construction	CMMM10	Construction Vehicle Maintenance	No vehicle maintenance is permitted in the construction areas except in emergencies.	-	Construction

Aspect	MM ID	MM Name	Mitigation Measure	Justification	Timing
Construction	CMMM13	Construction Hours	The undertaking of any construction work, including the entry and exit of construction and delivery vehicles at the site, is restricted to the following standard work hours: • Monday to Friday inclusive: Between 7.00am to 6.00pm. • Saturday: Between 8.00am to 1.00pm; and • Sunday and Public Holidays: No work permitted. Where noise levels are not expected to exceed the existing background noise level plus 5dB, and noise monitoring is undertaken in accordance with the *Approved Methods for Measurement and Analysis of Environmental Noise in NSW (EPA, 2022),* works may also be undertaken during the following additional work hours: • Mondays to Friday inclusive: Between 6:00pm to 7:00pm; and • Saturday: Between 1:00pm to 4:00pm. Construction work may be undertaken outside of the standard and additional work hours outlined above, but only if notification has been given to the occupiers of any land within a minimum of 80 metres of the site boundaries before undertaking the work or as soon as is practical afterwards, and only if it is strictly required:	-	Construction

Aspect	MM ID	MM Name	Mitigation Measure	Justification	Timing
Construction	CMMM13	Construction Hours	a) by the police or a public authority for the delivery of vehicles, plant or materials; or b) In an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or c) Where the works are completely inaudible at the nearest sensitive receiver; or d) For the delivery, setup and removal of construction cranes, where notice of the crane related works is provided to Council and affected residents at least seven days prior to the works; or e) Maintenance and repair of public infrastructure where disruption to essential services, required system conditions (such as low-flow conditions for sewers) and/or considerations of worker safety do not allow work within standard hours; or f) Public infrastructure works where work outside the recommended standard hours is supported by the affected community to shorten the length of the project; and g) where it is demonstrated and justified for the need to work outside the recommended construction hours. Except in emergencies, these circumstances are not to be interpreted as endorsement for work outside the recommended standard hours and should be justified in each case. Work schedule convenience or project expedience is not considered sufficient justification. Any departure from this Mitigation Measure must be immediately notified to the Post Approvals and Compliance Team.	-	Construction

Aspect	MM ID	MM Name	Mitigation Measure	Justification	Timing
Construction	CMMM17	Construction Traffic and Pedestrian Management Plan (CTPMP)	A detailed CTMP is to be prepared upon engagement of a contractor for additional demolition works. The CTMP should include: • site-specific risk assessment for managing construction traffic during primary school hours. • specified routes for construction vehicles. • accredited traffic controllers will be provided where pedestrian or cyclist routes are affected • outline a schedule of worker, start and finish times and demonstrate that this does not have any significant impact on local traffic activity.	• To ensure safe, efficient movement of vehicles and pedestrians during construction, mitigating congestion and potential accidents. • To identify and control unique hazards, ensuring the safety of children and other pedestrians when traffic volumes and pedestrian activity are at their highest. • To minimise disruption to local traffic, reduces safety risks, and helps protect sensitive areas from construction-related impacts. • To implement measures to reduce worker car travel, such as shuttle buses from key transport nodes or designated remote pick-up points as necessary.	Construction

Aspect	MM ID	MM Name	Mitigation Measure	Justification	Timing
Construction	CMMM18	Parking Loss Mitigation	An alternative transport operation program will be implemented to encourage staff to use alternative travel modes during the school's construction phase. This initiative will be communicated internally to help minimise the impact of temporary parking loss. Measures include: • Carpooling Program: An internal communications page will be established to identify where staff are travelling from and to facilitate carpooling arrangements. This will help increase vehicle occupancy and reduce overall demand for parking. Staff participating in the program will be allocated priority parking spaces on site to encourage uptake. • Public Transport Promotion: Staff will be encouraged to use public transport options where feasible. Information on nearby bus and train services, including timetables and route maps, will be made available to assist with planning.	The temporary loss of parking will reduce on-site capacity to 103 spaces, which is expected to increase demand and may lead to overspill onto surrounding streets. These strategies aim to ease pressure on parking facilities and support staff mobility until construction is complete.	
Utilities & Infrastructure	UIMM4	Pedestrian Access	Safe pedestrian access in and around the site shall remain unimpeded at all times. Required informative signage and directional information must be provided in appropriate locations. Where necessary, traffic control measures will be implemented.	To ensure pedestrian safety and accessibility.	Prior to the commencement of construction
Operational Transport	OPTMM1	School Transport Plan	Prior to the commencement of operations, a School Transport Plan must be prepared to the satisfaction of the DoE Transport Planning Team. If the school already has a School Transport Plan, the existing plan is to be reviewed and updated if necessary to reflect the impacts of the REF works, to the satisfaction of the DoE Transport Planning Team. A copy of the School Transport Plan is to be provided to the relevant DoE Project Lead for implementation during operations.	-	Prior to the commencement of Operations
Operational Transport	OPTMM2	Cycling- Bicycle Parking for students	At a minimum, provide bicycle parking for students to meet moderate mode share targets. This is equivalent to 45 bicycle parking spaces.	To encourage sustainable transport, specifically, to increase bicycle mode share.	Prior to the commencement of Operations

Aspect	MM ID	MM Name	Mitigation Measure	Justification	Timing
Operational Transport	OPTMM3	Parking	A total of 146 parking spaces must be provided within the site prior to the occupation of the new buildings, which include the Administration Building and Lecture Theatre.	The removal of parking at the school site affects staff's ability to park adequately on site. Full parking capacity should be restored as soon as possible to avoid restricting parking for staff.	Prior to the commencement of Operations

1.4 Evaluation of Environmental Impacts

Potential impacts can be appropriately mitigated or managed to ensure that there is minimal impact on the locality, community and/or the environment. The following is addressed by the development activity (see Section 1.3 for a list of mitigation measures):

- Ability for students to use sustainable modes of travel i.e. by providing bike parking facilities on site and providing bus routes servicing the site and school catchment.
- Ensuring that students and visitors with mobility issues can safely and efficiently access the school site.
- Ensuring that a mechanism is in place for ongoing review and update of the School Transport Plan.

The extent and nature of potential impacts are low. Potential impacts can be appropriately mitigated or managed to ensure that there is minimal impact on the locality, community and/or the environment.

1.5 Policy Context

1.5.1 State Policy and Guidance

State strategic policies and plans relating to transport for Randwick High School are provided in Table 1-2.

Table 1-2:State Strategic Policies and Plans

Document	Description
Guide to Transport Impact Assessment – Technical Guide for Transport Practitioners	The TfNSW Guide to Transport Impact Assessment (TIA) provides a comprehensive framework for evaluating the impacts of transport projects in New South Wales. The guide is designed for transport practitioners to provide best practice guidance and common information. This TIA has been prepared following the guidelines outlined in the document where appropriate.
Future Transport Strategy	The Future Transport Strategy (Strategy) was released in 2022 and supersedes Future Transport 2056, published in 2018. It is a 40-year strategy for Sydney and Regional New South Wales (NSW) prepared by Transport for NSW (TfNSW) to achieve. The Strategy details the strategic directions and responses for delivering TfNSW's vision for safe, healthy, sustainable, accessible and integrated passenger and freight journeys in NSW. Regarding schools, a key action included is the provision of safer walking, cycling and public transport access to schools.
Active Transport Strategy	The "Active Transport Strategy (2022)" sets out the NSW Government's vision to double active transport trips in 20 years. The strategy is built out of the Future Transport and forms the basis for active transport across the state. The plan identifies five focus areas and ambitions, which are supported by short-term (0-5 years) priority moves and deliverable actions. A key action is to provide communities with access to 15-minute neighbourhoods, which provide communities with access to health services, schools, shops, and recreational events within a 15-minute walk or cycle.

Document	Description
Southeast Sydney Transport Strategy	The Southeast Sydney Transport Strategy (2020) by Transport for NSW provides a long-term, integrated plan to support sustainable growth, improve accessibility, and reshape travel behaviour in Southeast Sydney. The strategy prioritises new metro lines, rapid bus networks, active transport, and land use integration to create a more connected, efficient, and liveable region by 2056. The strategy improves connectivity to local services, education, and employment hubs, fostering the development of vibrant centres like Randwick. The key action is to: • provide a metro line from the CBD to La Perouse via Green Square and Randwick, targeted for completion by 2041, and a second metro line from Randwick to Kogarah via Sydney Airport, extending to Miranda, planned for delivery by 2056. • Investment in separated bike routes and enhanced pedestrian access to encourage active modes of travel • Introduction of a rapid bus network to supplement metro services and improve cross-regional connectivity.
Strategic Cycleway Corridors: Eastern Harbour City	The TfNSW Strategic Cycleway Corridors: Eastern Harbour City (2022) initiative is fundamentally centred on creating safe and accessible cycleways that cater to individuals of all ages and abilities. By prioritising safety and inclusivity, the plan aims to encourage cycling as a viable mode of transport for a broader segment of the community. A key objective of the strategy is to enhance connectivity between important centres, precincts, and destinations, making it easier for people to travel between homes, workplaces, and recreational areas. The proposed cycleway corridors are designed to link key centres and major points of interest throughout Eastern Harbour City, with particular emphasis on strategic connections from Randwick to other significant strategic and local centres. Through these well-planned corridors, the initiative seeks to foster greater mobility, reduce traffic congestion, and promote healthier, more sustainable travel options across the region.
Eastern City District Plan	The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning. The Plan recognises the Eastern Harbour City as a national economic and innovation hub, while also focusing on liveability, sustainability, and community wellbeing. The Plan identifies Randwick as a key growth area that will contribute to the housing supply, job creation, and economic opportunities in the Eastern City District and potential benefiting from its proximity to the Harbour CBD and its role in the health, education, and research sectors.

1.5.2 Local Policy and Guidance

Local strategic policies and plans relating to transport for Randwick High School are provided in Table 1-3.

Table 1-3: Local Strategic Policies and Plans

Document	Description
Randwick Community Strategic Plan	The Randwick Community Strategic Plan 2022–2032 outlines a shared vision for a resilient, inclusive and sustainable city, shaped through extensive community consultation. This strategic context provides a framework that supports educational excellence, youth engagement and community wellbeing. The plan emphasises equitable access to learning, creative and cultural development, and sustainable transport. One of the key priorities of this plan is to develop a transport network that prioritises sustainable options, balances movement and place, and ensures safe, efficient travel for all users.
Randwick Active Transport Strategy	The Randwick Active Transport Strategy, endorsed in December 2024, sets out a vision for a city where walking and cycling are safe, accessible and attractive options for everyone. This strategy particularly supports safer travel through improved pedestrian infrastructure, dedicated cycling routes and better connections to public transport. The plan identifies Walking Improvement Areas and a Cycling Network that enhance access to schools, including safer crossings, widened footpaths and protected bike lanes. These initiatives aim to reduce car dependency, promote health and wellbeing, and foster lifelong active travel habits among young people. Walking Improvement Areas in the Active Transport Plan that include the surrounding streets of Randwick High School are: W3: The High Street to Coogee Bay Road corridor, including the University of New South Wales and Prince of Wales Hospital campuses, The Spot, Randwick and nearby schools. The Anzac Parade spine of Kingsford, from the University of New South Wales to the Juniors Kingsford light rail stop, and the connection from the hospital to Maroubra Junction. Cycling Network Plans in the Active Transport Plan that include the surrounding streets of Randwick High School are: • C4: Tier 1 Strategic Cycleway Corridor from Eastlakes to Maroubra and on to Hillsdale via Sturt Street and Bundock Street. • C5: Tier 1 Strategic Cycleway Corridor, Randwick to Bondi Junction. • C9: Extension of the 2015 route, providing access to Coogee Beach and through the health precinct.
Randwick Local Strategic Planning Statement (LSPS)	The Randwick LSPS 2020 sets out a 20-year vision for land use planning that supports a liveable, productive and sustainable city. The LSPS is designed to ensure that local planning decisions and growth management align with these broader strategies, particularly in managing urban growth, infrastructure provision, housing, employment and environmental protection. Key actions of the LSPS include prioritising infrastructure upgrades to improve access through active and public transport networks

Document	Description
Randwick Collaboration Area Structure Plan	The Randwick Collaboration Area Structure Plan, developed as part of the Eastern City District Plan, identifies the Randwick Health and Education Precinct as a key growth and innovation hub. This plan provides a strategic backdrop that supports enhanced integration with nearby tertiary institutions, health services and transport infrastructure. Key actions include improving pedestrian and cycling connections to schools, enhancing public transport access, and fostering partnerships between schools and local institutions to support learning pathways and community engagement. This plan outlines committed growth over a 0–10 year period in proximity to Randwick High School. It includes: 1. A planned cycleway west of Randwick Street Public School. 2. Avoca Street identified as a key movement corridor.
Randwick Integrated Transport Strategy, 2021	The Randwick Integrated Transport Strategy 2021 outlines a vision for a safer, more sustainable and better-connected city through improved transport choices. The strategy supports key actions that enhance access and safety, including upgrades to pedestrian infrastructure, expanded cycling networks and improved connections to public transport such as the light rail. The plan prioritises increasing active transport—walking and cycling mode share—to 35% by 2031, up from a 26% baseline, and aims to reduce car dependency from the 2018–19 baseline of 58% to 45% by 2031 by making these modes more viable and appealing. These improvements not only support wellbeing and independence but also contribute to broader goals of environmental sustainability and reduced traffic congestion near school zones. • Objective 1.1: Provide an additional 30 km of safe cycling routes by 2031 • Objective 1.5: Implement measures to increase safety for people riding bikes or walking in five locations each year until 2031
Randwick Cycle route construction priority, 2015	The Randwick Cycle Route Construction Priority 2015 was developed through community consultation to guide the staged delivery of safe and connected cycling infrastructure across the city. This strategy supports improved student access and safety at Randwick High School through the prioritisation of nearby routes: • Route 4: South Coogee to Kingsford (along Bundock Street and Sturt Street) • Route 5: Coogee to Randwick and UNSW (along Dolphin Street, Judge Street, Coogee Bay Road, High Street) • Route 9: From Coogee Beach via Carr Street to St Pauls at The Spot • Route 2: Anzac Bikeway – Mid ‘A • Route 3: Todman Avenue and Lenthall Street • Pain Reserve Shared Path: On the western border of Rainbow Street Public School, connecting Rainbow Street to Fennelly Street These routes aim to connect residential areas, schools and transport hubs with protected bike lanes and safer intersections, encouraging active travel among students and reducing traffic congestion around school zones.

1.6 Scope of Study

This report has been prepared to assist the Department of Education in their response to the REF for the Randwick High School. This Transport Impact Assessment (TIA) addresses the conditions set out in the REF with regards to the TIA component as set out at the start of this document.

1.7 Report Structure

This report has been developed to comply with the conditions detailed in the REF and in accordance with the guidelines set by Transport for NSW for the development of a Transport Impact Assessment. The report is structured as follows to meet these conditions:

2 Existing Conditions

2.1 Site Location

Randwick High School is located at Avoca Street, Randwick, within the Randwick City Council Local Government Area (LGA). The site is approximately 1.2 km south of the Randwick Town Centre, between Randwick and Juniors Kingsford Light Rail Stations. The site is bounded by Barker Street to the north, Avoca Street to the east, Rainbow Street to the south, and Rainbow Street Public School, Rainbow Street Early Learning & Childcare Centre, residential housing and Inglis Park to the west.

The site is currently zoned as SP2 – Infrastructure (Educational Establishment) according to the NSW Planning Portal Spatial Viewer and is subject to the Randwick Local Environmental Plan 2012. The site has a street frontage to Avoca Street along the eastern extent, a State Road that includes footpaths, street lighting and street trees. Rainbow Street located at the south of the school site is also classified as a State Road.

The surrounding land uses predominantly comprise of E1 – Local Centre, RE1 – Public Recreation, R1 – General Residential, R2 – Low Density Residential and R3 – Medium Density Residential areas, SP2 – Infrastructure (Childcare Centre), SP2 – Infrastructure (Educational Establishment), and SP2 – Infrastructure (Health Service Facilities).

The location of the subject site and the surrounding environment is shown in Figure 2-1 and Figure 2-2.

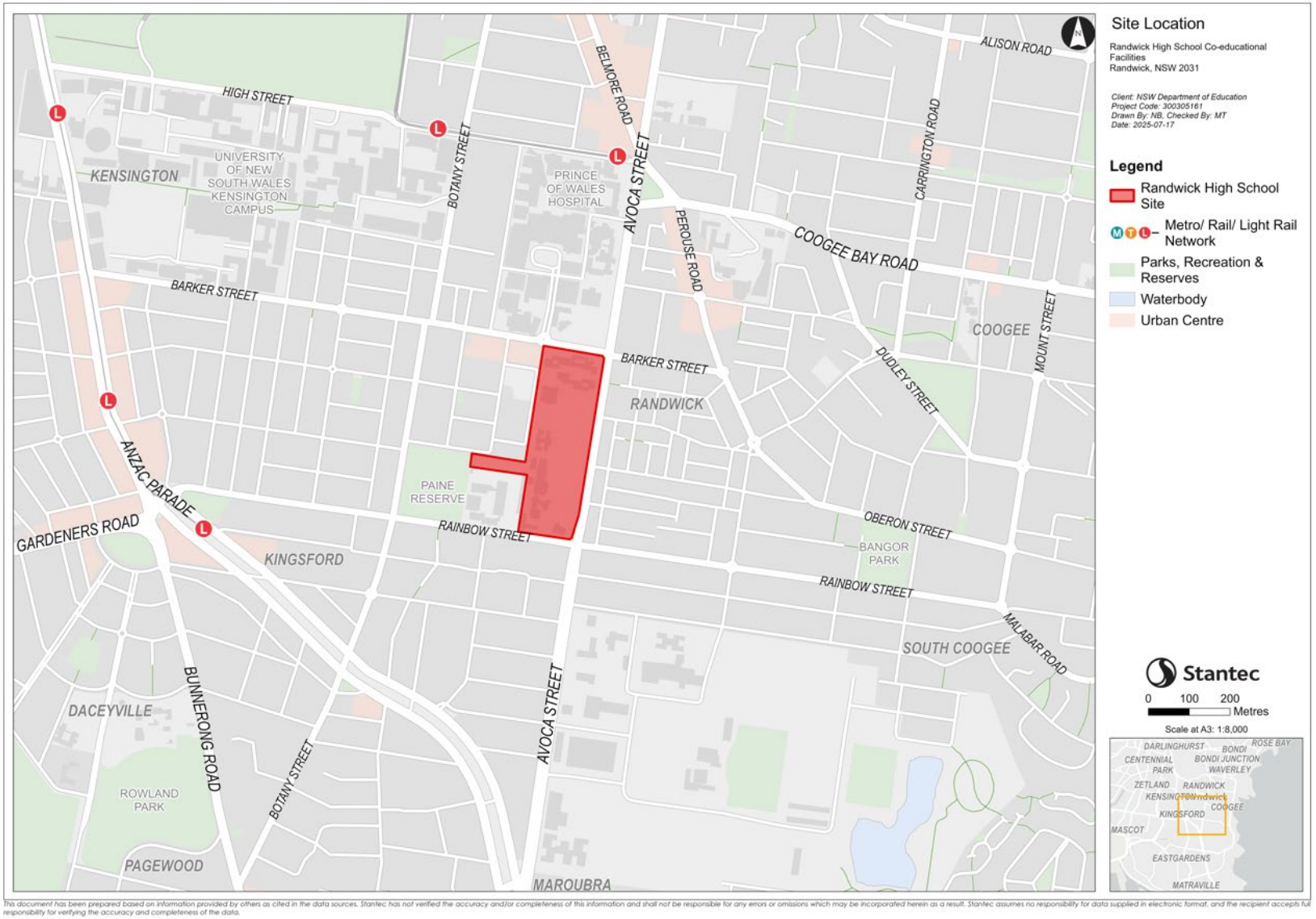


Figure 2-1: Subject Site and Surrounding Environment

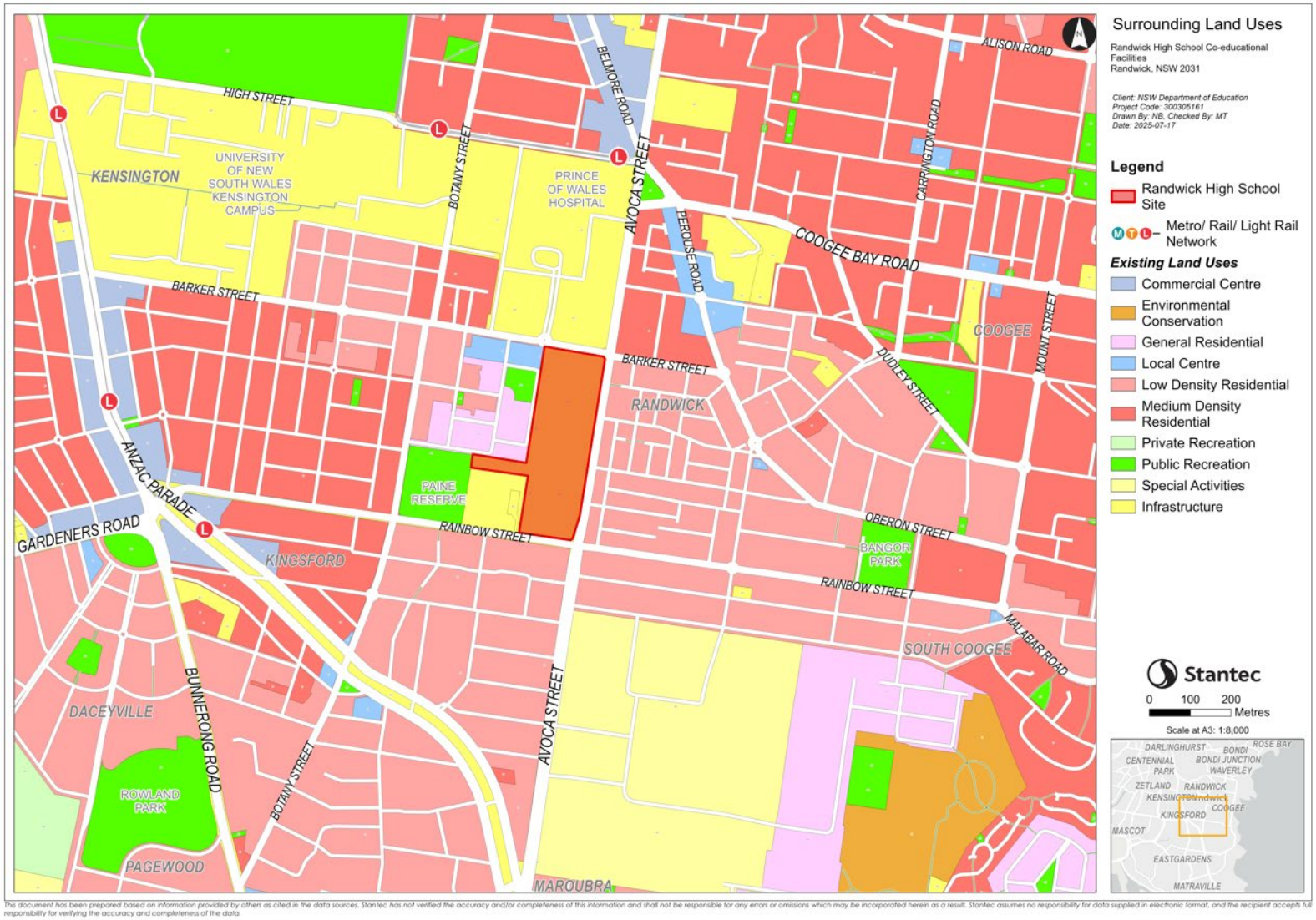


Figure 2-2: Surrounding Land Uses

Base image source: NSW Planning Portal Spatial Viewer, accessed June 2025

2.2 Road Network

2.2.1 Road Hierarchy

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW (TfNSW) is responsible for funding, prioritising, and carrying out works on State roads. State roads generally include roads classified as freeways, state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules.

TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility to high accessibility and low mobility. These road classes are:

- **Arterial Roads** – Controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.
- **Sub-Arterial Roads** – Managed by either Council or TfNSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a sub region or provide connectivity from arterial road routes (regional links).
- **Collector Roads** – Provide connectivity between local sites and the sub-arterial road network and typically carry between 2,000 and 10,000 vehicles per day.
- **Local Roads** – Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

The roads surrounding the site are classified according to the functional hierarchy described in Table 2-1 and shown in Figure 2-3.

Table 2-1: Adjoining Roads

Street	Hierarchy	Description
Avoca Street	Arterial Road	Avoca Street is a state road oriented in a north–south direction along the eastern boundary of the site. It connects with Rainbow Street at a signalised intersection to the south and with Barker Street at a signalised intersection to the north. The road operates as a two-way carriageway, providing two traffic lanes in each direction, set within an approximately 12-metre-wide carriageway. Designated No Stopping and No Parking zones are in place on Avoca Street, particularly during school drop-off and pick-up times, to ensure student safety and maintain traffic flow. Parallel parking is available in certain sections along the eastern side of the road. In addition, bus zones and school bus stops are present, where stopping is prohibited for private vehicles. The speed limit is set at 40 km/h on school days between 8:00 am and 9:30 am, and between 2:30 pm and 4:00 pm for the school zone. Outside of these periods, the speed limit reverts to 60 km/h.

