

Leppington Public School Upgrade Transport Impact Assessment



6/02/2025

Ref: 300305268

PREPARED FOR: Department of Education

PREPARED BY: Stantec

Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer	Project Manager Final Approval
A	28/02/2024	Draft	Rijad Ahmic Elizabeth Muscat	Elizabeth Muscat	Volker Buhl	Volker Buhl
B	8/03/2024	Draft	Elizabeth Muscat	Elizabeth Muscat	Volker Buhl	Volker Buhl
C	19/03/2024	Draft	Elizabeth Muscat	Elizabeth Muscat	Volker Buhl	Volker Buhl
D	22/03/2024	Draft	Elizabeth Muscat	Elizabeth Muscat	Volker Buhl	Volker Buhl
E	19/04/2024	Final	Rijad Ahmic Elizabeth Muscat	Elizabeth Muscat	Volker Buhl	Volker Buhl
F	22/05/2024	Final - Updated	Rijad Ahmic Elizabeth Muscat	Volker Buhl	Volker Buhl	Volker Buhl
G	30/07/2024	Final - Updated	Elizabeth Muscat	Volker Buhl	Volker Buhl	Volker Buhl
H	13/11/2024	Added School Transport Plan	Elizabeth Muscat	Volker Buhl	Volker Buhl	Volker Buhl
I	5/12/2024	Updated to REF report	Elizabeth Muscat	Volker Buhl	Volker Buhl	Volker Buhl
J	15/01/2025	Addressed planning comments	Elizabeth Muscat	Volker Buhl	Volker Buhl	Volker Buhl
K	6/02/2025	Addressed planning comments	Elizabeth Muscat	Volker Buhl	Volker Buhl	Volker Buhl

Disclaimer

The conclusions in the report are Stantec's professional opinion, as of the time of the report, and concerning the scope described in the report. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. The report relates solely to the specific project for which Stantec was retained and the stated purpose for which the report was prepared. The report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from the client and third parties in the preparation of the report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This report is intended solely for use by the client in accordance with Stantec's contract with the client. While the report may be provided to applicable authorities having jurisdiction and others for whom the client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec's discretion.



Contents

1.	Introduction	1
1.1	Site description	1
1.2	Proposed activity description	2
1.3	Future context	3
2.	Existing Transport Conditions	4
2.1	Intake Zone and Transport Catchment	4
2.2	Walking and Cycling	6
2.3	Public Transport	6
2.4	Road Network	10
2.5	Site access	10
2.6	Kiss and Drop	11
3.	Transport Assessment	12
3.1	Walking and Cycling	12
3.2	Public Transport	12
3.3	Kiss and Drop	12
3.4	Site access	13
3.4.1	Pedestrian and cyclist access	13
3.4.2	Rickard Road school crossing	14
3.4.3	Bicycle parking	14
3.4.4	End of Trip Facilities	15
3.4.5	Car parking and vehicular access	15
3.4.6	Assisted school transport	15
3.4.7	Waste vehicle access	16
4.	Demand and Mode shares	18
4.1	Walking and Cycling	18
4.2	Public Transport	19
4.3	Car	20
4.4	Objectives and mode share targets	21
4.4.1	Student mode share	21
4.4.2	Staff mode share	21
5.	Mitigation measures	22
5.1	Staggered bell times	22
5.2	Rickard Road bus stop relocation	23
5.3	Cumulative impacts	23
5.4	Summary	24
6.	Preliminary School Transport Plan	25
6.1	Introduction	25



6.2	Transport goals	25
6.2.1	Active and public transport mode share targets	26
6.3	Policies and procedures	26
6.4	School transport operations	27
6.4.1	Day-to-day school operations	28
6.4.2	Event Transport Operations for Share our Space, Hall Hire and Excursions	29
6.4.3	Sample Transport Encouragement Programs	29
6.4.4	School Student Transport Scheme (SSTS)	29
6.4.5	Ride to School Day	30
6.5	Communication plan	30
6.5.1	Channels	30
6.5.2	Messages	30
6.5.3	Travel Access Guide	31
6.6	Data collection and monitoring	31
6.6.1	Data Collection	32
6.6.2	Ongoing Feedback Framework	32
6.6.3	Program Evaluation	32
6.6.4	Reporting Findings	33
6.7	Governance framework	33
6.7.1	Travel Coordinator	33
6.7.2	Internal School Working Group	35
6.7.3	External Transport Working Group	35
7.	Preliminary construction traffic management plan	36
7.1	Overview	36
7.2	Cumulative impacts	36
7.3	Key objectives	36
7.4	Description of construction activities	36
7.5	Work Hours	37
7.6	Construction Worker Parking and Traffic	37
7.7	Construction Traffic Volumes	37
7.8	Site Access	37
7.9	On-Street Work Zones	38
7.10	Construction Vehicle Routes	38
7.11	Traffic Guidance Scheme	39
7.12	Pedestrian and Cyclist Management	39
7.13	Public Transport	39
7.14	Traffic Movements in Adjoining Areas	39
7.15	Mitigation measures	39

List of tables

Table 1: Depersonalised student data - active transport catchment analysis	5
Table 2: Bus routes and schedule (morning and afternoon)	7
Table 3: Active transport catchment assessment	18
Table 4: Vehicle demand	20
Table 5: Student mode share and targets summary	21
Table 6: 2024 existing staff mode share and mode share target	21
Table 7: Staff mode share and targets summary	21
Table 8: Mitigation measures	24
Table 9: Active Transport Mode Share Target	26



Table 10: Public Transport Mode Share Target	26
Table 11: Managing a School's Duty of Care and Road Safety	27
Table 12: Day-to-Day School Operations	28
Table 13: Sustainable travel communications plan	30
Table 14: Internal and External Stakeholders	33
Table 15: Transport Encouragement Programs	33
Table 16: CTMP mitigation measures	39

List of figures

Figure 1: Aerial image of the site, outlined in red (Source: NearMap, taken 24 Sept 2024)	2
Figure 2: Proposed Activity (Source: Pedavoli Architects, Overall Site Plan (Rev B))	3
Figure 3: Nominal active transport catchment	4
Figure 4: On-path active transport catchment	5
Figure 5: Walking and cycling infrastructure	6
Figure 6: Leppington Public School bus network	8
Figure 7: Number of students living in each travel zone within the intake catchment compared to bus route coverage	9
Figure 8: Site access provisions (as of 2024)	10
Figure 9: Existing kiss and drop configuration	11
Figure 10: Modelled queue on Rickard Road (current student population and post-development student population)	13
Figure 11: Pedestrian and cycling access	14
Figure 12: Bicycle parking location	15
Figure 13: Delivery and emergency vehicle access	16
Figure 14: Waste collection location	17
Figure 15: Active transport catchment	19
Figure 16: Overview of bus service recommendations	20
Figure 17: Effect of staggering bell times	22
Figure 18: Managing a Schools Duty of Care and Road Safety Process	27
Figure 19: Construction vehicle routes	38

List of Appendices

Appendix A	Leppington Public School – Road Safety Review
Appendix B	Transport Working Group minutes
Appendix C	Travel Access Guide



1. Introduction

This Traffic Impact Assessment has been prepared to support a Review of Environmental Factors (REF) for the Department of Education (DoE) for the upgrade of Leppington Public School (LPS) (the activity). The purpose of the REF is to assess the potential environmental impacts of the activity prescribed by State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP) as “development permitted without consent” on land carried out by or on behalf of a public authority under Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The activity is to be undertaken pursuant to Chapter 3, Part 3.4, Section 3.37 of the T&I SEPP.

The proposed activity is for upgrades to the existing LPS at 144 Rickard Road, Leppington, NSW, 2179 (the site).

The purpose of this report is to;

- Review the school's existing and future travel demand to inform transport baseline and potential achievement to set the school transport vision and objectives
- Consider and address users of all ages and abilities
- Establish transport modes to promote during construction and post-occupancy
- Identify transport infrastructure and operations required to meet school travel demand
- Inform the site design, master plan, Construction Traffic and Pedestrian Management Plan and Travel Plan
- Address road safety concerns
- Comply with the SINSW Transport Planning Advisory Note.

The School Transport Plan is undertaken separately throughout the school project phases and guides the day-to-day operation of the school after project completion.

1.1 Site description

LPS is located at 144 Rickard Road, Leppington on the eastern side of Rickard Road, north of Ingleburn Road and south of Byron Road. The site has an area of 3.013 ha and comprises 4 allotments, legally described as:

- Lot 1 DP 127446
- Lot 1 DP 439310
- Lot 38E DP 8979
- Lot 39C DP 8979

The site currently comprises an existing co-education primary (K-6) public school with:

- 14 permanent buildings;
- 11 demountable structures (including 2 male/female toilet blocks);
- interconnected paths;
- covered walkways;
- play areas; and
- at-grade parking.

The site also contains locally listed heritage buildings along its southern boundary.

The buildings are 1 storey in height and there is a sports oval in the eastern portion of the site. The existing buildings are clustered in the north-western part of the site.





Figure 1: Aerial image of the site, outlined in red (Source: NearMap, taken 24 Sept 2024)

1.2 Proposed activity description

The proposed activity involves upgrades to the existing LPS, including the following:

- Demolition of existing structures and trees;
- Erection of a new 3-storey teaching space along the northern boundary that includes 20 permanent teaching spaces and 3 support teaching spaces;
- Erection of a new hall and COLA comprising of a hall, canteen and OSHC hub towards the eastern boundary of site;
- Extension of the existing library (Building E) and adjoining playground;
- Upgraded sports and play facilities;
- Relocation of the Yarning Circle;
- Erection of a substation and upgrades to site services;
- Footpaths, fencing and associated works; and
- Landscaping.

The intent of the activity is to allow for upgrades to LPS that will provide a 'CORE 35' school standard in line with the Educational Facilities Standards and Guidelines (EFSG). The activity will increase the capacity of the school from 430 to 621 students.

Figure 2 below show the scope of works for the proposed activity.



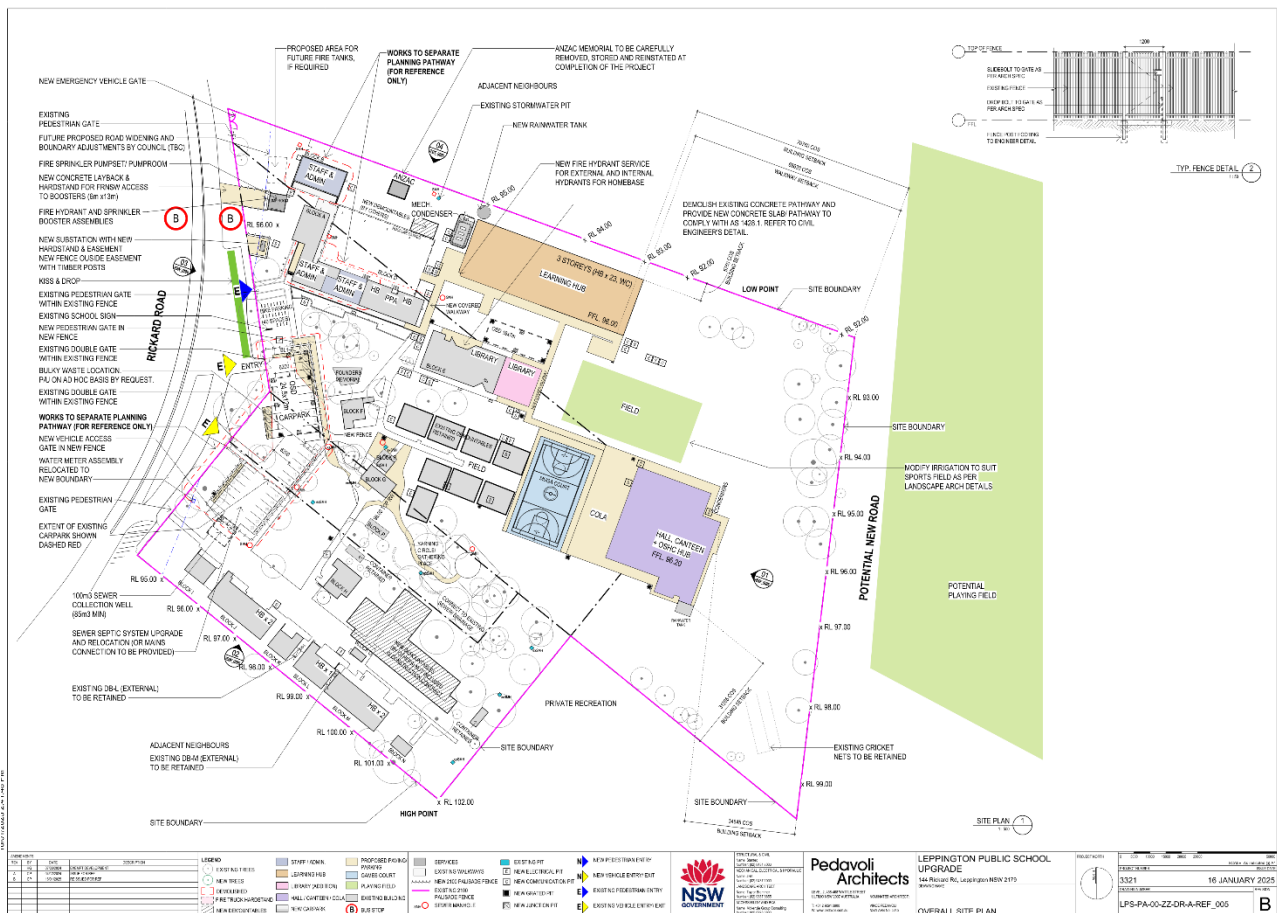


Figure 2: Proposed Activity (Source: Pedavoli Architects, Overall Site Plan (Rev B))

1.3 Future context

Leppington Town Centre is currently subject to a Planning Proposal which was publicly exhibited at the end of 2023 and was identified as a State Assessed Rezoning Proposal (SARP), which is rezoning the area a more high density urban environment around the future education campus.

The Draft Leppington Town Centre Development Control Plan (Draft LTC DCP) as per the Draft Leppington Town Centre Planning Proposal identifies the desired vision for the transport network within Leppington. The Planning Proposal was supported by a masterplan which was published in September 2022 and updated in 2023. The Draft Leppington Town Centre Indicative Layout Plan indicates a future High School being located to the immediate south of the existing Leppington Primary School. Together, the two schools would form an Education Campus.

The Draft LTC DCP proposes Rickard Road as a 37.6m wide transit boulevard, with two travel lanes in each direction. No driveways will be permitted on Rickard Road and bus stops are proposed to be in-lane, removing the need for buses to weave back into the traffic lane.

The future proposed road network includes a road directly east of the site. Ultimately as the road network is developed, the main entrance to the school will be from a new proposed future road on the eastern side of the site. This does not form part of the current scope of works.

2. Existing Transport Conditions

This section covers the existing conditions (2024) of transport infrastructure, networks and operations which support Leppington Public School.

2.1 Intake Zone and Transport Catchment

Leppington Public School has a student intake zone which is primarily focused on the suburb of Leppington, but also captures smaller portions of the suburbs Catherine Field and Denham Court. The intake catchment is not expected to change following the site upgrade. **Figure 3** and **Figure 4** highlight the intake zone as well as current student population density, which is based on de-personalised student data from 2023 for both the nominal and on-path active transport catchments. As seen in the figures, pockets of the students are found in and out of the intake catchment. From the 2023 student population, 53% lived within the intake zone while 47% lived outside of the intake zone.

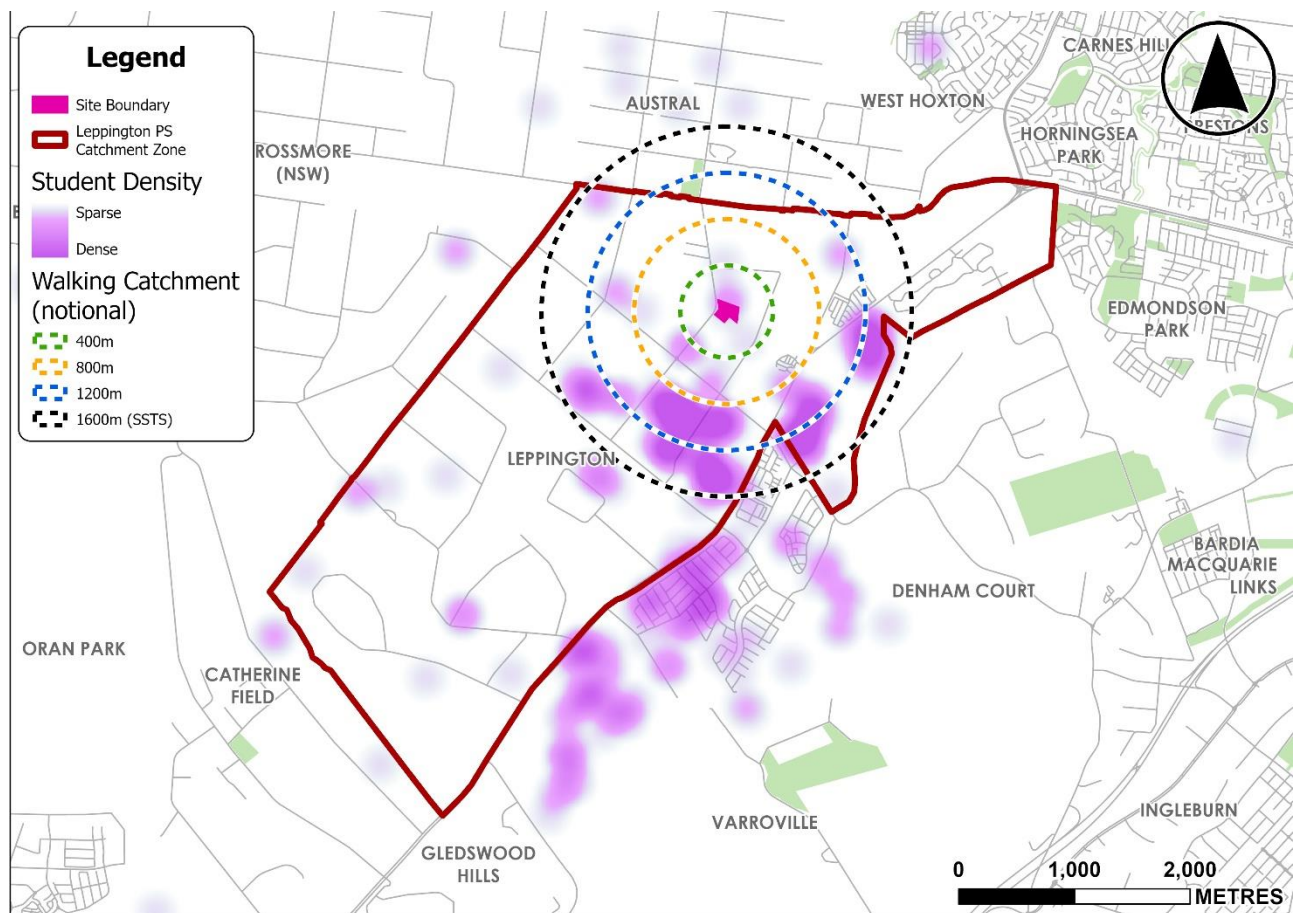


Figure 3: Nominal active transport catchment

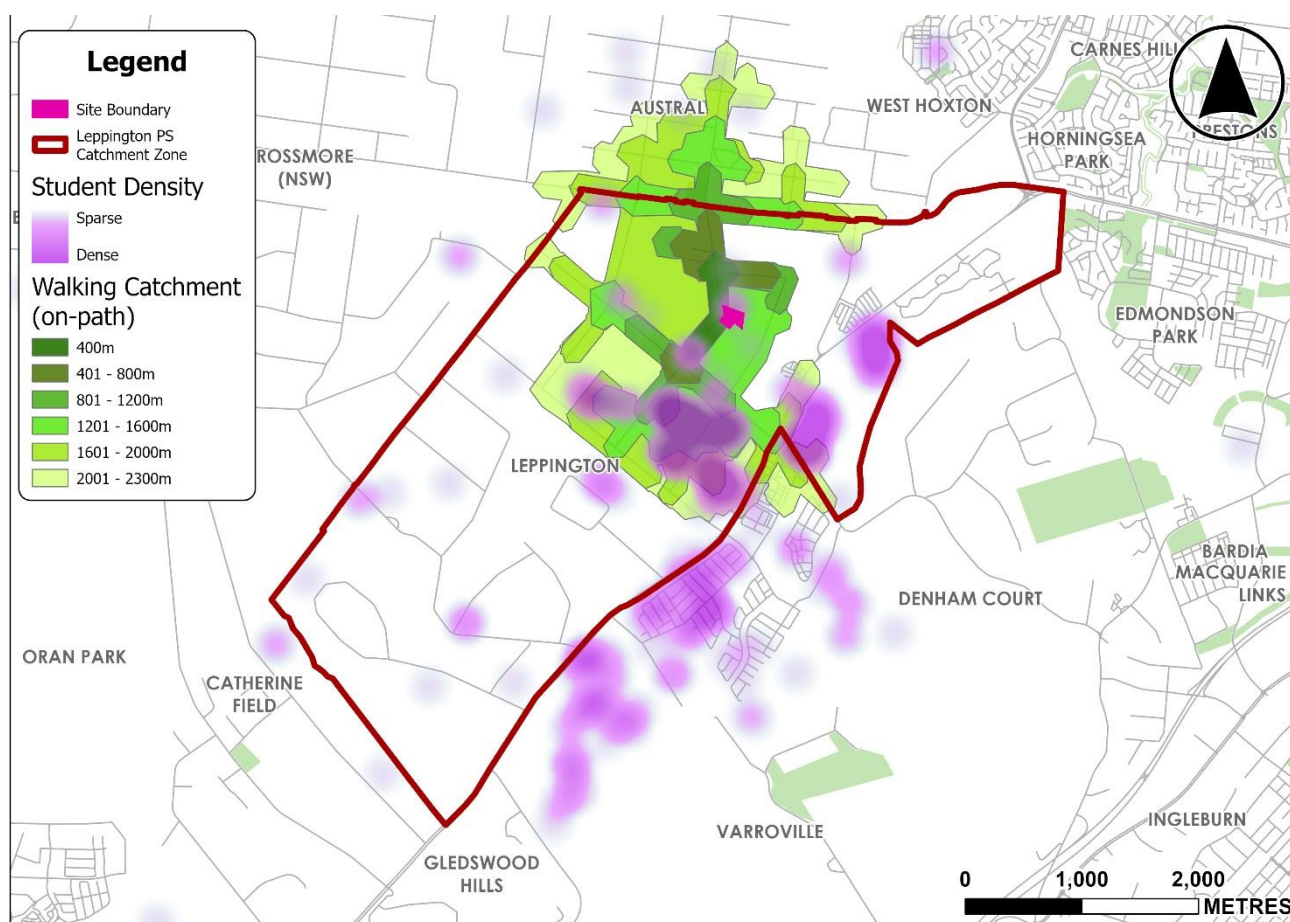


Figure 4: On-path active transport catchment

Analysis of depersonalised data provided by the Department of Education for 2023 student enrolments at Leppington Public School based on walkable catchments from the school is provided in **Table 1**. The analysis shows that most students do not live within a walkable distance to/ from the school. Only 4% lived within a 1,200 metre on-path catchment, which is a 15-minute walk and the highest comfortable walking distance for primary students (aged 5 – 12).

