

Gillieston Public School Redevelopment and New Public Preschool

School Transport Plan



NSW Department of Education

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1. INTRODUCTION

1.1 Background

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

The Gillieston Public School redevelopment and new public preschool comprises the following activity:

- Demolition and removal of existing temporary structures.
- Site preparation activities, including demolition, earthworks, tree removal.
- Construction of new:
 - 32 permanent general learning spaces and 3 support teaching spaces
 - Administration and staff hubs
 - Hall, canteen and library
 - Out of school hours care
 - Public preschool (standalone building for 60 places)
 - Covered Outdoor Learning Areas (COLAs)
 - Outdoor play areas, including games courts and yarning circle
 - New at-grade car parking
 - Extension of the existing drop-off / pick-up area and new bus bay
 - Realignment of the existing fencing
 - Associated stormwater infrastructure upgrades
 - Associated landscaping
 - Associated pedestrian and road upgrade activities

The Site is identified as 100 Ryans Road and 19 Northview Street, Gillieston Heights, legally described as Lot 51 DP 1162489 and Lot 2 DP1308605.

The Site is located within the Maitland Local Government Area (LGA) and is zoned RU2 Rural Landscape and R1 General Residential zone under the provisions of the Maitland Local Environmental Plan 2011 (MLEP2011).

Existing attributes of the subject site are noted as follows:

- The subject site exhibits an area of approximately 23,385m² and is located in the suburb of Gillieston Heights
- The subject site has a frontage to Ryans Road to the east, Gillieston Road to the north, and Northview Street to the south
- In its existing state, the subject site comprises the existing Gillieston Public School. Existing school buildings are primarily located in the west portion of the subject site with a large area of open space situated in the eastern portion. There are limited permanent structures located on the subject site with thirteen (13) existing demountable classrooms currently occupying the subject site. Permanent buildings consist of the Main Administration Building, Original Brick Cottage, Library and GLS building located in the centre of the subject site
- Carparking is provided from Gillieston Road for staff. Pedestrian access is available via this main entrance from Gillieston Road and via a separate pedestrian-only access gates on Northview Street and Ryans Road

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



Figure 1.1: Cadastral Map (Source: NSW Spatial Viewer, 2024)

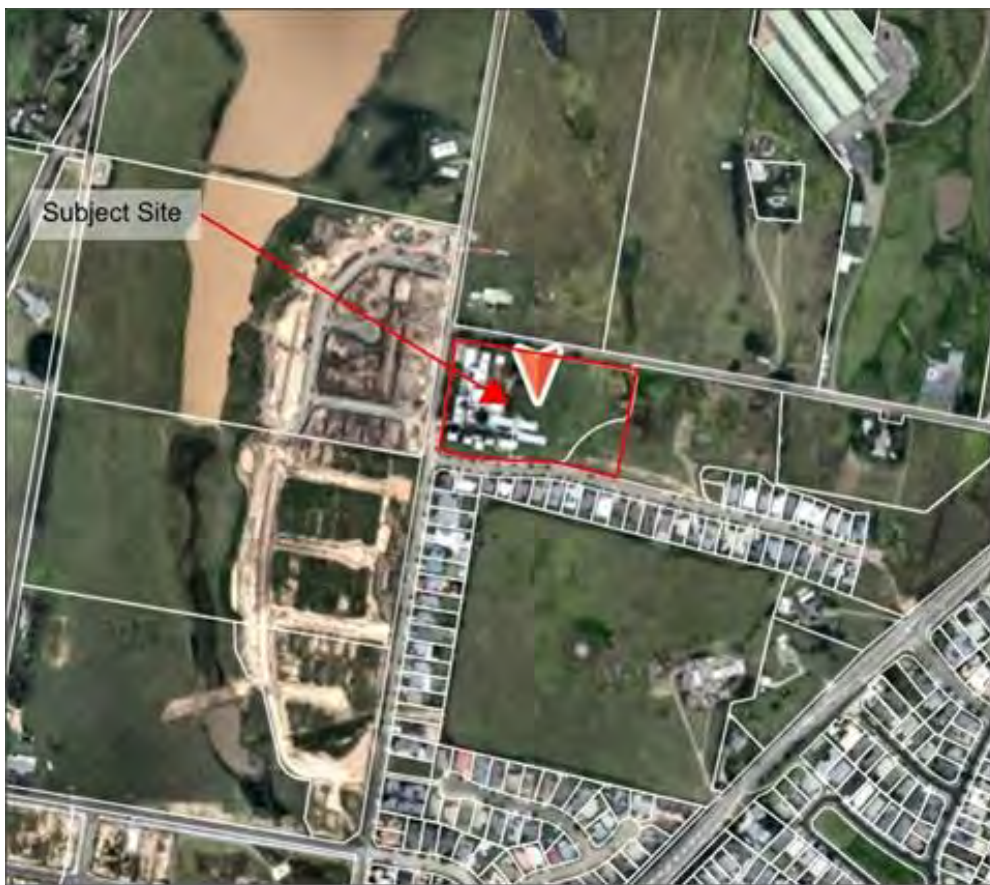


Figure 1.2: Site Aerial Map (Source: Near Map, 2024)

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

Purpose of a School Transport Plan

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

1.2 About the School Transport Plan

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

This plan covers:

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

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

The proposed methodology is outlined in Figure 1.3.