Street	Hierarchy	Description
Rainbow Street	Sub-Arterial Road	Rainbow Street comprises a two-way carriageway, with a single lane of traffic provided in each direction. It connects Avoca Street adjacent to the site to the east and Botany Street to the west. It generally provides one eastbound and one westbound traffic lane with kerbside bus zones, no parking zones and time-restricted parking on both sides. Rainbow street is subject to a posted speed limit of 40 km/h road on school days, while outside these periods, the speed limit reverts to 50 km/h.
Barker Street	Local Road	Barker Street is a local road aligned in the east-west direction and links Avoca Street with Botany Street. It is a two-way road with one lane of traffic in each direction, set within an approximate 11-metre-wide carriageway. On-street parking is available in some sections but is limited and strictly regulated during school zone hours. Accessible parking is available at the south side of Barker Street. Barker street is also subject to a posted speed limit of 40 km/h road on school days, while outside these periods, the speed limit reverts to 50 km/h.

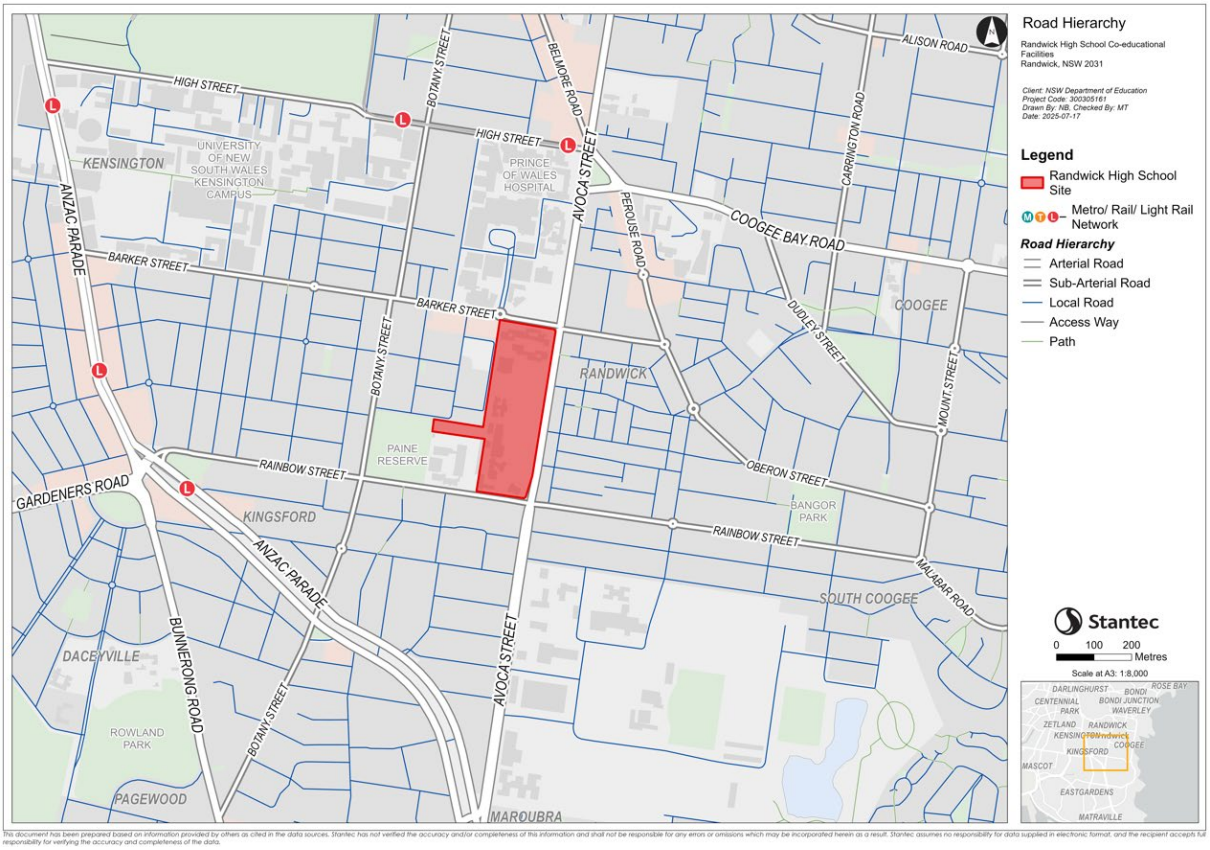


Figure 2-3: Road Hierarchy Surrounding the Site

2.2.2 Surrounding Intersections

Key intersections in the vicinity of the site include:

- Avoca Street/ Rainbow Street (signalised intersection)
- Avoca Street/ Barker Street (signalised intersection)
- Barker Street/ Botany Street (signalised intersection)

Following the merger of the schools into a co-educational facility, student enrolments have remained unchanged. Consequently, no increase in traffic volumes is expected at intersections surrounding the school site.

Student travel patterns are documented later in this report in section 5. Travel patterns are typically assessed during the PM peak, as this period provides the most accurate representation of commuting behaviour. It also coincides with the highest concentration of traffic accessing the site. In contrast, the AM peak is generally more dispersed. Travel survey data collected between 2023 and 2025 shows a 3 percent reduction in private vehicle trips during the PM peak, equating to 43 fewer vehicles (based on an average child vehicle occupancy of 1.3).

Randwick High is well connected by public transport, which as documented in section 5 accounts for 69 percent of student trips during the PM peak. Walking and cycling represent a further 20 percent. These active travel modes will continue to be promoted through the school travel coordinator role that begins following the completion of works at the school site..

Based on these findings, a SIDRA modelling assessment of local intersections is considered unnecessary.

2.3 Public Transport Network

Figure 2-4 below indicates the public transport network surrounding the site.

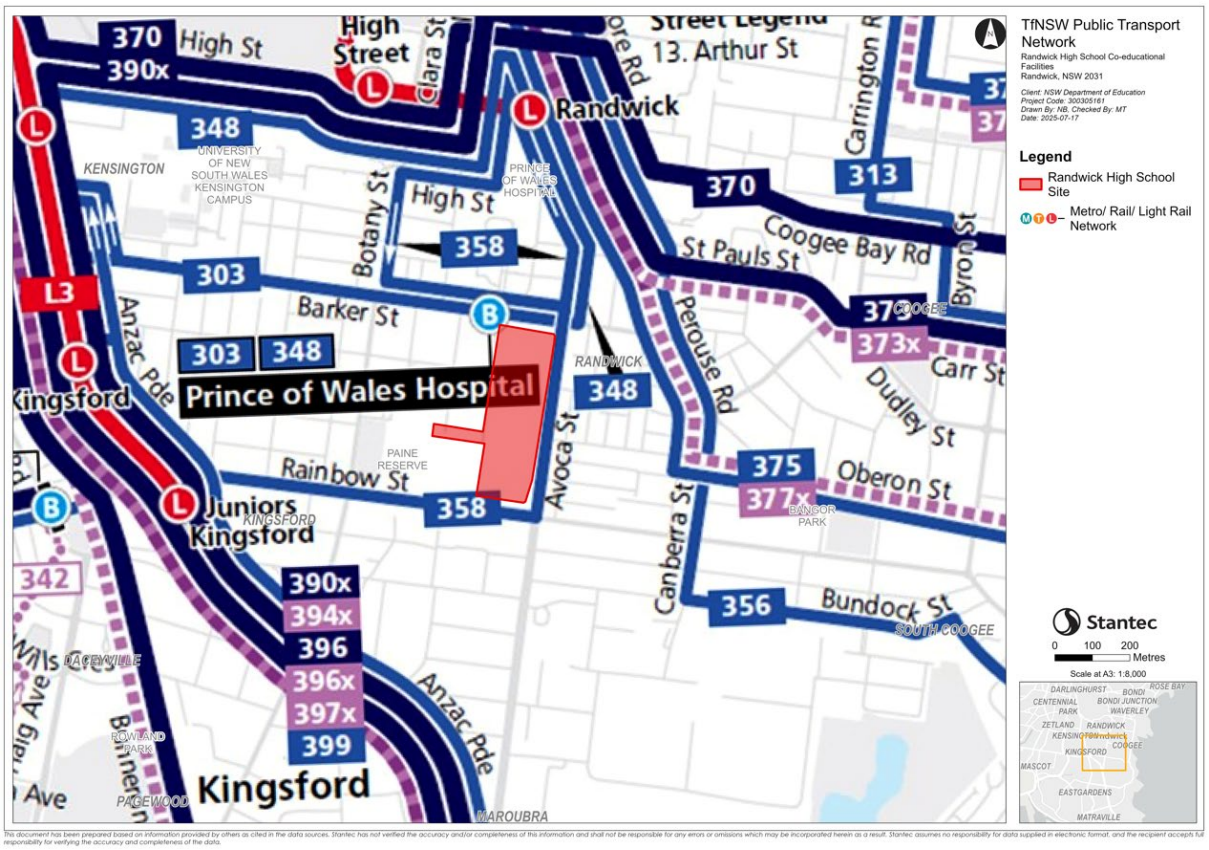


Figure 2-4: TfNSW Public Transport Network

Base image source: Transport for NSW, Accessed June 2025

2.3.1 Light Rail

Randwick Light Rail Stop is located approximately 550-metre walking distance from the site (approx. 8-minutes' walk) which provides connections to Circular Quay via Sydney CBD, Moore Park and Surry Hills. The station provides a high frequency service, with services departing every 7 minutes during peak periods.

2.3.2 Buses

Randwick High School, is serviced by several bus stops located directly outside its boundary along Rainbow Street, Avoca Street, and Barker Street. Along the school boundary, there is a 350-metre-long bus zone on Avoca Street, a 35-metre bus zone on Rainbow Street, and another 22-metre bus zone also on Rainbow Street. Two additional bus zones, each approximately 20 metres in length, are situated on the south-eastern and north-eastern sides of Avoca Street. Public and school bus services to and from Randwick High School are operated by Transdev John Holland Buses.

The extent of the bus network and bus stop surrounding the school is shown in Figure 2-5.

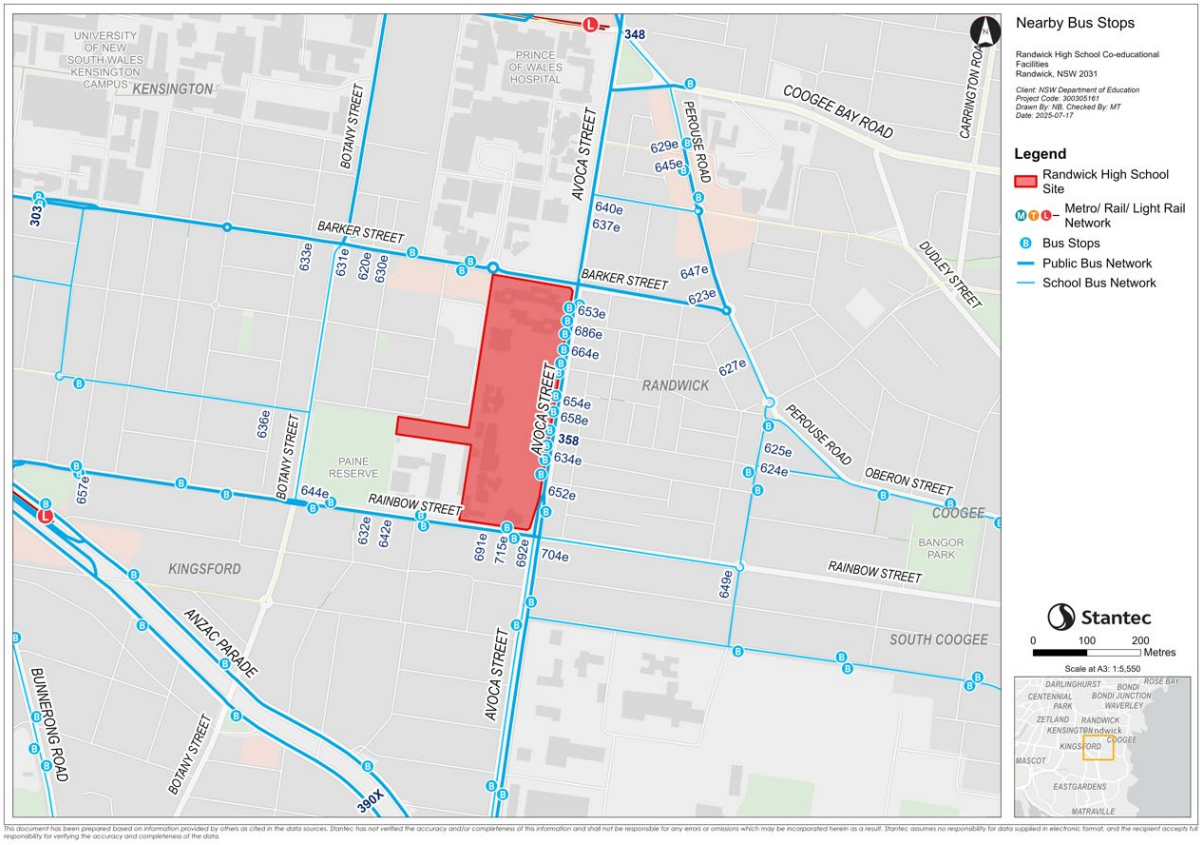


Figure 2-5: Nearby Bus Stops

A range of bus routes service the school, primarily school buses that operate once daily, either in the morning or afternoon. These buses connect Randwick High School with neighbouring suburbs such as the Sydney CBD, Bondi Junction, Kingsford, Waterloo, and Maroubra. The area is also served by public bus routes 303, 348, 358, and 390X. In addition to these services, bus stops along Anzac Parade

provide connections to broader catchment areas. Bus service frequency within the immediate vicinity generally ranges from 8 to 30 minutes on weekdays and weekends.

Table 2-2 lists all the bus services which arrive and depart from the bus stops located directly outside Randwick High School, their frequencies and key origins/destinations.

Table 2-2: Bus Routes Servicing School[1]

Route	Route Name	AM Arrival Time	PM Departure Time	Bus stop location
School Buses				
Randwick High School, Avoca Street (western side, ID: 2031141, 2031142, 2031143, 2031144, 2031145, 2031146, 2031147, 2031148, 2031149, 2031150, 2031151, 2031186, 2031193)				
624E	Bondi Junction to Randwick Girls HS	8:37, 8:41	-	School bus bay Avoca Street (western side)
625E	Watsons Bay to Randwick Girls HS	8:42, 8:44	-	
632E	Gardeners & Botany Rds to Randwick High Schools	8:18, 8:20	-	
634E	Eastgardens to Bondi Junction	8:28		
642E	Eddy Avenue to Randwick High Schools	8:41, 8:42	-	
644E	Elizabeth & Wellington St to Randwick High Schools	8:43, 8:45	-	
649E	Maroubra Junction to Randwick High Schools	8:41, 8:42	-	
652E	Maroubra Junction to Brigidine College Randwick	8:11, 8:32		
654E	Little Bay to Brigidine College Randwick	~8:02	-	
658E	La Perouse to Brigidine College Randwick	~ 8:00	-	
691E	Little Bay to Waverley College	~ 7:41	-	
692E	Mascot to Waverley College	~ 7:56	-	
715E	Mascot Public School to Rose Bay Secondary College	~ 7:56	-	
620E	Randwick Boys HS to Bunnerong Rd near Perry St	-	3:05, 2:25 (TuW) - 3:22, 3:25 (MThF)	
621E	Randwick Girls High School to Matraville	-	3:07, 2:27 (TuW) - 3:22 (MThF)	
623E	Randwick Boys HS to Bondi Junction	-	3:03, 2:28 (TuW) - 3:22 (MThF)	
627E	Randwick Boys HS to South Maroubra	-	3:03, 2:28 (TuW) - 3:26 (MThF)	
629E	Randwick Boys HS to Clovelly Beach	-	3:02, 2:26 (TuW) - 3:26 (MThF)	
630E	Randwick Boys HS to Central Railway Square	-	3:04, 2:26 (TuW) - 3:25 (MThF)	

[1] *Source: Transport for NSW – Accessed June 2025*

Route	Route Name	AM Arrival Time	PM Departure Time	Bus stop location
631E	Randwick Boys HS to Racecourse Pl near Gardeners Rd	-	3:03, 2:25 (TuW) - 3:25 (MThF)	
633E	Randwick Girls High to Kingsford	-	3:09, 2:30 (TuW) - 3:23 (MThF)	
636E	Randwick High Schools to Gardeners & Botany Rds	-	3:08, 2:30 (TuW) - 3:31 (MThF)	
637E	Randwick High Schools to Waterloo	-	3:03, 2:26 (TuW) - 3:25 (MThF)	
640E	Randwick High Schools to Railway Square	-	3:02, 2:25 (TuW) - 3:25 (MThF)	
645E	Randwick High Schools to Albion & Macpherson St	-	3:03, 2:25 (TuW) - 3:28 (MThF)	
647E	Randwick High Schools to North Bondi	-	2:45, 2:25 (TuW) - 3:22 (MThF)	
Avoca Street opp Randwick High School (eastern side, ID: 2031139, 2031140)				
634E	Eastgardens to Bondi Junction	-	3:35, 3:53	Avoca Street opp School (eastern side)
653E	Marcellin College Randwick to Matraville	-	~ 3:30	
657E	Marcellin College Randwick to Eastgardens	-	~ 3:27	
664E	St. Clares College Waverly to Matraville	-	~ 3:25	
686E	Waverley College to Malabar	-	~ 3:42	
704E	Moriah College Queens Park to Maroubra Beach	-	~ 3:49	
Randwick High School, Rainbow Street (northern side, ID: 203272)				
692E	Mascot to Waverley College	~ 7:55	-	*Rainbow Street (northern side)*
715E	Mascot Public School to Rose Bay Secondary College	~ 7:55	-	
Rainbow Street opp Randwick High School (southern side, ID: 203275)				
657E	Marcellin College Randwick to Eastgardens	-	~ 3:28	*Rainbow Street* opp School *(southern side)*
Public Buses				
Randwick High School, Avoca Street (western side, ID: 2031151)				
358	Sydenham to Randwick (Loop Service)	8:43, 8:53	-	*Avoca Street (western side)*
Avoca Street opp Randwick High School (eastern side, ID: 2031139, 2031140)				
358	Sydenham to Randwick (Loop Service)	-	3:32, 3:42	Avoca Street opp School (eastern side)
390X	La Perouse to Bondi Junction (Express Service)	-	3:32, 3:40	
Randwick High School, Rainbow Street (northern side, ID: 203272)				

Route	Route Name	AM Arrival Time	PM Departure Time	Bus stop location
358	Sydenham to Randwick (Loop Service)	8:42, 8:52	-	*Rainbow Street (northern side)*
Rainbow Street opp Randwick High School (southern side, ID: 2032725)				
358	Sydenham to Randwick (Loop Service)	-	3:35, 3:45	*Rainbow Street* opp School *(southern side)*
Randwick High School, Barker Street (southern side, ID: 2031186)				
348	Wolli Creek to Prince of Wales Hospital	8:39, 8:51	-	*Barker Street (southern side)*
303	Sans Souci to Prince of Wales Hospital	8:21, 8:51	-	
Barker Street opp Randwick High School (northern side, ID: 2031185, 2031208)				
303	Sans Souci to Prince of Wales Hospital	-	3:35, 3:50	*Barker Street* opp School *(northern side)*
348	Wolli Creek to Prince of Wales Hospital	-	3:00, 3:30	
358	Sydenham to Randwick (Loop Service)	-	3:30, 3:40	

Bus Service Demand Analysis

Demand assessment for school buses takes into account students residence location and eligibility for the School Student Transport Scheme (SSTS). Eligibility for the SSTS and school subsidies are determined by the student's residence in relation to the school. High school students residing beyond a 2 km notional distance or a 2.9 km actual route distance from the school are deemed eligible for the SSTS.

School Student Transport Scheme

The School Student Transport Scheme (SSTS) provides eligible school students with free or subsidised travel from home to school. The scheme includes free travel to and from home and school on approved public transport services during school term with a School Travel Pass.

An online application form must be completed. School Travel Passes are issued by Transport for NSW under the SSTS, in the form of a School Opal Card. Students in Years 6-12 are eligible for a School Travel Pass if the straight-line distance from their home address to school is more than 2.0 km, or if the walking distance from home to school is 2.9 km or further. Students within this zone may be eligible for a School Term Bus Pass.

The 2.0-km straight line distance from the school is illustrated in Figure 2-6**.** Eligibility for the SSTS generally only applies to students living outside the labelled zone. For more detailed information (or for the details on the walking distance to the School), parents and students should seek further advice via the NSW Gov website. The proportion of students who are eligible for SSTS is shown below:

Table 2-3: Proportion of Students Eligible for SSTS

Catchment	No. of Students	% of Students
Outside 2,000m straight line distance	569 (6-12)	40%

Based on the analysis conducted, it has been determined that 40% of the student population meets the eligibility criteria for the school bus pass.

Students who are ineligible for free travel may be eligible for a School Term Bus Pass. The current cost is $55 per term. School Term Bus Passes are issued by Transport for NSW under the SSTS, in the form of a School Opal card. Students in Years 6-12 are eligible to buy a Pass if the straight-line distance from their home address to school is less than 2.0 km.

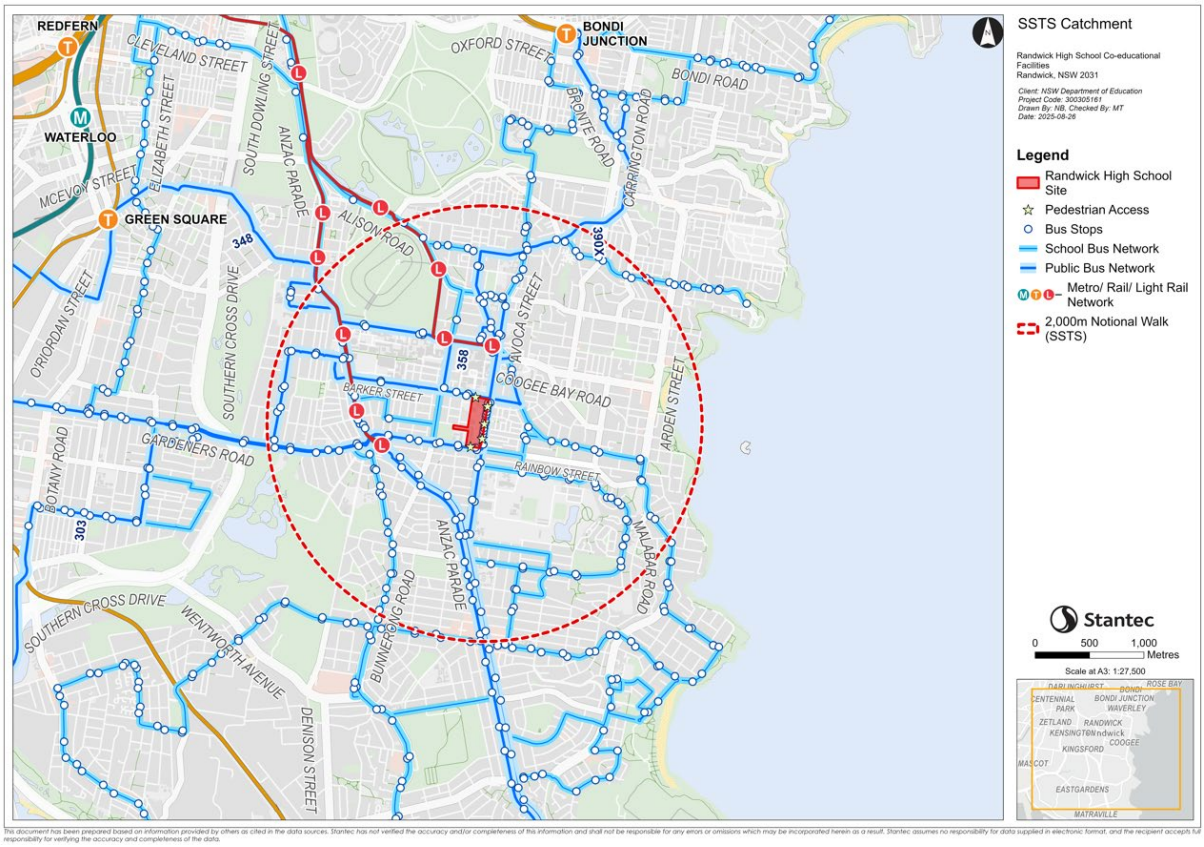


Figure 2-6: SSTS Catchment

2.3.3 Bus Drop-off and Pick-up Demand

The bus stop along Avoca Street currently provides enough capacity for 12 buses at a single time. Existing bus bay is approximately ~340m.

Currently there are 13 buses stopping at Randwick bus bay during the AM peak period and 19 in the PM peak period. Areas still requiring bus access include Clovelly, Kensington, and North Randwick. Key existing school bus routes which service population living outside of SSTS during PM peak period include the 629E, 637E, 640E, 645E, and 647E. Besides school buses, three public buses stop during AM peak period and four public buses stop during PM peak period at Avoca Street, Rainbow Street and Barker Street bus stops.

2.4 Walking/ Pedestrian Infrastructure

The site is currently well serviced by existing footpaths along both sides of the surrounding roads (Figure 2-7), particularly towards the Randwick Light Rail Stop. The level of pedestrian amenity within the surrounding road network is good, with pedestrian infrastructure (footpaths, kerb ramps, street crossings) complemented with tree planting and street lighting.

Signalised pedestrian crossings are provided at the intersections of Avoca Street and Rainbow Street, as well as Avoca Street and Barker Street. Additionally, a signalised crossing is located between the childcare centre gate and the gate of Rainbow Street Primary School, as illustrated in Figure 2-7. Refuge islands are provided on three legs of Barker Street and Easy Street roundabout. Currently there is a missing pedestrian crossing at the southern leg of Rainbow Street / Avoca Street intersection.