Table 1: Depersonalised student data - active transport catchment analysis

Distance	Notional catchment	On-path catchment
0 – 400m	1%	1%
401 – 800m	3%	0%
801 – 1,200m	19%	3%
1,201 – 1,600m	24%	15%

2.2 Walking and Cycling

The existing pedestrian infrastructure surrounding Leppington Public School is limited to a footpath located on the eastern side of Rickard Road (school's frontage). The footpath connects north to Leppington Station and commuter car park (approximately 400 metres) and extends south to the intersection of Rickard Road and Neptune Road, providing access to Leppington Village and a series of new residential developments (approximately 1,000 metres). Currently there are no crossings on Rickard Road at the school's frontage.

There are no identified pedestrian desire lines due to the limited land use and low residential density within the vicinity of the school. Excluding Leppington Station and Leppington Village, land use around the school is primarily large lot residential as well as land purposed for agricultural activities.

Similarly, there is no dedicated cycling infrastructure connected to the school site as of January 2025. Children under the age of 16 are legally allowed to ride their bicycle on footpaths; this encompasses all students at Leppington Public School. Cycling is limited to the pedestrian footpath on Rickard Road.

Existing active transport infrastructure is shown on **Figure 5**.

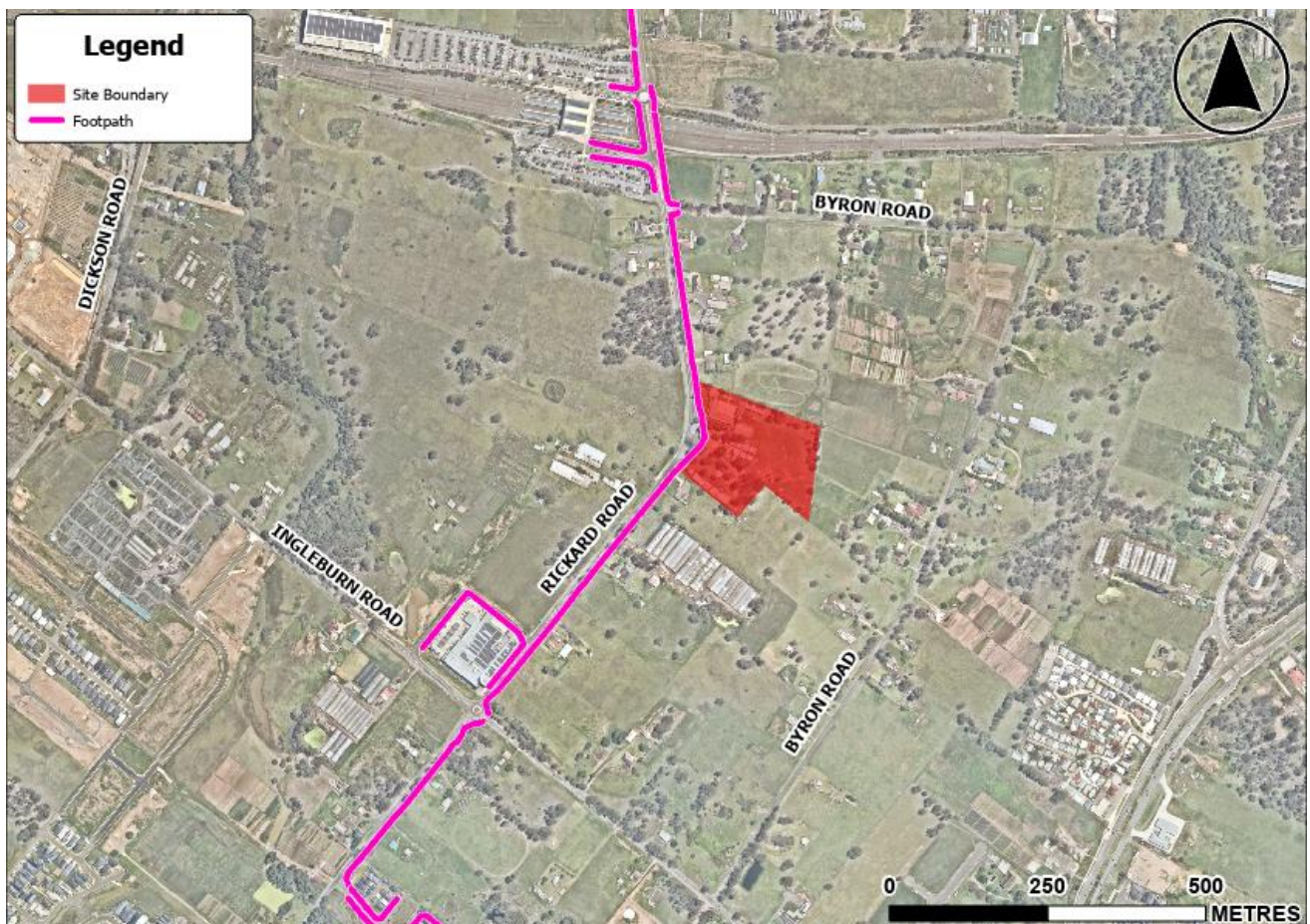


Figure 5: Walking and cycling infrastructure

2.3 Public Transport

During the afternoon period, Leppington Public School is serviced by a total of four school buses and one public bus. The northbound bus stop is located on the western side of Rickard Road and facilitates mainly AM travel. The southbound bus stop which is mostly utilised in the PM period is found north of the pick-up and drop off space.

Existing bus routes which service Leppington Public School as well as the relationship between arrivals/ departures with the school bell times are outlined in **Table 2**. An overview of these routes in reference to student population is shown in **Figure 6**. Bus mode share is currently at approximately 10% (2022 mode share survey results). This is consistent with anecdotal evidence for mode share provided by the school Principal in 2024.



Table 2: Bus routes and schedule (morning and afternoon)

Route ID	Route Name	Arrival Time	In relation to bell time (minutes)
1020	Catherine Field to Carnes Hill Marketplace	8:50 AM	5 minutes before
1025	Leppington (South) to Leppington PS and Carnes Hill	8:45 AM	10 minutes before
841	Narellan to Leppington via Gregory Hills	8:49 AM	9 minutes before
858	Oran Park to Town Centre to Leppington	~ 8:43 AM*	12 minutes before
861	Denham Court to Carnes Hill via Austral	~ 8:28 AM*	27 minutes before

Route ID	Route Name	Departure Time	In relation to bell time (minutes)
2028	John Edmonson HS to Leppington	3:20 PM	25 minutes after
2032	Good Shepherd PS to Bringelly & Kelvin Park	3:26 PM	31 minutes after
2044	Leppington PS to Ridge Square & Narellan	3:22 PM	27 minutes after
2051	John Edmondson HS to Rossmore & Leppington	3:10 PM (ARR) 3:18 PM (DEP)	23 minutes after
841	Leppington to Narellan via Gregory Hills	3:06 PM 3:25 PM	10 minutes after 30 minutes after
858	Leppington to Oran Park Town Centre	~ 3:30 PM*	35 minutes after
861	Carnes Hill to Denham Court via Austral	~ 3:07 PM*	12 minutes after

*Note: non timetabled services (~) arrival/ departure times have been estimated



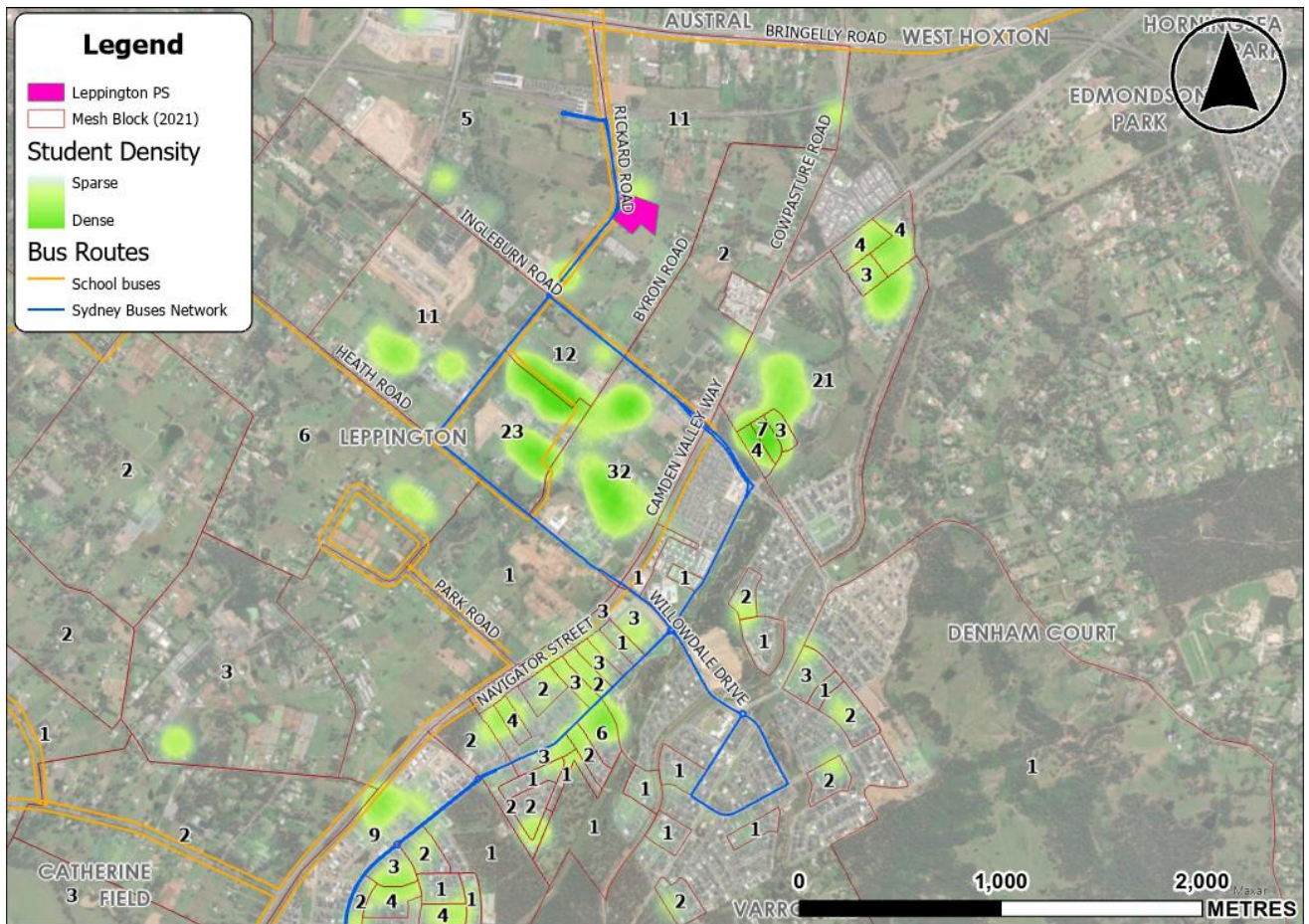


Figure 6: Leppington Public School bus network

The number of students living in travel zones within the intake catchment area are shown in **Figure 7**.

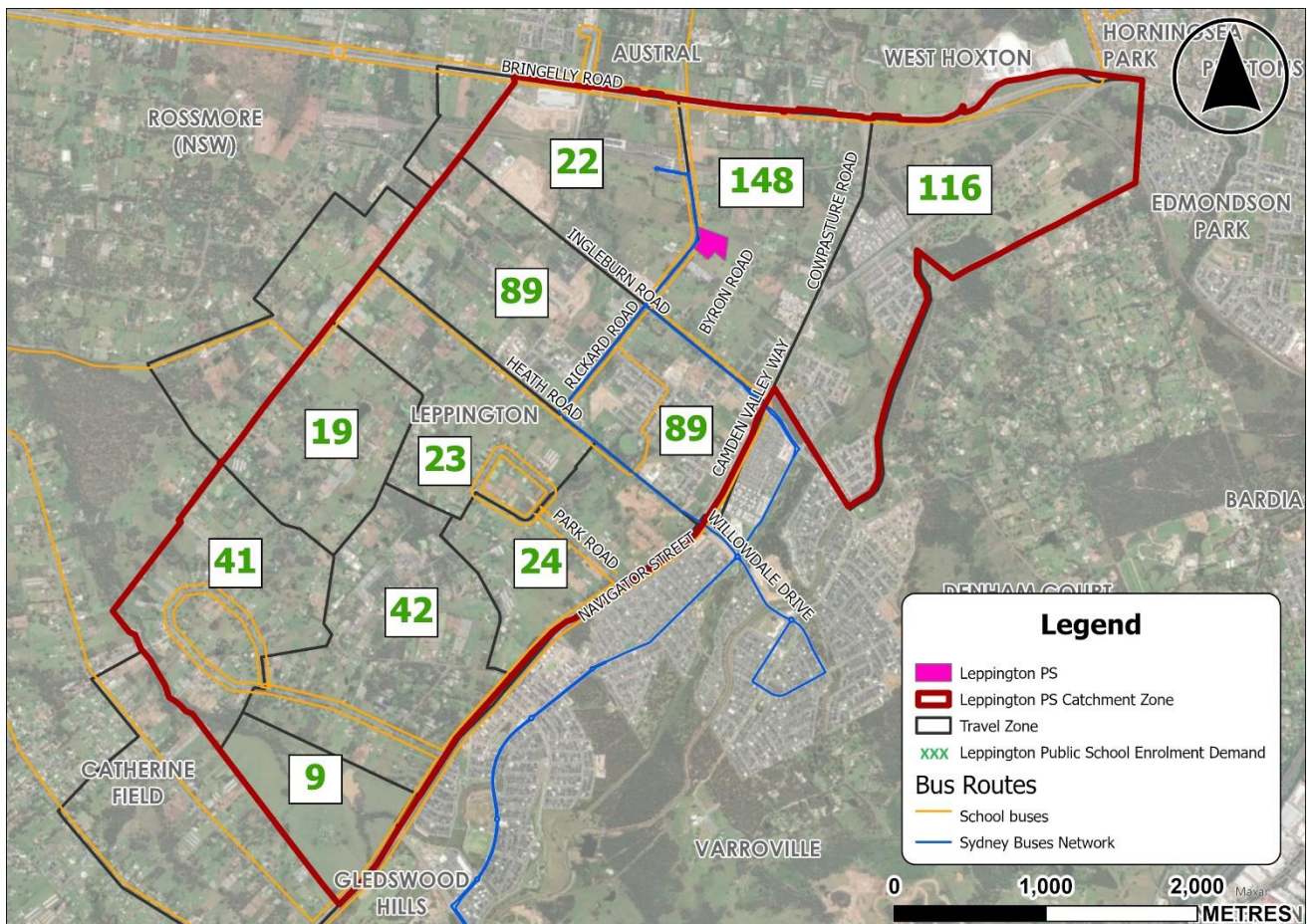


Figure 7: Number of students living in each travel zone within the intake catchment compared to bus route coverage

2.4 Road Network

Leppington Public School has one frontage on Rickard Road. Rickard Road is currently a local road bounded by Bringelly Road to the north and Heath Road to the south. There is an implemented school zone around the school site which limits the speed to 40 kilometres per hour from its otherwise posted speed limit of 60 kilometres per hour.

2.5 Site access

Access to the site includes:

- Three pedestrian entries via Rickard Road
- Entry and exit to staff parking via Rickard Road
- On-site staff parking with 34 spaces
- Emergency vehicle, loading zone and waste truck access adjacent to on-site staff parking.

The existing configuration and provision of infrastructure is shown in **Figure 8**.

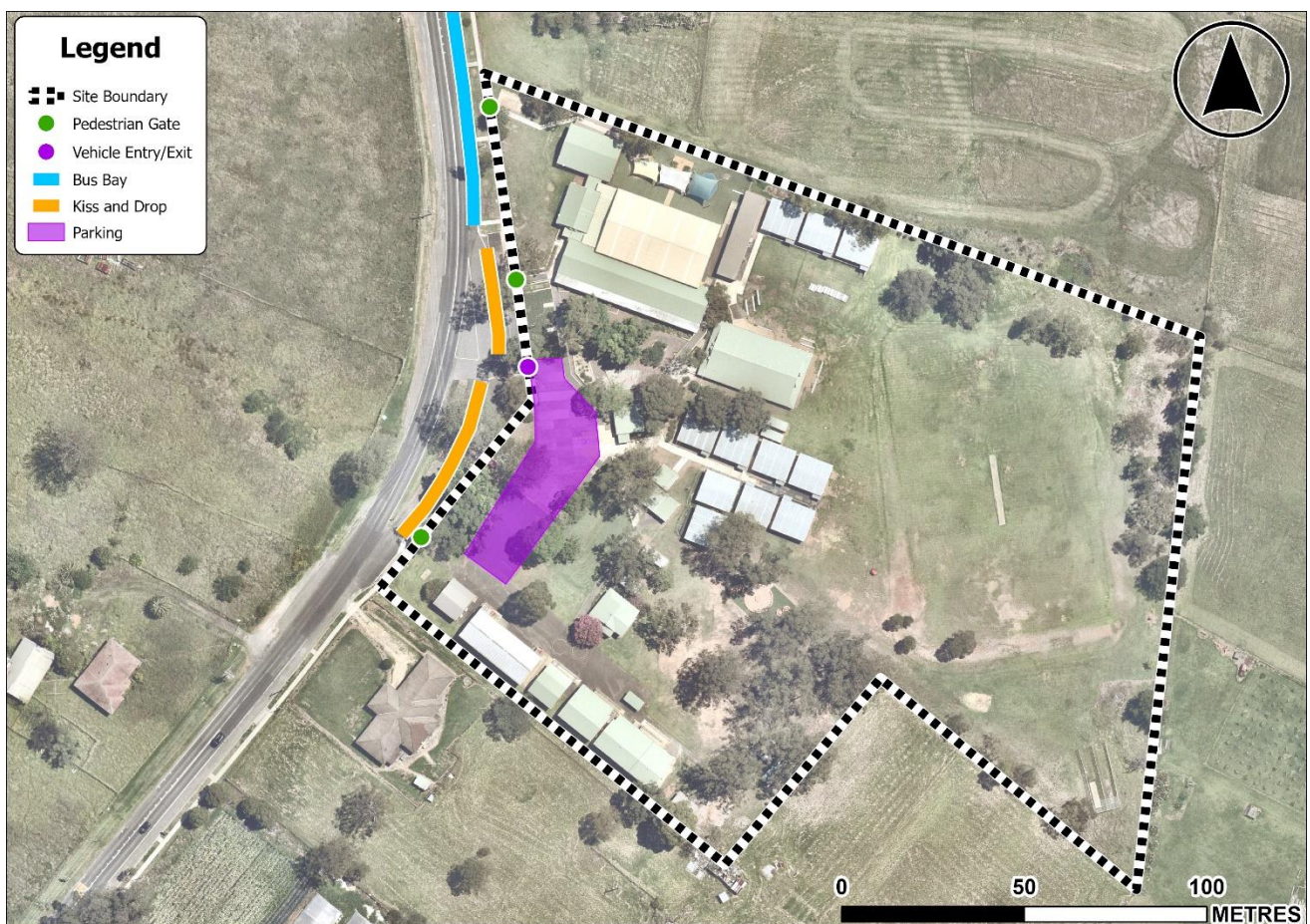


Figure 8: Site access provisions (as of 2024)



2.6 Kiss and Drop

The pick-up and drop-off area for Leppington Public School is currently provided on the eastern side of Rickard Road at the school's frontage. The school is currently operating 12 spaces across two sections (split by the staff parking driveway) as seen in **Figure 9**.