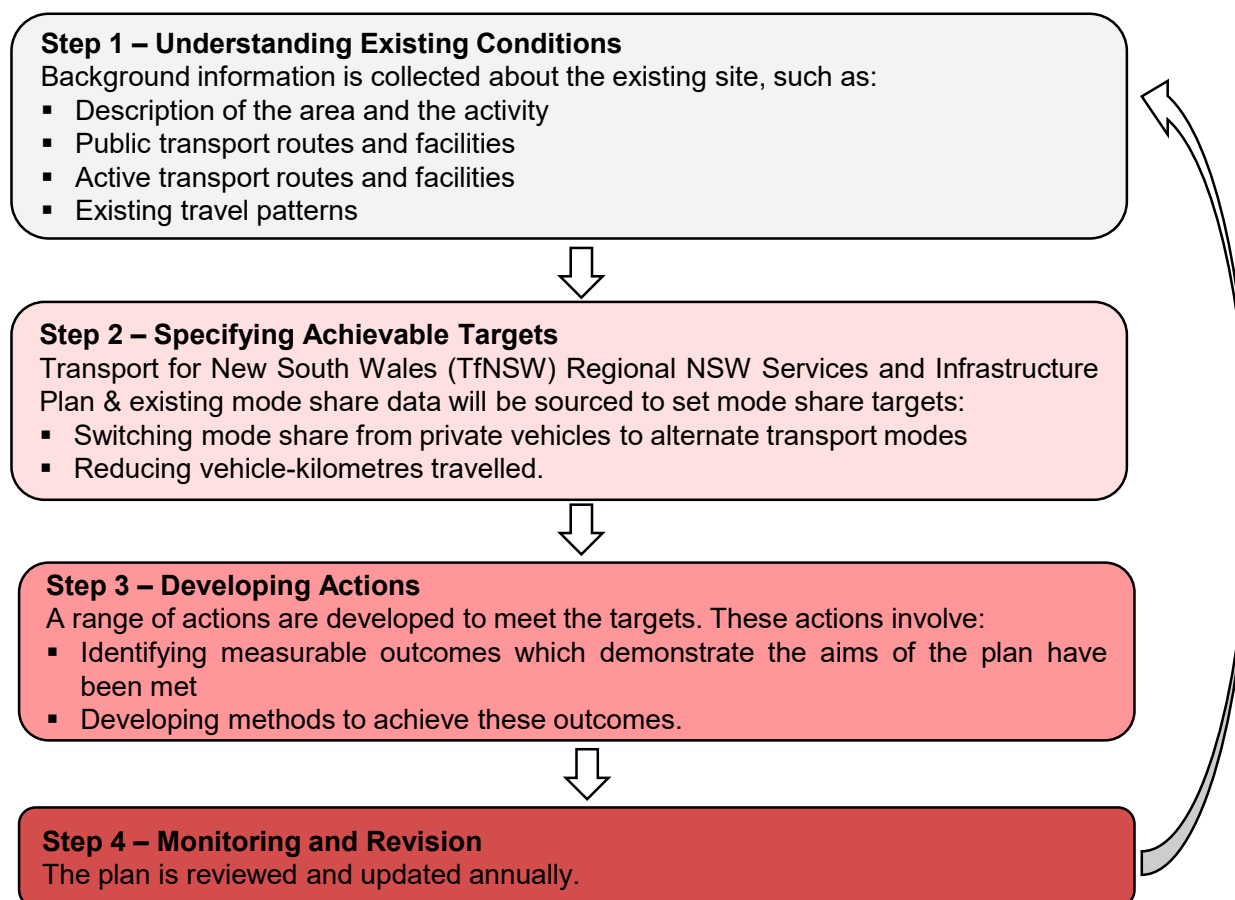


Figure 1.3: STP Methodology

2. GPS TRANSPORT INCLUSIONS

2.1 GPS Transport Facilities

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

The GPS upgrade project will include facilities for:

- Demolishing select existing structures
- Site preparation works, including demolition, earthworks, tree clearing
- Increased capacity of the School from approximately 339 to 1,012 students and a maximum of 69 staff
- Construction of:
 - 32 general learning spaces and 3 support teaching spaces
 - administration and staff hubs
 - hall, canteen and out of school hours care
 - library
 - public preschool
 - covered Outdoor Learning Areas (COLAs)
 - outdoor play areas, including games courts and yarning circle
 - new at grade parking
 - extension of the existing drop-off / pick-up area and bus bay
 - realignment of the existing fencing
 - associated stormwater infrastructure
 - associated landscaping
 - pedestrian and associated road upgrade activities to adjoining roads.