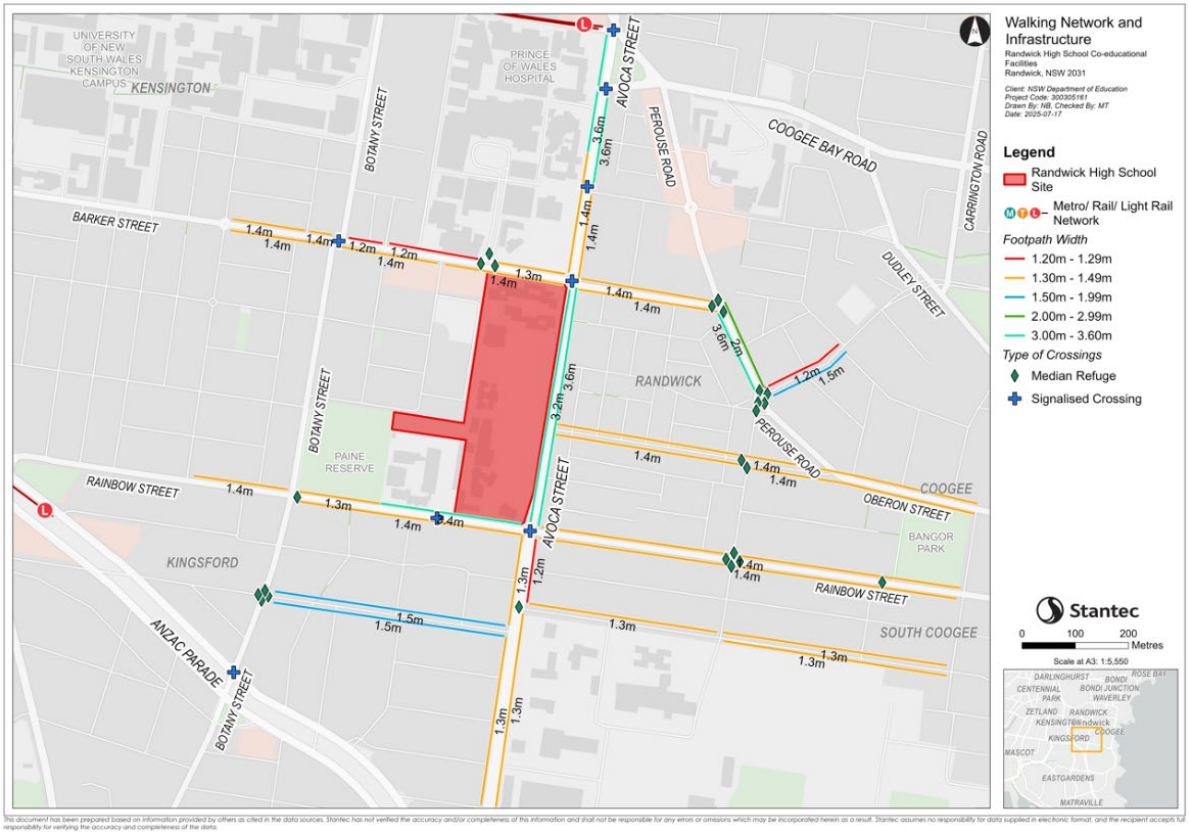


Figure 2-7: Walking Network and Infrastructure

2.4.1 Walking Infrastructure Demand Analysis

Footpath

An assessment has been undertaken to evaluate the Level of Service (LOS) provided by the footpaths situated along the key pedestrian routes to Randwick High School. This evaluation has been conducted in accordance with the guidelines outlined in the Transport for NSW (TfNSW) Walking Space Guide.

For the purpose of this assessment, it has been assumed that the footpaths along the key routes (Figure 2-8) to Randwick High School correspond to either Type 2 or Type 3 footpath classifications, as detailed in Table 2-4 of the TfNSW Walking Space Guide. These classifications are typically assigned based on factors such as pedestrian volume, adjacent land use, and the strategic importance of the route for school access.

In line with best practice and to ensure a safe and comfortable walking environment for students, staff, and other pedestrians, it is recommended that a minimum LOS C be achieved for these footpaths, as specified in Table 2-5 of the Guide. Level of Service C represents a standard where pedestrian movement is generally unimpeded, with sufficient space and minimal delays, thereby supporting both safety and accessibility objectives.

Table 2-4 TfNSW Walking Space Guide

Type 2	**7-69 PPHr**	Residential areas that include row or town houses or up to 3 storey residential flat buildings/mixed use residential buildings or medium intensity employment areas (up to 3 storey campus model business parks), hotel/motel, one or two shops	Adjacent to regional cycle lane 0-200m from a bus stop (excluding stops with less than 10 services per day) 0-600m from a LR/Bus Rapid Transit (BRT) stop 400-800m from a train/ metro station	Within two blocks of a local place of interest (Table 2B List 1)
Type 3	**70-399 PPHr**	Streets with shops, food and drink premises, entertainment uses or services, residential areas that include residential flat buildings/mixed use residential buildings greater than 3 storeys or medium employment industrial areas	0-400m from a train/metro station *Footpath adjacent to retail – 0-200m from a bus stop 0-300m from a LR/BRT stop*	Within one block of a local place of interest (Table 2B List 1) or Within two blocks of a regional place of interest (Table 2B List 2)

Table 2-5 Walking Space and LOS

Footpath Type	Adjacent to Active Edge	Walking Space and LOS Types 1-4 Minimum Walking Space in metres (m) Type 5 Minimum Walking Space in metres (m) and Maximum Peak Hour flow rate in PPMM					
		LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
Type 1	-	2.7	2.3	2.0	1.6*	1.3*	Less than 1.3*
Type 2	-	3.0 + 0.6 Passing Zone	2.7 + 0.6 Passing Zone	2.3 + 0.6 Passing Zone	1.9 + 0.6 Passing Zone	1.6 + 0.6 Passing Zone	Less than 1.6 + 0.6 Passing Zone
Type 3	Not Adjacent	3.9	3.5	3.0	2.6	2.2	Less than 2.2
	Adjacent	4.3	3.8	3.2	2.8	2.3	Less than 2.3

The assessment findings indicate that in order to meet the minimum LOS C target, certain improvements or interventions may be required. These could include widening footpaths, addressing obstructions, or enhancing pedestrian crossings, depending on the current conditions observed along the assessed routes. The key routes and the LOS of surrounding footpaths are shown in Figure 2-8 and Figure 2-9.

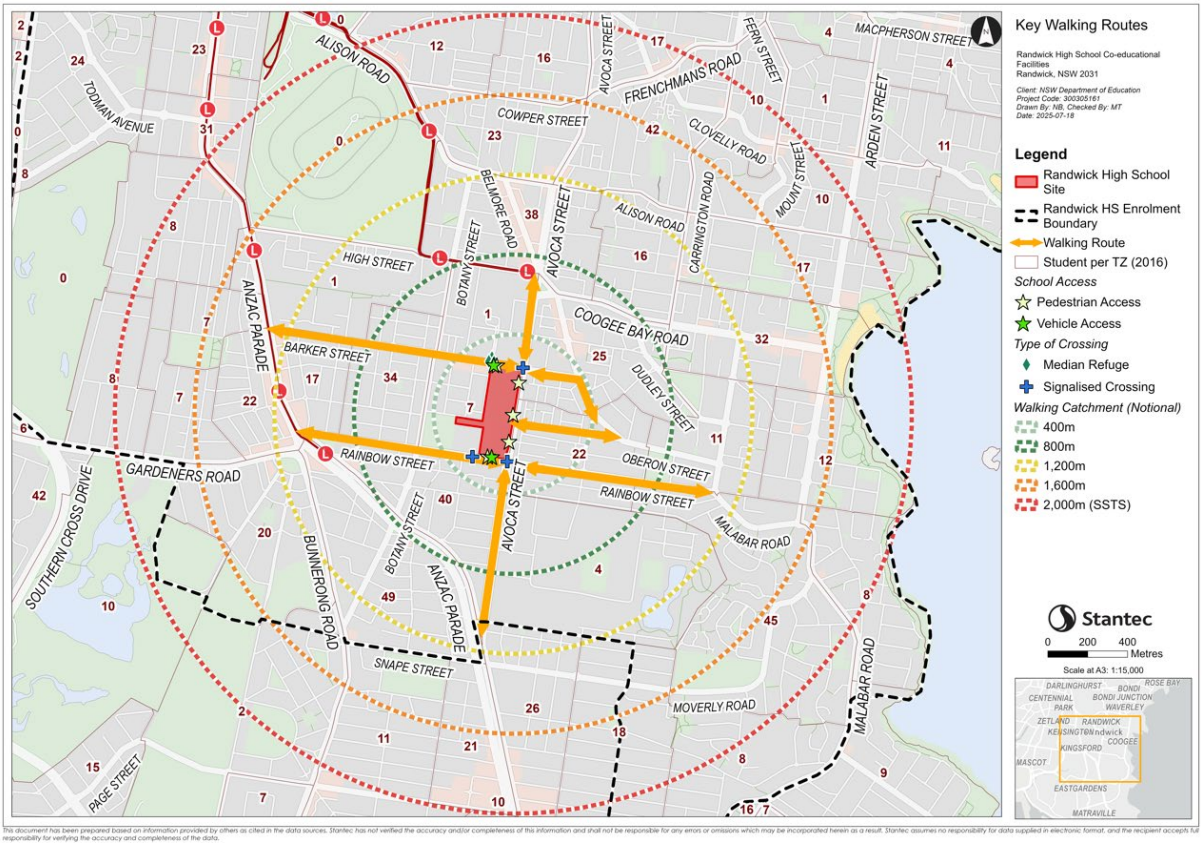


Figure 2-8: Key Walking Routes

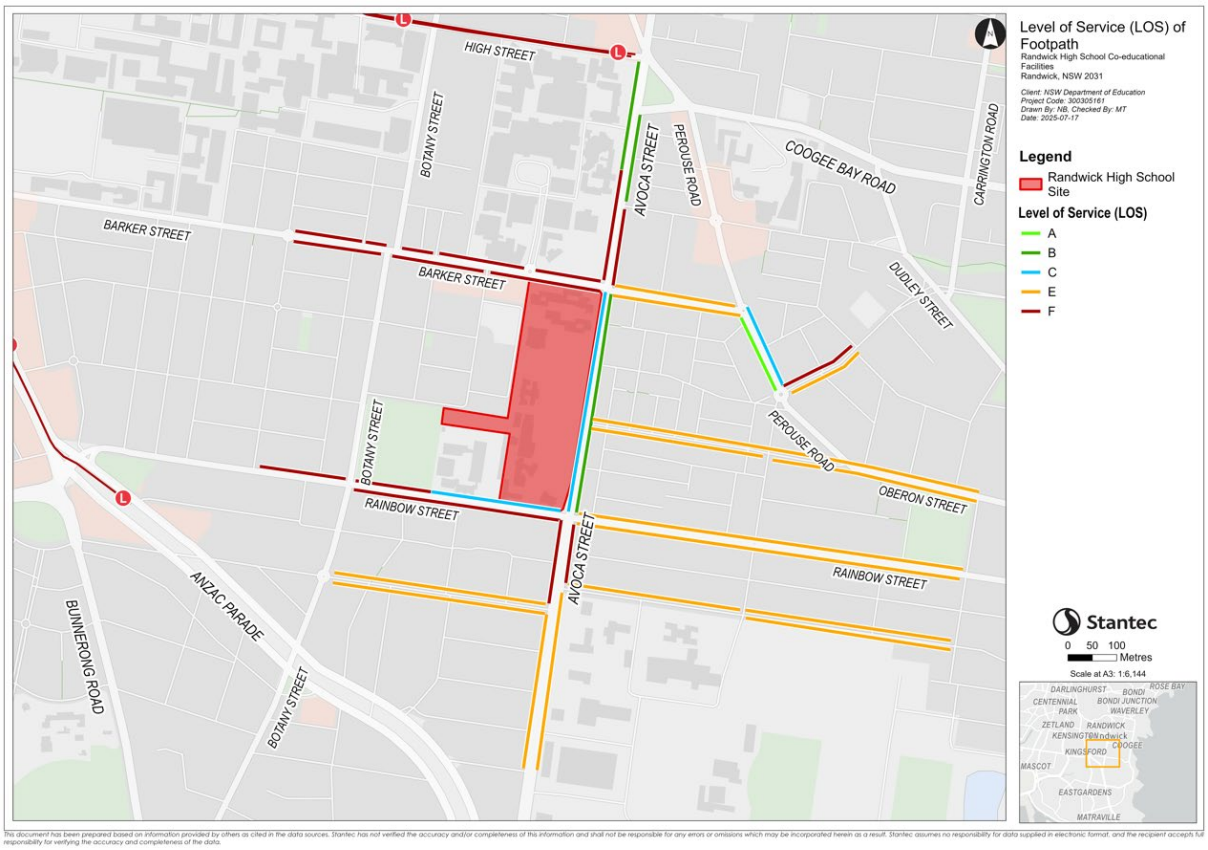


Figure 2-9: LOS of Footpaths surrounding Randwick HS

Pedestrian Crossings

Signalised pedestrian crossings are installed at the intersections of Avoca Street with Rainbow Street and Avoca Street with Barker Street, both of which are signalised intersections. These crossings provide controlled environments for pedestrians to cross safely, with dedicated pedestrian signal phases that separate pedestrian and vehicular movements, thereby reducing potential conflict points and improving overall safety for vulnerable road users.

In addition to intersection crossings, a mid-block signalised pedestrian crossing is provided between the gate of the childcare centre and the entrance to Rainbow Street Primary School. This mid-block facility directly addresses the needs of school children and caregivers by enabling safe crossing at a location with high pedestrian demand, away from the main intersections.

At the Barker Street and Easy Street roundabout, refuge islands are installed on three legs. These islands allow pedestrians to cross the road in two stages, waiting safely in the median if unable to cross the entire width in one signal phase or gap.

A new signalised intersection is planned for installation by Randwick Council at Sturt/Avoca/Bundock Streets which is not implemented yet. Wombat crossing opportunities are limited surrounding the school due to the hierarchy of the roads.

2.5 Cycling

The extent of the existing cycling network surrounding the school is shown in Figure 2-10.

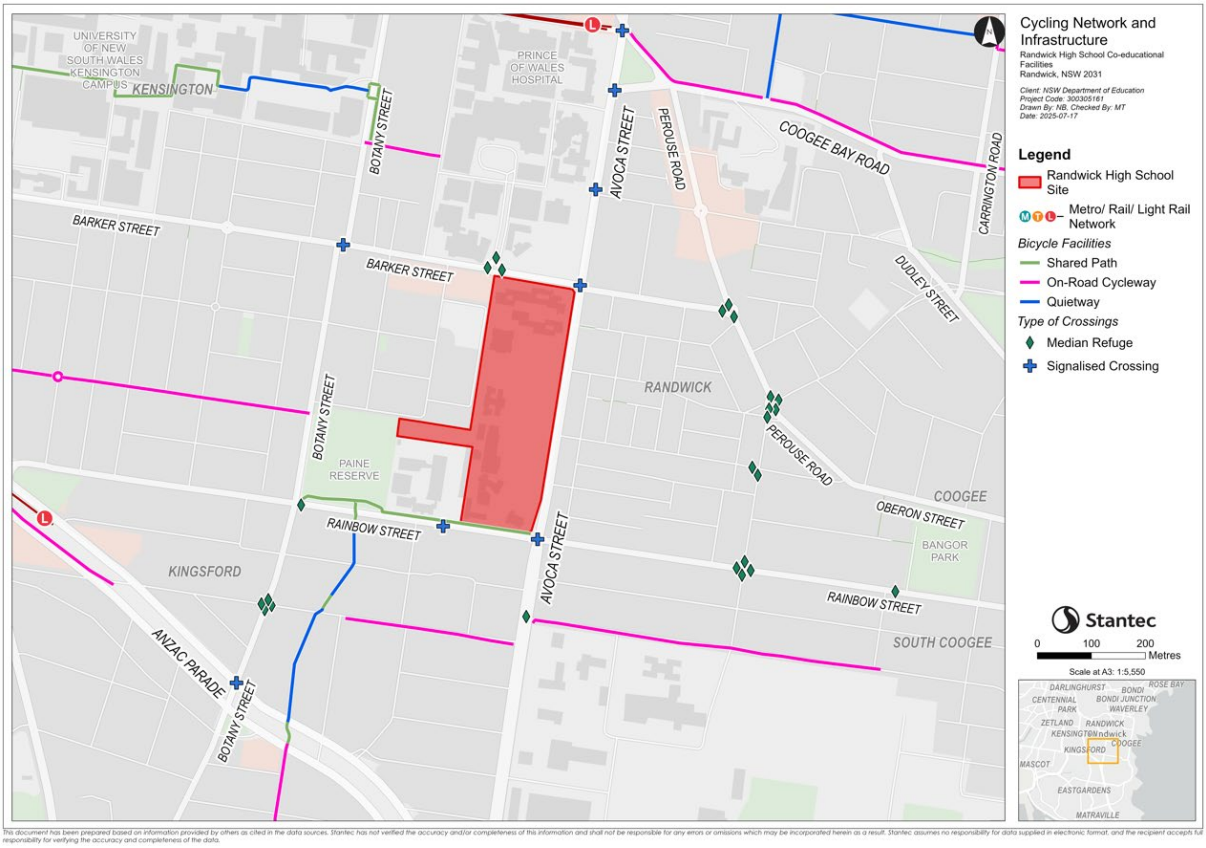


Figure 2-10: Cycling Network and Infrastructure

Base image source: TfNSW's Cycleway Finder, accessed June 2025

Cycling Network

A review of the Transport for NSW (TfNSW) Cycleway Finder map reveals that a formal, dedicated shared path is provided along Rainbow Street. This shared path extends in a south-westerly direction, linking with a quieter street environment and the on-street cycleway along Byrd Avenue (refer to Figure 2-10).

A gap in the local cycling network is evident in the vicinity of Randwick High School. At present, there are no off-road (separated) cycle paths that directly connect to Randwick High School or its immediate surroundings. This lack of dedicated cycling infrastructure may discourage students and staff from choosing cycling as a mode of transport to and from the school, particularly given safety concerns associated with on-road cycling in areas with higher traffic volumes.

Furthermore, Avoca Street, which serves as a key north-south arterial route adjacent to the school, does not currently provide a dedicated cycleway. As a result, there is no direct cycling connection between the school site and the established on-street cycleway along Coogee Bay Road. Similarly, Barker Street, another important east-west corridor in the area, is also devoid of any cycleway provision.

While some formal cycle infrastructure exists along Rainbow Street and Byrd Avenue, the absence of continuous, dedicated cycleways on Avoca Street and Barker Street, as well as the lack of off-road cycle paths directly serving Randwick High School, represents a notable deficiency in the local active transport network. Addressing these gaps would be crucial for improving safe and convenient cycling access for students, staff, and the broader community.

Bicycle Parking

As per Green Star Buildings Submission Guidelines, bicycle parking facilities are to be informed by the Sustainable Transport Plan (STP). This document serves as the STP for this purpose and the student bicycle parking provision is to be based on the target mode share outlined in Section 5.4.2.

Table 2-6 outlines the bicycle parking requirements for the school.

Table 2-6: Bicycle Parking Requirements

Description	Values
Number of high school students	1,438
Mode share target for students travelling by bicycle	3%
Minimum bicycle parking requirements	45 student parking spaces

Bicycle parking facilities are to be located close to the school pedestrian entries to ensure convenient access for students and staff travelling via cycling. 70 bicycle parking spaces are currently provided and will be relocated on site as part of the development. No additional bicycle parking spaces are required.

End-Of-Trip Facilities

End-of-trip facilities, such as showers and lockers, play a vital role in supporting sustainable commuting options like cycling to work. These facilities are currently available in the old Girls High School buildings, and the principal has indicated they are satisfied with the existing provision.

Cycling Infrastructure Demand/ Requirement Assessment

The Randwick Cycle Route Construction Priority 2015 identified following cycling routes nearby school for prioritisation:

- C3 - Route 4: South Coogee to Kingsford along Bundock St and Sturt St (separated bi-directional bike path).
- C4 - Route 5: Coogee to Randwick and UNSW along Dolphin St, Judge St, Coogee Bay Rd, High St. (proposed separated bi-directional bike path)
- C5 - Route 9: From Coogee Beach via Carr St to St Pauls at The Spot
- C6 - Route 2: Anzac Bikeway via Fitzgerald Avenue and Sturt Street.
- C7 - Pain Reserve Shared Path on the western border of Rainbow Street PS, connecting Rainbow Street to Fennelly Street

2.6 Crash History

TfNSW provides details of all recorded accidents in NSW within the latest 5-year reporting period (2019 – 2023) on the NSW Centre for Road Safety and Open Data websites. The key section of road that was

analysed was Avoca Street, Rainbow Street, Botany Street and Barker Street. The crash locations are shown in Figure 2-11, with the critical data regarding each incident outlined in Table 2-7.

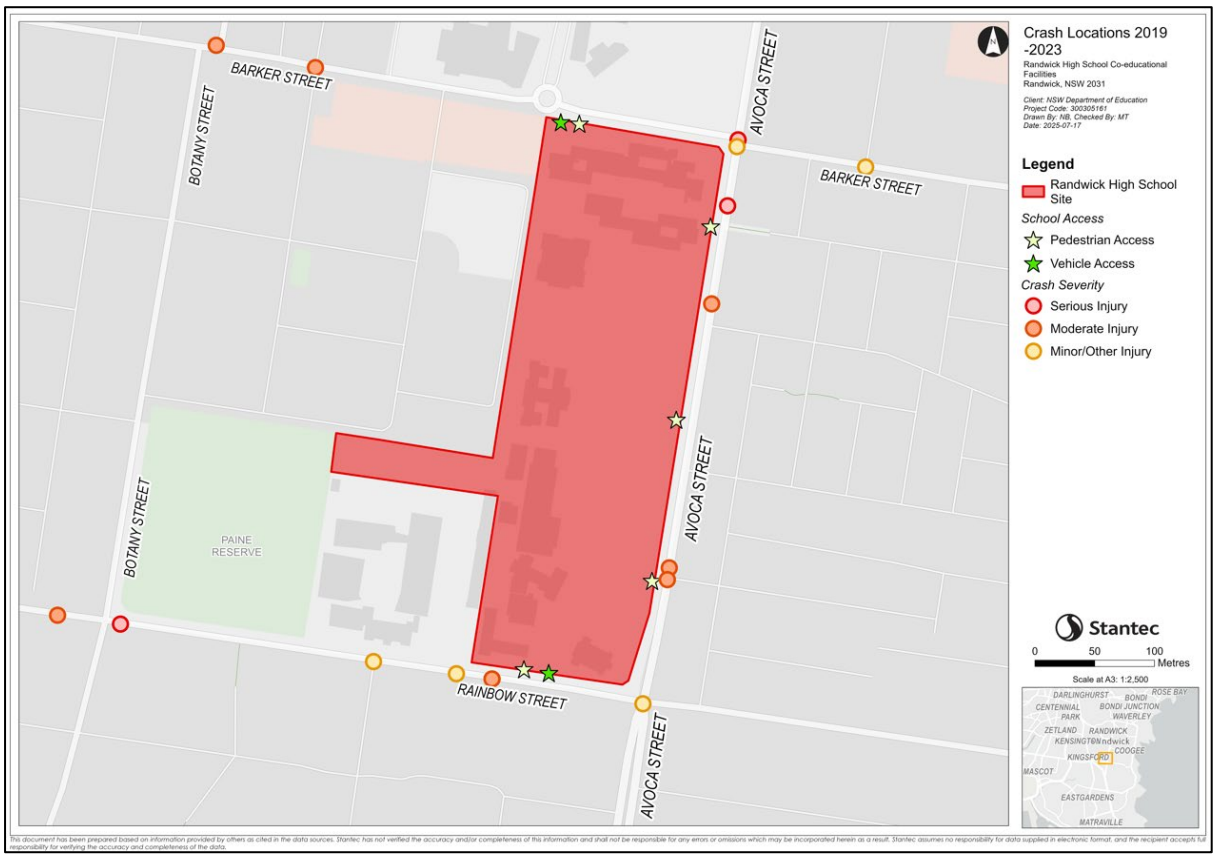


Figure 2-11: Crash Locations[2]

Table 2-7: Recorded Crashes from 2019 to 2023

	Number of Crashes	People Injured	Number of Fatalities
Road			
Avoca Street	4	4	0
Rainbow Street	5	5	0
Barker Street	4	4	0
Intersection			
Avoca Street/Barker Street	2	2	0
Avoca Street/Rainbow Street	1	1	0
Total	**16**	**16**	**0**

Source: TfNSW Open Data

[2] *Source: NSW Centre for Road Safety*

The following key statistics can be drawn from the crash data:

- No fatalities were recorded during the five-year period
- A total of 16 injury crashes have been recorded on Avoca Street, Rainbow Street and Barker Street (in the vicinity of the school site).
- A total 16 people were injured on these roads during last five years

While some crashes were recorded on the surrounding road network, the concentration of crashes were observed on the Avoca Street. The analysis revealed:

- A total of four (4) accidents were recorded on Avoca Street between the intersections of Avoca Street/Barker Street and Avoca Street/Rainbow Street. One (1) of these incidents involved a pedestrian who sustained moderate injuries during darkness on a rainy weekday, near the southern pedestrian gate along Avoca Street.
- A total of two (2) recorded accident on Avoca Street/ Barker Street intersection with one (1) cyclist resulted in serious injury while changing the same lane to left in the daylights on a weekday.
- The recorded accidents in Rainbow Street and Barker Street did not involve cyclists or pedestrians.

There are no obvious trends that can be deduced from this data which indicate any accident black spots or road safety issues on Avoca Street.

3 Site Access Arrangements

Figure 3-1 documents the transport considerations of the Randwick High School. Identified within the figure is pedestrian and vehicle access into the school site, as well as on-site parking and drop-off and pick-up locations.