A site visit during November 2023 observed the following traffic conditions during school pick up:

- Queues began before bell time; approximately 25 per cent of vehicles were already in queue before the end of school
- Maximum queue length was observed to extend towards Leppington Station commuter car park (about 400 metres)
- Queue lengths were observed to be the longest at five minutes after the bell
- The queue dissipated approximately 15 minutes after the school bell.

During the PM pick-up period (2:30PM), the school staff and Principal had a significant contribution in operating the pick-up zone in an efficient manner by helping students locate their vehicles. This operation is paramount to efficient and safe pick up of students.

Students in kindergarten are required to be picked up from school grounds and escorted to vehicles by an adult. This is a result of kindergarten students requiring to be signed out of school by their guardian before leaving the school gates. This operation occurs at the northern school gate on Rickard Road, where students wait for their parents/ guardians. Generally, parents/ guardians park on the western side of Rickard Road and cross between queuing cars in the kiss and drop zone. School staff currently aid in management of traffic in the queue and getting parents/ guardians to cross at designate times only. There is no existing crossing facility in this location.

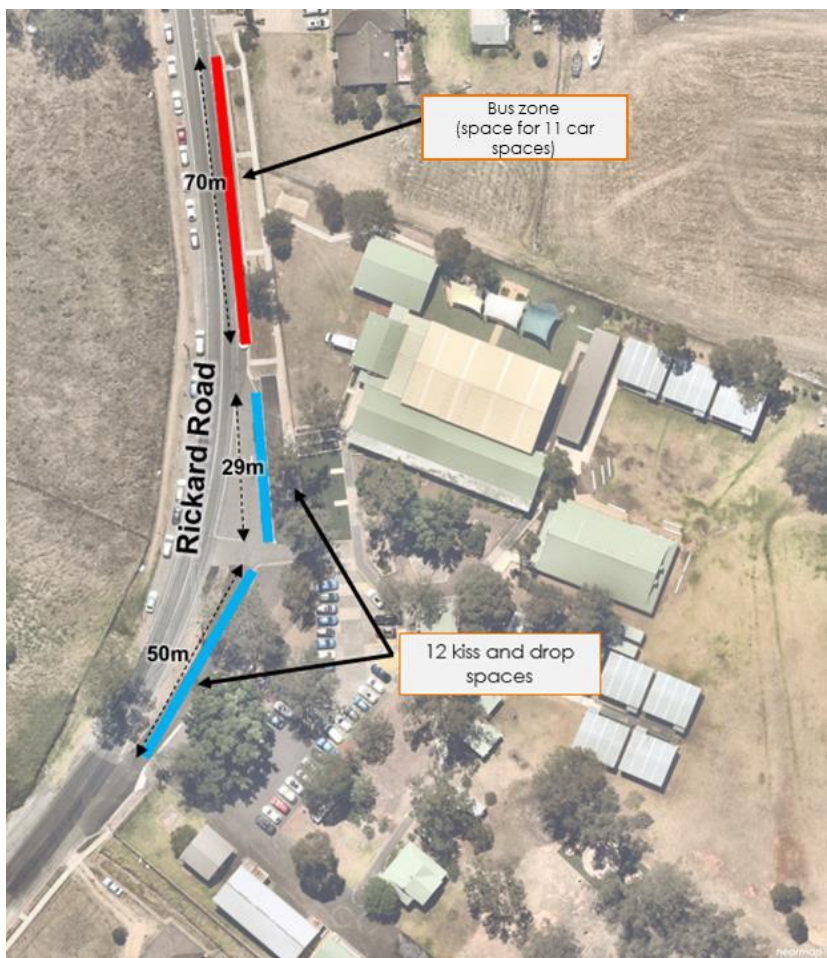


Figure 9: Existing kiss and drop configuration



3. Transport Assessment

The future Leppington Town Centre transport network is outlined in the Draft LTC DCP as mentioned above. The development of Leppington Public School is expected to be completed by 2027, and at this time, the transport network is not expected to be well established. In addition, the timing for the widening of Rickard Road is unknown and is assumed not to be completed by the time this development is completed.

This section provides detail of the requirements of the transport network to support the Public School proposal.

It should be noted that the Camden Growth Centre Precinct Development Control Plan is in effect.

3.1 Walking and Cycling

Active transport mode share is not expected to increase prior to the planned densification of Leppington Town Centre and upgrade of Leppington Public School. Therefore, it is not expected that walking or cycling mode share amongst students or staff will change by 2027.

The existing footpath on the eastern side of Rickard Road, connecting between Neptune Road in the south and Leppington Station in the north is considered adequate. This footpath additionally allows students of all ages at Leppington Public School to ride bicycles alone and with an accompanying adult. Low density in surrounding areas means that additional path infrastructure is not required to support students walking or riding to school as they are living too far away in the catchment to do so comfortably. It is also unlikely that more students will live closer to school until the Leppington Town Centre gets further developed.

3.2 Public Transport

Transport for NSW is responsible for the planning and operation of public and school buses in NSW.

Transport for NSW Bus Planning team has indicated that the public bus network is not planned to see significant changes by 2027. It is therefore understood that by 2027, public bus usage patterns amongst would remain minimal.

The bus stop on the eastern side of Rickard Road outside of the existing Leppington Public School is proposed to be relocated further south and integrated with the Leppington High School project. This does not impact kiss and drop operations on Rickard Road as the bus stop will be located downstream of the kiss and drop zone.

3.3 Kiss and Drop

The student population is forecasted to grow to 621 students by 2027. As the mode share is not expected to significantly shift away from car use due to the limited development of Leppington Town Centre by 2027, it is expected that most students will continue to travel by car.

Kiss and drop activities are proposed to continue to operate on Rickard Road, post development. As the student population increases from 450 students currently to 621 students by 2027, so too will the demand on the kiss and drop zone.

The effect of the increased number of students required to use the kiss and drop zone has been modelled. It was found that in 2027, the queue on Rickard Road would last for an additional 8 minutes and would increase at peak length by 440 metres. The results are shown in **Figure 10**. For reference, the arrival times of each bus service on Rickard Road have also been indicated.



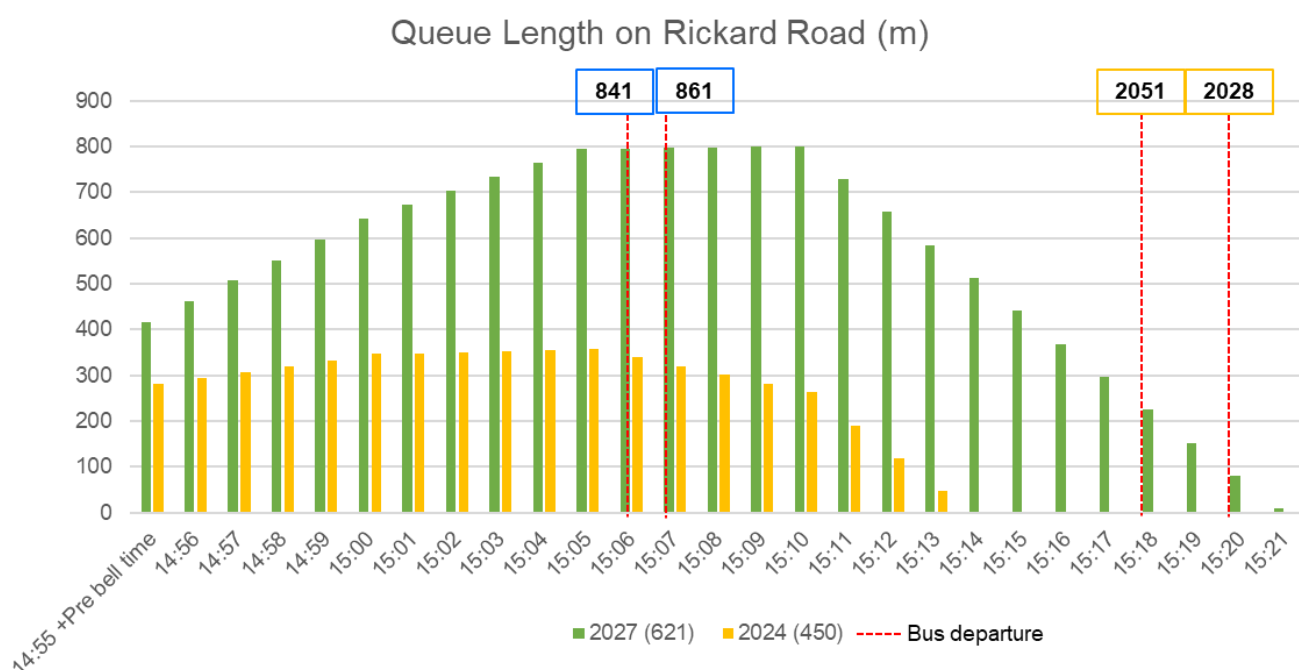


Figure 10: Modelled queue on Rickard Road (current student population and post-development student population)

It should also be noted that the bell time of the proposed Leppington High School is planned to be offset to the bell time of the Leppington Public School by at least 30 minutes to reduce cumulative congestion impacts of both schools over the same period of time.

Mitigation measures for addressing queueing on Rickard Road are outlined in report **Section 5**.

3.4 Site access

3.4.1 Pedestrian and cyclist access

The development will continue to provide pedestrian access from Rickard Road via three pedestrian entry points. The main pedestrian entry is adjacent to the staff and administration building. Cycling access is via the same entryways as pedestrian access.

Proposed pedestrian and cycling access to the site is shown in **Figure 11**.

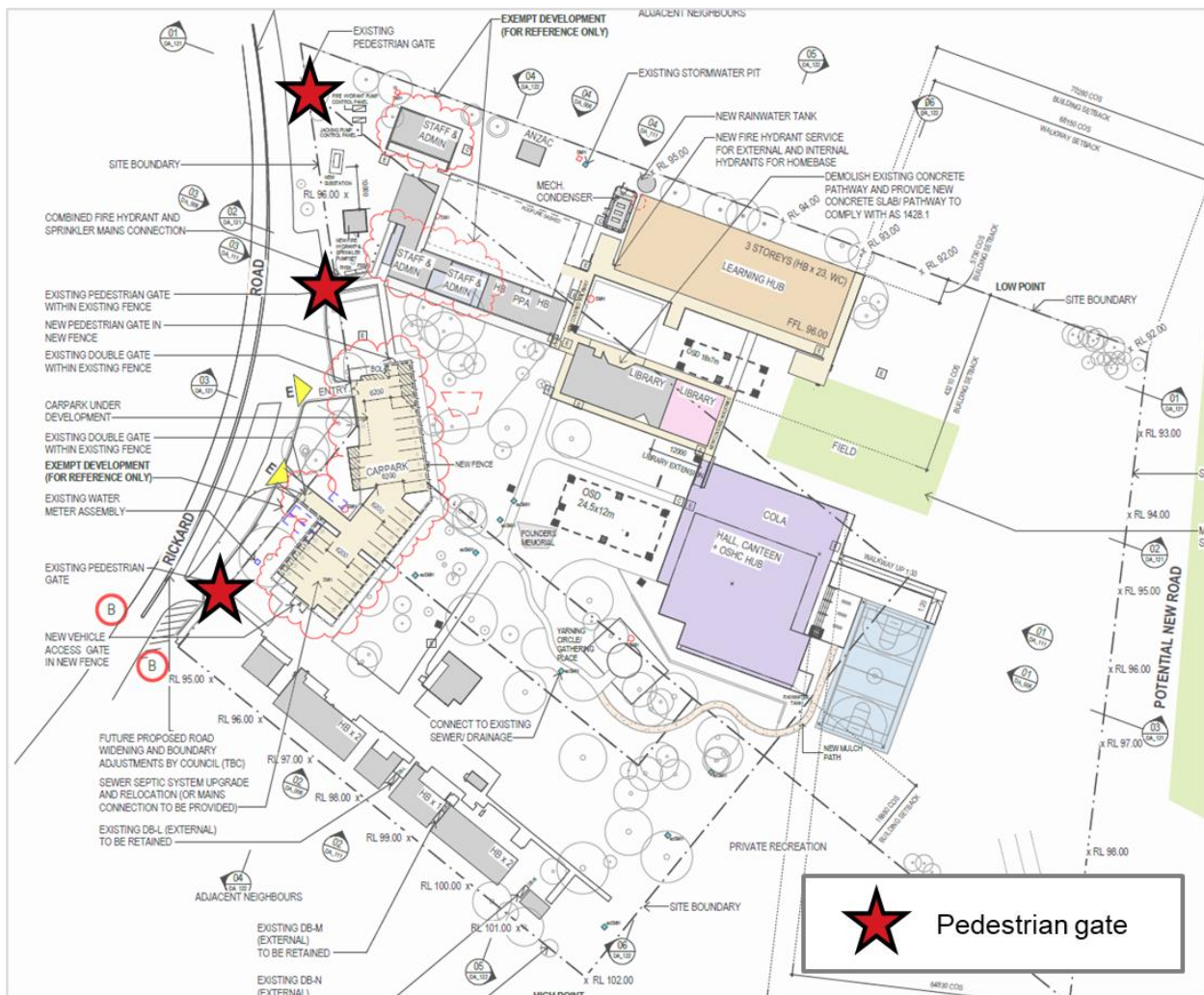


Figure 11: Pedestrian and cycling access

3.4.2 Rickard Road school crossing

To address existing issues associated with the Leppington Public School with parents/ carers using the western side of Rickard Road to pick-up their children, a road safety review was developed by Camden Council, presented in **Appendix A**. The outcome of the assessment was Council's resolution to provide a school crossing on Rickard Road, which was supported in Transport Working Group #1. The location for the crossing is to be determined. The crossing would be removed when Rickard Road is duplicated.

Council is seeking funding for the provision of the crossing. As such, the crossing does not fall within the context of this REF.

3.4.3 Bicycle parking

Bicycle/ scooter access is proposed to be the same as pedestrian access.

For the activity, the Camden Growth Centre Precinct Development Control Plan is in effect. This DCP does not specify a bicycle parking requirement for educational establishments.

The Draft LTC DCP identifies that bicycle parking is to be provided at a rate of 1 space per 5 students and 1 space per 20 staff. Under these conditions, for a student population of 621 and a staff population of 36 a total of 125 student spaces and 2 staff spaces are required respectively, as no parking is needed for primary school aged students.

A provision of student bike/ scooter parking spaces can be determined based on travel distance and provision of infrastructure within the intake catchment area. Based on student population projections, it is expected that in 2027, 44% of the student population will live between zero and 2,400 metres. However, given the low cycling and scooter patronage

currently experienced at Leppington Public School, it is recommended to provide 40 student bicycle parking spaces to support the gradual shift towards cycling in future years.

Bike parking is placed in an area that can be expanded upon to cater for potential future expansion, north of the Rickard Road pedestrian entrance point, shown in **Figure 12**.

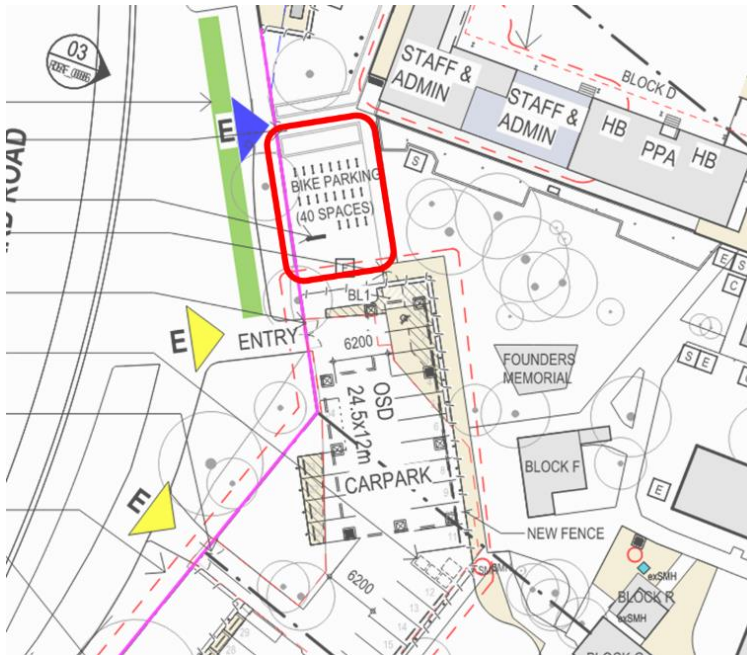


Figure 12: Bicycle parking location

3.4.4 End of Trip Facilities

End of trip facilities provision (showers, lockers and secure bike parking) is not specified in the Camden Growth Centre Precinct DCP. Given that by 2027, the Leppington Town Centre will not yet be developed, and there is no forecast for any staff to be living within the active transport catchment of the site, no end of trip facilities will be provided as part of the project.

3.4.5 Car parking and vehicular access

The existing staff car park will retain 34 car parking spaces, catering to 35 staff. This is considered viable as staff have the following alternate travel options:

- Carpooling with other staff members
- Train serviced from Leppington Station. Leppington Station is located at a seven minutes' walk away
- Bus services on Rickard Road, connecting to Narellan, Gregory Hills, Oran Park, Denham Court and Austral (see **Section 2.3**).

Vehicular access will be available via Rickard Road.

3.4.6 Assisted school transport

Assisted school transport operations are proposed to remain constant. Assisted pick-up occurs within the kiss and drop zone on Rickard Road, under supervision of Leppington Public School staff. Emergency and delivery vehicles

Emergency and delivery vehicle access is proposed to remain constant. Emergency and delivery vehicles enter the staff car park and maneuver through the parking spaces towards the southern roadway area as shown in **Figure 13**. The vehicles are able to exit the car parking area through the southern car park gate.



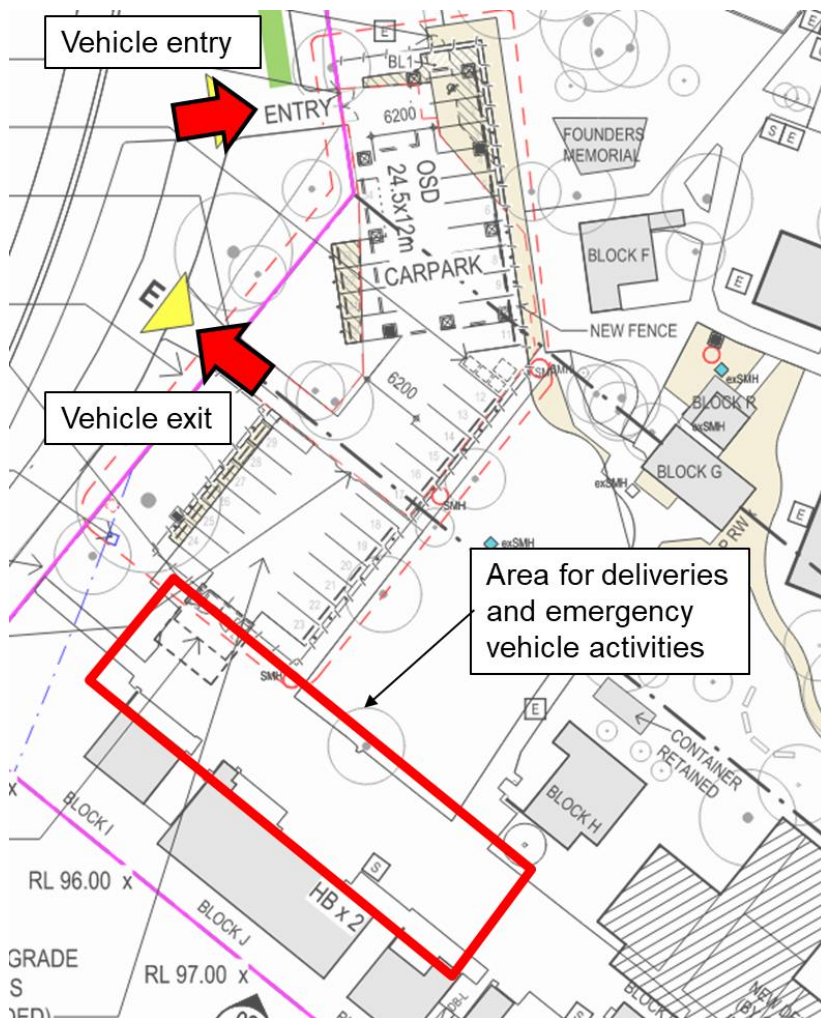


Figure 13: Delivery and emergency vehicle access

3.4.7 Waste vehicle access

Waste vehicle access is proposed to remain constant. The waste collection area is located within the school staff car park as shown in **Figure 14**. Vehicle entry and exit is via the two car parking driveways indicated in the figure.