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

- Pedestrian 'front door' access will be retained on Northview Street but be relocated based on new building locations
- A new vehicular crossover on Gillieston Road to provide access to parking and servicing for the Public School
- A new vehicular crossover on Northview Street to provide access to parking for the pre-school with a temporary Kiss and Drop (KnD) exit connection (before future adjoining subdivision roads occur)
- A KnD facility is proposed to offset the need to provide dedicated parking spaces for student pick-up/drop-off purposes and is accessed via Northview Street. The KnD facility provides four (4) collection bays and queuing space for a further eight (8) vehicles.

The active and public transport considerations are summarised below:

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

The site is serviced by both public and school bus services. These services are operated by Rover Coaches. Figure 2.1 shows the school bus routes for the GPS.

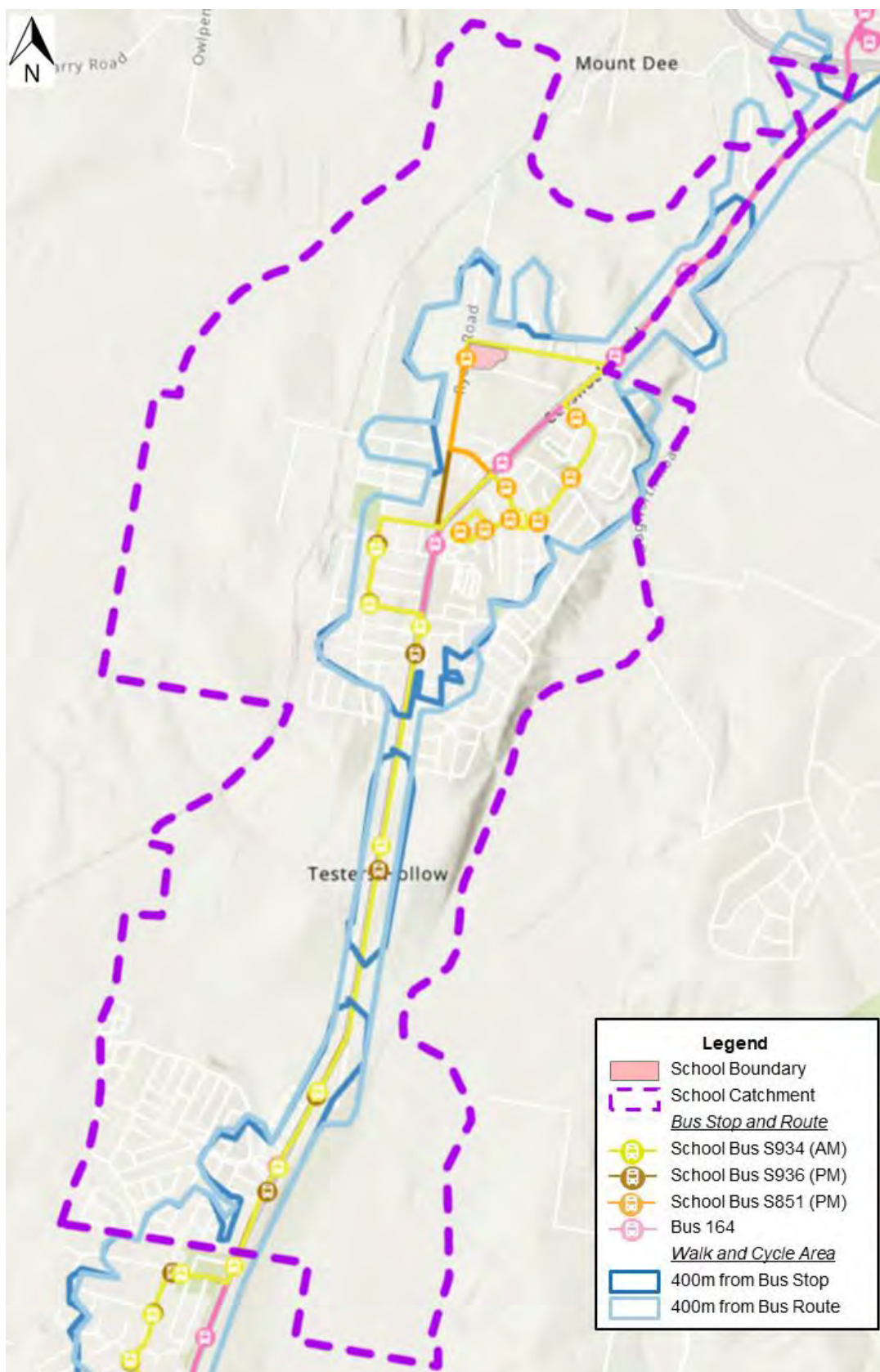


Figure 2.1: Existing School Bus Routes

The school bus services operate as hail 'n' ride, allowing students to get on the bus at any location along the route in lieu of bus stop infrastructure. Based on the information provided is noted regarding the bus services, 165 students (56%) live within 400m of an existing bus stop.