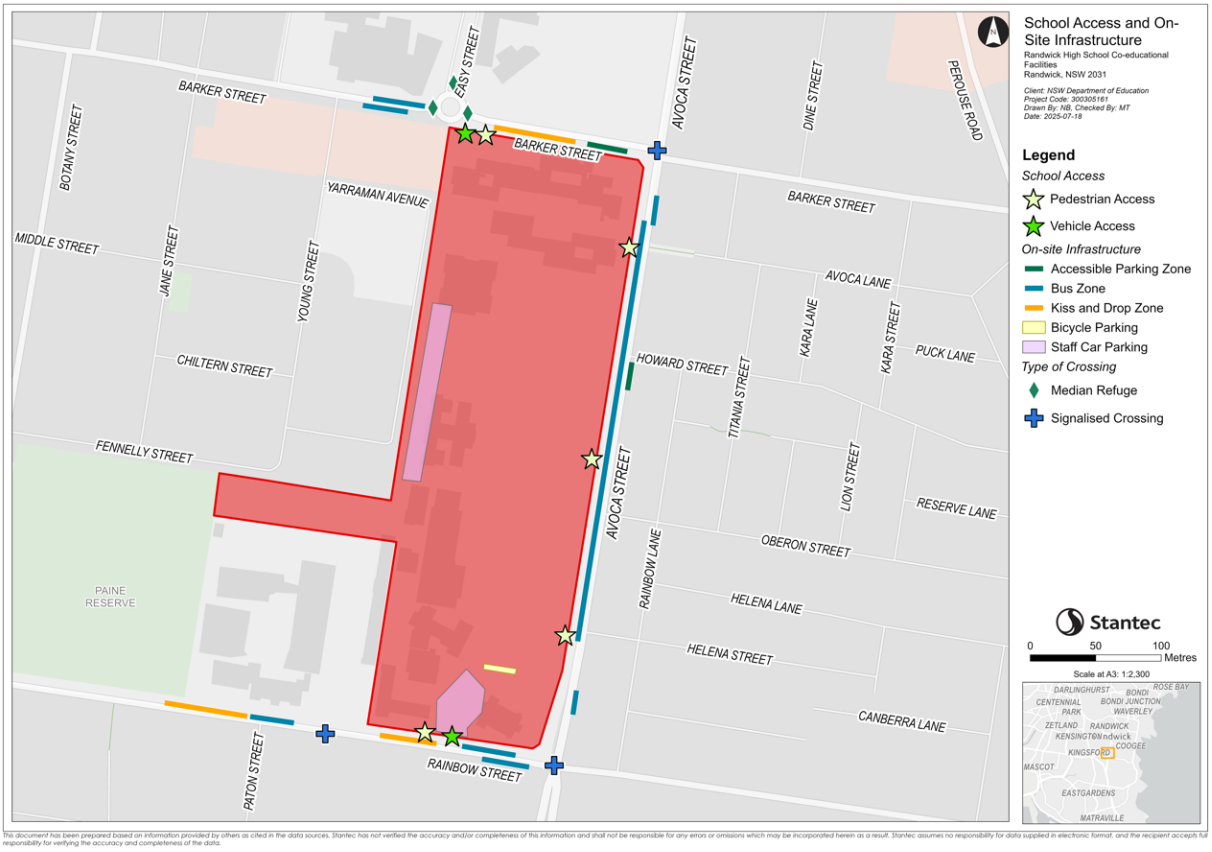


Figure 3-1: School Access and On-site Infrastructure

3.1.1 Pedestrian Access

There are five pedestrian access gates located on site with three on Avoca Street, and one on each of Rainbow Street and Barker Street. Pedestrian access points are proposed to remain the same as part of the site redevelopment.

3.1.2 Bicycle/ Scooter Access and Parking

As cycling is permitted in NSW on footpaths for students up to the age of 16, students can access the school from all sides using the surrounding pedestrian and cycling networks.

3.1.3 Bus Access

A school bus zone is provided for the western side of Avoca Street, located to the east of the school site and in proximity to the secondary high school entrance.

3.1.4 Vehicle Access

Vehicular access to the school site is provided via two entry points on Barker Street and Rainbow Street. These entry points provide access to the existing northern and southern car parks within the school site, respectively.

3.1.5 Waste Management Access

The staff parking access via Barker Street is used for service vehicles and waste management operations. It is assumed that the period for waste collection falls well outside of school operational hours, and that no vehicles will be parked in the car park at the time.

3.2 Car Parking

3.2.1 On-street Parking

On-street parking near the site is a combination of unrestricted parking and restricted (no parking) during school drop-off and pick-up hours. Signposted no parking zones complement the operation of the school's kiss-and-drop, where parents are able to remain in their vehicles and legally drop off or pick up their children near the school gate within a two-minute timeframe. On-street car parking is to be used by the community in the event of any out-of-hours events due to the off-street parking being made available for staff only.

The supervised kiss-and-drop zone is located on both sides of Barker Street to the west of Avoca Street/ Barker Street signalised crossing and northern side of Rainbow Street to the west of the signalised pedestrian crossing. It has a queuing capacity of approximately 11 vehicles.

The on-street parking conditions within the immediate vicinity of the site comprises of the following:

- Avoca Street:
  - On-street parking is available along Avoca Street along its eastern extent; however, it is regulated and subject to time restrictions between 8:30am – 9:30am and 2:30pm – 3:30pm on school days.
  - A designated accessible parking zone is located on the opposite side of the school boundary, permitting parking for up to two hours (2P) between 8:00 a.m. and 6:00 p.m. Permit holders are authorised to park for durations exceeding two hours during these restricted times.
- Rainbow Street:
  - Parking is prohibited on the north side of Rainbow Street fronting the school between 8:30am – 9:30am and 2:30pm – 3:30pm on school days.
  - Unrestricted parking is provided along the southern extent.
- Barker Street:
  - A designated accessible parking zone is located to the west of the signalised intersection at Barker Street and Avoca Street along the school boundary and as well as a prohibited parking zone during school hours.
  - Along the northern extent of Barker Street there is no parking between the hours of 3pm and 6:30 pm Monday to Friday.

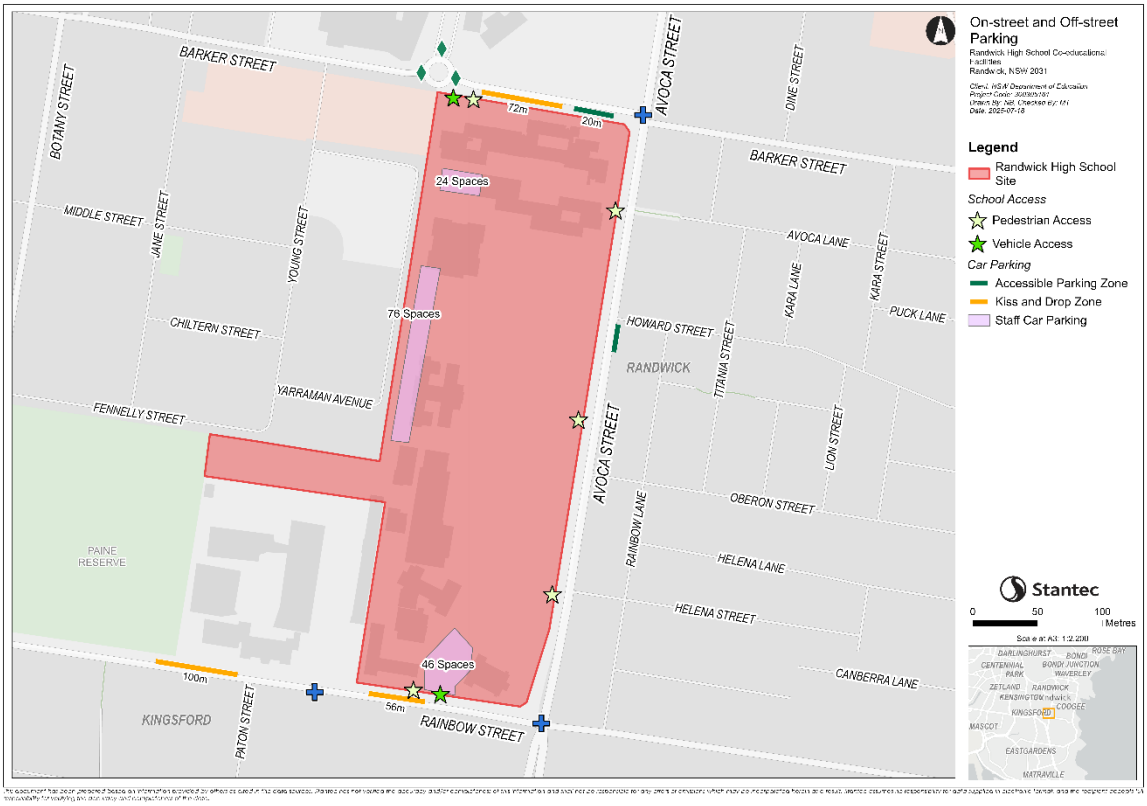


Figure 3-2: No Parking/ Kiss and Drop Zones

Table 3-1: No Parking / Kiss-and-Drop Zones Surrounding Project Site

Location	Number of parking spaces
Rainbow Street, northern side between Randwick HS staff parking gate and Rainbow Street Early Learning and Childcare gate	9 parking spaces
Rainbow Street, northern side between bus zone in front of Rainbow Street Public School and Paine Reserve	16 parking spaces
Barker Street southern side between accessible parking zone and pedestrian access to school	12 parking spaces
Barker Street northern side between signalised intersection and kiss and drop zone	3 spaces for accessible parking

3.2.2 Off-street Parking

Off-street parking is currently provided for 43 vehicles via Rainbow Street. An additional off-street parking area accessed from Barker Street accommodates 100 vehicles. An additional 3 parking spaces can be found at the admin at a separate Barker Street entrance near the intersection of Barker Street and Avoca Street. Combined, the site provides parking for up to 146 vehicles. These car parks are designated for staff use only.

The location of on-street and off-street Parking is shown in Figure 3-2.

4 Parking Assessment

4.1 Changes to Parking Provision

The site plan for Randwick High School is set to be modified, including the demolition of Block A South and the reconfiguration of staff car parks (refer to section 1.2).

Once complete, the staff car park near Rainbow Street will be reduced from 43 to 11 spaces. During construction, only 103 parking spaces will be available on site, accessible from Barker Street, representing a reduction of 32 spaces. This is due to the entire Rainbow Street car park being unavailable during demolition and construction. Mitigation measure CMMM18 has been provided to address the temporary loss of parking through alternative transport options.

It is important to note that the future reconfiguration of the staff car park accessed via Barker Street will be undertaken separately from this REF activity. Mitigation measure OPTMM3 has been included to ensure that 146 parking spaces are made available prior to the occupation of the new buildings, which include the Administration Building and Lecture Theatre.

4.2 Staff Car Parking

As part of the Rapid Transport Assessment (RTA) completed in Term 1 2024, a staff travel survey was conducted. A total of 125 staff across Randwick Girls and Boys High Schools were surveyed which was a 87% response rate against 2025 staff numbers. The travel patterns of staff indicate a high usage of car and less of public transport and active transport (See Table 4-1).

Table 4-1: Staff Mode Share

Mode	No. of Staff	Staff Mode share
Car (driver)	112	89.6%
Car (passenger)	1	0.8%
Walk	4	3.2%
Bicycle	2	1.6%
Bus	5	4.0%
Train/ Light Rail	1	0.8%

Source: Staff Travel Survey (Term 1, 2024)

4.2.1 Staff Parking and Amenities Requirements

As the development falls under the Randwick City Council LGA, the parking requirement of Council has been presented in this section.

Table 4-2: DCP Requirements

Proposed Use	Provision Requirements	Other Requirements
Educational establishments	**Car** • 0.7 spaces per staff.	M**otor cycle/scooter** • 5% of the car parking rate
Commercial, retail, industrial, community, educational, recreational etc.	**Bicycle** • 1 bike space per 10 car parking spaces. Accessible showers 1 in 10 spaces. • Changing facilities (next to the showers) with one secure locker per bike space.	**Showers** • 1 per 0-12 • 2 per 13-49 • 4 per 50-149 • 6 per 150-299 • 8 per 300-500 staff • 2 change rooms (one male/one female) where 13 or more staff

RHS currently employs 141 full-time staff. When including temporary and part-time staff, as well as cleaners and canteen personnel, up to 160 staff may be present on-site on any given day.

Under the DCP requirements, a minimum of 99 parking spaces is needed to accommodate full-time staff. To support all staff, including non-permanent personnel, 112 spaces are required.

Once complete, the proposed provision of 146 parking spaces as part of the redevelopment satisfies Council requirements. Based on DCP standards, this number of spaces would support up to 207 staff members.

In the interim, the availability of only 103 parking spaces will limit capacity at the site. This is due to the entire Rainbow Street car park being unavailable during demolition and construction. While this number is sufficient for all full-time staff, it will not fully accommodate temporary staff during the same period. Table 1-1 outlines a mitigation measure to support the school during the construction phase. This measure introduces alternative transport options for staff, encouraging travel by means other than individual private vehicle use.

It is noted that NSW Department of Education does not seek the provision of any student car parking on site. Therefore, a minimum car parking provision for students has not been considered.

On-site parking facilities are to be designed in accordance with AS 2890.1:2004 to ensure adequate parking is provided to meet the conditions set.

4.3 School Pick-up and Drop-off

4.3.1 Kiss & Drop (K&D) Requirements

An analysis is undertaken to assess the capacity of the school kiss-and-drop zones in servicing the demand during the school pick-up / drop-off periods. The assumptions made in calculating the required number of kiss and drop spaces to effectively service the school and analysis outputs are provided in Table 4-3.

Table 4-3: Kiss-and-Drop Analysis

Description	
Number of students using car mode share (Moderate Target)	115 (8%)
Dwell time per pick-up/drop-off car	1.5 minutes
Pick-up/drop-off period length of time	15 minutes
Assumption of number of students per vehicle	1.3 students
Pick-up/drop-off spaces required for moderate mode share (8% car mode share)	**9**
Pick-up/drop-off spaces required for reach mode share (following sustainable transport interventions – 5% car mode share)	5

Results indicate that Randwick High School requires a total of nine designated kiss-and-drop spaces to adequately support the private vehicle mode share under moderate target conditions.

4.3.2 School Pick-up and Drop-off Demand/ Requirement Assessment

A total of 37 K&D spaces have been provided along Rainbow Street and Barker Street (Refer to Figure 3-2), which exceeds the requirement.

4.4 Motorcycle Parking

The Randwick City Council DCP 2013 outlines motorcycle parking requirements for educational establishments with students over 16 years of age. As previously noted, motorcycle and scooter parking must be provided at a rate of 5% of the staff car parking requirement. Based on the minimum requirement of 112 staff car parking spaces, a total of 6 motorcycle parking spaces is required.

A total of five motorcycle parking spaces are currently provided within the school car park, accessible from Boundary Road. In addition, a substantial number of bicycle parking spaces are available on-street near the school site. The existing provision of five motorcycle spaces ensures the school remains compliant with the DCP requirements.

5 Operational Traffic Impacts

5.1 Trip Generation

The following section outlines the trip generation for Randwick High School. Depersonalised residential data was used to estimate student travel patterns. This data, provided by School Infrastructure NSW (SINSW), reflects student enrolments for the 2024 academic year. Figure 5-1 presents a map showing grouped student residential locations by travel zone.

The highest concentration of students (36%) resides in the south-west, near Rainbow Street. An additional 20% are located north of Avoca Street, while 13% live to the west of Botany Street, and 8% come from the south of Gardeners Road. Approximately 51% of students live within the school's catchment area, with the remaining 49% travelling from outside the catchment.

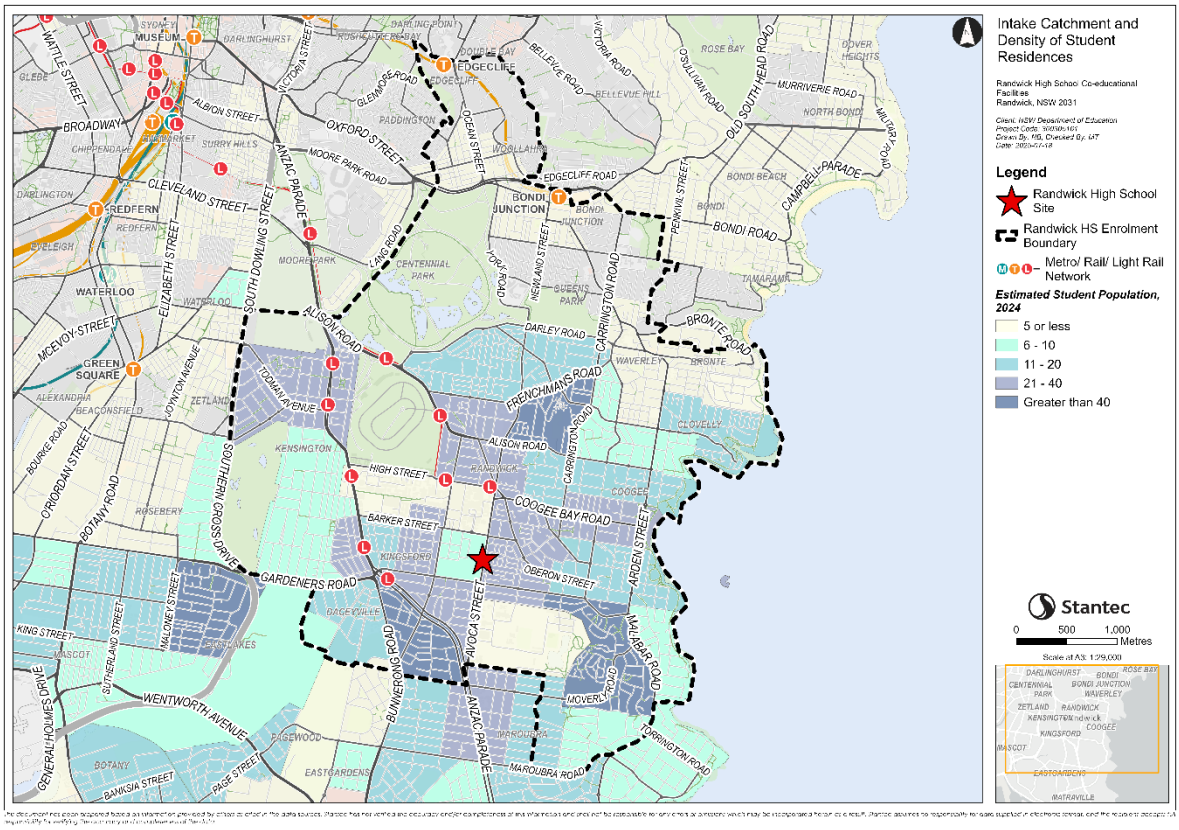


Figure 5-1: Density of Student Residences

The analysis was undertaken for different modes of transport (walking, cycling, public transport and private vehicles) using this data to understand student travel modes.

5.2 Trip Distribution

5.2.1 Walking Coverage

An analysis of student proximity to the school was conducted to estimate how many students live within a reasonable walking distance. Approximately 43% of students are projected to reside within 2,000 metres or about a 20-minute walk of the school site. The summary of this information is shown in Table 5-1 and plotted in Figure 5-2

Table 5-1: High School Walking Coverage

Catchment	Notional (within crow flies)			Actual (on path)		
	No of Students	Student (%)	Cumulative (%)	No of Students	Student (%)	Cumulative (%)
0-400m	32	2%	2%	29	2%	2%
401-800m	92	6%	8%	62	4%	6%
801-1,200m	148	10%	18%	106	8%	14%

Catchment	Notional (within crow flies)			Actual (on path)		
	No of Students	Student (%)	Cumulative (%)	No of Students	Student (%)	Cumulative (%)
1,201-1,600m	187	13%	31%	164	11%	25%
1,601-2,000m crow flies / 2,900m on path	154	12%	43%	148	10%	35%
Outside 2,000m crow flies / 2,900m on path	825	57%	100%	929	65%	100%

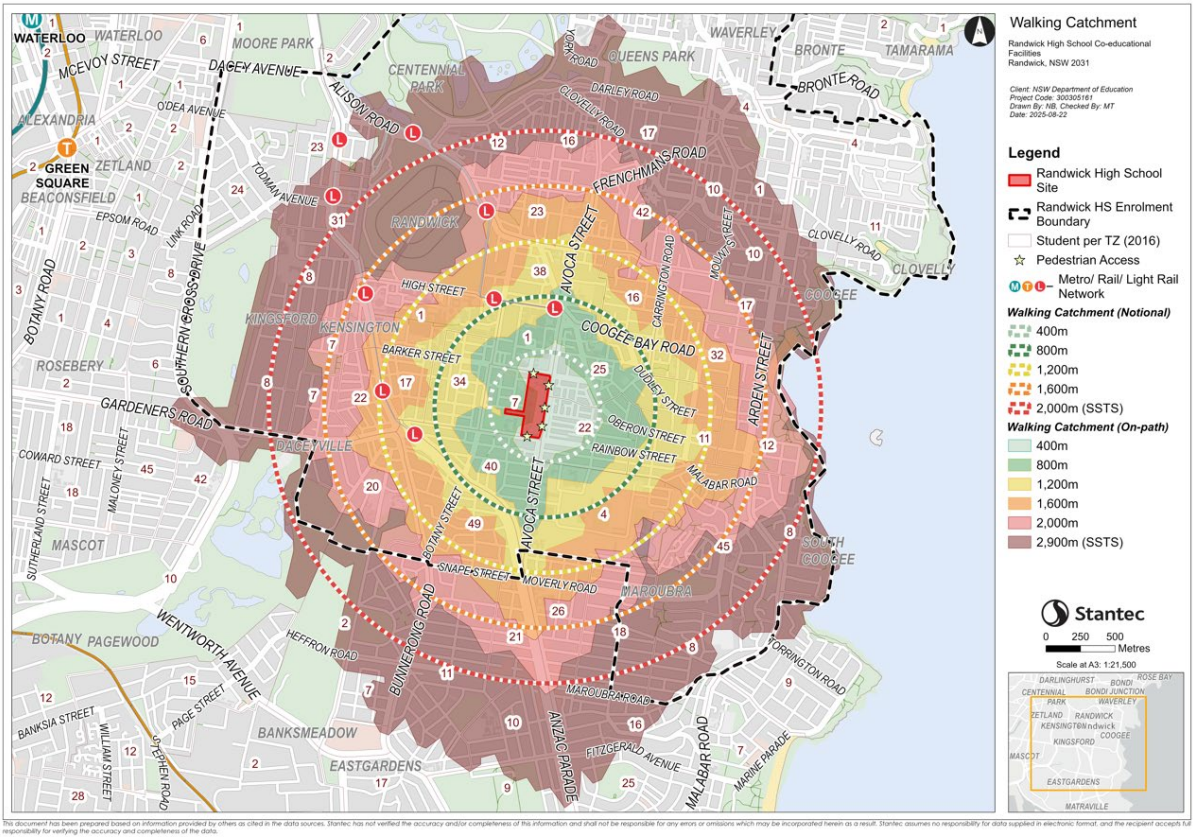


Figure 5-2: Walking Coverage and Student Distribution

5.2.2 Cycling Coverage

An analysis of the cycling catchment was conducted in accordance with SINSW School Transport Plan (STP) guidelines. This analysis covered three catchment bands, each representing the equivalent of up to a 5, 10, and 15-minute cycle.

The majority of the student population (74%) live within a 3,600-metre notional cycling catchment of the school site, which is considered the upper limit for a reasonable cycling distance for high school students. Notably, around 43% reside within a 2,400-metre notional cycling catchment. The proportion of students within the cycling catchment is shown in Figure 5-3 and Table 5-2.

Table 5-2: High School Cycling Coverage

Catchment	Notional (within crow flies)			Actual (on path)		
	No of Students	% of Students	Catchment	No of Students	% of Students	Catchment
0 - 1,200m (5 Minutes)	272	19%	19%	197	14%	14%
1,201 - 2,400m (10 Minutes)	341	24%	43%	429	30%	44%
2,401 - 3,600m (15 Minutes)	443	31%	74%	308	21%	65%
> 3,600m	382	26%	100%	504	35%	100%

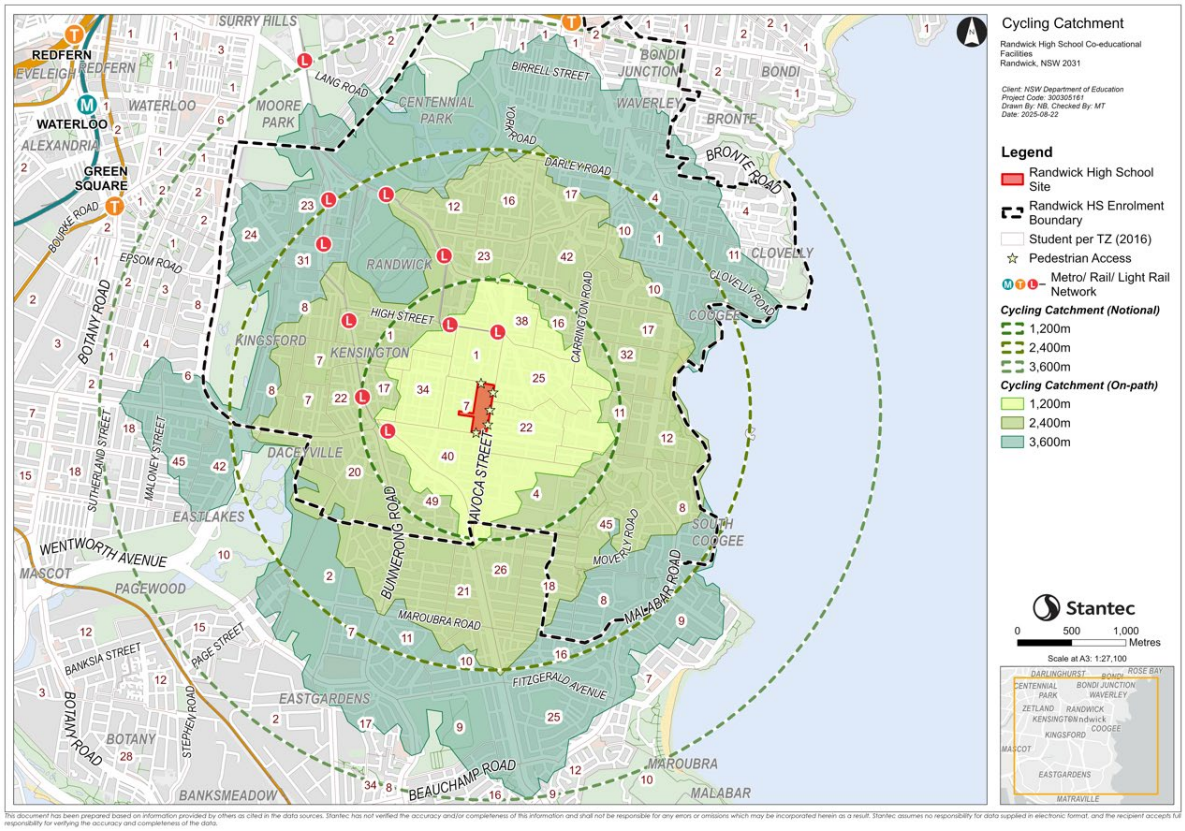


Figure 5-3: High School Cycling Coverage *and Student Distribution*

5.2.3 Bus Service Coverage

Public transport networks, including light rail and bus connections, are shown in Figure 5-4. The entire catchment area is generally well served by school bus services, along with some public bus services for students who are unable to walk the full distance.