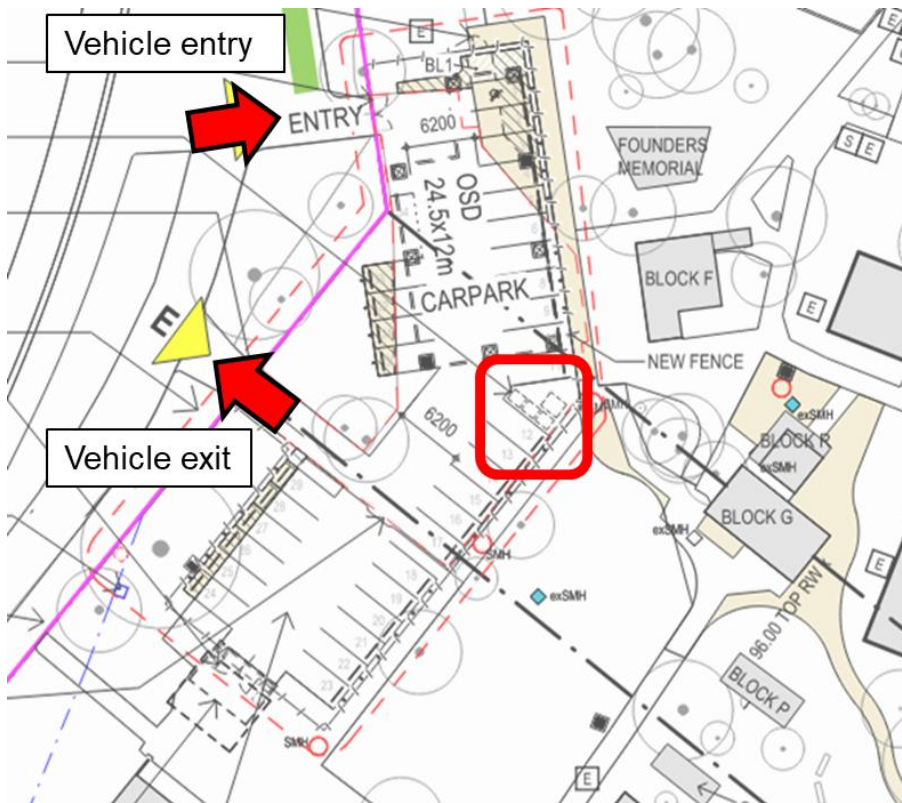


Figure 14: Waste collection location

4. Demand and Mode shares

4.1 Walking and Cycling

Demand for walking and cycling in 2027 is expected to be low. This is due to the intake catchment covering a larger area and drawing students living outside a walking/ cycling distance from the school site. As seen in **Table 3** and **Figure 15**, a limited number of students are forecasted to live within a 1,200-metre walking distance at 11% of the student population.

Table 3: Active transport catchment assessment

	Number of students (2027)	% of students	Cumulative % of students
Leppington Public School – years 5 and 6			
0-400m	3	2%	2%
400-800m	6	3%	5%
800-1200m	10	6%	11%
1200-1600m	25	14%	25%
1600-2000m	16	9%	34%
2000-2400m	19	10%	44%
2400m-3600m	41	23%	67%
Outside of active transport catchment	58	33%	100%
Total	177	100%	
Leppington Public School – years K to 4			
	Number of students (2027)	% of students	Cumulative % of students
0-400m	8	2%	2%
400-800m	15	3%	5%
800-1200m	25	6%	11%
1200-1600m	62	14%	25%
1600-2000m	39	9%	34%
2000-2400m	46	10%	44%
2400m-3600m	103	23%	67%
Outside of active transport catchment	146	33%	100%
Total	444	100%	



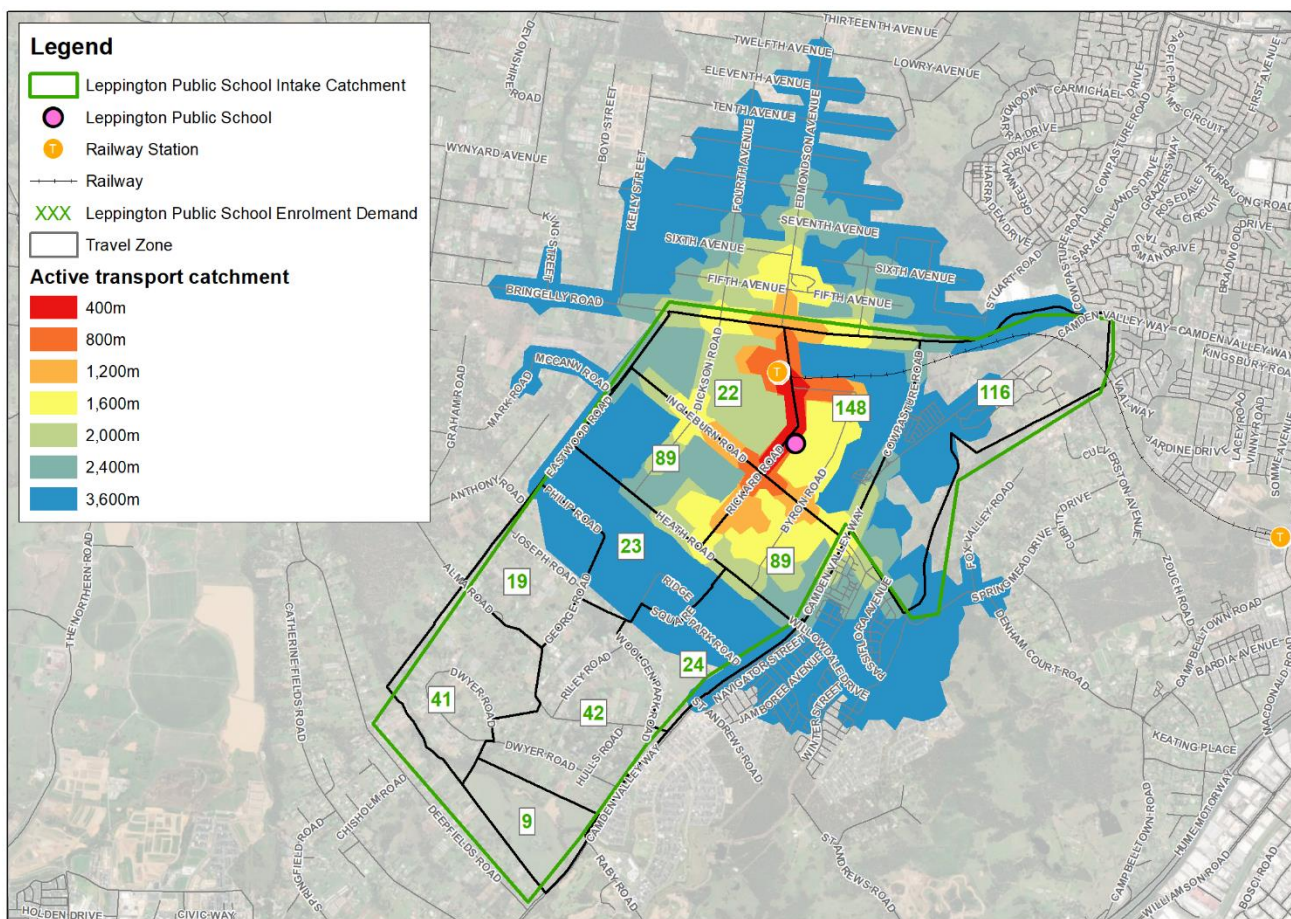


Figure 15: Active transport catchment

4.2 Public Transport

Eligibility requirements for free bus travel via the School Student Travel Scheme (SSTS) is as follows:

- The straight-line distance from the student's home address to school is more than 1.6km (notional distance)
- The walking distance from home to school is 2.3km or further (on-path distance)
- There is no minimum walking distance for kindergarten to year 2 (all eligible).

Based on the eligibility requirements, most Leppington Public School students would be eligible for free bus travel; all kindergarten to year 2 students and approximately 59% of year 3 to 6 (based off on-path distance).

Despite a high portion of students being eligible for free travel, demand for bus services is not expected to increase as student populations and locations of bus routes will remain constant.

Figure 16 highlights bus recommendations made as part of the Leppington Education Campus Rapid Transport Assessment (RTA). The RTA analysed projected students demands for the Leppington Public School and Leppington High School by 2027 and 2041. The areas suitable for providing school bus services for the future Leppington High School have been communicated to the Transport for NSW Bus Planning team as part of the Leppington Education Campus Transport Working Groups.

It is not expected that the bus network would significantly change by 2027. Therefore, uptake of bus patronage by Leppington Public School students is predicted to be low in 2027. In the figure, the South Area suitable for providing school bus services falls within the Leppington Public School intake catchment, therefore presenting an opportunity for students to share services with the potential future high school. 2027 demands for both the Primary School and proposed High School are also shown on the figure. Further consultation with Transport for NSW is required in order to determine possible routes and stops for a school bus service.



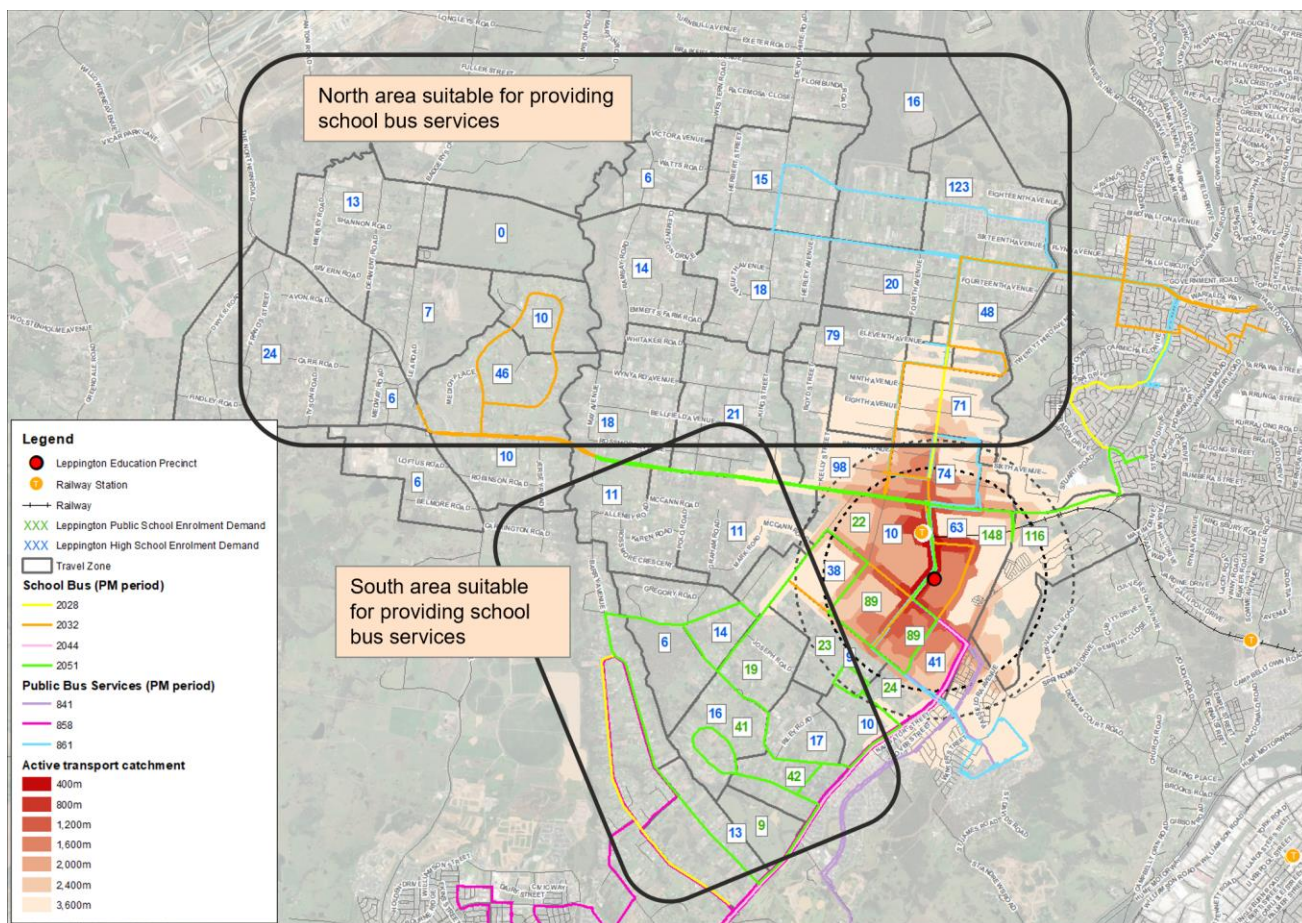


Figure 16: Overview of bus service recommendations

4.3 Car

Table 4 outlines Leppington Public School's vehicular demand for the existing and forecast 2027 student population. With an increase of 150 students, 2027 is expected to see 106 additional vehicles at Leppington Public School kiss and drop or a 33% increase in demand.

Table 4: Vehicle demand

	Existing (2024)	Post school upgrade (2027)
Estimated number of students	450	621
Mode share	85%	85%
Number of students travelling by car	383	527
Number of cars (SPV assumed to be 1.2)	319	439
Growth in number of vehicles	106 vehicles	



4.4 Objectives and mode share targets

4.4.1 Student mode share

As part of the Leppington Public School Rapid Transport Assessment, a student travel survey was held in May 2022 via Survey Monkey. The survey had a response rate of 52%, with the mode share of students detailed in **Table 5**. A site visit by Stantec in November 2023 observed similar travel patterns to that of the 2022 survey and sees the survey as relevant and reflective of existing mode share. During the site visit, it was observed that the majority of students were picked up by a car, which is similar to the 85% car mode share recorded through the survey. This mode share was also confirmed by the School Principal.

Mode share targets for 2027 reflect that there are no major shifts in population, transport infrastructure or services. The number of vehicles required to cater for the private vehicle mode share on Rickard Road can however be reduced, as per opportunity investigations outlined in **Section 5**.

Therefore, a moderate (or more achievable) mode share target for 2027 has been kept the same as current conditions in 2024.

Table 5: Student mode share and targets summary

Mode	2024 (existing)	2027
Walking	5%	5%
Cycling	0%	0%
Public Transport	10%	10%
Car	85%	85%

4.4.2 Staff mode share

A staff component was included in the travel survey in 2022 as part of the Rapid Transport Assessment. The survey had a response rate of 90%, with the mode share of staff detailed in **Table 6**. A site visit by Stantec in November 2023 observed similar travel patterns to that of the 2022 survey and sees the survey as relevant and reflective of existing mode share.

Table 6: 2024 existing staff mode share and mode share target

Walking	Cycling	Public Transport	Car
0%	0%	0%	100%

Mode shares for 2027 have been assumed to stay consistent with the existing 2024 mode shares as outlined in **Table 6**. Due to the limited developments in land use and transportation infrastructure, changes to travel behaviours are not expected to occur amongst staff.

A summary of staff mode shares for existing conditions and 2027 are outlined in **Table 7**.

Table 7: Staff mode share and targets summary

Mode	2024 (existing)	2027
Walking	0%	0%
Cycling	0%	0%
Public Transport	0%	0%
Car	100%	100%



5. Mitigation measures

A number of operational measures to reduce the pick-up and drop-off demands on Rickard Road have been investigated for adoption. These opportunities have both an independent and cumulative positive impact on safety and efficiency. They are discussed in the section below.

5.1 Staggered bell times

Peak pick-up period demand can be spread across a larger period of time in order to reduce queues on Rickard Road by staggering bell times for different year groups. Depersonalised data from 2023 shows that Kindergarten makes up 26% of students, years 1 to 3 makes up 42% and years 4 to 6 makes up 32%. An example of staggered bell times across two periods is described below,:

- Period one – 3:00pm Bell time Year 4 to 6 (32% of student population)
- Period two – 2:45pm Bell: Kindergarten and Year 1 to 3 (68% of student population).

This scenario has been modelled using the expected student population for 2027 ie 621 students. The time taken for the queue on Rickard Road to dissipate as well as the length of the queue over time is shown in **Figure 17**. The queue is expected to reach a maximum length of 205 metres, which is significantly less than the queue of 800 metres modelled for existing operations, post development. Note that the modelled results assume all pick-up occurs within the kiss and drop zone on the eastern side of Rickard Road.

Current bus services arriving on Rickard Road are also shown in the graph.

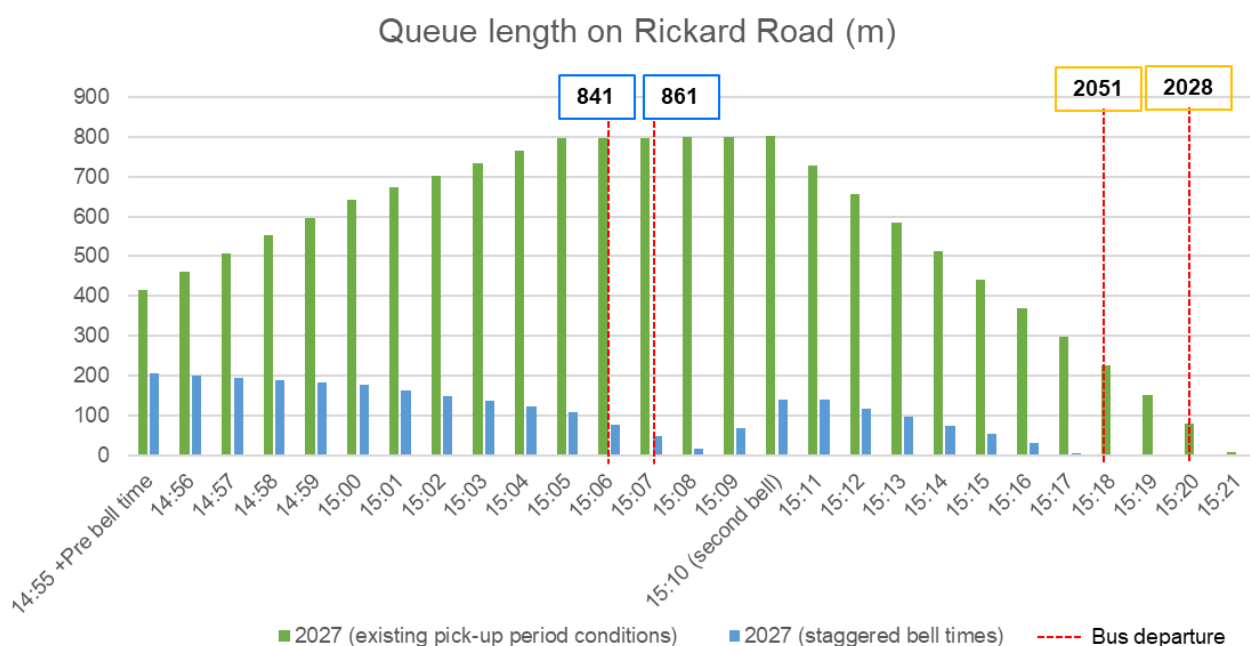


Figure 17: Effect of staggering bell times

Staggered bell times means that students who have siblings within the school in different age groups will need to be sorted into the same bell time for ease of pick-up. The Leppington High School bell time is proposed to be offset from Leppington Public School by at least 30 minutes, as described in **Section 5.3**.