2.2 Catchment Analysis

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

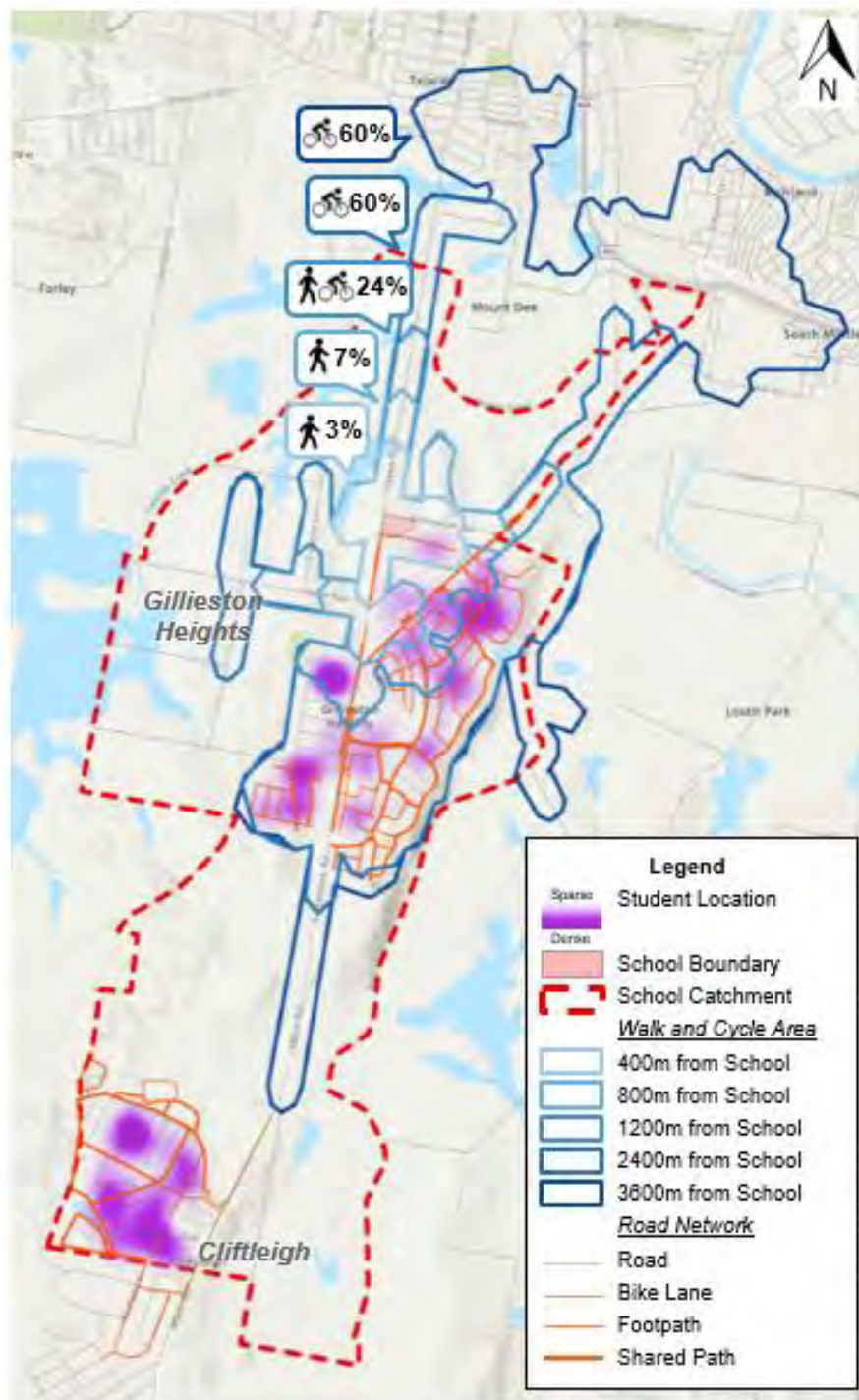
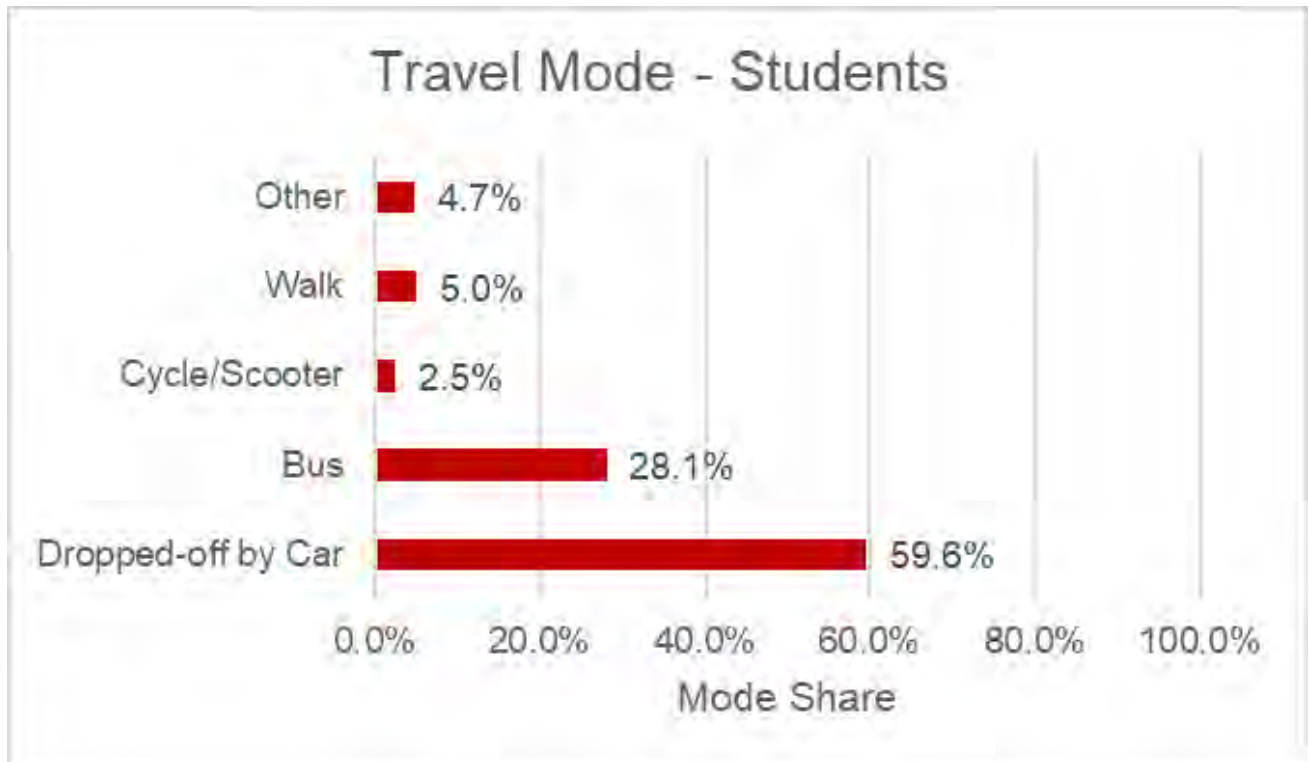