A 400-metre catchment from bus stops and light rail stations has been considered a realistic maximum distance that most students would be willing to walk from home to a public transport stop before potentially considering alternative modes. The analysis of public transport service catchments is presented in Table 5-3.

Table 5-3: Public Transport Catchment Analysis

Catchment	Number of Students	% of Students
Within 400m of public transport stop/station that brings them closer to school	1,182	82%
Within 800m of public transport stop/station that brings them closer to school	1,363	95%
Students within 400m of a of public transport stop/station + outside of a 2.0km straight line (STSS zone)	569	40%

As shown, 82% of students live within 400m of a bus station or light rail station. 40% of students are both eligible for School Travel Passes and also live within 400m of public transport stops/stations.

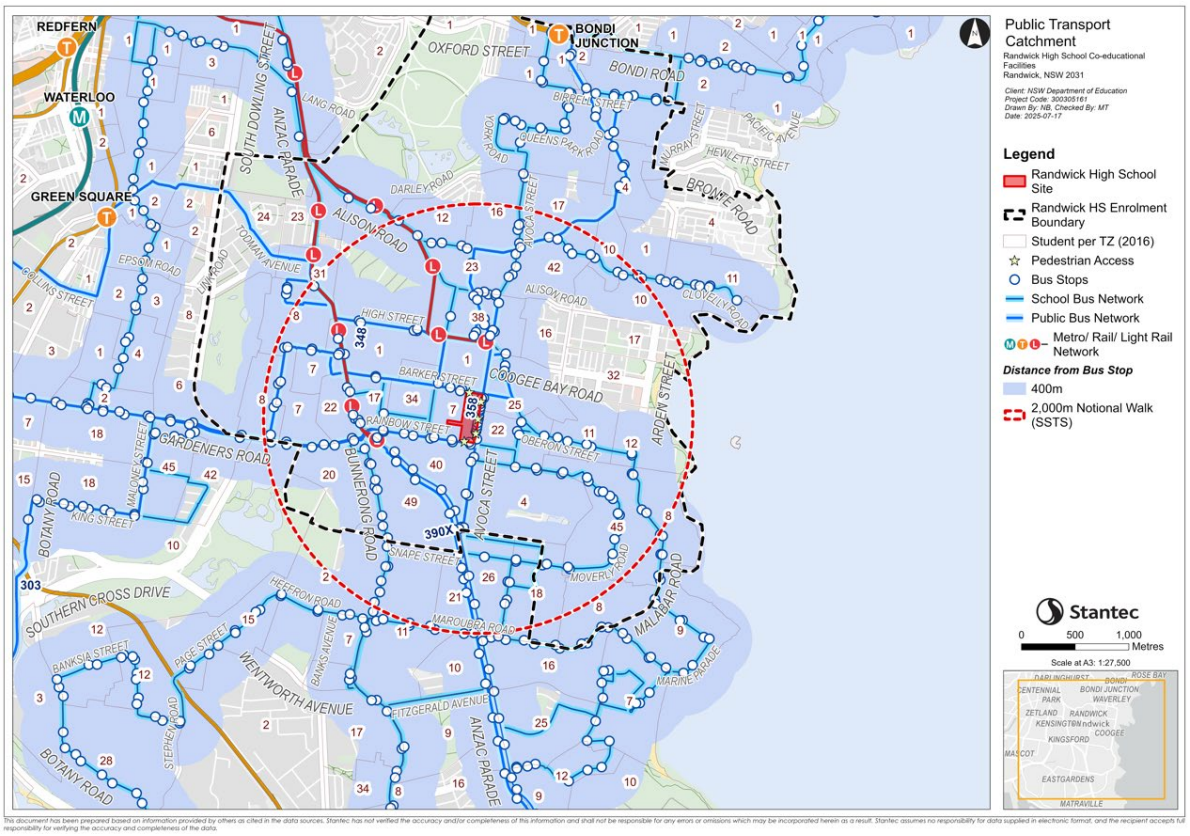


Figure 5-4: High School Bus Service Coverage

5.2.4 Catchment Analysis Summary

An assessment of the student catchment data provided by SINSW has been carried out in the context of public and active transport catchment areas. The results of this assessment are summarised in the table below.

Table 5-4: Catchment Analysis Summary

Catchment Analysis	Notional (Within Crow flies)		Actual (On Path)	
	No. of Students	Students (%)	No. of Students	Students (%)
1 - 400m (5-min walk)	32	2%	29	2%
401 - 800m (10-min walk)	92	6%	62	4%
801 – 1,200m (15-min walk)	148	10%	106	8%
1,201 – 1,600m (20-min walk)	187	13%	164	11%
1,601 – 2,000m crow flies / 2,900m on path	154	12%	148	10%
Within 400m of public transport stop/station that brings them closer to school	1,182	82%	-	-
Within 800m of public transport stop/station that brings them closer to school	1,363	95%	-	-
Students within 400m of a public transport stop/station + outside of a 1.6km straight line (STSS zone)	569	40%	-	-

The key findings of the catchment analysis are summarised below:

- 18% of students were found to live within a reasonable walking distance of 1,200 metres, equivalent to approximately 15 minutes on foot.
- 57% of students are located beyond a 2.0-kilometre straight-line distance from the school, and 65% live beyond a 2,900-metre walking distance.
- 82% of the students live within 400m of a public transport stop.
- 40% of students live within 400m of public transport stops/stations and are eligible for a free School Travel Pass.

5.3 Transport Use

5.3.1 Student Mode Share

An “show of hands” survey was conducted by teachers on 4th August 2025 to gain an insight into how students travelled to Randwick High School in the morning and returning home in the afternoon. The survey achieved a response rate of 36% for both peaks. The results of this survey are presented in Table 5-5.

Table 5-5: Student Existing Mode Share

Mode of Travel	AM		PM	
	No. of Students	Proportion (%)	No. of Students	Proportion (%)
Walk	75	15%	90	17%
Micromobility (bicycle/scooter)	15	3%	13	3%
Bus	271	53%	338	65%
Rail/ Light Rail	11	2%	20	4%
Car	142	28%	59	11%
Total	**514**	**-**	**520**	**-**

5.4 Student Mode Share Target

The purpose of the School Transport Plan is to determine ways in which a higher proportion of students can sustainably travel to school and reduce their reliance on private vehicles. To do this, mode share targets have been determined for the school to encourage travel to school via active and public transport modes. It is intended that the school will work towards meeting these targets following the completion of works on site.

As part of this analysis, three mode share scenarios are provided:

- Base Case Scenario – The existing mode share as identified by the school travel survey.
- Moderate Scenario – transport recommendations enable a shift towards walking, cycling, and catching a bus. This represents an achievable outcome.
- Reach Scenario – Sustainable mode share is maximised, and students are further shifted from private vehicles to buses. This reach scenario represents the maximum achievable outcome.

The first step in developing mode share targets involves addressing the discrepancy between existing AM and PM mode share figures. This variation often arises because parents or guardians may choose to drop students off in the morning, as it aligns with other private vehicle trips such as commuting to work or running errands.

Encouraging students to use the same mode of transport for both morning and afternoon travel can be made more appealing by ensuring options are safe, efficient, and reliable. Ideally, students should be

able to use a single mode for both journeys, ultimately reducing reliance on private vehicles. As a result, mode share targets are not differentiated by time of day.

When considering the mode shares a variety of data sources were analysed to determine the outcomes based on distance. This included the residential location of students through depersonalised data, walking and cycling catchments, walking, and cycling catchments, access to public transport and eligibility to the SSTS scheme, in addition to the kiss-and-drop capacity and bus service availability.

Mode share targets for students at Randwick High School have been developed by using the existing PM mode share as a base and shifting it towards more sustainable travel modes. The PM peak period was chosen as it represented the greatest proportion of sustainable travel. The mode share targets are shown in Table 5-6, Table 5-7, and Table 5-8.

5.4.1 Base Case Scenario

Table 5-6 shows the base case mode share target for students, determined by the proximity of their residence.

Table 5-6: Base Case Mode Share Target Scenario

Mode of Travel		0 to 400m	400 to 800m	800 to 1,200m	1,200 to 1,600m	1,600 to 2,300m	Over 2,300m	Total
Walking	%	97%	89%	66%	59%	0%	0%	**17%**
	no. of students	28	55	70	96	0	0	**249**
Micromobility (bicycle/scooter)	%	3%	6%	14%	10%	0%	0%	**3%**
	no. of students	1	4	15	16	0	0	**36**
Public Transport	%	0%	5%	15%	27%	81%	89%	**69%**
	no. of students	0	3	16	44	322	605	**990**
Private Vehicle	%	0%	0%	5%	5%	19%	11%	**11%**
	no. of students	0	0	5	8	76	74	**163**

5.4.2 Moderate Target Scenario

The moderate target scenario builds on the existing mode share (base case) and incorporates transport recommendations and planned upgrades to establish achievable targets. This is achieved by increasing the number of students walking within the 0–1,200 metre catchment and encouraging cycling among those living within the 1,200–2,300 metre catchment. Greater student bus patronage is also targeted beyond the 1,600 metre catchment (or 20-minute walking distance), supported by the promotion of public transport and the School Student Transport Scheme (SSTS).

Table 5-7: Moderate Mode Share Target Scenario

Mode of Travel		0 to 400m	400 to 800m	800 to 1,200m	1,200 to 1,600m	1,600 to 2,300m	Over 2,300m	Total
Walking	%	97%	92%	75%	59%	0%	0%	18%
	no. of students	28	57	80	96	0	0	261
Micromobility (bicycle/scooter)	%	3%	6%	14%	12%	1%	0%	3%
	no. of students	1	4	15	20	5	0	45
Public Transport	%	0%	2%	9%	27%	88%	88%	70%
	no. of students	0	1	10	44	350	600	1005
Private Vehicle	%	0%	0%	1%	2%	11%	11%	8%
	no. of students	0	0	1	4	43	74	122

5.4.3 Reach Target Scenario

The reach target scenario builds on the moderate scenario and aims to provide a scenario that represents the maximum achievable outcome. Active and public transport usage is maximised by advocating for these modes to students and parents.

Table 5-8: Reach Mode Share Target Scenario

Mode of Travel		0 to 400m	400 to 800m	800 to 1,200m	1,200 to 1,600m	1,600 to 2,300m	Over 2,300m	Total
Walking	%	97%	92%	79%	64%	0%	0%	19%
	no. of students	28	57	84	105	0	0	274
Micromobility (bicycle/scooter)	%	3%	6%	14%	13%	5%	0%	4%
	no. of students	1	4	15	22	20	0	62
Public Transport	%	0%	2%	6%	21%	90%	92%	71%
	no. of students	0	1	6	35	360	625	1027
Private Vehicle	%	0%	0%	1%	1%	5%	8%	5%
	no. of students	0	0	1	2	18	54	75

5.4.4 Summary

A summary of the target mode shares is outlined below in Table 5-9.

Table 5-9: Student Mode Share Target Summary

Travel Mode	Baseline Mode Share	Moderate Target	Reach Target
Walk	17%	18%	19%
Micromobility	3%	3%	4%
Public Transport	69%	70%	71%
Car	11%	8%	5%

6 Construction Traffic and Access Impact Assessment

This section provides an overview of the expected construction works for the purpose of a Construction Traffic Management Plan (CTMP).

This CTMP examines the impacts of construction works on the surrounding transport network and details the proposed construction traffic management measures to ensure all works stages can be accommodated by the surrounding road network.

6.1 Purpose

The following construction traffic and access impact assessment is a high level and preliminary plan intended to ensure that traffic is safely managed during the demolition, excavation, and construction phases of the project. The subsequent sections outline specific considerations for the school site to support the safety of workers and road users in the vicinity of the construction site, however, must be viewed in conjunction with the detailed construction traffic management plan upon engagement of a contractor.

6.1.1 Traffic Management Principles

In this regard, the following overarching principles of traffic management during the construction activity have been considered:

- Traffic Control at Work Sites Technical Manual, TfNSW, February 2022
- providing an appropriate and convenient environment for pedestrians / workers
- maintaining appropriate public transport access
- minimising the loss of parking
- maintaining access to/ from adjacent buildings
- restricting construction vehicle movements to designated routes to/ from the site
- managing and control construction vehicle activity near the site
- carrying out construction activity in accordance with Council's approved hours of works.

6.1.2 Relevant Legislation & Guidelines

In preparing this report, reference has been made to the following:

- Traffic Control at Work Sites Technical Manual, TfNSW, February 2022
- Australian Standard AS1742.3:2019 'Manual of Uniform Traffic Control Devices – Traffic control for works on roads, 2019
- Austroads Guide to Temporary Traffic Management series, September 2021
- Other documents and data as referenced in this report.

6.2 Overview of Construction Activities

6.2.1 Site Contact Details

Details of the nominated site contact would be included in the future detailed CTMP prior to the commencement of construction.

6.2.2 Work Hours

The undertaking of any construction work, including the entry and exit of construction and delivery vehicles at the site, is restricted to the following typical work hours:

- Monday to Friday inclusive: Between 7:00am to 6:00pm.
- Saturday: Between 8:00am to 1:00pm; and
- Sunday and Public Holidays: No work permitted.

The above working hours are preliminary and subject to the working hours granted under the authority approval process. Workers would be advised of the approved work hours during induction. Any works outside of the approved work hours would be subject to specific prior approval from the appropriate authorities. Such works may include delivery of cranes, large plant or equipment required on the site that require oversize vehicle access.

6.2.3 Construction Worker Parking and Traffic

Construction worker parking will not be provided due to limited space on site. Informal public parking is available on surrounding local streets such as Avoca Street, Rainbow Street however, workers are advised to catch public transport where possible.

Any construction worker arrivals and departures by vehicle would typically be outside of road network peak hours and as such, are unlikely to impact the surrounding road network. The Principal Contractor would be required to outline a schedule of worker start and finish times and demonstrate that this does not have any significant impact on local traffic activity. It is also expected that the Principal Contractor would be required to implement measures to reduce worker car travel, such as shuttle buses from key transport nodes or designated remote pick-up points as necessary.

6.2.4 Site Access and Loading

The following vehicles/trucks are expected to access the site during the construction:

- Small Rigid Vehicles (SRV) – 6.4m long
- Medium Rigid Vehicles (MRV) – 8.8m long, typical of and 8x4 Concrete Truck
- Heavy Rigid Vehicles (HRV) – 12.5m long
- Articulated Vehicle (AV). – 19m long
- Truck and Dog – 18m long

6.2.5 Construction Vehicle Routes

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network where practicable. It is expected that vehicles will approach the site entrance on Rainbow Street from Avoca Street.

Truck routes to/ from the site have been identified with the aim of minimising the impact of construction traffic on local residential roads near the site. Truck drivers will be advised of the designated routes during the site induction.

The directional distribution and assignment of traffic generated by the construction works will be influenced by several factors, particularly the origin/ destination of materials, configuration of access points to the site and the surrounding arterial road network. No queueing or marshalling of construction vehicles will be permitted on public roads. Construction vehicles should be advised to follow the routes as shown in Figure 6-1.

Approach Routes

- North: Alison Road, Belmore Road, Avoca Street, Rainbow Street
- South: Anzac Parade, Avoca Street, Rainbow Street
- West: Gardeners Road, Avoca Street, Rainbow Street

Departure Routes

- North: Rainbow Street, Gardeners Road, Botany Road
- South: Rainbow Street, Anzac Parade
- West: Rainbow Street, Gardeners Road

6 Construction Traffic and Access Impact Assessment

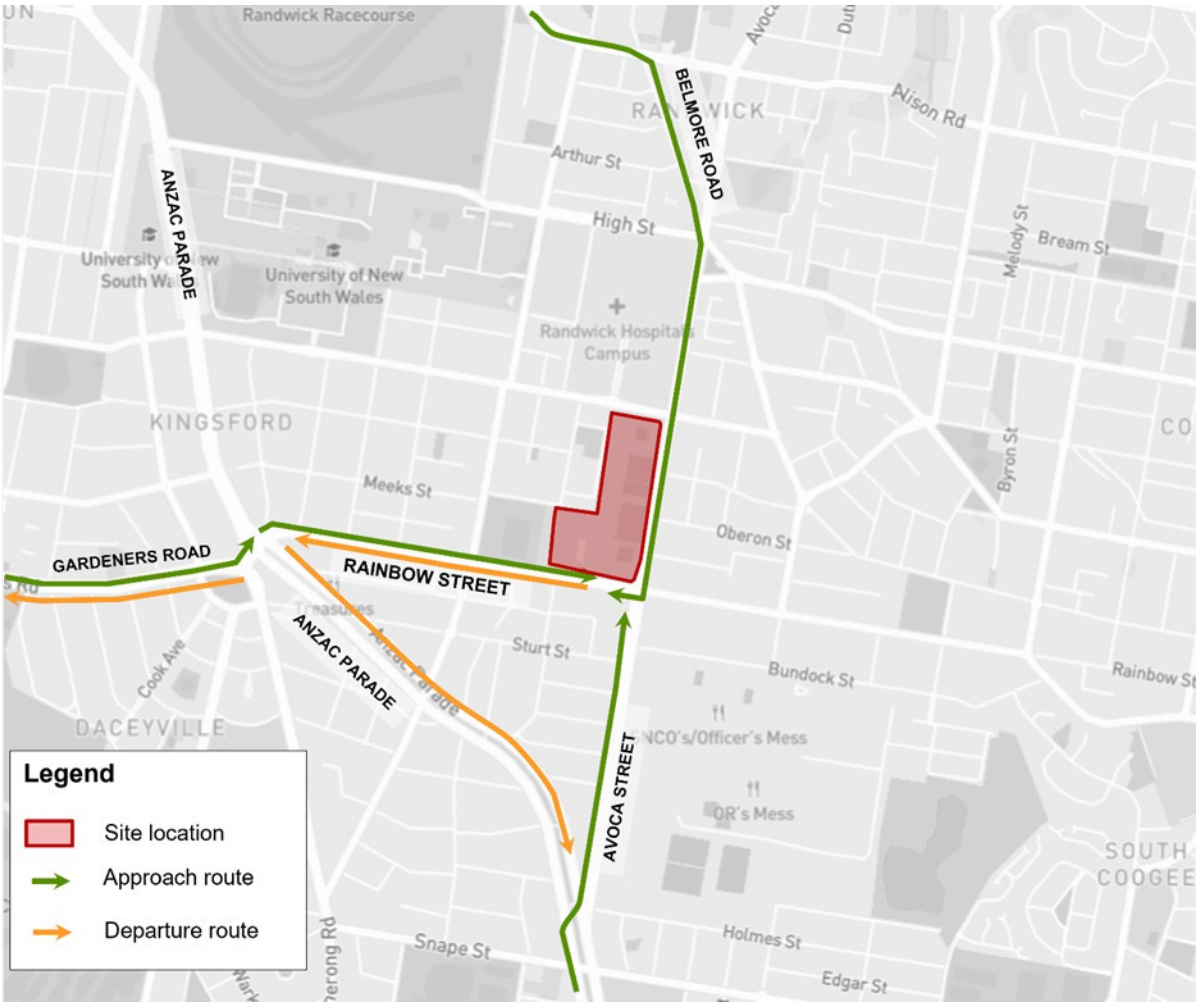


Figure 6-1: Construction Vehicle Approach and Departure Route

6.2.6 Construction Work Permits

6.2.6.1 On-Street Work Zone

No works zones are proposed at this stage, however, may change subject to the proposed methodology of the appointed contractor.

If a work zone is to be required, a Works Zone application will be required for submission, separately to this CTMP, by the applicant/ contractor prior to commencement of construction which will need to be reviewed and approved by Randwick City Council.

6.2.6.2 Road Occupancy Licence

As the proposed construction works are within 100 metres of traffic signals, a Road Occupancy Licence is expected to be required.

6.2.6.3 Other Applications/ Permits

All other applications and permits (if required) such as road openings, hoardings, cranes and pumps, temporary road closures will be submitted separately to this CTMP by the applicant/ contractor prior to the commencement of construction and will need to be reviewed and approved by Randwick City Council. This will be done through a Work Zone Application.

6.3 Construction Traffic Management

6.3.1 Traffic Guidance Scheme

Detailed information for work site operations is contained in the Traffic Control at Work Sites manual version 6.1 (Transport for NSW, 2022). The control of traffic at work sites must be undertaken with reference to WorkCover requirements and any other Workplace Health and Safety manuals.

The Principal Contractor will be required to provide TGSs for the proposed works which will generally consider the following:

- Construction vehicle activity, including the loading/ unloading of trucks to be conducted within the work site.
- Pedestrians and all passing vehicles will maintain priority.
- A clear definition of the work site boundary is to be provided by the erection of site fencing and/ or A and B Class hoardings around the site boundaries.
- All vehicle activity will be minimised during peak periods, where possible.

6.3.2 Parking Impact

As aforementioned, the site will not provide any on-site parking spaces for construction workers; they will be encouraged to use alternative modes of transport. The proximity of Randwick Light Rail Stop, and various surrounding bus services makes the site accessible via public transport.

There are some unrestricted parking spaces along Rainbow Street and beyond the immediate roads fronting the site, however, workers will be encouraged to use alternative modes of transport where practical.

There will be a reduction to 103 parking spaces for staff during the demolition and construction of Administration Building and Lecture Theatre. Mitigation measure CMMM18 has been provided to support alternative transport operations at the school during this period.

6.3.3 Aboriginal Exclusion Zone

Two Aboriginal Exclusion Zones are located on site, as shown in Figure 6.2. These zones must be protected when the contractor mobilises on site, while the Aboriginal Heritage Impact Permit (AHIP) application process is underway. Disturbance to these sites could result in irreversible damage and legal non-compliance. To ensure protection, visible barriers are to be installed around the exclusion zones to prevent vehicle access and physical disturbance. Additional measures may include clear signage, cultural heritage inductions for all site personnel, and regular inspections by a qualified heritage consultant. These steps are essential to uphold the cultural integrity of the site and demonstrate respect for Aboriginal heritage during the construction phase.

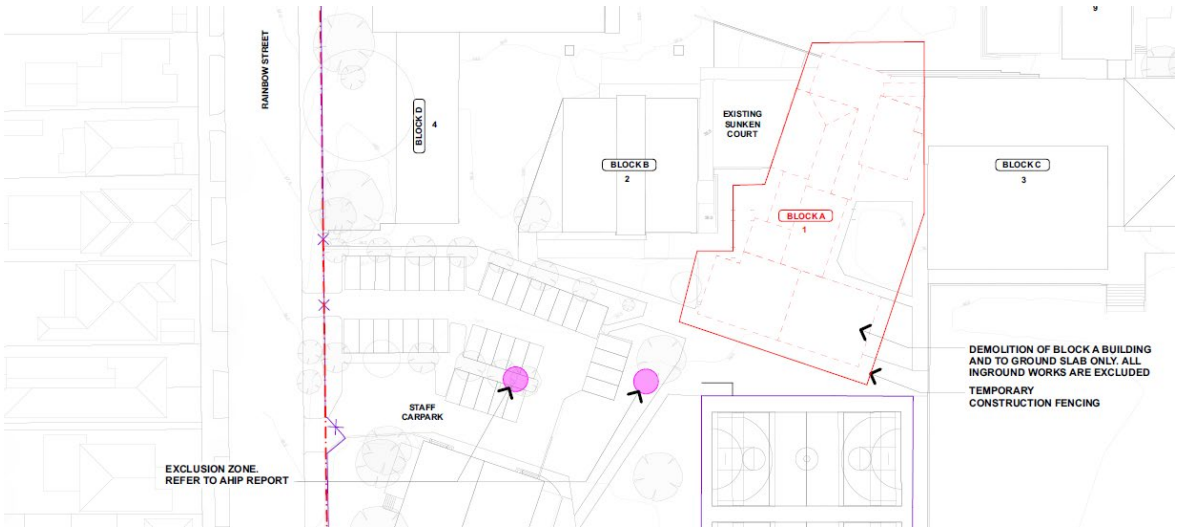


Figure 6-2: Aboriginal Exclusion Zone

6.3.4 Pedestrian and Cyclist Management

During the construction period, pedestrian and cyclist movements are to be maintained as much as possible. Where works require the closure of an existing pedestrian route, a suitable alternative is to be provided.