5.2 Rickard Road bus stop relocation

Through the Transport Working Group consultation process, it was determined that both Transport for NSW and Camden Council prefer the bus stop on Rickard Road outside of Leppington Public School be relocated to the area south of the kiss and drop zone for improved operations. A site visit with both Transport for NSW and the bus operator has been planned to discuss the potential new bus stop location.

5.3 Cumulative impacts

The future Leppington High School bell times are proposed to be off set from the Leppington Public School bell times by at least 30 minutes. This means that vehicle trips associated with the high school will be completely separated by time to the vehicle trips associated with Leppington Public School, reducing any cumulative traffic impacts on Rickard Road.

The bus stop on Rickard Road servicing Leppington Public School is to be relocated further south to be outside of the future Leppington High School site. This allows both schools to be able to use the bus stop.



5.4 Summary

Mitigation measures to alleviate associated impacts on the transport network are outlined in **Table 8**. The project activity is not considered to have a significant effect on the transport environment.

Table 8: Mitigation measures

Mitigation number	Aspect/ section	Mitigation measure	Reason for mitigation measure	Timing
1	Active transport	Provision of cycle parking for students (40 spaces), in an area with an allowance for future expansion.	To encourage cycling mode share as residential land uses in the surrounding Leppington Town Centre are developed.	Prior to operation of upgraded school
2	Construction	Construction impacts to be mitigated as per preliminary CTMP, including limiting vehicle movements to be completely outside of pick-up and drop-off periods. The contractor is to update and finalise the CTMP prior to construction.	To address safety concerns and additional traffic generated.	During construction activities
3	School operations	A School Transport Plan must be prepared to the satisfaction of the DoE Transport Planning Team. Any existing School Transport 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. The School Transport Plan is to include measures to deter people using the western side of Rickard Road for pick-up and drop-off until such a time that Council delivers the school crossing.	To address operational concerns and behaviours.	Prior to operation of the upgraded school
4	Kiss and drop	Reduce queuing on Rickard Road by implementing staggered bell times within the school ie two bell times staged by at least 15 minutes apart.	To reduce queuing on Rickard Road.	Ongoing throughout operation
5	Bus stop	SINSW to engage with Transport for NSW to seek appropriate relocation of the bus stop further to the south that will effectively service the existing Public School and the proposed new High School.	To consolidate bus stops between Leppington Public School and the future Leppington High School.	Prior to operation of the upgraded school
6	School operations	The School Transport Plan is to be reviewed on an annual basis and updated (if required) to the satisfaction of the DoE Transport Planning team to ensure active and sustainable travel measures are implemented.	Implementation of the School Transport Plan.	Ongoing throughout operation



6. Preliminary School Transport Plan

6.1 Introduction

This School Transport Plan has been prepared in conjunction with the NSW Department of Education, CTPG, Camden Council, Transport for NSW, and with reference to the NSW Department of Education Transport Assessment and School Transport Plan Report Guidelines.

This School Transport Plan has been informed by the preceding transport assessment, which comprised of a spatial analysis of current and future student enrolments 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 redevelopment of Leppington Public 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.
- Efforts to increase registration into the School Student Transport Scheme (SSTS), which is used by school bus operators and Transport for NSW to measure the demand for a dedicated school bus.
- Communications program to convey positive road safety messaging and expected standards of behaviour for a kiss and drop.

6.2 Transport goals

This section of the report utilises the understanding of external transport conditions for Leppington Public School identified through the preceding transport assessment and defines the vision and objectives for the school to be achieved through the School Transport Plan. The vision and objectives 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.



6.2.1 Active and public transport mode share targets

Mode share targets for 2027 reflect that there are no major shifts in population, transport infrastructure or services. The number of vehicles required to cater for the private vehicle mode share on Rickard Road can however be reduced. A moderate and reach target mode share will be developed as part of future Leppington Public School development, in which the surrounding Leppington Town Centre is forecast to provide higher density residential land uses.

The Leppington Public School mode share targets for active transport and public transport are shown in **Table 9** and **Table 10** respectively.

Table 9: Active Transport Mode Share Target

2024 (existing)	2027
5%	5%

Table 10: Public Transport Mode Share Target

2024 (existing)	2027
10%	10%

6.3 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 and reducing the rates of driving alone and kiss-and-drop to school.

The following list indicates a range of transport-based policies that support the implementation of infrastructure improvements at a given school:

- Prioritise multi-modal transport access
- Staggered start/end times
- Multiple kiss-and-drop locations
- Remote kiss-and-drop
- Parking allocation and location
- Parking management system operations
- 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
- Share our space

The transport-related items proposed as part of the project include:

- Continuing conversations with Transport for NSW and Leppington Public School for an improved bus service which connects students from their residence to Leppington Public School
- Provision of cycle parking for students (40 spaces), in an area with an allowance for future expansion.
- Reduce queuing on Rickard Road by implementing staggered bell times within the school ie two bell times staged by at least 15 minutes apart.
- Continuing discussions with Transport for NSW and Camden Council on the following items to improve road safety and reduce congestion:
 - Relocate existing bus stop on Rickard Road to be south of the kiss and drop zone and integrated with the new Leppington High School bus stop
 - Provide a new school crossing on Rickard Road



- Integration of the above mitigation measures with proposed works for the new Leppington High School.

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

6.4 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 schools duty of care is supported by a four-step process, as shown in **Figure 18**.

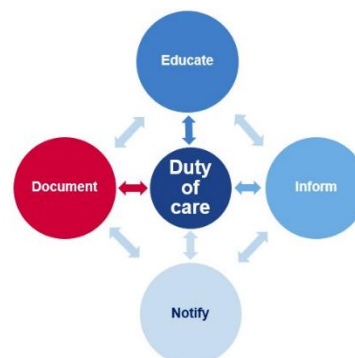


Figure 18: Managing a Schools Duty of Care and Road Safety Process

To support the Duty of Care Process shown in **Figure 18**, **Table 11** 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](#).

Table 11: Managing a School's Duty of Care and Road Safety

Managing a School's Duty of Care and Road Safety
Educate <p>Which student groups need to be educated about road safety concerns?</p> <ul style="list-style-type: none"> • Individual or small groups of students? • Year/stage group of students? • The whole school? <p>How will road safety education be made relevant?</p> <p>This can be achieved through:</p> <ul style="list-style-type: none"> • Localised, school-specific teaching and learning activities • Identified outcomes • A strengths' based approach?
Inform <p>Which parents/carers need informing about the road safety concern?</p> <p>The parents of:</p> <ul style="list-style-type: none"> • Individual or small groups of students • A year/stage group of students • All students? <p>How will it be communicated?</p> <ul style="list-style-type: none"> • 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



Managing a School's Duty of Care and Road Safety

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

6.4.1 Day-to-day school operations

Table 12 details transport site access that is active during day-to-day school operations. For this, appropriate measures should be considered to support student safety.

Table 12: Day-to-Day School Operations

	<i>On-site:</i>	<i>Adjacent-to-site</i>	<i>Management measures</i>
Site entries, pedestrian and vehicle	Y	Y	Y
Kiss-and-drop including Assisted School Transport Program	N	Y	Y
Buses	N	Y	N
Parking	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 operations 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, eg. 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:

- Not use the western side of Rickard Road for pick-up and drop-off
- 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.

6.4.2 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 Leppington Public School wish to do so.

6.4.3 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 Leppington Public School is highlighted below.

6.4.4 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.

6.4.5 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.

6.5 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. 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.

6.5.1 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 13**.

6.5.2 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 13: 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.	Before school opens 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 (targeted at primary school)
Communicate the expected standards of behaviour for Kiss n Drop and Road Safety	Regularly, multiple times each term	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.	Before school opens 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: Safety – Link School Zone – 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.	Before school opens and periodically throughout the year	Online school communication channels (e.g. Facebook page, newsletters)	Staff, parents, and students

6.5.3 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 parents 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.

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:

- The location of the kiss and drop zone on the eastern side of Rickard Road ie no pick-up and drop-off is to occur on the western side of Rickard Road
- 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 (eg 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.

6.6 Data collection and monitoring

For the School Transport Plan to be effective it must be reviewed on a regular basis. It is important to ensure that the School Transport Plan is meeting its objectives and having the intended impact on car use and transport choices for the school's staff and students. The School Transport Plan should be reviewed on an annual basis with staff and student travel



surveys. The School Transport Plan should be updated and changed to reflect changing circumstances and local context/ facilities.

6.6.1 Data Collection

To monitor the School Transport Plan, a travel questionnaire should be conducted for all staff and students. An initial survey should be used to provide the baseline for travel planning programs. Subsequent survey results should be reported annually by the schools and used to inform funding allocation for successful programs/ removal of unsuccessful programs. Based on the review, the School Transport Plan should then be updated as noted previously.

6.6.2 Ongoing Feedback Framework

The School Principal or staff will manage the ongoing feedback framework to continuously improve the oversight of sustainable travel outcomes for Leppington Public School in concert with relevant school stakeholders. This may include activities such as:

- Reviewing the adequacy of bicycle racks required periodically.
- 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, Camden Council, and the bus operator accordingly.
- Liaising with the Camden Council Road Safety Officer concerning the management of parking behaviours around the school.
- Responding to any other feedback from Transport for NSW, Camden Council, Police, Residents, Teachers, Parents or Students that might arise from time to time.

6.6.3 Program Evaluation

The School Principal or staff will manage the ongoing feedback framework to continuously improve the oversight of sustainable travel outcomes for Leppington Public School in concert 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, Camden Council, and the bus operator accordingly.
- What gaps are present in sharing the knowledge and schemes for encouraging the uptake of sustainable transport.
- Liaising with the Camden Council Road Safety Officer concerning the management of parking behaviours around the school.
- Responding to any other feedback from Transport for NSW, Camden Council, 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.



6.6.4 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 SINSW, Camden 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 SINSW, TfNSW). 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)

6.7 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 14**.

Table 14: Internal and External Stakeholders

Internal Working Group	External Working Group		
A working group with school leadership, Road Safety Education Officer, students, teachers, parents/carers and neighbours.	A working group with school leadership, state government agencies and local government		
	TfNSW <ul style="list-style-type: none"> • Active Travel to Schools • Bus Service Planning • Bus contract manager • Assisted School Transport Program • Subsidised School Transport Scheme 	Camden Council <ul style="list-style-type: none"> • Manager, Transport Planning • Active Travel • Road Safety Officer • LGA Travel Coordinator • Sustainability 	SINSW / DET/ Other <ul style="list-style-type: none"> • Travel Coordinator • Principal • Road Safety Education Officer • AMU representative • Private bus operator

6.7.1 Travel Coordinator

A Travel Coordinator is required for the duration of construction and the first year of post-occupancy, whilst transport programs must be implemented to achieve travel behaviour change. The role will initially be funded by the project during delivery. After year 1, subsequent arrangements for the carriage of this role will need to be arranged between SINSW, DET and TfNSW.

The Department of Education and the School Principal will progress the appointment of a Travel Coordinator for Leppington Public School. This includes determining the role and procuring a contractor, or other to promote, coordinate and monitor the implementation of the sustainable travel initiatives. The role 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 15**. The actions provide the means to encourage sustainable transport options at Leppington Public 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.

Table 15: Transport Encouragement Programs

Strategy	Action	Target Audience	Timeframe	Responsibility
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 primary school students	Annually	Travel Coordinator



Strategy	Action	Target Audience	Timeframe	Responsibility
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 2.3 km walking distance from the school or in years K to 2), 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				
Communications Plan	Discuss and refine the Communications Plans and key messages with the School Principals and TfNSW to encourage a higher usage of non-private vehicle modes from staff, parents and students.	Staff, parents and students (both schools)	In 2024 and then annually	Travel Coordinator
Staff car-pooling	Establish and organise a car-pooling scheme that enables staff to share their car trip to the school with more than one person in the car, reducing cars travelling to the school.	All staff (both schools)	In 2024 and ongoing	Travel Coordinator
Parking management plan	Liaise with the Principal and Camden 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.	All staff (both schools)	In 2024 and ongoing	Travel Coordinator and Camden 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 (both schools)	Per communication plan	Travel Coordinator to prepare messaging for the School Principals to send out
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.	Staff, students and parents (both schools)	Per communication plan	Travel Coordinator to prepare for the School Principals to send out
Other incentives for staff to use active and public transport	Propose and discuss the following initiatives with the School Principal to consider and implement: <ul style="list-style-type: none"> • Pre-loaded Opal cards during orientation. • School-subsidised panniers or backpacks for staff committed to active travel. • Salary sacrifice options for purchases of bikes or other micro-mobility options. • Time in staff meetings to share tips and support for staff wanting to start cycling. • Wayfinding at the school with directions to the End of Trip facilities. • A role for a school sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport. 	Staff at both schools	Start in Term1 following occupancy and continue throughout the school year	Travel Coordinator



Strategy	Action	Target Audience	Timeframe	Responsibility
Travel Surveys for staff and students	<ul style="list-style-type: none"> 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. 	Staff, students and parents (both schools)	Start in Term1 following occupancy and continue throughout the school year	Travel Coordinator

6.7.2 Internal School Working Group

The Internal School Working Group is to be formed with the school community before construction commencement. This group is to be a sounding board for the Travel Coordinator and school leadership. The Road Safety Education Officer, AMU and WHS are to make up the core participants of this group.

6.7.3 External Transport Working Group

The external Transport Working Group is to follow on from the Transport Working Group formed in the development of this Plan. 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 a previous SINSW project, amend the Terms of Reference 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, ie new bus services are required.

Document arrangements for this group are to include:

- Meeting regularly ie monthly / quarterly.
- Confirm annual travel demand changes (kindergarten starting, and year 6 graduating).
- Report transport usage.
- Inform updates to the School Transport Plan.
- Seek funding for reported missing links or operational issues.

Collaborative response to key issues.



7. Preliminary construction traffic management plan

7.1 Overview

This overview of construction traffic impacts aims to ensure the safety of workers and road users in the vicinity of the construction site. The primary objectives of the Construction Traffic Management Plan (CTMP) include the following:

- To identify the need for adequate and compliant traffic management requirements within the vicinity of the school
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction vehicles
- Establishment of a safe pedestrian environment around the site
- To inform the Contractor and set the ground rules for managing construction traffic associated with the site.

7.2 Cumulative impacts

Leppington Public School and the proposed Leppington High School form the Leppington Education Campus, the construction of which must carefully be managed to reduce safety concerns and maintain current and proposed operations at Leppington Public School during construction. The Contractor is therefore required to consider the safety of students attending Leppington Public School during any construction activities and not interrupt established processes such as the kiss and drop activities occurring on Rickard Road.

7.3 Key objectives

The overall principles of traffic management during the construction activity include:

- Safety of students and staff at the school
- Provide an appropriate and convenient environment for pedestrians.
- Minimise the impact on pedestrian movements.
- Maintain appropriate capacity for pedestrians at all times on footpaths around the site.
- Maintain appropriate public transport access.
- Maintain current levels of parking within the precinct.
- Maintain permanent access to/ from the hospital accesses for emergency services.
- Restrict construction vehicle movements to designated routes to/ from the site.
- Manage and control construction vehicle activity around the site.
- Minimise impacts to general traffic in the vicinity of the site.

7.4 Description of construction activities

Proposed construction activities include the following:

- Demolition of existing structures and trees
- Erection of a new 3-storey teaching space along the northern boundary that includes 20 permanent teaching spaces and 3 support teaching spaces
- Erection of a new hall and COLA comprising of a hall, canteen and OSHC hub towards the eastern boundary of site
- Extension of the existing library (Building E) and adjoining playground



- Upgraded sports and play facilities
- Relocation of the Yarning Circle
- Erection of a substation and upgrades to site services
- Footpaths, fencing and associated works
- Landscaping.

The start and end date of proposed construction activities is to be decided at a later date as per the contractor's Construction Traffic Management Plan.

7.5 Work Hours

It is anticipated that work associated with the development will generally be carried out between the following hours of construction:

- Monday to Friday 7:00 am and 6:00 pm
- Saturday 8:00 am and 1:00 pm
- Sunday/ public holiday no work.

In addition to regular work hours, there will be occasions where specific out-of-hours work is required. The contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside conducted outside of the approved construction hours would be subject to specific prior approval from Council.

7.6 Construction Worker Parking and Traffic

The number of construction workers is expected to be up to 40 workers during peak construction.

Parking for construction workers is to be provided on site where possible. Given the site's proximity to the Leppington Train Station, workers would be encouraged to use public transport to access the site where practical. During site induction, workers would be informed of the existing bus and train networks servicing the site. Appropriate arrangements should be made for any equipment/ tool storage and drop-off requirements.

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 the high school and 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 such as Leppington Station or designated remote pick-up points as necessary.

7.7 Construction Traffic Volumes

The site will have various types of construction vehicles accessing the site. The largest standard construction vehicles regularly accessing the site would include 12.5-metre heavy rigid vehicles. It is likely that a limited number of larger special-purpose vehicles (e.g. floats for plant and equipment, large mobile cranes) will be required, however, these would be subject to a separate oversize and over-mass application process, with an analysis of the specific vehicle access and manoeuvring requirements.

It is expected that for most of the project, no more than 10 heavy vehicles (20 heavy vehicle movements) are expected per day. This is expected to peak at 20 heavy vehicles (40 heavy vehicle movements) during a peak period of two weeks during the delivery of the modular buildings.

7.8 Site Access

Site access will be via the existing gate at the northern boundary of the school. The access gate is proposed to only be operational outside of pick-up and drop-off times, which will not impact on school operations, and will not result in the loss of any kiss and drop zone/ spaces at the Public School.



To determine the suitability of movement around the vicinity of the site, a swept path assessment will need to be undertaken once the accurate site access point is determined by the contractor. For the purpose of this assessment, it is assumed that vehicles accessing the site will enter via Rickard Road entrance.

As part of the detailed CTMP, a traffic guidance scheme (formerly a traffic control plan) will need to be prepared in accordance with the principles of the Transport for NSW Traffic Control at Work Sites manual. The traffic guidance scheme (TGS) would primarily show where “Trucks” signs would be located at specific locations (such as uncontrolled intersections) along the approved truck routes to warn other road users of the increase in construction vehicle movements.

7.9 On-Street Work Zones

No works zones are proposed at this stage, however, may change subject to the proposed methodology of the appointed contractor. Any on-street work zones must only be operational outside of pick-up and drop-off periods at the Public School, as to not disrupt current kiss and drop operations.

7.10 Construction Vehicle Routes

throughout Greater Sydney. However, all construction vehicles will be restricted to the State and Regional Road network where practicable. It is expected that vehicles would approach the site from the Bringelly Road and require the use of Rickard Road to reach the relevant access point.

The construction vehicle routes are detailed in Figure 19. No queuing or marshalling of construction vehicles will be permitted on public roads.