Figure 2.2: Student Catchment Analysis

Approximately 24% of students currently live within a 15-minute walking catchment and 60% live with a 15-minute ride catchment. It is noted the majority of student growth will be within the walk and cycle catchment, so the percentage of students able to walk/cycle will only increase over time.

2.3 Transport Mode Share

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



Figure

2.3

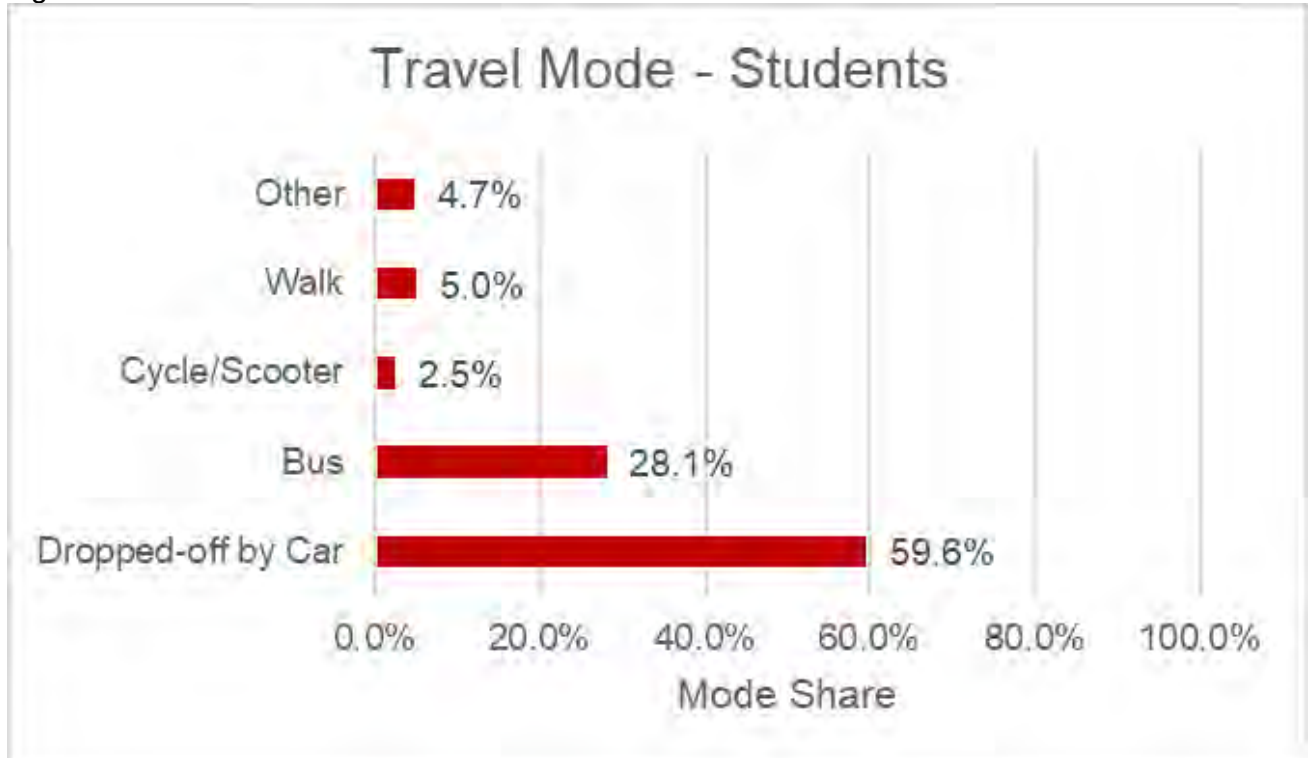


Figure 2.3: Student Travel Mode Share

As shown, the bus mode share is generally well used by students and is anticipated to increase with the activity, which includes improvements to bus operations through providing a new covered waiting/marshalling area in close proximity to the school's bus stop. This may support further increases in bus travel by making accessing this mode of travel easier and more comfortable. New operational arrangements may need to be facilitated through a Bus Operational Plan.

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

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

3. TRANSPORT POLICIES, OBJECTIVES AND ACTIONS

3.1 Policy and Objectives

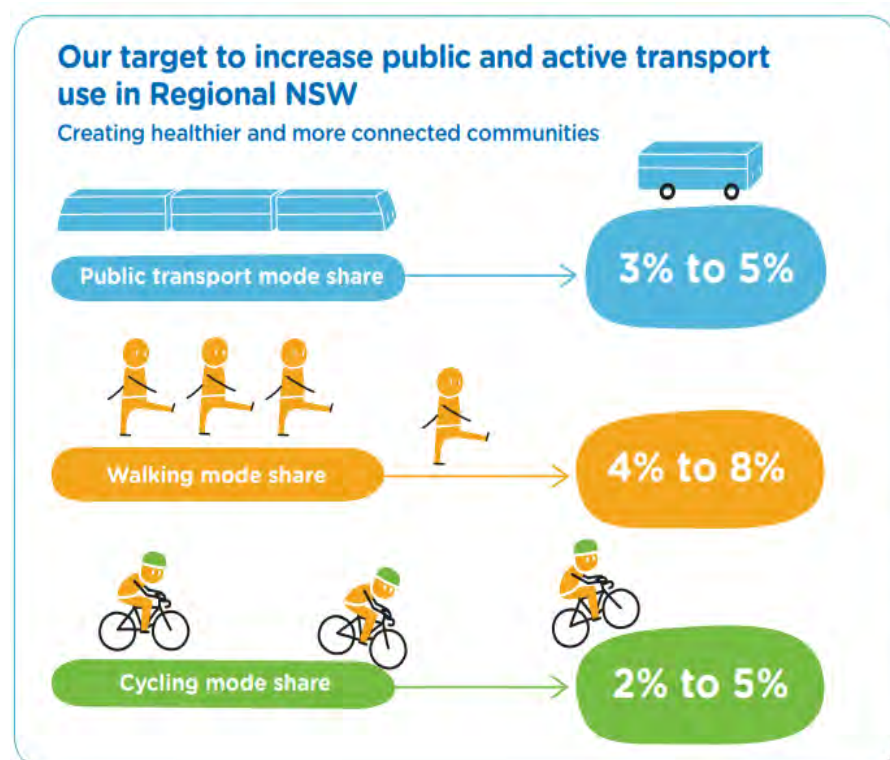
The overarching transport policy for the GPS is to “*improve pedestrian and student safety*”. This will seek to increase participation in alternate transport modes, namely public and active transport, and increase daily physical activity which has a strong correlation to improved education results.