Class A hoarding/ ATF fencing would be provided between pedestrian paths and any work site. Where overhead works are occurring, B-Class hoarding will be provided where pedestrian movement is being maintained. It is not expected that cyclist or pedestrian routes would be majorly impacted by the proposed construction works.

Where pedestrian or cyclist routes are affected, accredited traffic controllers will be provided to manage the impact and minimise conflict between vehicles and pedestrians or cyclists.

6.3.4.1 Student and Staff Access and Alternative Walking Route

Students and staff are advised to use the Avoca Street and Barker Street access gates for entry to the school in the event that demolition works are not complete when school term recommences.

6.3.5 Public Transport

Given the infrequent heavy vehicle movements associated with the construction works, the overall impact on existing public transport services in the surroundings are expected to be negligible. This includes the impact on the identified local area bus services. However, the bus stops near the Rainbow Street entrance (Stop ID 2031172 & 203275) may be affected by construction traffic. It is advised that passengers use alternative bus stops within the vicinity during the construction period.

6.3.6 Emergency Vehicle Access

The construction works will have no impact on emergency vehicle access. In the event that an emergency vehicle is required to access the site, all construction work will be stopped.

Emergency vehicles shall not, under any circumstances, be stopped to allow trucks to enter or leave the site.

6.3.7 Other Considerations

6.3.7.1 Truck Operations

For the safe operation of heavy vehicles:

- All drivers are to follow NSW road rules at all times.
- All loose materials are to be covered entirely and secured.
- Any emergencies (i.e. road deposits caused by site vehicles) shall be communicated to the lead contractors.
- Any road deposits caused by site vehicles shall be removed at the expense of the contractor.
- Drivers are to follow the proposed haulage routes.
- Drivers must ensure that the vehicles do not create unreasonable noise or vibration.

Please note, to increase safety and minimise the impact of construction vehicles on the school, it is recommended that heavy vehicles be restricted from accessing the site during school zone operational hours. The school zone operates school days between 08:00-09:30 and 14:30-16:00.

6.3.7.2 Site Induction

All workers will be required to undertake a site induction before commencing work. The induction will include, but not limited to:

- General policies and procedures
- Emergency procedures

- OH&S policies and requirements
- Driver protocols
- Permitted construction vehicle routes
- Key personnel contact details
- Travel options

6.3.7.3 Workplace Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and covered by adequate and appropriate insurances. All traffic control personnel will be required to hold SafeWork NSW accreditation in accordance with the 'Traffic Control at Work Sites' manual.

6.3.7.4 Site Inspections and Record Keeping

The construction work would be monitored to ensure that it proceeds as set out in the projects' Construction Management Plan and the Contract Preliminaries Section 4.8 which requires the Contractor to facilitate a monthly meeting with the principal and project stakeholders to review the Traffic Management Plan and associated operational impacts. At this meeting, the parties will undertake a revised assessment of key risks and remedial actions to be taken on potential issues include site accessibility, safety and overall traffic management.

Inspections would be completed on a regular basis to ensure that conditions accord with those stipulated in the plan with no potential hazards. Any possible adverse impacts would be recorded and dealt with should they arise.

7 School Transport Plan

7.1 Introduction

A School Transport Plan has been prepared for the NSW Department of Education, in accordance with the *Transport Assessment and School Transport Plan Report Guidelines* issued by the NSW Department of Education.

This School Transport Plan has been informed by the preceding transport assessment, which comprised of a spatial analysis of student enrolments (2024 enrolment year) and the geographic distribution of students in relation to the school, site investigations, and the setting of base case, moderate and reach travel mode share targets.

While the targets for active and sustainable travel are aspirational, there is an opportunity to shift and shape active and sustainable travel behaviours through the upgrading of Randwick High School. To this end, the plan has been developed with focused and specific actions to increase the rate of use in active travel and public transport options to travel to school.

The measures included in the School Transport Plan include:

- Sustainable transport encouragement programs to increase the rate of walking and cycling to school.
- Targeting registration of the School Student Transport Scheme (SSTS), which is used by school bus operators and Transport for NSW to measure the demand for a dedicated school bus.
- Communications program to convey positive road safety messaging and expected standards of behaviour for a kiss and drop near the school.

7.2 Transport Goals

This section of the report utilises the understanding of external transport conditions for Randwick High School identified through the preceding transport assessment and defines the vision and objectives for Randwick High School to be achieved through the School Transport Plan. The vision and objectives provided support the adoption of the ideal transport scenario for which the school should aspire to achieve. This is to be supported through the implementation of measures proposed as part of the Transport Assessment, by following the communications plan to promote the use of active and public transport and through the continuous monitoring of performance in support of the travel coordinator role.

As identified in the report guidelines, the overall vision for the School Transport Plan is to deliver efficient, safe, and sustainable access to school during the planning, construction, and operation of school assets. To support this statement, the objectives that support the vision are:

- To proactively identify and meet school travel demand safely, efficiently and sustainably, and to deliver transport infrastructure to meet school travel demand.
- To maximise the use of active and public transport modes to reduce car traffic before and after school day start and end times.
- To decongest the road networks around schools.
- To increase active travel to and from school in a safe transport environment.

- To enhance connectedness to the neighbourhood and community through safe travel to and from school.
- To empower children and young people to be safe road users now and into the future.
- To meet the DoE's duty of care of students which extends beyond the school boundary, if there is a foreseeable risk of injury or harm to students as they travel to and from school.
- To "reduce the administrative burden" on a school principal (managing kiss-and-drop behaviour, parent and community complaints, calling bus companies etc.) by reducing the time and effort for schools/principals to coordinate and liaise with council, TfNSW to create a safe, connected transport environment around their school.

7.2.1 Active and Public Transport Mode Share Targets

A range of mode share targets were defined in the preceding Transport Assessment, which comprised of a base case, as well as moderate and reach mode share targets. Based on this assessment, the moderate target has been used for school travel in the short-term, for example, following the completion of the redevelopment construction, whilst the reach target is considered to be the upper limit of mode share that can be achieved once catchments and access through the provision of suitable infrastructure are taken into consideration. The resulting mode share targets for active transport and public transport are shown in Table 7-1 and Table 7-2 respectively.

Table 7-1: Active Transport Mode Share Target

Mode Share		
Base Case	Moderate	Reach
20%	21%	23%

Table 7-2: Public Transport Mode Share Target

Mode Share		
Base Case	Moderate	Reach
69%	70%	71%

7.2.2 Links to Other Application Documentation

No further application documents are required for consideration for this School Transport Plan. Other documentation would typically consider an ESD report for 5-star Green Star achievement, consultation plan, change management plan, and/ or a risk assessment.

7.3 Policies and Procedures

To enable the success of the School Transport Plan, specific communication expectations can be applied that consider increasing active and public transport use to school; reducing the rates of driving alone and kiss-and-drop to school, meeting ESD / 5-star Green Star requirements and managing risks. The following list indicates a range of transport-based policies that support the implementation of infrastructure improvements at a given school.

a. prioritise multi-modal transport access

b. staggered start/end times
c. multiple kiss-and-drop locations
d. remote kiss-and-drop
e. parking allocation and location
f. parking management system operations
g. school access policies for access via a pedestrian gate, bicycle cage, driveways and parking at arrival/end times, during OOSH, school day and outside hours
h. Share our Space

The policies that are to be considered at Randwick High School, which support the infrastructure and service improvements agreed upon in the transport assessment are discussed in further detail below.

7.4 School Transport Operations

As part of the NSW Department of Education's code of conduct, all personnel have a legal obligation to keep students safe and support their well-being. Student safety is most important around school bell times when the chances of physical harm resulting from accidents are increased. The appropriate management of school transport operations should be considered a high priority for the school, which falls under their duty of care. The school's duty of care is supported by a four-step process, as shown in Figure 7-1.

To support the Duty of Care Process shown, Table 7-3 details the aspects under the four headers that need to be considered by the school in managing risk and improving the overall safety and well-being of students. Further information in support of this can be found on the NSW Department of Education website.

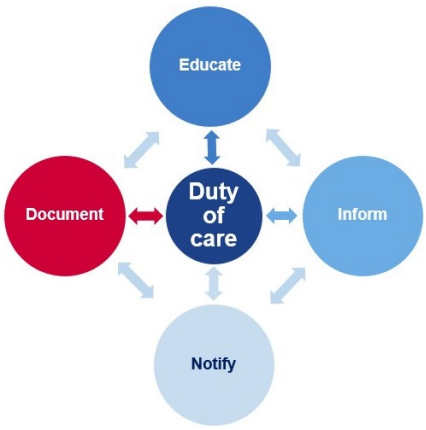


Figure 7-1: Managing a Schools Duty of Care and Road Safety Process

Table 7-3: Managing a School's Duty of Care and Road Safety

Managing a School's Duty of Care and Road Safety
Educate
Which student groups need to be educated about road safety concerns? • Individual or small groups of students? • Year/stage group of students? • The whole school? How will road safety education be made relevant? This can be achieved through: • Localised, school-specific teaching and learning activities • Identified outcomes • A strengths-based approach?
Inform
Which parents/carers need informing about the road safety concern? The parents of:

- Individual or small groups of students
- A year/stage group of students
- All students?

How will it be communicated?

- Social media (Facebook, school apps, Twitter, Instagram, TikTok)
- Newsletters
- School website
- Enrolment pack information,
- Orientation day
- School noticeboard sign, email
- Meetings
- Take-home activity/note

Notify

If emergency services assistance is required, call them before calling the WHS Incident Report and Support Hotline.
All WHS related incidents and injuries, including a near miss, must be reported in line with Incident Notification & Response Procedures. This includes any non-workplace incident that impacts students, staff, and the school community, e.g., travel to/from school.
Situations that have the potential to cause injury to an employee, student, member of the community, volunteer, or contractor should also be reported to the Incident Report and Support Hotline. This includes non-workplace situations, e.g., travel to/from school.
It is valuable to report all concerns to:

- Highlight that a risk exists
- Contribute to managing your duty of care
- Get the concern noted so appropriate support and corrective actions can be initiated to prevent further incidents
- Build a data profile that Health and Safety, and School Infrastructure NSW Directorates can use to bring about change for your school.

Who needs notifying if student/s are unsafe road users, or the infrastructure is unsupportive of a safe school site or school zone:

1. Parents/carers
2. Internally: school staff, P & C, school WHS Committee, WHS Advisor, WHS Incident Hotline, Assets Management Unit, local Director Educational Leadership, local Road Safety Education Officer
3. Externally: Council Road Safety Officer or general manager, Transport for NSW, police highway patrol/liaison officer, council parking rangers, bus operator

Notifications can either be made by phone call, face-to-face informal discussion/formal meeting, email, formal letters, Snap send solve app

Document

Who will document, record, and track the actions?

- Class teachers, SASS staff, and school executives will be responsible for reporting these actions.
- The school principal will be responsible for managing these actions

7.4.1 Site Transport Access

Numerous transport access points exist around the school site, with all being operational around school bell times as identified in chapter 3.

7.4.2 Day-to-Day School Operations

Table 7-4 details transport site access that is active during day-to-day school operations. For this, appropriate measures should be considered to support student safety.

7 School Transport Plan

Table 7-4: Day-to-Day School Operations

	On-site	Adjacent-to-site	Management measures
Site entries, pedestrian, and vehicle	Y	Y	Y
Kiss-and-drop including Assisted School Transport Program	N	Y	Y
Buses	N	Y	Y
Parking including carpool, carshare pod	Y	Y	Y
Deliveries and service vehicles	Y	N	Y

The following measures have been taken from the NSW Government website for managing school road safety. These measures will need to be implemented to appropriately manage student safety regarding the day-to-day school operation site access:

- Regularly review the school site entry and exit risk management plan.
- Use various communication strategies to inform parents and carers about safe road user behaviours on site and in the school zone.
- Update casual teachers about student arrival and departure procedures.
- Assist students entering and exiting the school safely.
- Where applicable, liaising with the School Crossing Supervisor and/or the Assisted School Travel Program providers on effective management.
- Use various communication strategies to inform parents and carers about safe road user behaviours onsite and in school zones.
- Update casual teachers about student arrival and departure procedures.
- Assist vulnerable students to allow them to enter and exit the school safely.
- Label, number or colour code access points for easier reference and recognition by students, families and staff, e.g. pedestrian entry and exits, kiss and drop area, bus travellers, cyclists, etc.
- Spread the arrival and departure of students and families across different pick-up and drop-off accesses to reduce congestion in any one spot, either on or off-site.
- Use signage, social media, school website, note home or assemblies to inform students, families, staff and visitors of changes to entry and exit or pick up and drop off arrangements such as construction on site or in the school zone; hazards (fallen trees, power lines, floods); delays to public transport and school buses.

Running in parallel to these measures, parents should be encouraged to:

- Walk their children to school, where possible.
- If driving is unavoidable, park away from the school and walk with their children or drop off their independent children to walk the rest of the way to increase physical and mental health and help reduce traffic congestion around the school site.
- Remind staff to maintain their own safety to reduce their risk of trips, slips and falls when supervising students at kiss and drop zones. For example:
    - » Remain behind the school fence or well away from the edge of the footpath.
    - » Do not stand on the road between vehicles (to avoid crush injury).
    - » Wear a high-visibility jacket when in or near to the traffic environment.

» Ask drivers to wait until the child is properly buckled up, if the child can do it themselves, before driving off.

Remind teachers and other school staff they are not permitted to operate as a School Crossing Supervisor and control traffic. They can assist students cross the road when it is safe to cross.

7.4.3 Event Transport Operations for Share our Space, Hall Hire and Excursions

An Out-of-Hours Event Management Plan will be required to support the opening of facilities to the community should Randwick High School wish to do so.

7.4.4 Sample Transport Encouragement Programs

There are a range of measures which can be implemented by the school, to encourage safe and sustainable transport access to and from the school. A summary of the measures which can be implemented at Randwick High School is highlighted below. A Travel Coordinator (TC) will be appointed within the first 12 months of operation, and the highlighted measures will be implemented by the TC with consultation from the school as and when necessary.

7.4.5 School Student Transport Scheme (SSTS)

The School Student Transport Scheme provides eligible school students with free or subsidised travel on public transport to and from school and is dependent on where students reside and the availability of public transport. If a student doesn't qualify for free school travel, they may be able to buy a School Term Bus Pass for discounted travel on buses between home and school. Further information on this scheme can be found on the TfNSW website.

7.4.6 Ride to School Day

National Ride2School Day is an annual event that encourages students to ride into school. It provides students with the opportunity to trial cycling into school, which can further increase uptake in the future. Further measures can be provided during Ride2School day such as free breakfasts and bike tuning to encourage a greater number of participants.

7.5 Communication Plan

The communications plan provides a range of initiatives and actions, including some to be completed and implemented before the opening of the new school buildings, that will help to achieve the mode share targets and reduce the overall car travel associated with the school. Unless explicitly stated as a 'reach' scenario intervention/initiative, all proposals included have been developed to achieve the 'moderate' scenario mode share targets.

These actions need to be reviewed regularly, at least annually, to review actions and refine them as the school community needs may change over time.

7.5.1 Channels

All communications should be promoted through the appropriate channels used by the school, to help target the widest audience possible. The recommended channels have been provided in Table 7-5 below.

7.5.2 Messages

The following communications plan has been co-designed and developed across a number of School Transport Plans. The communications plan provides a guide for some of the messages that the School Principal and current staff involved with sustainable transport initiatives may communicate to promote the uptake of walking, cycling and public transport to school.

Table 7-5: Sustainable Travel Communications Plan

What	When	Which Channel	To Whom
Share the vision and targets for the number of students targeted to walk, ride, or take public transport to school.	At the start of the school year and periodically throughout the year	Social media School website Email newsletters	Staff, parents, and students
Share the walking, cycling, train and bus transport options to travel to the schools, drawing from the TAG. Note: Public school websites have standardised transport information available to parents and students.	On the school website at all times	Social media School website Email newsletters	Staff, parents, and students
Promote and encourage students to use discounted or free travel by signing up to the SSTS to encourage use of public transport as a sustainable travel option.	Regular periodic updates, including at the start of each term	Social media Newsletters	Students and parents
Promote and encourage participation in National Ride2School Day.	Prior to the annual event in March.	Social media	Staff, parents, and students
Promote Walk Safely to School Day. Materials available at www.walk.com.au	Prior to the annual event in May	Social media	Staff, students, and parents
Communicate the expected standards of behaviour for Kiss and Drop, and Road Safety. Materials are available through the TfNSW School Safety website. Link	Regularly/ as required	Social media	Students and parents
Conduct discussions with Road Safety officers and School Principals about the access and operations at the Kiss and Drop zone.	At the start of the school year and periodically throughout the year	School website School Noticeboards	Students and parents
Communicate links to NSW Department of Education Road Safety Website, which is typically included in all public-school websites.	Regularly, multiple times each term	School website Social media	Students and parents
Communicate road safety education YouTube video links including: Keeping your child safe around buses - Link Riding safely with children – Link Walking safely with children – Link School zones – Link School crossings – Link	Regularly, multiple times each term	School website Social media	Students and parents

What	When	Which Channel	To Whom
Communicate external resources supplied by groups such as Bicycle NSW to help reduce barriers to cycling	Regularly, multiple times each term	School website Social media	Students and parents
Communicate regarding the availability of vouchers which can be applied for through the NSW Government Active Kids Program. Which includes vouchers for sports and recreation purposes up to the value of $50 per child.	At the start of the school year and periodically throughout the year	Online school communication channels (e.g., Facebook page, newsletters)	Staff, parents, and students

7.5.3 Travel Access Guide

A Travel Access Guide (TAG) provides suggested safe and accessible options for travelling to school. The guide provides advice on safe access initiatives, site access, public transport use, bicycle parking and much more. A TAG will need to be produced as part of the school reopening to provide students with information relevant to:

- Ped scooter parking
- Bicycle parking
- Carpool parking
- Parking management
- End-of-trip facilities (staff)
- Flexible and reconfigurable spaces
- Provision of bubblers and taps to encourage water drinking and less waste
- Remote kiss-and-drop

The TAG should also provide supportive measures and messages that can be communicated to parents and carers which help encourage changes in attitude towards forms of transport mode choice. The following are examples of messages which can be used to achieve this:

- Get involved in using active and public transport to school with your student
- Help your student practice the active and public transport they are learning (try for part trip or whole trip)
- Speak to staff and government transport stakeholders about travel to school programs and infrastructure
- Use active and public transport from school drop-off to work
- Report transport issues as the concern arises (e.g. Send Snap Solve app, Council@ email, phone number)
- Improved quality of life (increased healthy lifestyles, well-being, physical activity)
- Life-long learning opportunities
    - » Transport as a learning and resilience-building opportunity
    - » Additional learning opportunities
    - » Educational opportunities for parents and the community
    - » Joint/community use for transport programs

7.6 Data Collections and Monitoring

For the School Transport Plan (STP) to be effective it must be reviewed on a regular basis. It is important to ensure that the STP is meeting its objectives and having the intended impact on car use and transport choices for the school's staff and students. The implementation of the School Transport Plan will be reviewed periodically through staff and student travel surveys. The School Transport Plan is required to be updated and changed to reflect changing circumstances and local context/ facilities should they occur.

7.6.1 Data Collection

To monitor the STP, a travel questionnaire is to be conducted for all staff and students within the first 12 months following the occupation of the new buildings. The survey undertaken for this STP is be used to as the baseline for travel planning programs. Subsequent survey results are to be reported annually by the school and used to inform funding allocation for successful programs/ removal of unsuccessful programs. Future travel surveys are to be collected using the same methodology documented in this STP for consistency. This will ensure that surveys are collected by the teachers responsible for each first-period class on either a Tuesday, Wednesday, or Thursday. This should be done during a period of time that is not situated close to public holidays or during a period of examinations. Ideally the survey is to be conducted on a day that is not impacted by weather or other external circumstances which may influence the final outcome. Surveys are to be collected in person and not online to ensure maximum participation is achieved. All surveys are to be collected on the same day at the same time. Surveys are to be conducted once for each term that the School Travel Coordinator role is active.

7.6.2 Ongoing Feedback Framework and Evaluation

The School Principal or a designated member of staff will manage the ongoing feedback framework to continuously improve the oversight of sustainable travel outcomes for Randwick High School in consultation with relevant school stakeholders. This may include activities such as:

- Reviewing the adequacy of bicycle racks required periodically.
- Surveying the uptake of the Travel Access Guide
- Observing road safety activity outside the school grounds to identify any improvements required.
- Observing how pathways are being used, or whether pathway design is inadequate or in the wrong location (for example if 'goat tracks' are worn through particular areas, should a request to Council be put in to improve the pathway in future works programs.
- Observing the operation of any future school buses and the drop-off/pick-up facilities for any potential safety concerns. Make recommendations up to Transport for NSW, Randwick City Council and the bus operator accordingly.
- Liaising with the Randwick City Council Road Safety Officer concerning the management of parking behaviours around the school.
- Responding to any other feedback from Transport for NSW, Police, Residents, Teachers, Parents or Students that might arise from time to time.
- Determining whether the mode share targets set are too ambitious and if they should be more specific and targeted.

7.6.3 Reporting Findings

Findings are to be reported back to the working groups detailed in the following chapter. Findings are to be presented by linking back to the communications plan and governance arrangements discussed. The reporting process will provide the results of the monitoring process with SI, Randwick City Council and TfNSW to demonstrate the effectiveness of the School Transport Plan approach in order to expand, revise, strengthen or improve the use of this tool across the portfolio transport programs (report to SI, TfNSW). A working group is to be held at a point in the school calendar year to discuss assessment outcomes when required. Points of feedback can address issues such as:

- Adopting or revising programs to increase sustainable transport use (school).
- Installing additional infrastructure to accommodate sustainable transport demand (school, council and/ or state government).
- Web tools or apps that enable the school community to report transport issues / missing links (Send Snap Solve or Social Pinpoint).

7.7 Governance Framework

To capitalise on the potential of the School Transport Plan, ongoing engagement with transport stakeholders is required. On-going engagement with internal and external stakeholder groups will be required with the groups detailed in Table 7-6.

Table 7-6: Internal and External Stakeholders

<table>
<tr><th>Internal Working Group</th><th colspan="3">External Working Group</th></tr>
<tr><td rowspan="3">A working group with school leadership, Road Safety Education Officer, students, teachers, parents/carers, and neighbours.</td><td colspan="3">A working group with school leadership, state government agencies and local government</td></tr>
<tr><td>TfNSW</td><td>Randwick City Council</td><td>SI / DET/ Other</td></tr>
<tr><td>• Active Travel to Schools
• Bus Service Planning
• Bus contract manager
• Assisted School Transport Program
• Subsidised School Transport Scheme</td><td>• Manager, Transport Planning
• Active Travel
• Road Safety Officer
• LGA Travel Coordinator
• Sustainability</td><td>• Travel Coordinator
• Principal
• Road Safety Education Officer
• AMU representative
• Private bus operator
• Transport Planning Manager</td></tr>
</table>

7.7.1 Travel Coordinator

A Travel Coordinator is required within the first 12 months of occupancy, whilst transport programs must be implemented to achieve travel behaviour change. The role will be managed by DET. This includes determining the role and procuring a contractor, or other to promote, coordinate and monitor the implementation of the sustainable travel initiatives. of the Travel Coordinator will be enforced until one year after the completion of the upgrade works.

The Travel Coordinator will be responsible for implementing the actions shown in Table 7-7. The actions provide the means to encourage sustainable transport options Randwick High School and will need to

be reviewed regularly, at least annually, to review the actions and refine them as the school community needs may change over time.

7 School Transport Plan

Table 7-7: Transport Encouragement Programs

Strategy	Action	Target Audience	Timeframe	Coordinator
Enabling active travel through resourcing				
Walk Safely to School Day	Promote and take part in 'Walk Safely to School Day'. Further information: www.walk.com.au	Staff and students	Annually	Travel Coordinator
Ride-to-School Day	School participates in Ride-To-School Day. This provides an opportunity for students, parents, and teachers to try riding, walking, skating, or scooting to school as well as celebrating the regular walkers and riders. Further information: www.bicyclenetwork.com.au	Staff, parents and students	Annually	Travel Coordinator
School Student Transport Scheme (SSTS)	Promote this scheme among the school community. Applications to the SSTS, for subsidised school term bus pass (students living beyond 2.9 km walking distance from the school), are used as an indicator for demand for dedicated school buses by Transport for NSW. Therefore, an uplift in applications to the scheme is needed to support the continued provision of school buses to help achieve the school travel targets.	Parents and students (both schools)	Annually	Travel Coordinator
Reduce Car Travel				
Communication Plan	Discuss and refine the Communications Plans and key messages with the School Principals and TfNSW to encourage a higher usage of non-private vehicle modes from staff, parents, and students.	Staff, parents, and students	Post occupation and then annually	Travel Coordinator
Staff car-pooling	Establish and organise a car-pooling scheme that enables staff to share their car trip to the school with more than one person in the car, reducing cars travelling to the school.	Staff and students	Post occupation and then ongoing	Travel Coordinator
Parking management plan	Liaise with the Principal and Randwick City Council to develop policies to manage the demand for staff parking using the on-site spaces and on-street parking in the surrounding streets if required.	Staff and students	Post occupation and then ongoing	Travel Coordinator and Randwick City Council
Additional Actions				
Inspire the school community towards using active and public transport to travel to school	Communicate to Staff and Students key messages to promote sustainable travel including targets and actions outlined in the School Transport Plan in the Communications Plan.	Staff, students, and parents	Per communication plan	Travel Coordinator to prepare messaging for the School Principals to send out

7 School Transport Plan

Strategy	Action	Target Audience	Timeframe	Coordinator
Travel Access Guide (TAG)	Distribute a travel access guide and publish on the school website and other school communication mediums so that it is easy to understand the options to travel to school using active modes or public transport. The TAG is attached in Appendix A.	Staff, students, and parents	Per communication plan	Travel Coordinator to prepare for the School Principals to send out
Provide cycle training to staff and students	Utilise the following resources to train staff and students: AustCycle http://austcycle.com.au/ BikeWise http://www.bikewise.com.au/services-courses/cycle-courses/city-cycling/ Bicycle NSW http://bicyclensw.org.au/events/courses/skills/beginner/	Staff, parents, and students	Quarterly	Travel Coordinator and School Principal
Other incentives for staff to use active and public transport	Propose and discuss the following initiatives with the School Principal to consider and implement: Pre-loaded Opal cards during orientation. School-subsidised panniers or backpacks for staff committed to active travel. Salary sacrifice options for purchases of bikes or other micro-mobility options. Time in staff meetings to share tips and support for staff wanting to start cycling. Wayfinding at the school with directions to the End of Trip facilities. A role for a school sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport.	Staff	Post occupation and then ongoing	Travel Coordinator
Travel surveys for staff and students	Use travel surveys to be issued to staff and students to obtain workforce data analysis (including staff residential postcodes) to identify changes to the actual staff/student travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and students to get to and from the site. Collaborate with the School Principal on the method and timing to circulate the travel surveys to staff and students as appropriate. An example travel survey is attached in Appendix B.	Staff, students, and parents	Quarterly	Travel Coordinator

7.7.2 External Transport Working Group

The external Transport Working Group is to follow on from the Transport Working Group formed in Consultation Stream 2 of this Plan, during the transport options development phase of the Transport Assessment. The Department of Education and the Travel Coordinator should identify and advance relationships with these stakeholders including Council, bus operators and TfNSW – to govern transport issues and opportunities during the implementation of the Travel Plan. If this group already exists due to previous works with Department of Education for the same school, the Terms of Reference are to be amended to include this school project. Feedback during the external working group should highlight:

- If students are spilling out onto the road, new footpaths or pedestrian crossings required.
- If road safety issues are raised by parents or staff, a Road Safety Audit may be required to address issues.
- If buses are turning away students because the buses are full, i.e. new bus services are required.