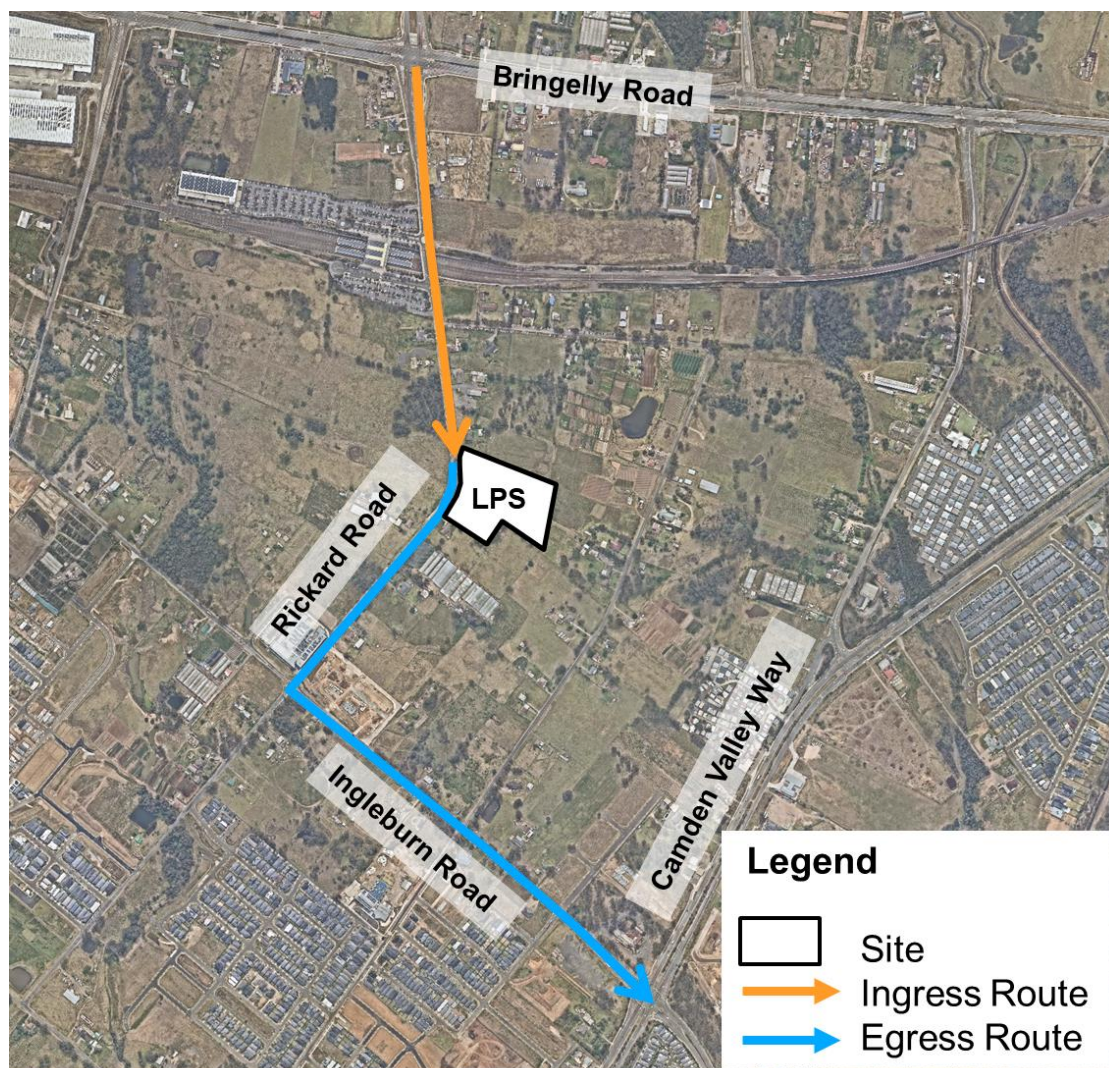


Figure 19: Construction vehicle routes



Ingress Route

- Bringelly Road; Rickard Road

Egress Route

- Rickard Road, Ingleburn Road, Camden Valley Way

7.11 Traffic Guidance Scheme

Detailed information for work site operations is contained in the Traffic Control at Work Sites manual version 6.0 (Transport for NSW, 2020). 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 a Traffic Guidance Scheme (TGS) 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 construction vehicle activity will be minimised during peak periods, where possible.

7.12 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 routes will be impacted by the proposed construction works.

7.13 Public Transport

Given the infrequent heavy vehicle movements associated with the construction works, the overall impact on existing public transport services is expected to be negligible. This includes the impact on the identified local area bus services.

7.14 Traffic Movements in Adjoining Areas

No adverse effects are expected from the movement of heavy vehicles through adjacent council areas.

7.15 Mitigation measures

Table 16 outlines mitigation measures to potential issues during construction activities.

Table 16: CTMP mitigation measures

Issue	Mitigation measure
Construction worker parking accommodated on site	Construction workers should be guided where appropriate parking is available on and around the site on induction, and also be encouraged to use public transport services mainly buses. During site induction, workers would be informed of the existing bus networks servicing the site. Appropriate arrangements should be made for any equipment/ tool storage and drop-off requirements.
Construction workers arriving by vehicle	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.



Issue	Mitigation measure
Addition of construction related vehicles to the local transport network	Construction vehicles are advised to follow specified routes (see Figure 9 1). The Principal Contractor will be required to provide TGSs for the proposed works.
Obstructions to pedestrian and cyclist movements	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.
Potential conflicts between construction related vehicles and pick-up and drop-off operations such as vehicles queuing and students/ staff walking on Rickard Road school frontage.	All vehicle movements and work zones must not occur during designated pick-up and drop-off periods for Leppington Public School.



Appendix A Leppington Public School – Road Safety Review



20 June 2023
Rob Walsh
SINSW
Level 10
259 George Street
Sydney NSW 2000

Dear Rob

1. Leppington Public School – Road Safety Review

ptc. has been engaged by School Infrastructure NSW (SINSW) to conduct a road safety review of Leppington Public School (the School) to address immediate issues observed during peak drop-off/pick-up time. ptc. has been asked to assess the existing issues and provide operational and physical solutions, noting that the entire area of Leppington is due to be developed (works are likely to commence in 2-4 years).

The School is located along Rickard Road, which is a local road experiencing increasing traffic volumes and high speeds. Rickard Road forms the only frontage of the school accommodating pedestrian and vehicular access points to the school.

It is understood that there have been recent changes to the pick-up/drop-off and Bus Zone arrangements implemented by Council to improve the safety and efficiency of operation. Most notably, the 90-degree pick-up/drop-off parking on the eastern side of Rickard Road was removed. The pick-up/drop-off was relocated further south thereby displacing the bus stop which has subsequently been moved north. Furthermore, road delineation linemarking has been added to guide vehicles into the relocated pick-up/drop-off zone and reduce the perceived width of the road.

The location of the School and current access arrangements are illustrated in Figure 1.

- **Gate A** – Pedestrian gate / marshalling point for students being picked up by parents who park on western side of Rickard Road
- **Gate B** – Main pedestrian gate to school
- **Gate C** – Vehicular gate to staff car park
- **Gate D** – Pedestrian gate / marshalling point for students who are using the pick-up facility

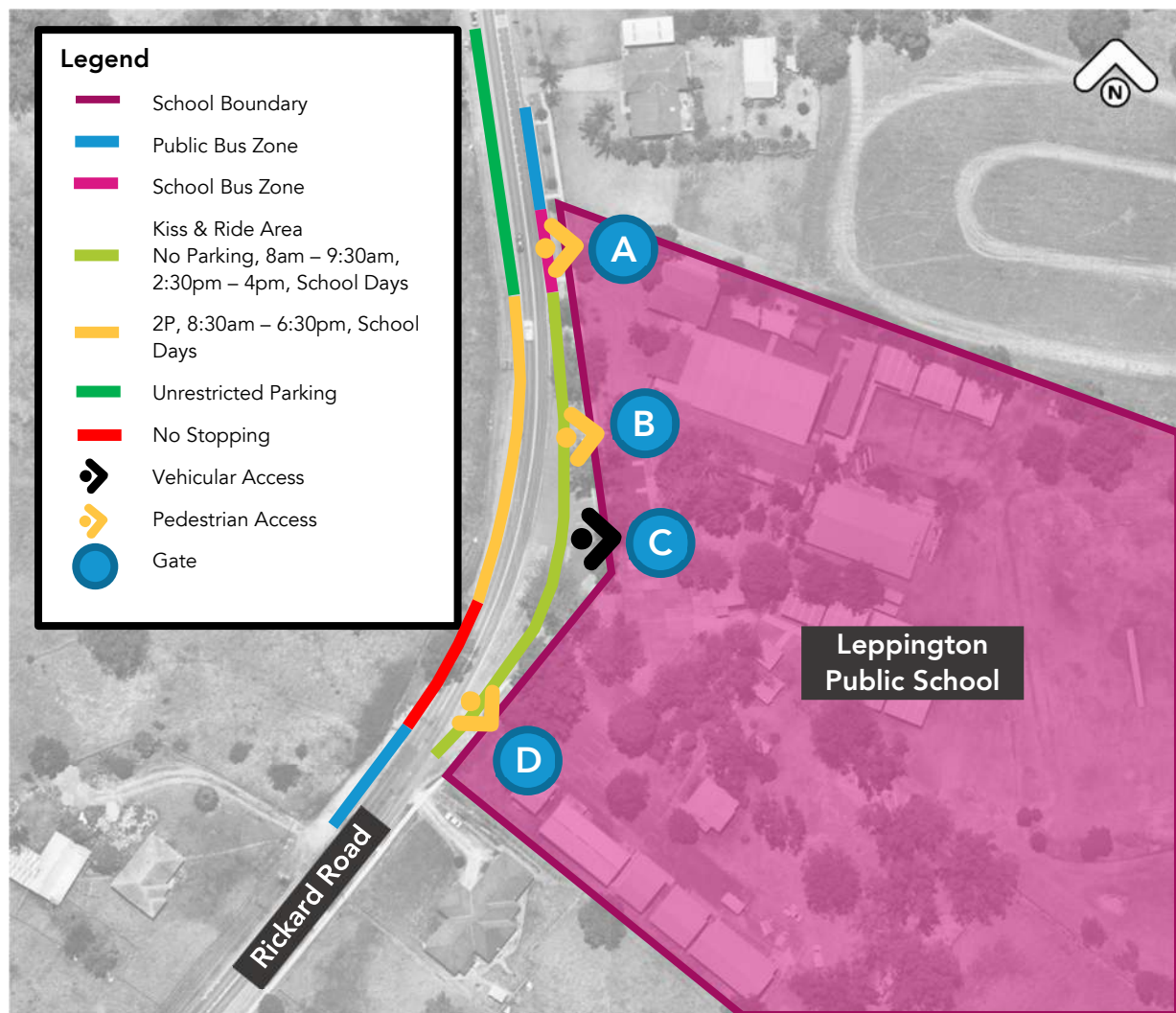


Figure 1 - Existing Access Arrangements at Leppington PS

1.1. Management of Pick-up Facility

Currently, there is a strict management process which enables the pick-up facility to operate smoothly and efficiently. It is noted that at the time of our site visit, we were informed by staff that this process is fairly new following the infrastructure changes undertaken by Council. This process is illustrated in Figure 2 and has been outlined as follows:

- Parents/guardians register which gate they will use for pick-up at the start of the year.
- Parents/guardians using the pick-up/drop-off zone are given name/number cards to display in their vehicle.
- Teachers with signage indicating bay number are stationed within the pick-up/drop-off facility.
- The students are marshalled onto the footpath along the school fence by teachers to wait and are called using megaphone to the corresponding pick-up/drop-off bay when their parent/guardian arrives.
- It is highlighted that parents do not exit their vehicle. Teachers open the door for the student to enter the vehicle. It is the responsibility of the child to buckle themselves in.

- Parents who park on the western side of Rickard Road wait at Gate A for their child to be dismissed by supervising staff. Students are held within the school grounds near Gate A until their parent/guardian arrives. Families of children who cannot strap themselves in are asked to arrive on the western side to streamline the process of pick-up on the eastern side.
- Due to the lack of a pedestrian crossing facility on Rickard Road, the School Principal currently manages traffic to allow students/parents to cross in groups.

From observation, the pick-up/drop-off is managed effectively, and the process is conducted in a streamlined manner through a strong collaborative effort between the Principal, teachers and school community.

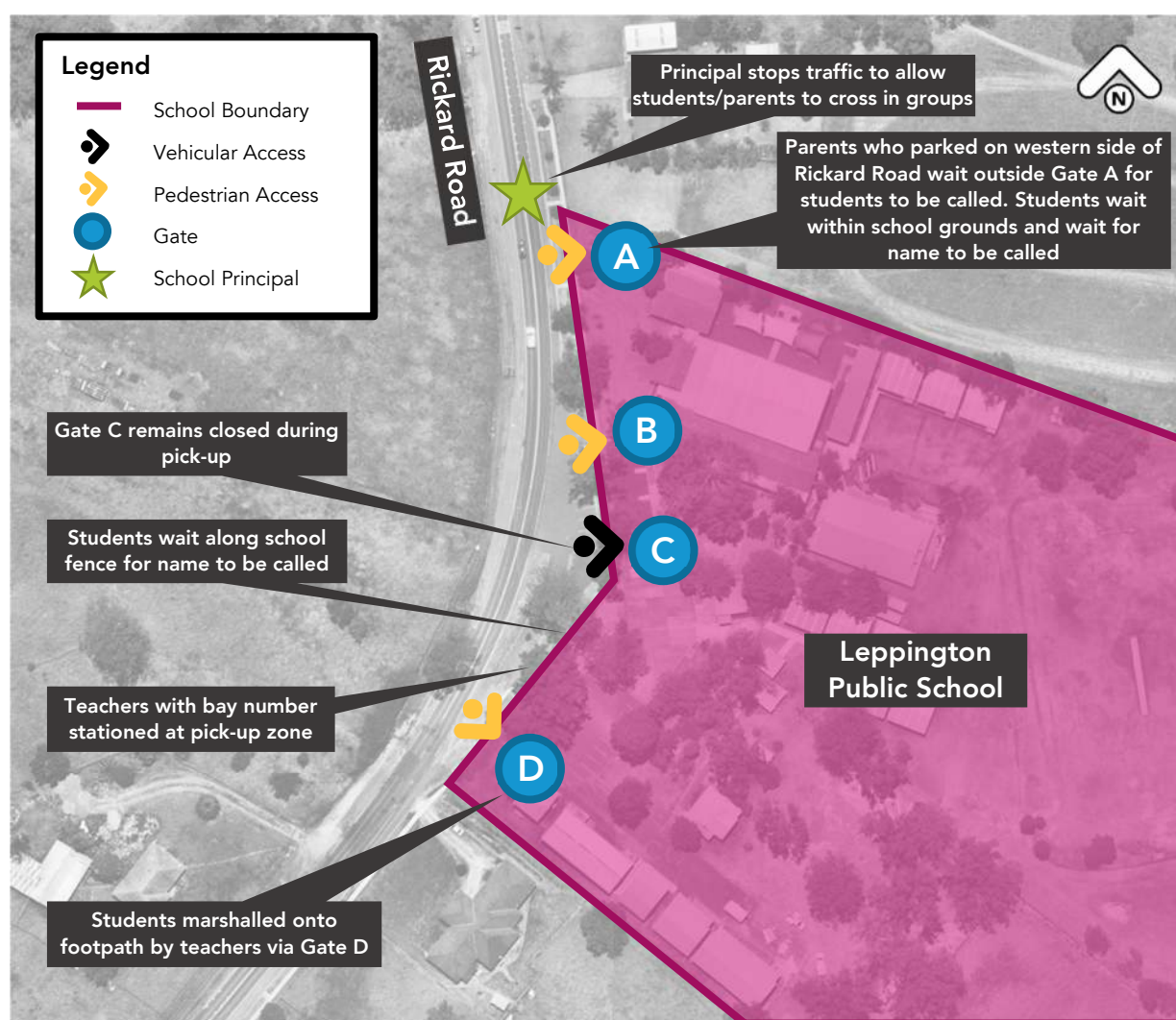


Figure 2 - Existing Pick-up Operation at Leppington PS

2. Key Issues & Recommendations

A site visit was undertaken on Tuesday, 16th May 2023 to observe the existing traffic activity and current operational management measures during a typical afternoon. Afternoon pick-up time is typically the worst-case scenario (when compared to the morning drop-off) due to longer dwell times related to a parent waiting for their child to find their vehicle.

A summary of the key issues identified on site and recommendations is outlined in Table 1. The recommendations are illustrated in Figure 3, Figure 4 and Attachment 1.

A works schedule outlining the quantities and dimensions of works proposed can be found in Attachment 2.

Table 1 - Key Issues & Recommendations

Item	Key Issues	Recommendations
1	<ul style="list-style-type: none"> Lack of pedestrian crossing facilities on Rickard Road to allow students/parents to cross from the western side to the eastern side and vice versa. This results in unsafe crossing behaviour, posing a significant safety risk especially when there is a large number of vehicle movements during pick-up time, including buses moving in/out of the Bus Zones. School Principal managing traffic on Rickard Road due to lack of safe pedestrian crossing facility to allow students/parents to cross. It is highlighted that the School Principal is not qualified to be managing traffic, nor is it their responsibility to do so. 	<ul style="list-style-type: none"> Install children's crossing with kerb extensions and appropriate signage to provide a crossing facility for students/parents ^{see Note 1}. Extend existing School Zone so that vehicles are travelling at lower speeds on approach to children's crossing. Footpath to be installed on western side for the length of 3 vehicles. Appoint a qualified School Crossing Supervisor during morning and afternoon pick-up/drop-off. The above changes would result in the relocation of existing bus stop.
2	<ul style="list-style-type: none"> Whilst it was observed that the children appeared to be well-behaved and followed teacher's instructions, children waiting to be picked up on eastern side of Rickard Road currently wait outside the school along the fence. This poses a potential safety risk of a student running onto the road. 	<ul style="list-style-type: none"> Revise current management procedure to hold children within the school grounds until their parent/guardian arrives at the pick-up/drop-off zone.
3	<ul style="list-style-type: none"> Pedestrians are crossing midblock along Rickard Road. 	<ul style="list-style-type: none"> Install children's crossing with kerb extensions and appropriate signage to provide a formal crossing facility for students/parents. Install pedestrian fencing along eastern side of Rickard Road.

Item	Key Issues	Recommendations
		<ul style="list-style-type: none"> Gaps in fencing to be provided to allow for bus door opening clearances for passengers to board/alight.
4	<ul style="list-style-type: none"> Some parents were observed to be double parking once all spaces within the existing 2P zone were fully occupied and stopped their vehicle in the through lane to wait for their child. Parents observed to be performing three-point turns and U-turns. 	<ul style="list-style-type: none"> Installation of approx. 80m flexible traffic separator with posts between the proposed children's crossing and driveway to staff car park.
5	<ul style="list-style-type: none"> Lack of formalised pick-up/drop-off facility on western side of Rickard Road. Although not formally signposted as a pick-up/drop-off zone, parents were observed to use the 2P parking zone on the western side of Rickard Road for picking up their children. 	<ul style="list-style-type: none"> Implement a Park & Walk zone with appropriate parking restriction signage. Construct footpath along the western side of Rickard Road for approximately 3 vehicle lengths. Implement operational management for this formalised Park & Walk Zone as per current operation on the eastern side.
6	<ul style="list-style-type: none"> Existing bus stop lacks weather protection. 	<ul style="list-style-type: none"> Consultation with TfNSW to construct bus shelter to improve amenity for students and the public using the bus stop. Consultation with TfNSW/School bus operator to potentially consolidate bus stop into single bus stop.
7	<ul style="list-style-type: none"> A long queue extending north towards the intersection of Rickard Road/Byron Road was observed. As there is only a single southbound through lane, vehicles waiting to enter the pick-up/drop-off facility at the School results in significant congestion. 	<ul style="list-style-type: none"> To be minimised through continued strict management of pick-up/drop-off facilities. It is noted that due to the effective operation of the pick-up facility, the congestion was cleared within 10-15 minutes during our site visit.

Note 1

A sight distance check has been undertaken based on Table 5.5, p 136 of the Austroads Guide to Road Design Part 3 using the following assumptions:

- 60km/h posted speed limit
 - > adopt 70km/h design speed

- -> adopt worst case reaction time 2.5s
 - -> Desirable Minimum Sight Distance for all road types = 102m

The distance check is visualised in Figure 4 and Attachment 1.

Whilst it is acknowledged that the sight line for the northbound vehicles crosses the verge of the road, the following is noted:

- The assumptions made are for the worst-case scenario of a vehicle travelling at 70km/h. However, the children's crossing would only operate during pick-up and drop-off times, which aligns with the school zone times and therefore a posted speed limit of 40km/h. With reduced speeds, the sight line distance required to be met would be shorter.
- It is proposed to provide the "Crossing Ahead" signs at the Desirable Minimum Sight Distance, which will advise drivers of an upcoming crossing.
- The provision of a crossing is seen as paramount, as the alternative is that parents and children continue crossing Richard Road without any dedicated crossing facility.
- The proposed flexible traffic separator is likely to act as a traffic calming device, thus there is potential that vehicles travelling northbound will travel at reduced than the posted speed limits.