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

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

Table 3.1: Transport Objectives

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



Source: Regional NSW Services and Infrastructure Plan

Figure 3.1: Regional NSW Mode Share Targets

3.2 Targets

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

Table 3.2 details the future mode share targets for GPS.

Table 3.2: GPS Mode Share Targets

Travel Mode	Existing Mode Share	STP Mode Share Targets (2026 + 2036)		Change	
Staff					
Private Vehicle	99%	92%	82%	-7%%	-17%
Car Pooling	1%	5%	10%	+4%	+9%
Walking	-	2%	8%	+2%	+8%
Cycling	-	2%	5%	+2%	+5%
Bus	-	3%	5%	+3%	+5%
Student					
Private Vehicle	59.6%	50%	45%	-10%	-15%
Walking	5%	7%	8%	+2%	+3%
Cycling/Scooter	2.5%	6%	8%	+3.5%	+6%
Bus	28.1%	32%	35%	+4%	+7%
Other*	5%	5%		-	

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

3.3 Actions

3.3.1 Overview

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

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

3.3.2 Active and Public Transport

3.3.2.1 Student and Staff Bicycle/Scooter Parking

Bicycle/scooter/skateboard parking infrastructure for students is required to further encourage a modal shift away from private vehicles. Existing bicycle parking is provided on-site within a central location, and scooters are stored in a dedicated room within the school. In aiming to achieve the mode share targets outlined in Section 3.2, it is recommended consideration be given to additional dedicated storage for active transport, especially for scooter/skateboards to provide a minimum of 5 cycle/scooter parking racks.

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

Monitor and Review

Monitor the usage of the existing bicycle/scooter parking facilities to understand the need for additional facilities to increase in cycling/scooting as a mode share.

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



Figure 3.2: Example of Scooter/Skateboard Parking Facilities

3.3.2.2 Pathway and Crossing Facilities

The project proposes the following crossings upgrades:

- Provision of a wombat crossing on Ryan Road
- Provision of a children's crossing on Northview Street.

A footpath along the school site's frontage on Gillieston Road will also be provided in vicinity of the school bus stop and staff car park driveway.