Document arrangements for this group are to include:

- Meeting regularly i.e. monthly / quarterly.
- Report transport usage.
- Inform updates to the School Transport Plan.
- Seek funding for reported missing links or operational issues.
- Collaborative response to key issues.

8 Conclusion

The key findings of this Transport and Access Impact Assessment are as follows:

- Mitigation measures, which encompass school bus services, provision of sufficient site transport facilities (car parking, bicycle parking and end-of trip facilities) are intended to support transport access to the school site and minimise impact on the surrounding transport network.
- The proposed on-site parking and kiss-and-drop zone provisions are adequate to meet the school's operational demand in accordance with the DCP requirements and forecasted mode shares.
- The number of bicycle parking spaces provided at the school is sufficient to support a moderate level of mode share demand. These existing spaces will be retained on site, although they will be relocated from their current position.
- The reduction to 103 parking spaces during demolition and construction activities requires mitigation measures to avoid adverse impacts on the local community. These measures are essential to manage parking demand and preventing overflow onto surrounding streets. An alternative transport program will be implemented to encourage staff to use other travel modes during the school's construction phase. This initiative will be communicated internally to help minimise the impact of the temporary parking loss. Measures include:
    - Carpooling Program: An internal communications page will be established to identify where staff are travelling from and to facilitate carpooling arrangements. This will help increase vehicle occupancy and reduce overall demand for parking. Staff participating in the program will be allocated priority parking spaces on site to encourage uptake.
    - Public Transport Promotion: Staff will be encouraged to use public transport options where feasible. Information on nearby bus and train services, including timetables and route maps, will be made available to assist with planning.
    - The temporary loss of parking will reduce on-site capacity to 103 spaces, which is expected to increase demand and may lead to overspill onto surrounding streets. These strategies aim to ease pressure on parking facilities and support staff mobility until construction is complete.
- Prior to the occupation of the new buildings, which includes the Administration Building and Lecture Theatre, a total of 146 parking spaces must be provided within the site.

Appendices

Appendix A Travel Access Guide (TAG)

Randwick High School

Travel Access Guide

Effective: July 2025

Project overview

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

Active ways to get to school

Walking is an active and healthy way to get to school

- Always use crossing facilities such as traffic lights, pedestrian crossings, or a school crossing, remember to *Stop, Look, Listen and Think* when crossing the road.
- Hold an adult's hand when crossing the road.
- Share the footpath and walk on the left.
- Look out for cars entering or leaving driveways.

Ride your bike

- Always wear a correctly fitted Australian standards approved helmet when riding your bike.
- Ride to the left on footpaths.
- Take extra care when crossing roads, even when using a pedestrian crossing.
- Watch out for cars entering or leaving driveways.
- Give 1 metre space when riding past other people.

Ride your scooter

Children may ride their scooters on the footpath. Children can then secure their scooters at the school's bicycle/scooter racks.

- Always wear a correctly fitted Australian standards approved helmet when riding your scooter.
- Wear a bright-coloured bag, clothing or reflectors such as a vest to be highly visible.
- Give pedestrians right of way on footpaths.
- Check your wheels, handlebars, brakes and frame are in good condition before riding.

Kiss and drop expectations

- School pick up/drop off zones allow a maximum 2 minutes of stopping time. These zones are accessible on school sides of Barker Street and Rainbow Street.
- Make sure children use the Safety Door (rear footpath side) when getting in and out of a car.
- U-turns are not permitted around the pick up/drop off zones.

School Bell Times

- Start time: 8:35am
- Finish time: 3:11pm (Monday, Thursday, Friday), 2:54pm (Tuesday), 3:15pm (Wednesday)

For more information contact:

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

NSW GOVERNMENT

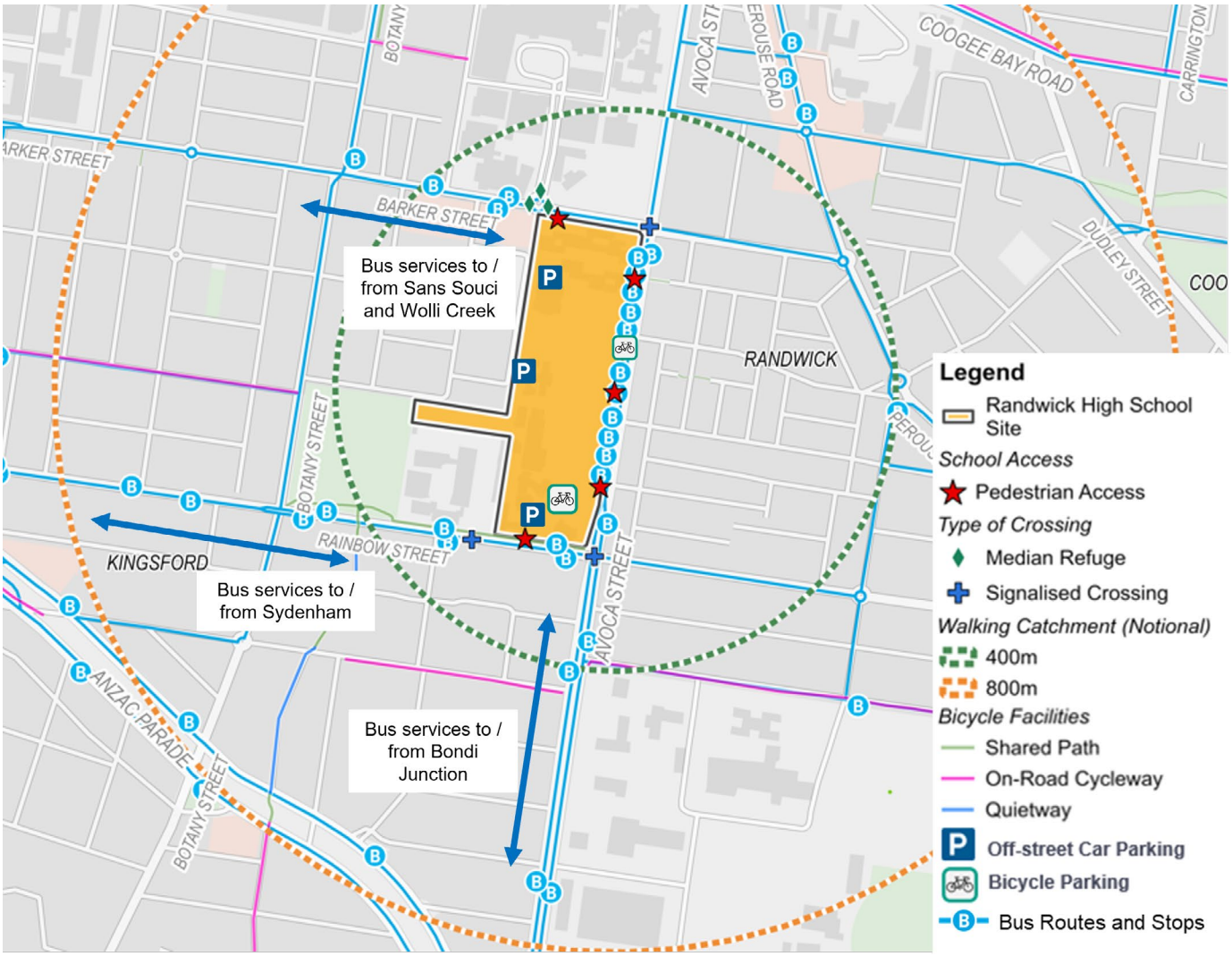
Active Travel Map:

- Students can walk or cycle on footpaths on both sides of the roads near the school.
- Students can walk to the bus stops using the signalised crossings and refuge islands on Barker Street and Rainbow Street.

  Reminder: children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.
- Bicycle parking spaces are provided within school grounds.
- Students on bicycles are required to dismount and walk their bicycles to the bike parking area once they enter the school grounds.

Car Parking and Road Safety

- Park safely and turn legally, even if it means walking further to the school entrance.
- Give way to people walking or cycling, particularly when entering and leaving driveways.
- Always look around carefully, check mirrors and blind spots for children and other cars before:
  - opening your door
  - slowly reversing
  - pulling out from the side of the road or a parking area.

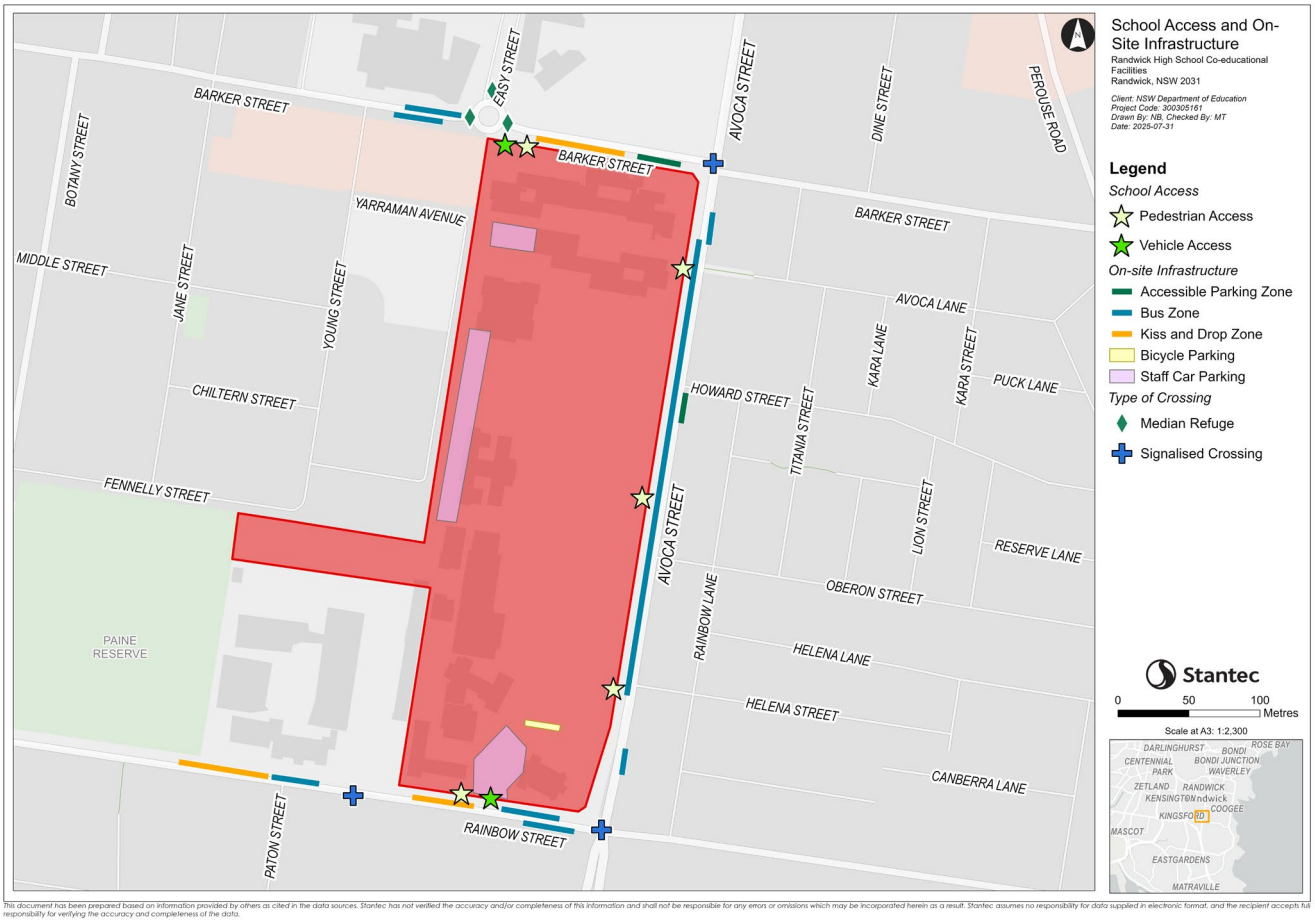


For more information contact:

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

NSW GOVERNMENT

School Access



- Pedestrian access to the school is via the entry points on Avoca Street, Barker Street and Rainbow Street.
- Bicycle parking is provided within school grounds, near the school entrances on Avoca Street and Rainbow Street.
- Parents/carers can pick up/drop off students at kiss and drop zones located on Barker Street and Rainbow Street.
- A range of school and public bus routes stop at the bus stops located off Avoca Street, Rainbow Street and Barker Street. Refer to the next page or click here for public transport route and timetable information.

For more information contact:

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Email: schoolinfrastructure@det.nsw.edu.au
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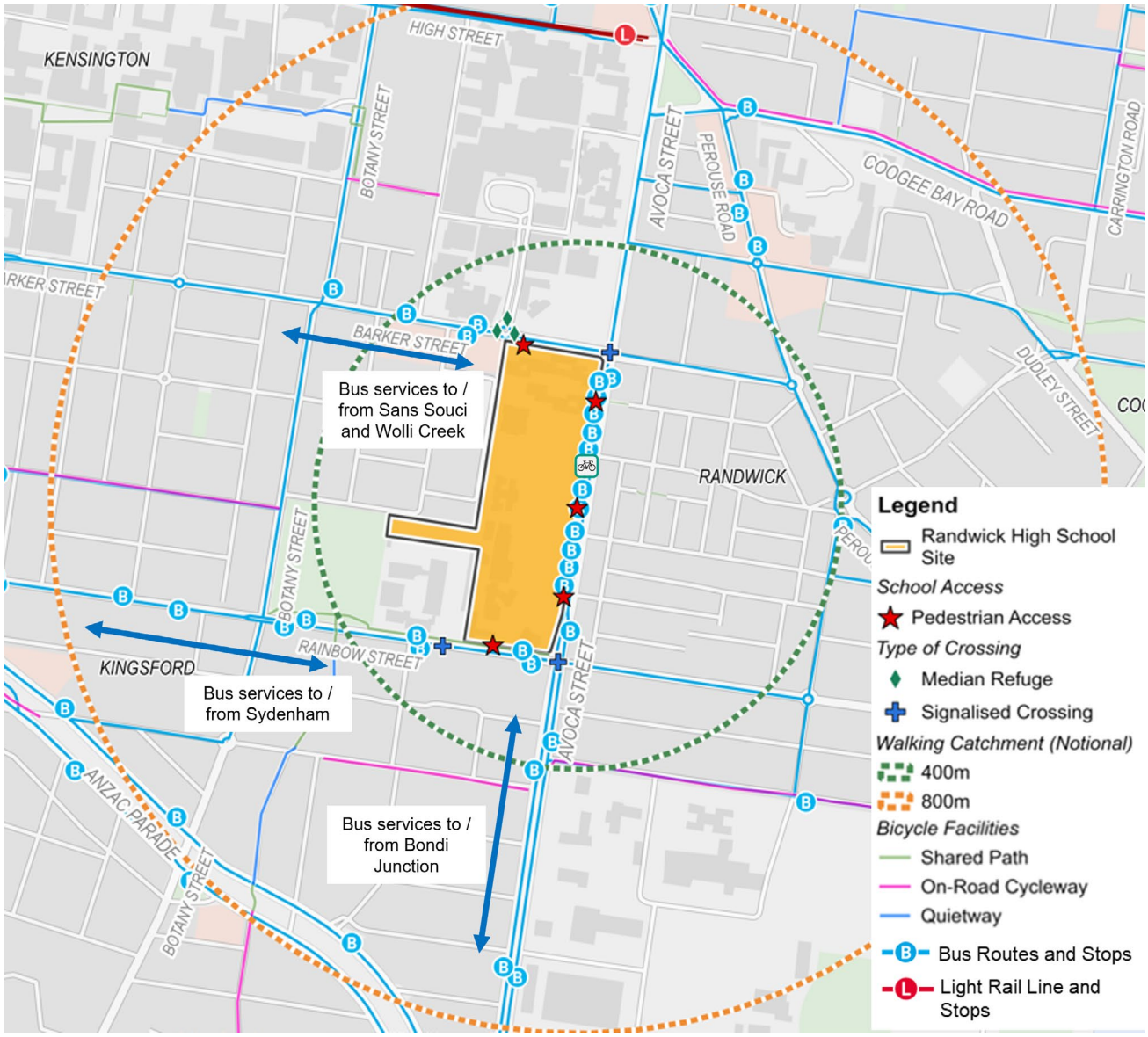
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

Public Transport (Bus and Light Rail)



- Randwick High School is supported by bus services that operate along Avoca Street, Rainbow Street and Barker Street, which facilitate trips from surrounding suburbs and major transport nodes. Randwick Light Rail station is 800-metre to the east of the site and provides access to Sydney's City Circle
  - Avoca Street bus stops are located a 2-minute walk to the school.
  - Rainbow Street bus stops are located a 1-minute walkto the school.
  - Barker Street bus stops are located a 2-minute walk to the school.
  - Randwick Light Rail station is located a 10-minute walk to the school.
- Regular Bus and Train Services
  - 303 – Prince of Wales Hospital to Sans Souci
  - 348 – Prince of Wales Hospital to Wolli Creek
  - 358 – Sydenham to Randwick
  - 390X – La Perouse to Bondi Junction

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NSW GOVERNMENT

Where do you ride?

Footpath/shared path/cycleway:

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

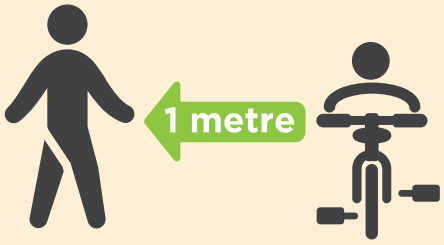
Look out for pedestrians on shared paths.

Crossing the road:

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

Give a metre:

Give pedestrians 1 metre of space when riding past.



3 steps to follow when riding a bike:

Clip, check, chime.

Clip your helmet

1

You must always wear a helmet when riding your bike.

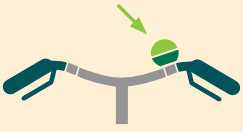
Check your brakes

2

Make sure your brakes are working.

Chime your bell

3



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

Things to remember

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

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

Always remember to watch out for hazards

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

For more information contact:

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NSW GOVERNMENT

Additional information

Something broken on the way to school?

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

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

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

Get a discount on your Bicycle NSW membership

Bicycle NSW is offering a 15% discount on membership for families at our school. This includes insurance and discounts for recreational bike rides.

Take up the offer today:

- Visit bicyclensw.org.au
- Sign up for a membership
- Use this discount code for 15% off your membership:

nswtag

The code expires on 31 May 2023.
Don't miss out!

bicycle NSW

Benefits of not using a car to travel to and from school

Did you know children who live within 2 kilometres of school are often driven to school?

That means many NSW children could be missing out on the physical, social and mental benefits of active travel - walking, riding or using public transport.

Additionally, even active travel part way for one day per week can make a difference to our local traffic congestion.

We can help bring these positive changes to our local community by choosing active ways to get to school.

Apply for a school travel pass

Depending on where you're travelling, you may receive a free school travel pass, a School Opal card, or both or travel between home and school on NSW public transport. As a general guide:

- Students who live 2km away from the school or further are eligible for free bus travel to school.
- Students who live within 2km radius of the school for a fee of approximately $55 per year can receive subsidised school travel.

Check your eligibility for a school travel pass here: https://www.service.nsw.gov.au/transaction/apply-school-travel-pass#eligibility

Safe travel

Parents and carers are responsible for their child's safety on the way to and from school.

Parents and carers can reinforce what their children learn at school by planning and using safe school travel routes, model safe considerate behaviour and always follow the road rules. Young children, in particular, require active supervision by an adult whenever they are in a traffic environment.

Remember — road safety is everyone's responsibility.

For more information contact:

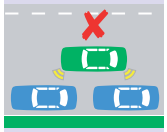
School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

Parking and traffic rules in school zones

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

QUICK REFERENCE GUIDE TO IMPORTANT SAFETY TRAFFIC RULES

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

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

For more information contact:

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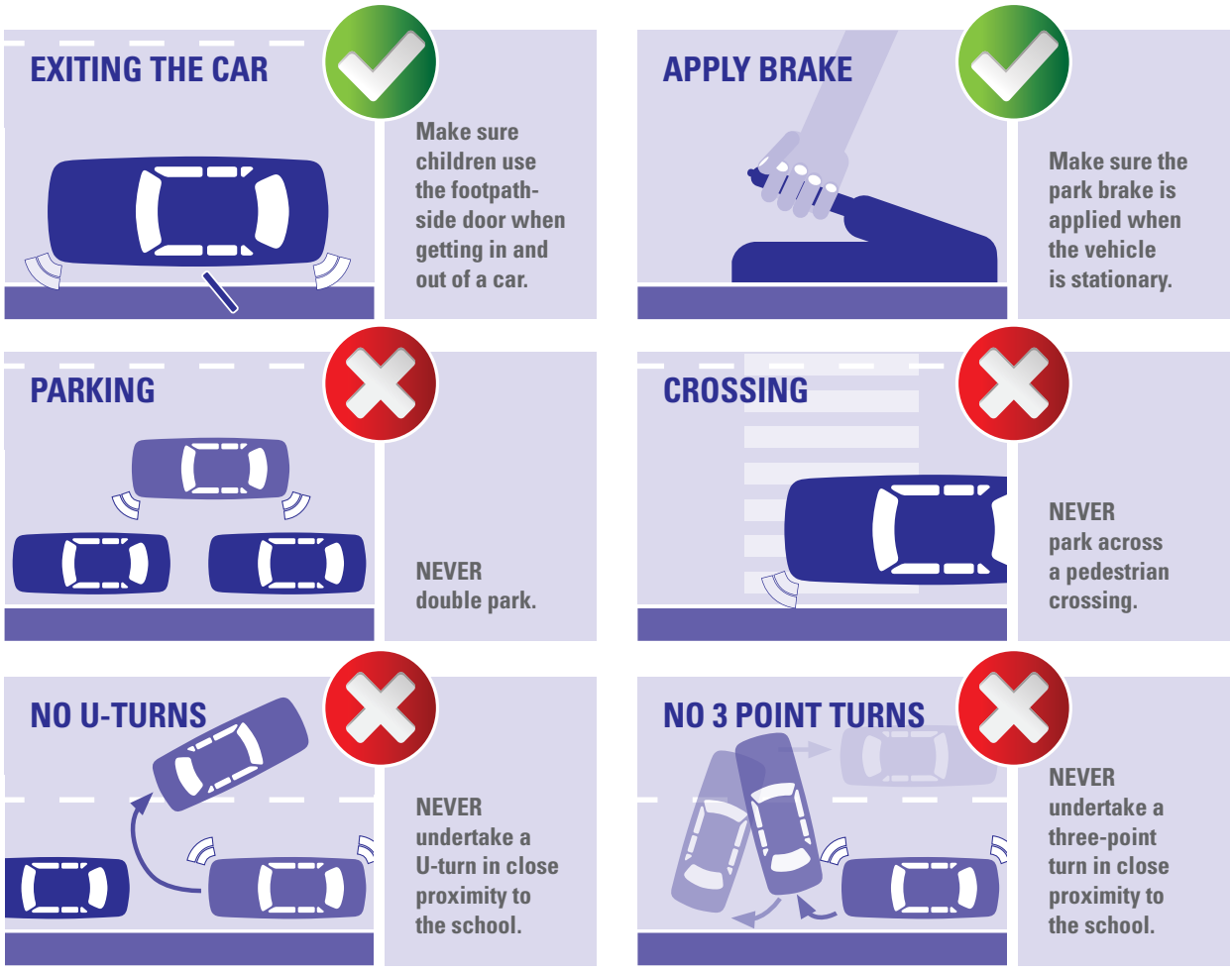
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

Safety tips for school zones:



Safety tips for students:

Demerit Points:

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

For further information regarding demerit points please visit: **rms.nsw.gov.au/roads/safety-rules/demerits/**

For more information contact:

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NSW GOVERNMENT

Appendix B Travel Survey

‘Hands up‘ survey form

This tool is designed to help establish how children currently travel i.e. the modes they travel by, and to allow tracking of changes in children’s travel as the various initiatives in the action plan are delivered.