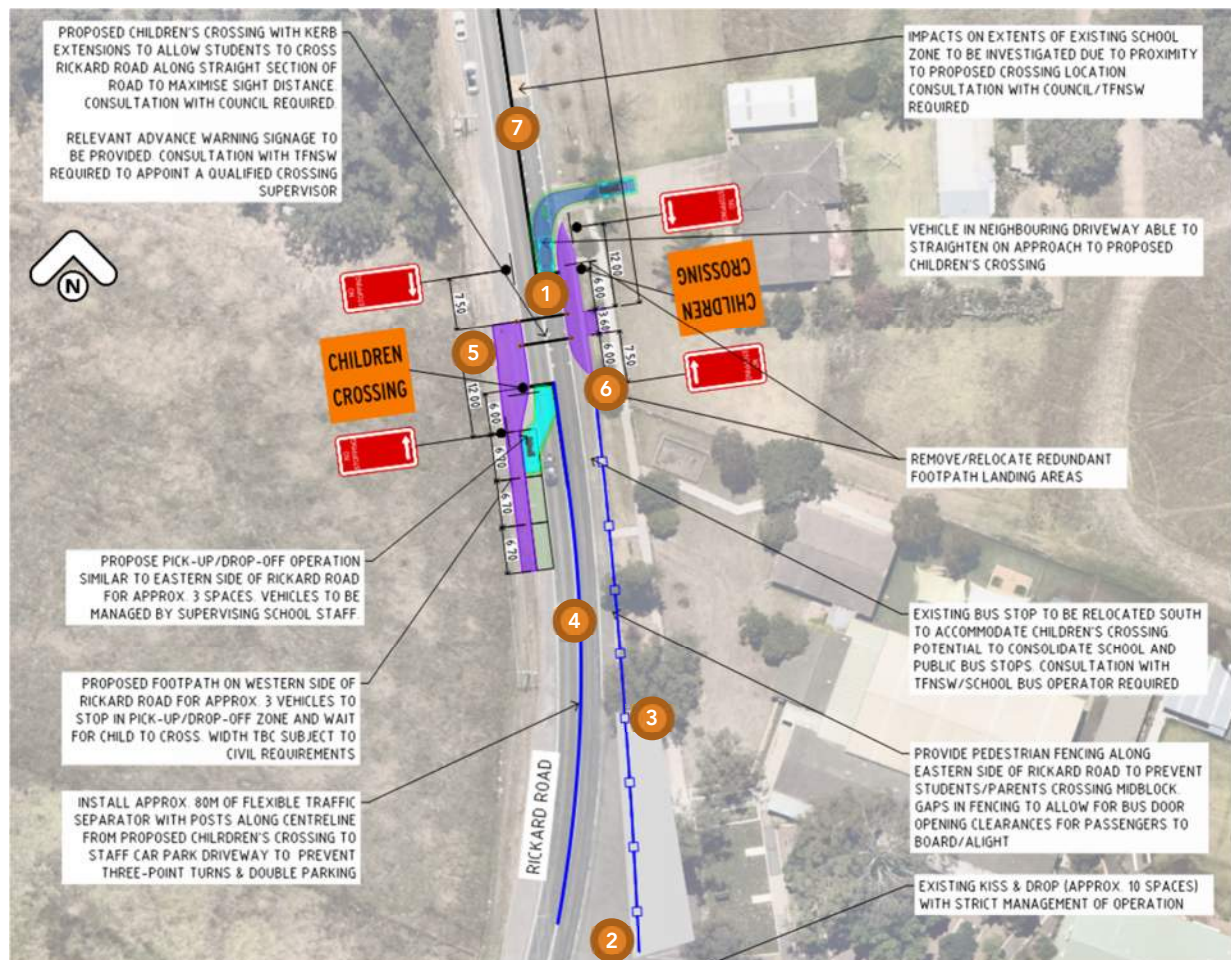


Figure 3 - Recommended Measures

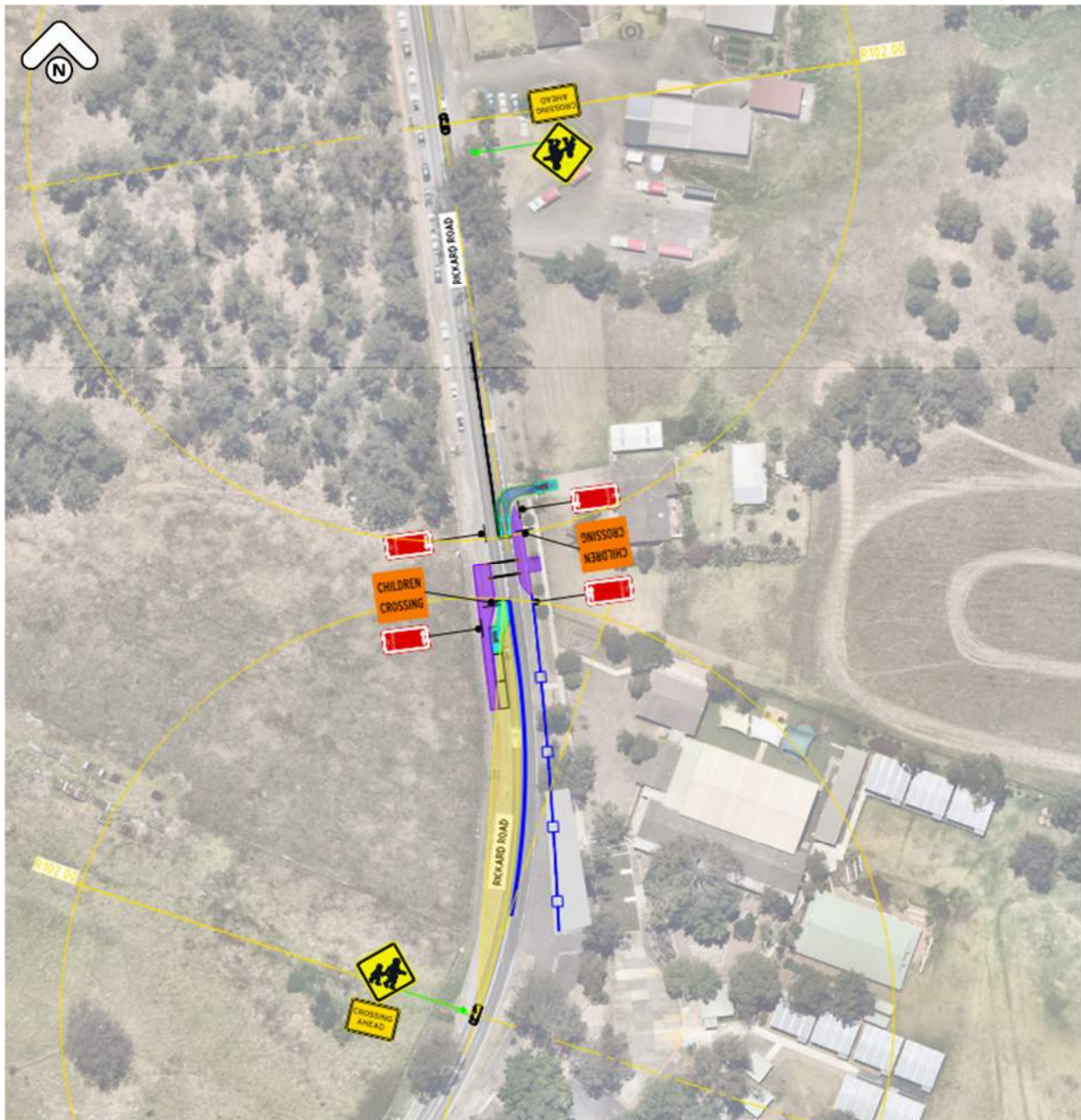


Figure 4 - Recommended Measures and Sight Distance Check

3. Action Plan

Taking into account the recommendations outlined in the previous section, an action plan has been developed outlining the responsibilities of each stakeholder.

Table 2 - Road Safety Review Action Plan

Item #	Recommendation	Action
1	<ul style="list-style-type: none"> Proposed children's crossing with kerb extensions to provide a crossing facility for students. Footpath on the western side of Rickard Road Appoint a TfNSW qualified School Crossing Supervisor Relocation of existing bus bay 	<ul style="list-style-type: none"> SINSW to consult with Council to install a children's crossing. Potential impacts on extents of existing School Zone to be investigated in consultation with Council/TfNSW. SINSW to consult with TfNSW to appoint a School Crossing Supervisor during morning and afternoon pick-up/drop-off. SINSW to consult with TfNSW regarding relocation of existing bus stop.
2	<ul style="list-style-type: none"> Update management procedure to have children wait within school grounds. 	<ul style="list-style-type: none"> SINSW to consult with School to have operational procedure updated accordingly.
3	<ul style="list-style-type: none"> Installation of pedestrian fencing 	<ul style="list-style-type: none"> SINSW to consult with Council to install pedestrian fencing to deter pedestrians crossing midblock.
4	<ul style="list-style-type: none"> Installation of flexible traffic separator 	<ul style="list-style-type: none"> SINSW to consult with Council to install physical separation along Rickard Road to deter unsafe driving/parking behaviour.
5	<ul style="list-style-type: none"> Implement a Park & Walk zone with appropriate parking restriction signage on western side of Rickard Road. Construct footpath along the western side of Rickard Road for approximately 3 vehicle lengths. Implement operational management for this formalised Park & Walk as per current operation on the eastern side. 	<ul style="list-style-type: none"> SINSW to consult with Council to install Park & Walk zone and construction of footpath. SINSW to consult with School to expand current operation of pick-up/drop-off facility to western side of Rickard Road.
6	<ul style="list-style-type: none"> Construct a bus shelter to improve amenity for students and the public using the bus stop. Consolidate public and school bus stop. 	<ul style="list-style-type: none"> SINSW to consult with TfNSW and bus operator.

Item #	Recommendation	Action
7	Queuing on Rickard Road	<ul style="list-style-type: none"> School to continue monitoring operation on a day-to-day basis to ensure efficient use of pick-up/drop-off facilities. SINSW to provide ongoing support to School to identify and implement any potential improvements.

4. Summary

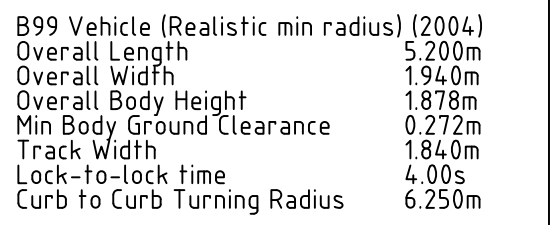
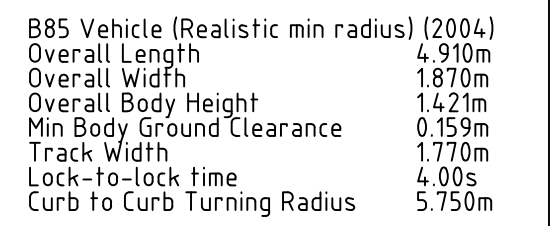
We trust that the findings of this road safety review will assist SINSW in improving the road safety around Leppington Public School. Should you have any queries relating to the above, please contact the undersigned on (02) 8920 0800.

Yours faithfully,



Kasia Balsam
Project Director

Attachment 1. Road Safety Review Concept Drawings



DRAWING KEY

P2	15/06/23	FOR INFORMATION	HL	KB
P1	06/06/23	FOR INFORMATION	HL	KB
REV	DATE	DESCRIPTION	DRAWN	REVIEWED


PROJECT
LEPPINGTON PUBLIC SCHOOL

DRAWING TITLE

ROAD SAFETY REVIEW

SIGNAGE PLAN

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

CLIENT	SINSW	
DRAWING #	ptc-001	
PROJECT #	23-0658	
SCALE	1 : 500 @ A1 1 : 1000 @ A3	
PRELIMINARY		

REV P2

PROPOSED CHILDREN'S CROSSING WITH KERB EXTENSIONS TO ALLOW STUDENTS TO CROSS RICKARD ROAD ALONG STRAIGHT SECTION OF ROAD TO MAXIMISE SIGHT DISTANCE. CONSULTATION WITH COUNCIL REQUIRED.

RELEVANT ADVANCE WARNING SIGNAGE TO BE PROVIDED. CONSULTATION WITH TfNSW REQUIRED TO APPOINT A QUALIFIED CROSSING SUPERVISOR

IMPACTS ON EXTENTS OF EXISTING SCHOOL ZONE TO BE INVESTIGATED DUE TO PROXIMITY TO PROPOSED CROSSING LOCATION. CONSULTATION WITH COUNCIL/TfNSW REQUIRED

VEHICLE IN NEIGHBOURING DRIVEWAY ABLE TO STRAIGHTEN ON APPROACH TO PROPOSED CHILDREN'S CROSSING

REMOVE/RELOCATE REDUNDANT FOOTPATH LANDING AREAS

EXISTING BUS STOP TO BE RELOCATED SOUTH TO ACCOMMODATE CHILDREN'S CROSSING. POTENTIAL TO CONSOLIDATE SCHOOL AND PUBLIC BUS STOPS. CONSULTATION WITH TfNSW/SCHOOL BUS OPERATOR REQUIRED

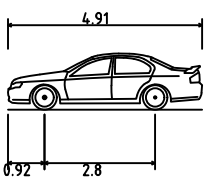
PROVIDE PEDESTRIAN FENCING ALONG EASTERN SIDE OF RICKARD ROAD TO PREVENT STUDENTS/PARENTS CROSSING MIDBLOCK. GAPS IN FENCING TO ALLOW FOR BUS DOOR OPENING CLEARANCES FOR PASSENGERS TO BOARD/ALIGHT

EXISTING KISS & DROP (APPROX. 10 SPACES) WITH STRICT MANAGEMENT OF OPERATION

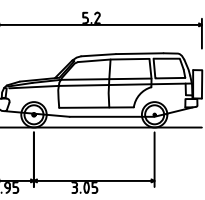
PROPOSE PICK-UP/DROP-OFF OPERATION SIMILAR TO EASTERN SIDE OF RICKARD ROAD FOR APPROX. 3 SPACES. VEHICLES TO BE MANAGED BY SUPERVISING SCHOOL STAFF.

PROPOSED FOOTPATH ON WESTERN SIDE OF RICKARD ROAD FOR APPROX. 3 VEHICLES TO STOP IN PICK-UP/DROP-OFF ZONE AND WAIT FOR CHILD TO CROSS. WIDTH TBC SUBJECT TO CIVIL REQUIREMENTS

INSTALL APPROX. 80M OF FLEXIBLE TRAFFIC SEPARATOR WITH POSTS ALONG CENTRELINE FROM PROPOSED CHILDREN'S CROSSING TO STAFF CAR PARK DRIVEWAY TO PREVENT THREE-POINT TURNS & DOUBLE PARKING



B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m



B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m

DRAWING KEY

P2	15/06/23	FOR INFORMATION	HL	KB
P1	06/06/23	FOR INFORMATION	HL	KB
REV	DATE	DESCRIPTION	DRAWN	REVIEWED

PROJECT
LEPPINGTON PUBLIC SCHOOL

DRAWING TITLE
ROAD SAFETY REVIEW

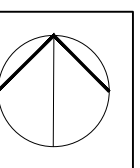
ptc. Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

CLIENT SINSW

DRAWING # ptc-001

PROJECT # 23-0658

SCALE 1 : 250 @ A1
1 : 500 @ A3



PRELIMINARY

REV P2

Attachment 2. Works Schedule

Works Schedule

Proposed Infrastructure	Location/Description	Quantity	Approx. Length (m)	Approx. Width (m)
Children's Crossing with kerb extensions	<ul style="list-style-type: none"> Children's crossing with linemarking on Rickard Road TfNSW qualified School Crossing Supervisor to be appointed. Appropriate TfNSW standard regulatory signage (including advance warning signage) for crossing to be provided. Kerb extensions to be temporary/rubber to allow for ease of upgrade when future Leppington Master Plan works come online (example here) 	1	-	3.6m
		1	-	-
		6	-	-
		4	2 x 6m 2 x 12m	2.5m
Footpath	<ul style="list-style-type: none"> Western side of Rickard Road between proposed children's crossing and along length of the three proposed Park & Walk bays. Relocation of existing pedestrian landing areas on eastern side of Rickard Road at existing bus stop. 	-	40m	1.2m
		2	3.5m	1.2m
Bus Shelter / Consolidation of existing bus stops	<ul style="list-style-type: none"> Consult with TfNSW and bus operator to consolidate the existing public and school bus stops on the eastern side of Rickard Road. Consult with TfNSW to provide a bus shelter for students. 	1	-	-
'No Stopping' Zone associated with proposed children's crossing	<ul style="list-style-type: none"> Standard TfNSW R5-400 pole-mounted signage on both sides of Rickard Road. 	4	-	-
Establish Park & Walk Zone (signage)	<ul style="list-style-type: none"> Western side of Rickard Road 	2	-	-
Pedestrian Fencing	<ul style="list-style-type: none"> Eastern side of Rickard Road 	-	80m	-
Flexible separator median	<ul style="list-style-type: none"> Rickard Road between proposed children's crossing and the existing Gate C (staff car park access). 	1	80m	-

Appendix B Transport Working Group minutes



Leppington Public School Upgrade – Transport Working Group #1

Project/File: 3003
 Date/Time: 27 March 2024 / 1PM
 Location: Online
 Next Meeting: 19 June 2024
 Attendees: Rebecca Lehman – SINSW
 Kamoru Adetunmbi – SINSW
 Zeeshan Ijaz – SINSW
 Michelle Kramer – Camden Council
 Tom Allen – Camden Council
 Roy El Kazzi – Camden Council
 Raymond Tran – TfNSW
 James Waugh – NSW Police
 Absentees: -
 Distribution: All attendees

#	Item	Action
1	Stantec is to include correct bell times into TWG #2 slide pack and TIA. These have been provided by the school principal.	Stantec to update
2	The area marked 'queue bay' is to be corrected to 'bus bay'. This area is marked as bus bay and cars are technically not permitted to stop in the bus zone to queue for the pick-up period.	Stantec to update
3	Council to consider automatic enforcement technology for stopping in the bus zone.	Camden Council to consider
4	Transport for NSW is to perform a speed zone review for Rickard Road to determine if speeds can be reduced.	Transport for NSW
5	Camden Council has indicated support for a children's crossing on Rickard Road, but are still working on the design and this is subject to change.	Camden Council to progress design of crossing on Rickard Road
6	Stantec is to include bus timetable data to the slide pack and TIA for bus stop on Rickard Road. Timetable information is to be added to pick-up period queueing graphs to show the timing of the queue versus arrival of buses.	Stantec to update
7	Stantec is to include commentary in the slide pack/ TIA around how the traffic demand management opportunities would perform in real life given human nature elements.	Stantec to update
8	Camden Council stated that the set-down bus space at Willowdale Shopping Centre on Jamboree Street would not be supported. An alternate location such as on Willowdale Drive is to be investigated.	Stantec to update

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

Best regards,

STANTEC AUSTRALIA PTY LTD

Elizabeth Muscat

Senior Transport Planner

Phone: +61 2 626 39477

elizabeth.muscat@stantec.com

Attachment: [Attachment]

Leppington Public School Upgrade – Transport Working Group #2

Project/File: 300305268
 Date/Time: 19 June 2024 / 1PM
 Location: Online
 Next Meeting: 3 July 2024
 Attendees: Kamoru Adetunmbi – SINSW
 Zeeshan Ijaz – SINSW
 David Spare – SINSW
 Mitchell Easterby – SINSW
 Gurjit Singh – Department of Education
 Paul Kotronakis – Department of Education
 James Laidler – Ason Group
 Masoud Khodadadifard – Ason Group
 Rocco Bombardiere – ctpg
 Shayal Singh – TfNSW
 John Broady – TfNSW
 Michelle Kramer – Camden Council
 Tom Allen – Camden Council
 Roy El Kazzi – Camden Council
 James Waugh – NSW Police
 Volker Buhl – Stantec
 Elizabeth Muscat – Stantec
 Absentees: -
 Distribution: All attendees

#	Item	Action
Rickard Road		
1	Camden Council are not considering bus zone monitoring for illegal stopping on Rickard Road, however, they are not opposed to the concept.	-
2	Council supports relocating the existing bus zone on the eastern side of Rickard Road to the southern side of the school, beyond the pick-up zone. Council stated that they do not have budget for this work. John Broady is happy to meet Council and bus operator onsite to investigate the matter.	John Broady/ Camden Council
3	DPE is funding the upgrade of Rickard Road. The upgrade of Rickard Road is not in the control of Camden Council and a definitive timeframe cannot be provided at this stage. Camden Council has received a grant for funding the childrens crossing on Rickard Road.	-

#	Item	Action
4	TfNSW have not finalised the speed zone review on Rickard Road. However, it is unlikely that there would be a speed reduction to 50km/h on Rickard Road. If Camden Council is successful in obtaining the funding for the childrens crossing, TfNSW is open to further discussions.	-
Bus set down option		
5	Bus stop 2565132 and 2565127 on Willowdale Drive and Jamboree Avenue are in the Campbelltown Council jurisdiction. Consultation is required with Campbelltown Council for the potential use of stops for school bus services.	-
6	TfNSW have received complaints from the community about the lack of bus shelters in the Willowdale area. Campbelltown Council are reportedly reluctant to approve shelters.	-
7	Campbelltown Council to be invited to the next meeting of TWG to obtain their comments on the proposed location of the Bus Stop outside Willowdale Shopping Centre	SINSW
8	TfNSW advised that, for capacity purposes, three primary school students can share one bus seat, increasing the bus capacity to up to 90.	-

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

Best regards,

STANTEC AUSTRALIA PTY LTD

Elizabeth Muscat

Senior Transport Planner

Phone: +61 2 626 39477

elizabeth.muscat@stantec.com

Leppington Public School Upgrade – Transport Working Group #3

Project/File: 300305268
 Date/Time: 3 July 2024 / 1PM
 Location: Online
 Next Meeting: tbc
 Attendees: Kamoru Adetunmbi – SINSW
 Santi Botross – SINSW
 Zeeshan Ijaz – SINSW
 David Spare – SINSW
 Gurjit Singh – Department of Education
 Rocco Bombardiere – ctpg
 Shayal Singh – TfNSW
 John Broady – TfNSW
 James Douglas – TfNSW
 Pahee Rathan – TfNSW
 Tom Allen – Camden Council
 Ajay Arora – Campbelltown Council
 Volker Buhl – Stantec
 Absentees: -
 Distribution: All attendees

#	Item	Action
Bus set down option Willowdale Drive		
1	<p>Campbelltown Council is generally open to school bus services from Leppington PS to utilise existing bus stops on Willowdale Drive and Jamboree Avenue.</p> <p>A potential new stop on Willowdale Drive eastbound outside the shopping centre will be investigated by Campbelltown Council</p>	<p>Stantec to provide background information about student demand from Willowdale area</p> <p>Campbelltown Council to review bus stop option on Willowdale Drive</p>
Rickard Road Bus Stop		
2	<p>TfNSW and Camden Council prefer the relocation of the bus stop to location south of K&D area. A site visit with TfNSW and bus operator will occur in two weeks to discuss safe provision of bus stop in new location.</p> <p>New bus stop requires minor infrastructure works on Rickard Road. Camden Council and SINSW will review funding opportunities for this.</p>	<p>TfNSW to discuss bus stop relocation with bus operator</p> <p>SINSW/ Camden Council to review funding options</p>

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

Best regards,

STANTEC AUSTRALIA PTY LTD

Elizabeth Muscat

Senior Transport Planner

Phone: +61 2 626 39477

elizabeth.muscat@stantec.com

Appendix C Travel Access Guide





Leppington Public School

Travel Access Guide

Effective: TBC

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 near busy roads such as Rickard Road.
- Watch out for cars entering or leaving driveways.
- Give 1 metre space when riding past other people.
- Children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.