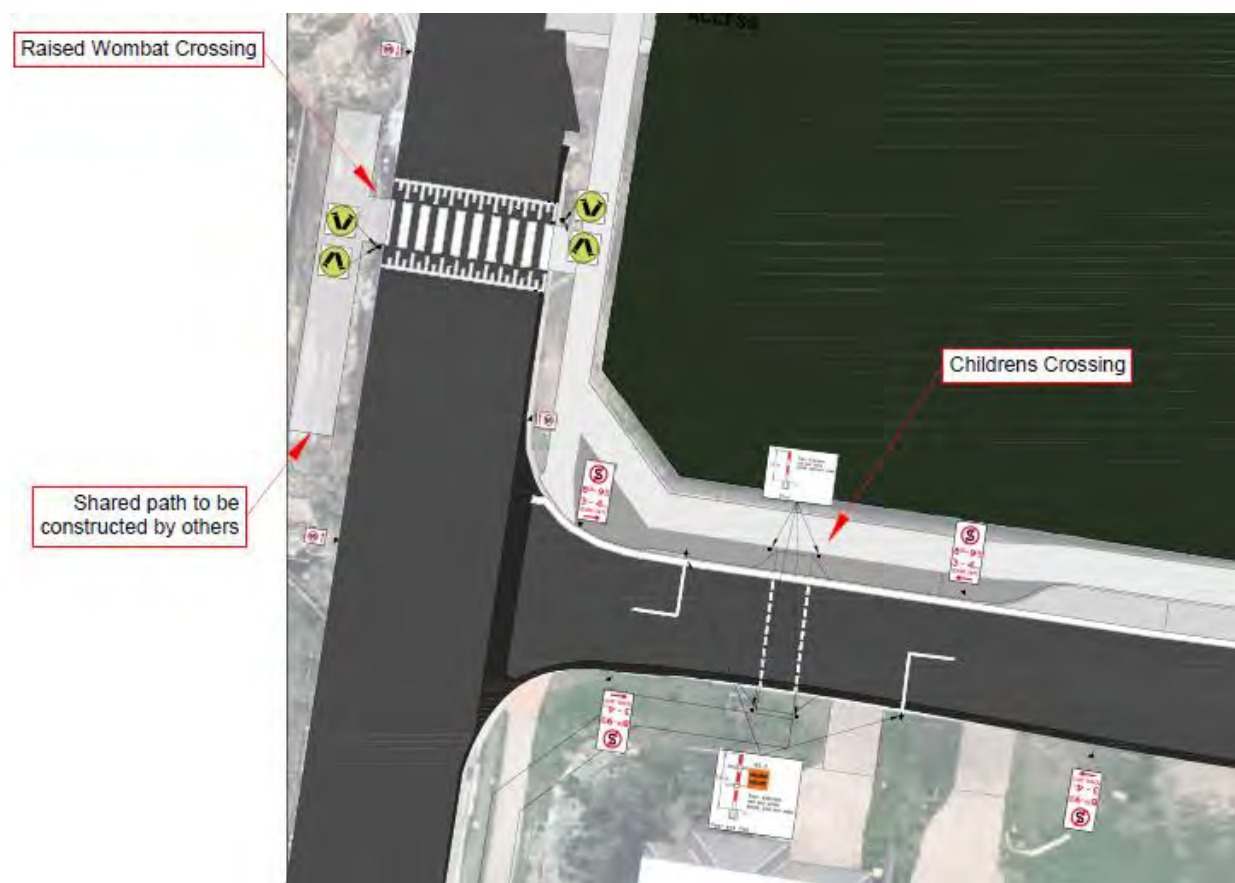


Figure 3.3: Active Transport Infrastructure Upgrade

activities are also being progressed (by others) to provide a shared path on the western side of Ryans Road and between Ryans Road and Cessnock Road.

In addition, there are potential other wider upgrades that would benefit both the school and wider community. Work is continuing in coordination with Maitland Council (Council) on pathways and crossing facilities surrounding the GPS to ensure connections meet the needs of the community and provide safe and convenient pathway connections for all type of users. This would include:

- A review of the post-opening state to record pedestrian and cycle/scooter movements surrounding GPS
- Identification of any new or unforeseen pedestrian desire lines as a result of the GPS upgrade and other nearby Council projects
- Identification of any barriers that inhibit safe travel by walking or cycling
- Recommend improvements to the active transport network to be incorporated into Council's active transport plan.

Aim:

- Encourage all users to engage in active travel by walking or cycling to/from the surrounding areas
- Reduce reliance on private vehicle usage, particularly for shorter local based trips.

Development:

- Review and record the condition and use of active transport network surrounding the site
- Identify treatments than can be incorporated into future activity plans or programs.

Measure:

- Outcomes from active transport review and travel surveys.

Timing:

- Active transport facilities review within 3 months of GPS redevelopment opening
- Feedback on facilities 12 months from opening of GPS via the travel survey
- Upgrades to facilities following outcomes of STP reviews and available funding sources.

Monitor and Review

It is recommended that the usage of these additional facilities and any other key desire line are monitored by supervising staff and in an annual mode share survey as discussed in Section 4.

3.3.3 Bus Facility Improvements and Bus Operational Plan

With the proposed school upgrades there is an opportunity to improve bus operations through reduced dwell times with the proposed new building providing a more convenient and direct student bus passenger marshalling area.

It is recommended that Bus Operational Plan and working group be formed and should be responsible for the facilities and operational planning ready for day-of-opening of the upgrade.

While this process will be undertaken following REF approval, preliminary work by SINSW and TfNSW is beneficial to the bus planning process.

The bus operational plan is expected to include, but not be limited to the following:

- Develop a Bus Operations Plan and Reference Guide
- Bus Service information to be included on TfNSW's Journey Planner for all service providers
- GPS as well as public interface improvements via the School's and TfNSW's website
- Investigations in consultations with TfNSW and Council.

Monitor and Review