Venue or Group Name

Date of Survey | Number Present | Number Absent

When the group is together, ask them to put their hands up to respond to a series of questions you ask – “Who got here by walking?” Then “Who got here by bicycle?” and so on. Write the answers in the spaces below.

How many children usually get to the venue by the following modes?

(Please enter a number against each mode)

Walk | Bus | Train | Cycle | Car | Other

If desired, or likely to be different from travelling to a venue, you could repeat this process asking about the children will get home from the venue.

How many children usually get home from the venue by the following modes?

(Please enter a number against each mode)

Walk | Bus | Train | Cycle | Car | Other

Appendix C Stantec CVs

Volker Buhl

Principal Transportation Planner

23 years of experience · St Leonards NSW, Australia

Volker is an experienced transport engineer and project manager with over 20 years' experience, having worked across a wide range of transport disciplines. His experience includes traffic management, traffic engineering, rail and public transport operation and planning, transport modelling and pedestrian modelling.
Volker's career in the consulting industry includes six years spent in London and over 12 years in Sydney. During his time in Sydney, Volker has worked across both the public and private sector, having previously worked for the local government. He has a holistic traffic and transport background and strong project management skills. He has gained national and international experience in a wide range of transport projects, having worked with both public and private sector clients and multiple stakeholders.

MEMBERSHIPS

Member, Australian Institute of Traffic Planning and Management Incorporated

PROJECT EXPERIENCE

Volker has actively managed and worked on a large number of projects during his career. The following list provides an overview of studies and projects that Volker has been involved in recently:

TRANSPORT STUDIES & STRATEGIES

Inner West HPAA Study | Inner West Council | 2023 - 2024

Hunter's Hill Integrated Transport Strategy | Hunter's Hill Council | 2023 - 2024

Kensington and West Kingsford LATM | Randwick City Council | 2023 - 2024

Greater Warnervale Integrated Transport Plan | Transport for NSW | 2022 - 2024

Randwick Junction and Housing Investigation Areas | Randwick City Council | 2021 - 2022

Burwood Traffic and Transport Study | Burwood City Council | 2019 – 2022

Hawkesbury Vibrant Town Centres | Hawkesbury City Council | 2021

Fairfield City Transport Study | Fairfield City Council | 2021

Strathfield Integrated Transport Strategy| Strathfield Council | 2021

Granville and Auburn Transport Study | Department of Planning, Housing and Infrastructure | 2020 – 2021

Randwick Integrated Transport Strategy | Randwick City Council | 2020 - 2021

Penrith and St Marys Movement & Place Plans | Penrith City Council | 2020

Canada Bay Local Movement Strategy | City of Canada Bay Council | 2019

Canterbury Bankstown Integrated Access and Movement Study | City of Canterbury Bankstown | 2019

Bankstown Complete Streets | City of Canterbury Bankstown | 2017 - 2019

ACTIVE TRANSPORT PLANNING

Port Macquarie-Hastings Walking and Cycling Review | Port Macquarie-Hastings Council | 2023 - 2024

Willoughby Cycling Strategy and Action Plan | Willoughby City Council | 2024

Burwood Active Transport Action Plan | Burwood City Council | 2024

Wollongong Cycling Network Plan and Program | Wollongong City Council | 2023- 2024

Singleton Walking and Cycling Plan | Singleton Shire Council | 2023 – 2024

Parramatta Bike Plan 2023 | Parramatta City Council | 2022 – 2023

Darling Harbour Cycling Strategy | Transport for NSW | 2023 – 2024

Hawkesbury Active Transport Action Plan | Hawkesbury City Council | 2023 – 2024

Paramatta Civic Link | Parramatta City Council | 2022

Cooks River Shared User Path Improvement Study | City of Canterbury-Bankstown Council | 2021 – 2022

Richmond Bridge Cycling Study | Transport for NSW | 2022

City of Sydney Walking Safety and Place Improvements | City of Sydney Council | 2022

King Street Cycleway Stage 2 | City of Sydney | 2021

Chatswood to St Leonards Principal Bike Network Study | Willoughby City Council | 2020

Georges River Cycleway Feasibility Study | Transport for NSW | 2020

Hunters Hill Bike Plan | Hunters Hill Council | 2020

Warringah Freeway Upgrade Active Transport Infrastructure Assessment | Transport for NSW | 2020

Sydenham to Bankstown Walking and Cycling Strategy | Sydney | 2019 - 2020

Canterbury Cycle Route Options Assessment | City of Canterbury-Bankstown | 2018

Inner West Greenway Masterplan | Inner West Council | 2017

Matthew Todd MSc, BSc, MAITPM, MCIHT

Senior Transportation Planner

9 years of experience · St Leonards NSW, Australia

With nine years of industry experience, Matt has developed a deep understanding and expertise in both the UK and Australian markets. He possesses strong knowledge in active transport, demonstrated by his successful leadership in delivering innovative walking and cycling strategies. Matt's strategic vision and hands-on approach have consistently resulted in effective and sustainable transport solutions.

Matt has extensive knowledge of school-based transport work, including rapid transport assessments, school transport plans, and serving as a school travel coordinator. His focus on working with schools to encourage more children to walk and cycle has made him a trusted advisor in this field and ensures that they benefit from safe, efficient, and sustainable transport options.

In addition to his specialisation in active and school-based transport, Matt has broad experience in a wide range of transport studies. This includes place-based transport studies, Traffic Impact Assessments, Green Travel Plans, Local Area Traffic Management, and precinct studies. His comprehensive approach and attention to detail ensure that all aspects of transport planning are meticulously addressed, leading to well-rounded and impactful outcomes.

Matt is also highly proficient in the use of GIS. His expertise in this area enables him to deliver highly informative mapping outputs, conduct precise data field collection, and create engaging online mapping and story maps. Matt's strong knowledge of data interpretation and analysis allows him to transform complex data into clear, actionable insights, providing clients with valuable information to support their decision-making processes.

EDUCATION

MSc Transport Planning & Management, Sheffield Hallam University, Sheffield, United Kingdom, 2014

BSc Geography, University of Derby , Derby, United Kingdom, 2012

MEMBERSHIPS

Member, Australian Institute of Traffic Planning and Management Incorporated, 2018 - Present

PROJECT EXPERIENCE

ACTIVE TRANSPORTATION

Port Macquarie Walking and Cycling Review | Port Macquarie Council | Port Macquarie NSW, Australia | 2023-2024 | Project Manager

Port Macquarie Hastings Council commissioned Stantec to undertake a review and update the previous iterations of Council's Pedestrian Access and Mobility Plan (PAMP) and Bike Plan in the form of a walking and cycling review. The review involved extensive internal and external stakeholder engagement, across a range of focus groups, drop-in sessions, and online engagement. The project involved an extensive week-long site investigation, to assess and review walking and cycling infrastructure in the region. The project is currently ongoing.

Burwood Active Transport Plan | Burwood City Council | burwood | 2023-2024 | Senior Transport Planner

Burwood City Council commissioned Stantec to assist in preparing and delivering their Active Transport Plan (ATP). The purpose of the ATP is to provide a long-term strategy and action plan for pedestrian and cycling infrastructure in the Burwood LGA that prioritises and provides the greatest benefit to the community. The ATP provides direction for Council in the planning and delivery of active transport infrastructure. Matt's involvement in the project extends to working on auditing the network, the development of future networks, and assisting in the delivery of the Plan and associated outputs.

Wollongong Cycling Network Plan and Program | Wollongong NSW, Australia | 2023-2024 | Project Manager, Senior Transport Planner

Wollongong City Council commissioned Stantec to assist in the delivery of their Cycling Network Plan and Program following the Wollongong Cycling Strategy 2030. The purpose of the Plan was to investigate and identify the potential and benefits of high-quality cycling infrastructure in the LGA, drawing on best practices for the delivery of cycling infrastructure. Several investigational areas were identified by Council through the process of community consultation which Stantec took forward for investigation. A bespoke infrastructure assessment tool was created to support infrastructure developments built on the cycleway design toolbox guidelines. As project manager for this study, Matt was responsible for all outputs, reporting, presentation.

Singleton Walking and Cycling Plan | Singleton Council | Singleton NSW, Australia | 2023-2024 | Project Manager, Senior Transport Planner

Singleton Council commissioned Stantec to deliver its five-year Walking and Cycling Plan for 2024. Stantec undertook an LGA-wide audit of existing infrastructure and current conditions which impact maneuverability for residents and visitors. This included undertaking a needs assessment and extensive community engagement to determine issues and gaps. A network planning exercise was then undertaken to prioritise the delivery of walking and cycling infrastructure improvements to facilitate safe and continuous connectivity. As the project manager, Matt was responsible for the delivery of the plan, all reporting, and graphical outputs. The plan was delivered through InDesign to provide a glossy and highly visual output for publishing.

Parramatta Bike Plan 2023 | Parramatta NSW, Australia | 2023 | Senior Transport Planner

TRANSPORTATION PLANNING

School Transport Plans | School Infrastructure NSW | NSW, Australia | 2022-Present | Project Manager; Senior Transport Planner

School Infrastructure NSW commissioned Stantec to undertake School Transport Plans at a variety of schools to help promote the use of more sustainable transport modes for students and staff. The intent of a School Transport Plan is to undertake a review of all transport networks which provide students with access to school, highlight the issues and barriers to achieving greater uptake in sustainable travel and provide opportunities and recommendations to meet mode share targets set during the process. Matt has project managed a number of the School Transport Plans whilst being responsible for report documentation, GIS mapping, stakeholder engagement, and client management. Projects involved: - Cecil Hills High School - Newcastle Education Campus - Kingscliff Primary School - Kingscliff High School

King Street and Enmore Road Masterplan | Inner West Council | Newtown, NSW | 2022 | Project Manager; Senior Transport Planner

Inner West Council commissioned Stantec in conjunction with Environmental Partnerships to transport guidance for the design of the King Street and Enmore Road Master Plan. The Master Plan seeks to prioritise pedestrian and cycling activity throughout one of Sydney's most vibrant areas. As part of the investigation, transport advice was provided for potential shared zones, road closures to improve pedestrian dwelling opportunities, and intersection treatments. Matt was project manager for the Master Plan and was responsible for all elements of the project.

Parramatta Civic Link | City of Parramatta Council | Parramatta NSW, Australia | 2022 | Project Manager; Transport Planner

Paramatta City Council commissioned Stantec in conjunction with Environmental Partnerships to provide design and traffic advice towards the proposed Parramatta Civic Link. The Parramatta Civic Link is intended to be a highly pedestrianised area that connects Parramatta Station to Parramatta Metro Station and the Powerhouse. Stantec provided traffic and transport advice on route alignment, intersection treatments, and road safety. Matt was involved in all aspects of the project, including project management.

Greater Warnervale Integrated Transport Plan | Transport for NSW | Warnervale, NSW | 2022-Present | Deputy Project manager; Transport Planner

Stantec were hired by Transport for NSW to project manage the delivery of the Greater Warnervale Integrated Transport Plan (GWITP). The GWITP is a multi-modal LGA-wide study that investigates existing and future transport network capacity, network and operational constraints, and provides multimodal-focused transport opportunities and place-based planning. The study also focuses on the potential impact of proposed and potential developments on the operation of the state road network and surrounding areas. The purpose of the Plan is to address the needs of the region through the recommendation of objectives and initiatives that will support future business cases, project proposals seeking funding for delivery and aligns the transport network with state and local policy. Matt holds deputy project manager responsibilities as well as ownership for reporting and GIS.

Midland Walkability Study | City of Swan | Midland, WA | 2022 | GIS

Sydney Road Network Plans | Roads & Maritime Services | Sydney, New South Wales | 2018 - 2020 | Transport Planner

Over a period of two years Matt was involved in the delivery of a number of Road Network Plans (RNPs) for Roads and Maritime Services (RMS) and Transport for NSW (TfNSW). Matt worked on RNPs at Stantec in addition to being hired by RMS as a Professional Services Contractor. RNPs support the NSW Government's vision to deliver the Future Transport 2056 strategy, providing the link between the strategic objectives for the transport network of the future, with the practical experience of today's road network users. RNPs present opportunities for the development of roads corridors to balance the current and future needs for the movement of people and goods whilst responding to the challenge of a growing population and increased urbanisation of our cities. During his time on this program of work, Matt's key responsibilities were: • Key report writing and template development • Lead and design the delivery of GIS mapping and packages • Managed external consultants on behalf of RMS to deliver packages of work • Assist in the development of project schedules and conduct regular program reviews to ensure projects are delivered on time and to budget • Conduct stakeholder engagement exercises, including roundtable meetings, workshops and focus group meetings • Develop a systematic approach to identify, analyse, evaluate and resolve issues that the project encountered • Prepare and review various reports, briefing notes to facilitate the project development and approval

Torrens to Darlington LATM Study | Department for Infrastructure and Transport | Adelaide SA, Australia | 2023-Present | Senior Transport Planner

ITAP for Hume Highway and Barden Ridge to Ermington | Sydney, New South Wales, Australia | 2021 | Transport Planner

Integrated Transport Actions Plans (ITAPs) are the next stage in the TfNSW planning process following the Road Network Plans (RNPs). ITAPs are used as a means to evaluate the objectives, targets and outcomes of the RNPS. Opportunities created through the RNP process reviewed, shortlisted, and taken forward to rapid appraisals. The proposed treatments are then assessed for project prioritisation before being highlighted for funding requirements and infrastructure works. Projects were prioritised as short term (0-5 years), medium-term (5-10 years) or long term (10-20 years) treatments to align with the opportunities identified in the RNPs. The defined upgrade works seek to support the current and future roles and function of the corridors, as defined by the RNPs, within the context of current and future performance, surrounding land use, demographics and adjoining transport infrastructure and routes. As part of this program of work Matt was involved in the following two ITAPS: • ITAP 31 – Bass Hill to Summer Hill • ITAP 41 – Barden Ridge to Ermington Matt was lead transport planner for both projects and was responsible for stakeholder engagement, project prioritisation, project delivery and GIS development.

Kensington and West Kingsford LATM Study | Randwick City Council | Kensington NSW, Australia | 2023-Present | Project Manager, Senior Transport Planner

South Sydney Place-based Transport Plans | Transport for NSW | Sydney NSW, Australia | 2020 - 2021 | Lead Network Analyst

Matt was seconded to TfNSW to assist with the delivery of the Place-based Transport Plans (PTPs). The PTPs have a planning focus aligned to a 20-year network vision, provided by a long-term transport strategy identified in Future Transport 2056. The PTPs develop investigations and guide the integration of land use planning and transport to provide a better connection to, or platform for, local-scale transport and place-based planning improvements to be undertaken by relevant government authorities. As Lead Network Analyst for the Southern Sydney PTP Matt was responsible for managing the development of GIS-based analysis to identify and resolve actions associated with integrating the transport network with land use, Places, and public transport services. For this Matt was also responsible for the creation and revision of GIS web-based services to act as a key communication and collaboration tool for internal and external stakeholders. ESRI Story Maps and other web-based applications were used to provide stakeholders with the ability to interact with the issues, opportunities, and future year reference networks identified.

Gold Coast Transport Strategy 2041 Planning | City of Gold Coast | Gold Coast QLD, Australia | 2020 | Transport Planner

Stantec were consulted to assist the City of Gold Coast Council with delivering a high-level set of inputs that would advise and provide support during the initial planning phase of the GC Transport Strategy 2041. Matts was involved in the leading the investigation and research of relevant national and international policy to develop case study strategies that would support and provide direction to the development of the 2041 strategy

Wangaratta Freight Bypass | Rural City of Wangaratta | Wangaratta, VIC | 2021-2022 | Transport Planner

Nandita Basu PhD, MURP, BURP

URBAN & TRANSPORT PLANNER

15 years of experience · St Leonards NSW, Australia

Nandita is a Transport Planner who joined Stantec in September 2023. She has been actively working on various transportation projects over the last 15 years and has gained significant experience in active transport planning, infrastructure planning, strategic and statutory planning, spatial analysis and mapping using ArcGIS and QGIS as well as modelling. Nandita is well versed in transport projects, especially walking network planning, multimodal transport network planning, parking studies, mode choice and route choice behaviour analysis, assessing public transport performance and active transportation research. She has completed her PhD on active transport planning back in 2022 from QUT.

MEMBERSHIPS

Member, Bangladesh Institute of Planners, 2007 to Present

PROJECT EXPERIENCE

ACTIVE TRANSPORTATION PLANNING AND DESIGN

Willoughby Council Cycling Strategy and Action Plan 2034 | Willoughby City Council | New South Wales, Australia | 2023 | Transport Planner

Nandita and the project team analysed cycling network. Nandita is responsible to review strategic context and prepare report.

Wollongong Cycling Network Plan and Program | Wollongong City Council | Wollongong, New South Wales, Australia | 2023 | Transport Planner

Nandita and the project team analysed cycling network using GIS technology to identify the limitations in the network, visited site to crosscheck the gap and finalize the network. She and the team provided a prioritised route for cycling and catalogued program for capital work to council. Nandita is responsible to review strategic context and prepare report.

Townsville Walking Network Plan* | Townsville City Council | Townsville, Queensland, Australia | 2022 | Senior Infrastructure planner, SMEC, Brisbane

The responsibility was to prepare the walking network plan for Douglas, Townsville. As part of this project, Nandita was responsible for undertaking network analysis using GIS, preparing the report and presenting the findings to stakeholders and overall project management.

Molonglo Valley Active Travel Master Plan* | ACT Government | Canberra, Australian Capital Territory, Australia | Senior Transport Planner, SMEC, Brisbane

The responsibility was to conduct the spatial analysis to identify the gaps between the existing walking and bicycling network of Molonglo Valley using geographical information system. As part of this project, Nandita was responsible for undertaking spatial data analysis and preparing the report.

ACT Multimodal Transport Network Plan* | ACT Government | Canberra, Australian Capital Territory, Australia | 2022 | Senior Transport Planner, SMEC, Brisbane

The responsibility was to conduct the spatial analysis to identify the gaps in the existing walking network using geographical information system. As part of this project, Nandita was responsible for undertaking spatial data analysis and preparing the report.

Port Macquarie Walking and Cycling Review | Port Macquarie City Council | Port Macquarie NSW, Australia | 2024 | Transport Planner

Nandita and the project team analysed existing walking and cycling network using GIS technology to identify the gaps in the network, visited site to crosscheck the gap and finalise the network. She and the team provided a prioritised route for walking cycling, identified priority infrastructure and catalogued program for capital work to council. Nandita is responsible to review strategic context and prepare report.

Dubbo Regional Council Pedestrian Access and Mobility Plan (PAMP) and Bike Plan Update | Dubbo Regional Council | New South Wales, Australia | 2024 | Transport Planner

Nandita and her team have been tasked with reviewing and updating the 2016 Dubbo Pedestrian Access and Mobility Plan (PAMP) and Bike Plan, which were originally developed by Cardno. Additionally, they are responsible for reviewing the 2014 Wellington PAMP, previously prepared by Accessible Public Domain. Nandita's specific role in this project involves utilizing GIS technology to analyze the existing walking and cycling networks, identifying gaps, and finalizing the network structure. The team has provided a prioritized route for walking and cycling, as well as identified priority infrastructure. Furthermore, Nandita is responsible for reviewing the strategic context and preparing the final report.

** denotes projects completed with other firms*

SCHOOLS & UNIVERSITIES

Jordan Springs High School - Rapid Transport Assessment. | School Infrastructure NSW | 2023 | Transport Planner

Nandita is currently delivering the Rapid Transport Assessment for the proposed Jordan Springs High School. Nandita and the team are considering the infrastructure and services and is working with SINSW to identify how the future active and public transport network can better serve the needs of the new school. Her key responsibilities included conducting site visit, prepare maps in GIS, performing mode share analysis of RTA, preparing report and presentation.

Kingswood Public School - Rapid Transport Assessment | School Infrastructure NSW | St Leonards, New South Wales, Australia | 2023 | Transport Planner

Nandita is currently delivering the Rapid Transport Assessment for the Kingswood Public School. This project includes developing access arrangements that produce safety and efficiency outcomes for future students at the primary school. Nandita and the team are considering the infrastructure and services and is working with SINSW to identify how the future active transport network can better serve the needs of the school. Nandita is responsible to conduct site visit, prepare maps in GIS, performing analysis of RTA, preparing report and presentation.

Gulyangarri Public School Travel Co-Ordinator | SINSW | Liverpool NSW, Australia | 2023 | Transport Planner

Nandita with her team is responsible for providing the brochure for walking and cycling routes with safety instruction. She is also a part of evaluating the existing mode share at the school in relation to the set targets, identifying issues that might hinder the achievement of the mode targets and providing advice on required improvements.

Ropes Crossing Public School - Rapid Transnport Assessment. | SINSW | St Leonards, New South Wales, Australia | 2024 | Transport Planner

Nandita is currently delivering the Rapid Transport Assessment for Ropes Crossing Public School. Nandita and the team are considering the infrastructure and services and is working with SINSW to identify how the future active and public transport network can better serve the needs of the new school. Her key responsibilities included conducting site visit, prepare maps in GIS, shortest path analysis, performing mode share analysis of RTA, preparing report and presentation.

Chatswood Public School and High School Travel Co-Ordinator | SINSW | Chatswood, New South Wales, Australia | 2024 | Transport Planner

Nandita with her team is responsible for evaluating the existing mode share for both Chatswood Public School and Chatswood High School in comparison to established targets. Their responsibilities include identifying potential obstacles that may impede the attainment of these modal targets and offering recommendations for necessary enhancements.

Northbourne Public School Travel Co-Ordinator | SINSW | Marsden Park, New South Wales, Australia | 2024 | Transport Planner

Nandita and her team are tasked with evaluating the current travel mode share for Northbourne Public School in relation to established targets. Their responsibilities include identifying potential obstacles that may hinder the achievement of these modal targets and providing recommendations for necessary improvements.

Googong Public School Travel Co-Ordinator | SINSW | Googong, New South Wales, Australia | 2024 | Transport Planner

Nandita and her team are tasked with evaluating the current travel mode share for Googong Public School in relation to established targets. Their responsibilities include identifying potential obstacles that may hinder the achievement of these modal targets and providing recommendations for necessary improvements.

Harrington Park Public School Travel Co-Ordinator | SINSW | Harrington Park, New South Wales, Australia | 2024 | Transport Planner

Nandita and her team are tasked with evaluating the current travel mode share for Harrington Park Public School in relation to established targets. Their responsibilities include identifying potential obstacles that may hinder the achievement of these modal targets and providing recommendations for necessary improvements.

Meadowbank Public School and High School Travel Co-Ordinator | SINSW | Meadowbank, New South Wales, Australia | 2024 | Transport Planner

Nandita and her team are responsible with evaluating the current travel mode share for both Meadowbank Public School and Meadowbank High School in relation to established targets. Their responsibilities include identifying potential obstacles that may hinder the achievement of these modal targets and providing recommendations for necessary improvements.

West Dapto Public School - Rapid Transnport Assessment | SINSW | 2024 | Transport planner

Nandita is currently delivering the Rapid Transport Assessment for the proposed West Dapto Public School. Nandita and the team are considering the infrastructure and services and is working with SINSW to identify how the future active and public transport network can better serve the needs of the new school. Her key responsibilities included conducting site visit, prepare maps in GIS, performing mode share analysis of RTA, preparing report and presentation.

** denotes projects completed with other firms*

TRAVEL PLANNING

South Eveleigh Travel Management Plan | Mirvac Ltd. | Eveleigh, New South Wales, Australia | 2024 | Transport Planner

Nandita and her team have updated the Travel Management Plan (TMP) for the South Eveleigh precinct, formerly known as the Australian Technology Park. This revised TMP serves as an update to the Work Travel Plan prepared for Mirvac in 2019, reflecting the precinct's growth, changes in the surrounding transport network, and adjustments to working practices due to the COVID-19 pandemic. The TMP is essential for promoting sustainable travel within the South Eveleigh precinct. Nandita's primary responsibilities included developing mode share targets, analyzing car parking options to meet the local Council's requirements, and providing recommendations for improvements to the local active and public transport network.

Macquarie University: 2 Innovation Road, Framework Travel Plan. | Turner & Townsend (NSW) | Macquarie Park, New South Wales, Australia | 2023 | Transport Planner

Nandita and the team developed the Framework Travel Plan for Macquarie University research center at 2 Innovation Road, Macquarie Park. Her key role involved developing mode share targets, analyse car parking options to suit the requirements of the local Council, recommendations for improvements to the local active and public transport network.

Young High School Library - Green Travel Plan | NSW Department of Education | Young, New South Wales, Australia | 2024 | Transport Planner

Nandita with her team was responsible to produce an annual update of the Green Travel Plan (GTP) for Young High School Library, located on Campbell Street in Young. Her key role involved developing mode share targets, analyse car parking options to suit the requirements of the local Council, recommendations for improvements to the local active and public transport network.

Jordan Springs High School Traffic Impact assessment | NSW Department of Education | Jordan Springs, New South Wales, Australia | 2024 | Transport Planner

The New South Wales Department of Education has commissioned Stantec to conduct a comprehensive Traffic Impact Assessment (TIA) report for New Jordan Springs High School. Nandita has been assigned the responsibility of analyzing the projected travel demand for the new school. This analysis will serve to establish a transport baseline and identify potential achievements, which will inform the development of the school's transport vision and objectives. In addition to this analysis, Nandita is tasked with preparing the TIA report. This document will address road safety concerns and identify the necessary transport infrastructure and operational requirements to adequately meet the anticipated

Stantec

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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