Ride your scooter

- 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.
- Children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.

Message from Our Principal

- Leppington Public School supports sustainably and environmentally friendly transport practices.
- We strongly encourage our school community to walk or ride a bicycle to school either independently or with parental supervision.

School Bell Times

- Start time: 8:55 AM
- Finish time: 3:00 PM

For more information contact:

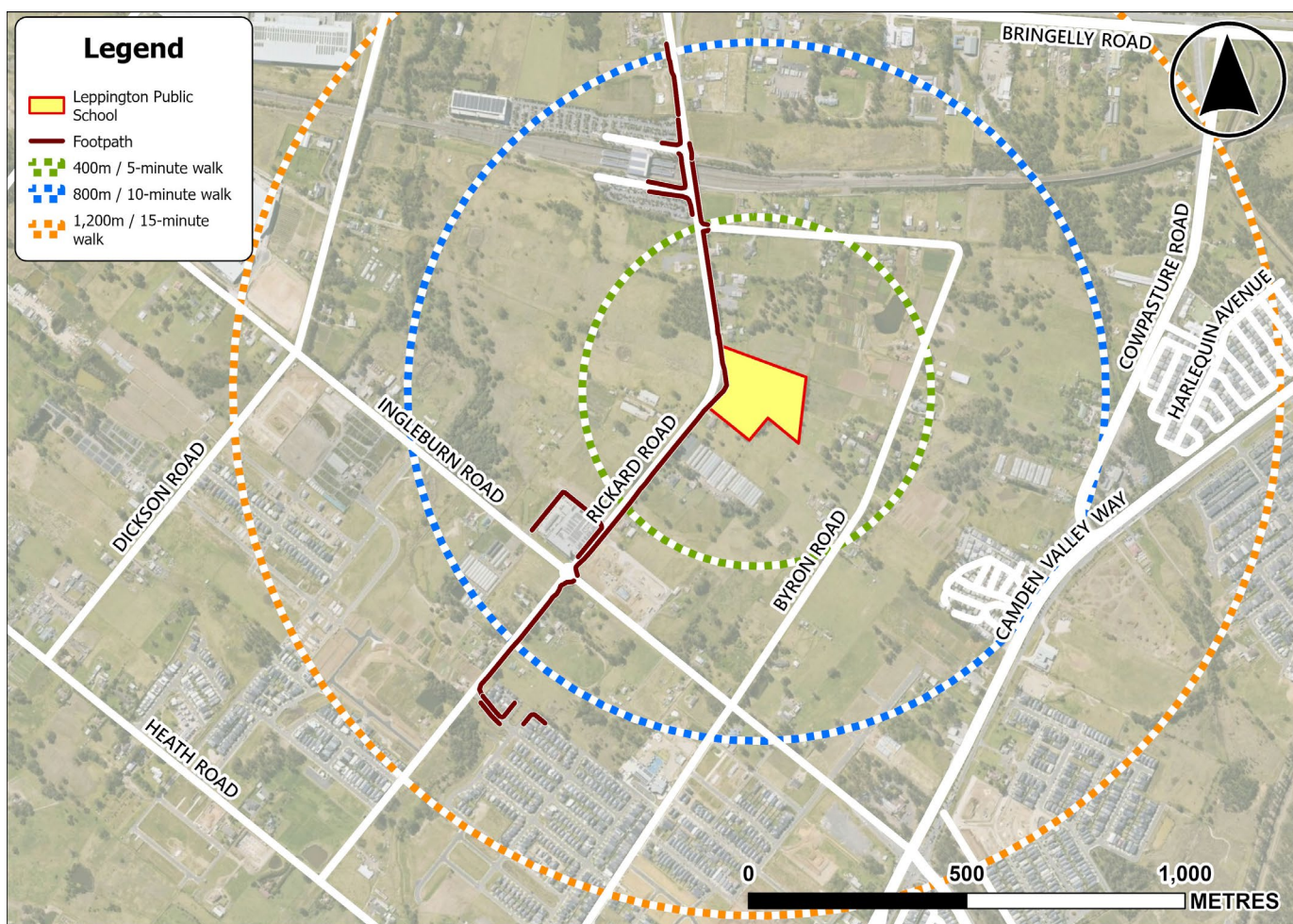
School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

Active Travel Map: Leppington Public School

- Students can walk or cycle on footpaths on both sides of the roads near the school.

Reminder: children under the age of 16 are allowed to cycle on the footpath, keeping them safer and more protected from road traffic.

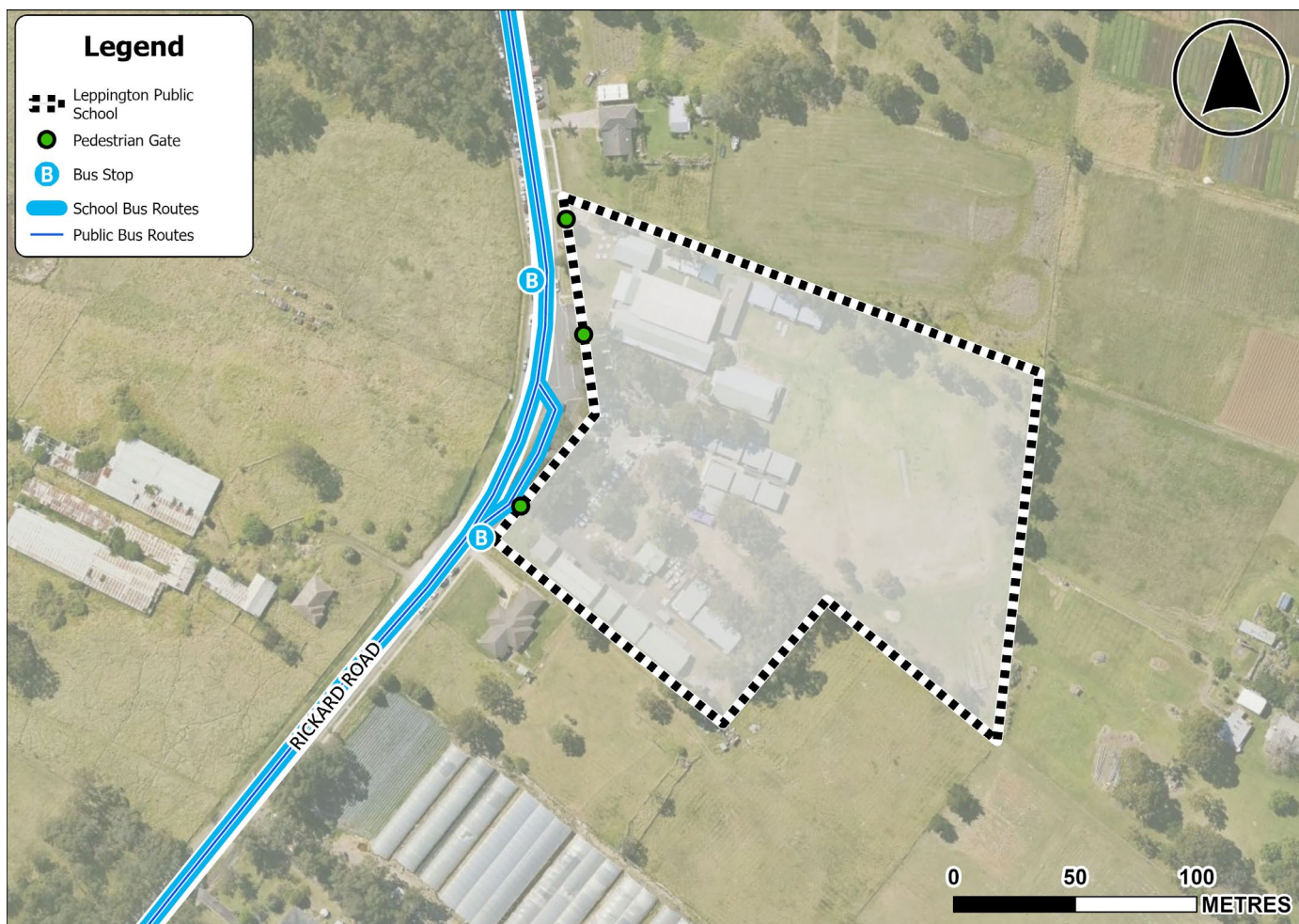
- Bicycle parking spaces are provided within school grounds. Bicycle entries are through the pedestrian gates from Rickard Road. Once within school grounds, students are required to dismount and walk their bicycles to the bicycle parking area.
- Safety is important: use the crossing points at Rickard Road.



For more information contact:

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

Using Public Transport to get to School



- Leppington Public School is serviced by a number of public and school bus routes. Bus stops are available on Rickard Road, close to the school entrances. Refer to the next page or [click here](#) for bus route and timetable information.

For more information contact:

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

Using Public Transport to get to School

Timetable for public bus routes to Leppington Public School

Route	Route Description	AM Arrival/ PM Departure Times
841	Narellan to Leppington via Gregory Hills	8:49 AM
	Leppington to Narellan via Gregory Hills	3:06 PM, 3:25 PM
858	Oran Park to Town Centre to Leppington	8:43 AM
	Leppington to Oran Park Town Centre	3:30 PM
861	Denham Court to Carnes Hill via Austral	8:28 AM
	Carnes Hill to Denham Court via Austral	3:07 PM

Timetables for AM school bus routes to Leppington Public School

Route	Route Description	AM Arrival Times
1020	Catherine Field to Carnes Hill Marketplace	8:50 AM
1025	Leppington (South) to Leppington PS and Carnes Hill	8:45 AM

Timetables for PM school bus routes from Leppington Public School

Route	Locations Serviced	PM Departure Times
2028	John Edmonson HS to Leppington	3:20 PM
2032	Good Shepherd PS to Bringelly & Kelvin Park	3:26 PM
2044	Leppington PS to Ridge Square & Narellan	3:22 PM
2051	John Edmondson HS to Rossmore & Leppington	3:10 PM

For more information contact:

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

Kiss and drop expectations

- The Rickard Road drop off / pick up zone allows a maximum 2 minutes of stopping time.
- Make sure children use the Safety Door (rear footpath side) when getting in and out of a car.

Car parking and road safety

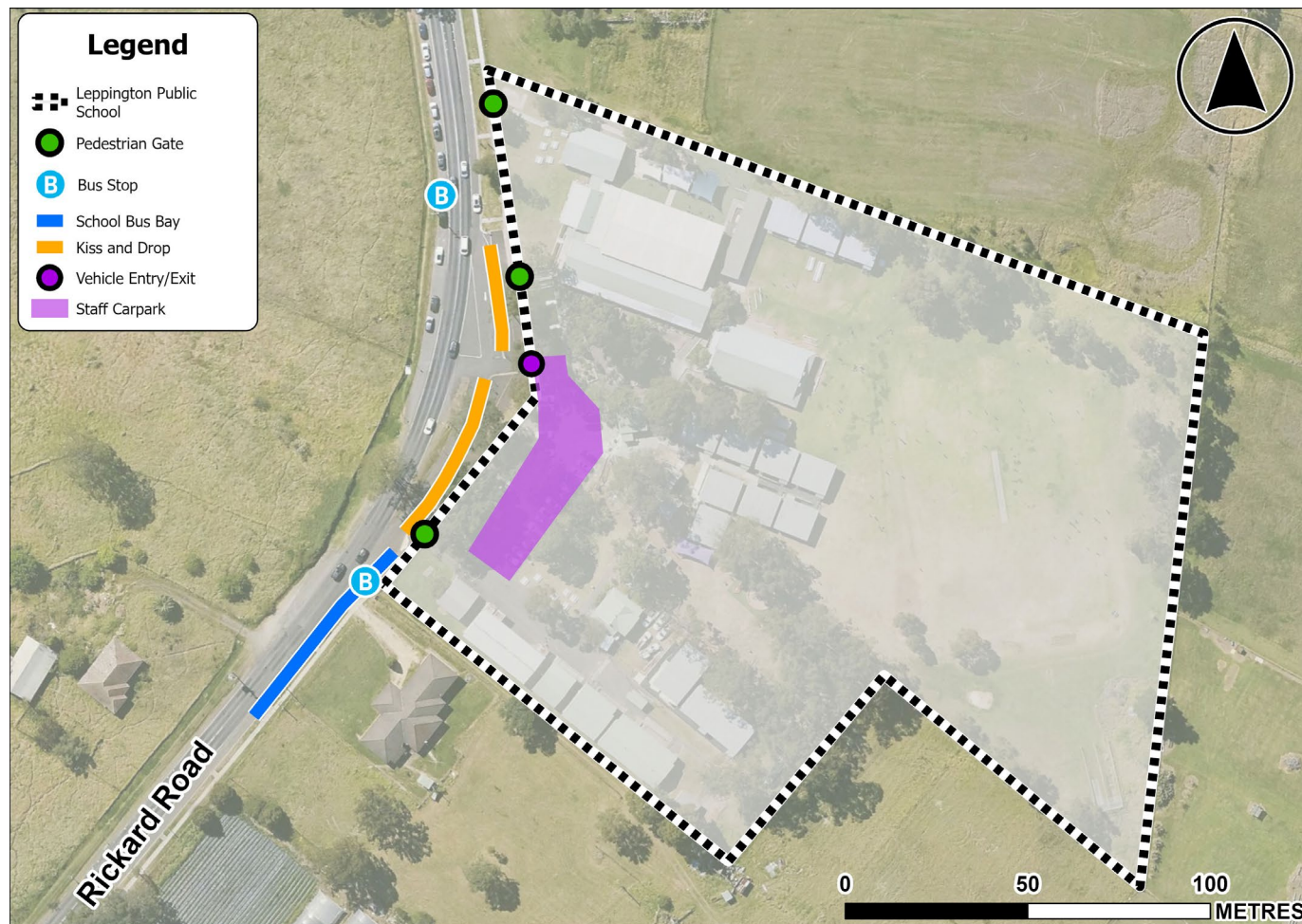
- Park safely and turn legally, even if it means walking further to the school entrance.
- Give way to people walking or cycling particularly when entering and leaving driveways.
- Always look around carefully, check mirrors and blind spots for children and other cars before:
 - opening your door
 -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

School Access



- Pedestrian access to the school is available via three entrances on Rickard Road.
- Bicycle parking spaces are provided within the school grounds. Bicycle entries are through the pedestrian gates on Rickard Road. Once within school grounds, students are required to dismount and walk their bicycles to the bicycle parking area.
- A number of school and public bus routes stop at the bus stops located on Rickard Road, close to the school entrances. Refer to the previous page or [click here](#) for bus route and timetable information. Students are to Tap On and Off everytime they board and alight the bus.
- Parents/carers can drop off or pick up students at school kiss and drop zone located on Rickard Road, close to school entrances.

For more information contact:

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

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.

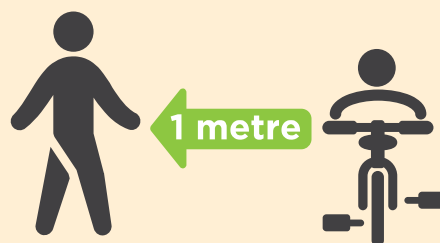


Crossing the road:

- 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:

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

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.snapendsolve.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!



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.

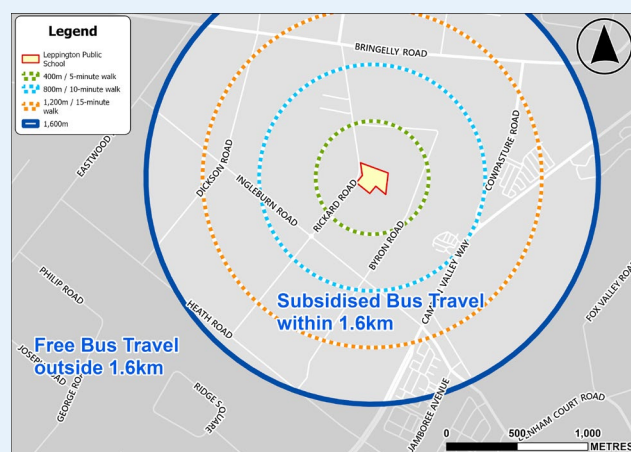
Apply for a school travel pass

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 1.6km away from the school or further are eligible for free bus travel to school.
- Students who live within 1.6km 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-for-a-school-travel-pass>



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



SELECT AN ACTIVITY AND GET GOING!



To Play Visit: safetytown.com.au














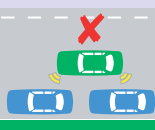





For more information contact:

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

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.

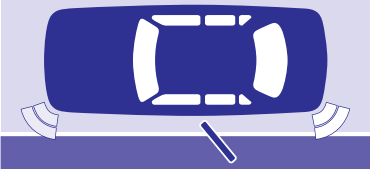

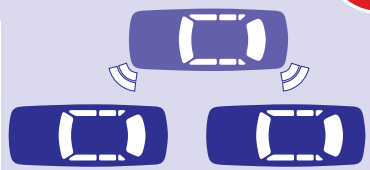
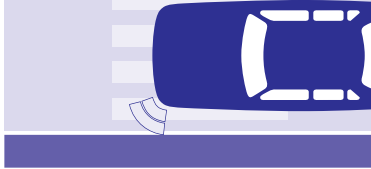
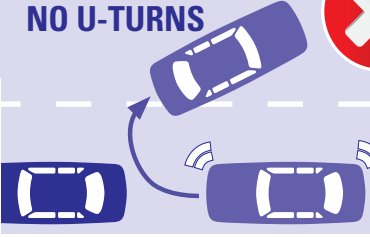
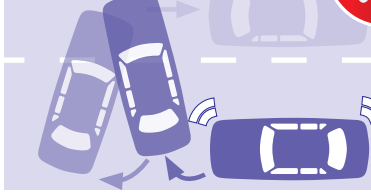


For more information contact:

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



Safety tips for school zones:

EXITING THE CAR  Make sure children use the footpath-side door when getting in and out of a car.	APPLY BRAKE  Make sure the park brake is applied when the vehicle is stationary.
PARKING  NEVER double park.	CROSSING  NEVER park across a pedestrian crossing.
NO U-TURNS  NEVER undertake a U-turn in close proximity to the school.	NO 3 POINT TURNS  NEVER undertake a three-point turn in close proximity to the school.

Safety tips for students:

BUCKLE UP  Stay buckled up until the vehicle has stopped.	STORE ITEMS  Make sure your school bag and other items are in a safe position.	BE READY  Be ready to get out of the car with your belongings when the car has stopped and you have unbuckled your seat belt.	EXIT SAFELY  Always get in and out of the back seat through the safety door - the rear foot path-side door.
---	--	--	---

Demerit Points:

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

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

For more information contact:

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

Stantec Australia Pty Ltd
Level 9, The Forum,
203 Pacific Highway
St Leonards NSW 2065
Tel +61 2 9496 7700



Connect with us



stantec.com/au