The working group should review the Bus Operational Plan to assess the ongoing bus route capacity, efficiency and service times including access and availability of information.

3.3.4 Private Vehicles

3.3.4.1 Staff Carpooling Initiative

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

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

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

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

Aim:

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

Measure:

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

Timing:

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

3.3.5 Communication Initiatives

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

3.3.5.1 Transport Access Guide

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

A Travel Access Guide (TAG) should be provided to students upon enrolment and before the start of the school year to inform the available transport modes. The TAG summarises the school’s location,

access locations, transport facilities and the most direct transport options. This document also provides links to other external information as required (i.e. bus route and timetable information).

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

- Workforce handbook and induction
- Travel access guide online

Aim:

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

Measure:

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

Timing:

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



Figure 3.4: Transport Access Guide – Example

3.3.5.2 Travel Plan Actions

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

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

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

Measure:

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

Measure:

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

Timing:

- Commence upon opening and monitor annually.

3.3.5.3 Healthy Habits Initiatives

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

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

Aim:

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

Measure:

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

Timing:

- Commence upon opening and monitor annually.

4. MONITOR AND MANAGE TRAVEL DEMAND

4.1 Monitor School Travel Plan

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

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

It is noted Council does not currently have a Bike Plan and could be beneficial in implementing strategies for the region and the school. The School Travel Coordinator will be required to submit progress reports to the Department of Planning, Infrastructure and Environment.

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

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

5. FUNDING ARRANGEMENTS

5.1 Potential Funding Opportunities

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

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

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

