Bungendore North Campus High School

Transport Impact Assessment

Stantec

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Prepared by:
Stantec

Project/File:
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Stantec Australia Pty Ltd

Revision Schedule

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A	14/01/2025	Draft	John Lim	Volker Buhl	Elizabeth Muscat	Volker Buhl
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C	14/04/2025	Final	John Lim	Elizabeth Muscat	Elizabeth Muscat	Volker Buhl
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F	19/05/2025	Final	John Lim	Elizabeth Muscat	Elizabeth Muscat	Volker Buhl

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1 Introduction

This Bungendore North Campus High School Transport Impact Assessment (TIA) has been prepared to support a Review of Environmental Factors (REF) for the NSW Department of Education (DoE) for the construction and operation of the new Bungendore North Campus High School (the activity).

The purpose of the REF is to assess the potential environmental impacts of the activity prescribed by *State Environmental Planning Policy (Transport and Infrastructure) 2021* (T&I SEPP) as "development permitted without consent" on land carried out by or on behalf of a public authority 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 3.37A of the T&I SEPP.

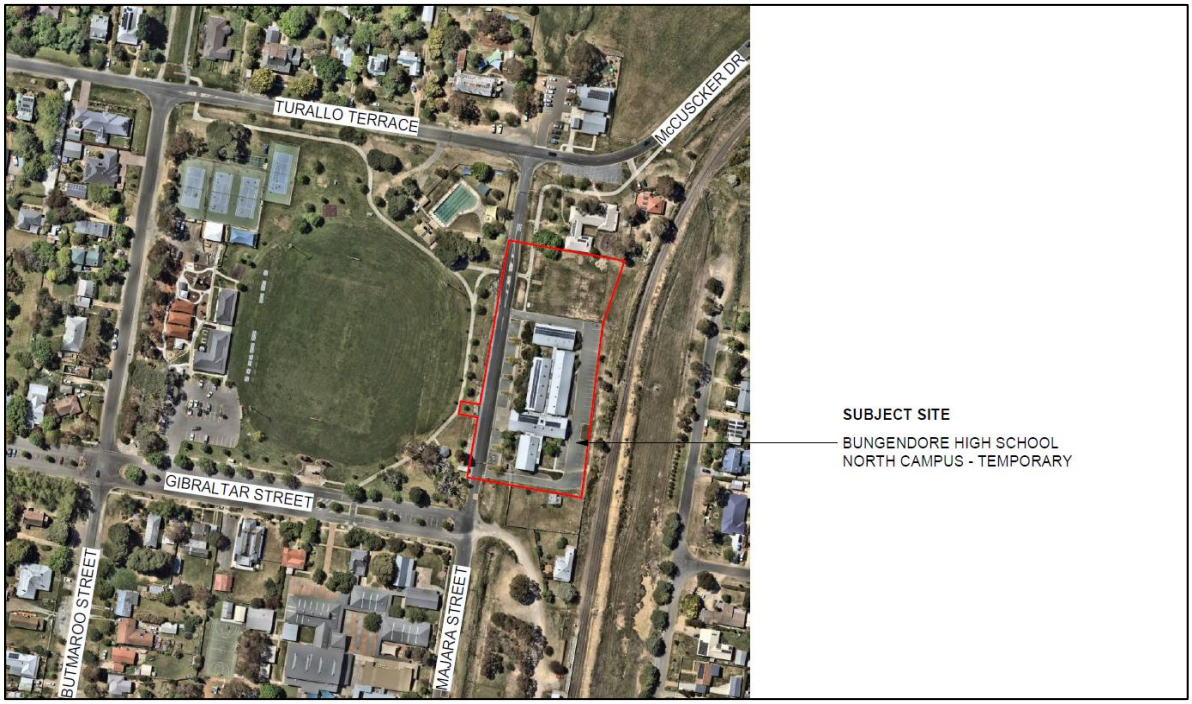
This document has been prepared in accordance with the *Guidelines for Division 5.1 assessments* (the Guidelines) by the Department of Planning, Housing and Infrastructure (DPHI) as well as the Addendum Division 5.1 guidelines for schools and Addendum October 2024 (Consideration of environmental factors for health services facilities and schools).

1.1 Site Description

The project site, and land to which the REF applies (the site) includes Nos. 4-6, and 10 Majara Street, part Lot 1 DP 1276279 (previously Majara Street road reserve) and part Lot 1 DP 1276282 as identified in Figure 1-1.

As shown in Figure 1-1, the Bungendore North Campus High School will utilise the former Council administration building and car park located at 10 Majara Street. Demountable buildings are proposed to be placed north of the existing building. Public domain upgrades will feature in part Lot 1 DP 1276279 and part Lot 1 DP 1276282.

The site is located between Mick Sherd Oval (to the west) and the rail corridor (to the east). The site is located approx. 170m north of the Bungendore Train Station and Bungendore Primary School. The Bungendore Primary School, located on the corner of Gibraltar Street and Majara Street currently accommodates Bungendore High School on a temporary basis.



Source: TKD, 2025

Figure 1-1: Aerial photograph of the site

1.2 Proposed Activity Description

The proposed activity is for the construction and operation of the new Bungendore North Campus High School. The high school will accommodate the operational needs of the high school on a temporary basis (together with the existing high school located within the grounds of Bungendore Public School) as student enrolments continue to grow. These facilities will be utilised until such time the permanent high school at Birchfield Drive is established.

Specifically, the project involves the following:

- Use of the former Council administration building as part of the new Bungendore North Campus High School,
- New demountable classrooms,
- Landscaping, outdoor play areas, shade structure and basketball court,
- On site staff parking which utilises the existing car park and access from Majara Street, and
- Public domain upgrades to part Lot 1 DP 1276279 (previously Majara Street Road reserve) and part lot 1 DP 1276282 to enable kiss and drop from Majara Street and pedestrian connectivity to surrounding areas.

The proposed North Campus facilities will supplement the existing high school facilities located within the Bungendore Primary School site.

Refer to the Review of Environmental Factors (REF) for the detailed scope of works and operational details.

Figure 1-2 provides an extract of the proposed site plan.

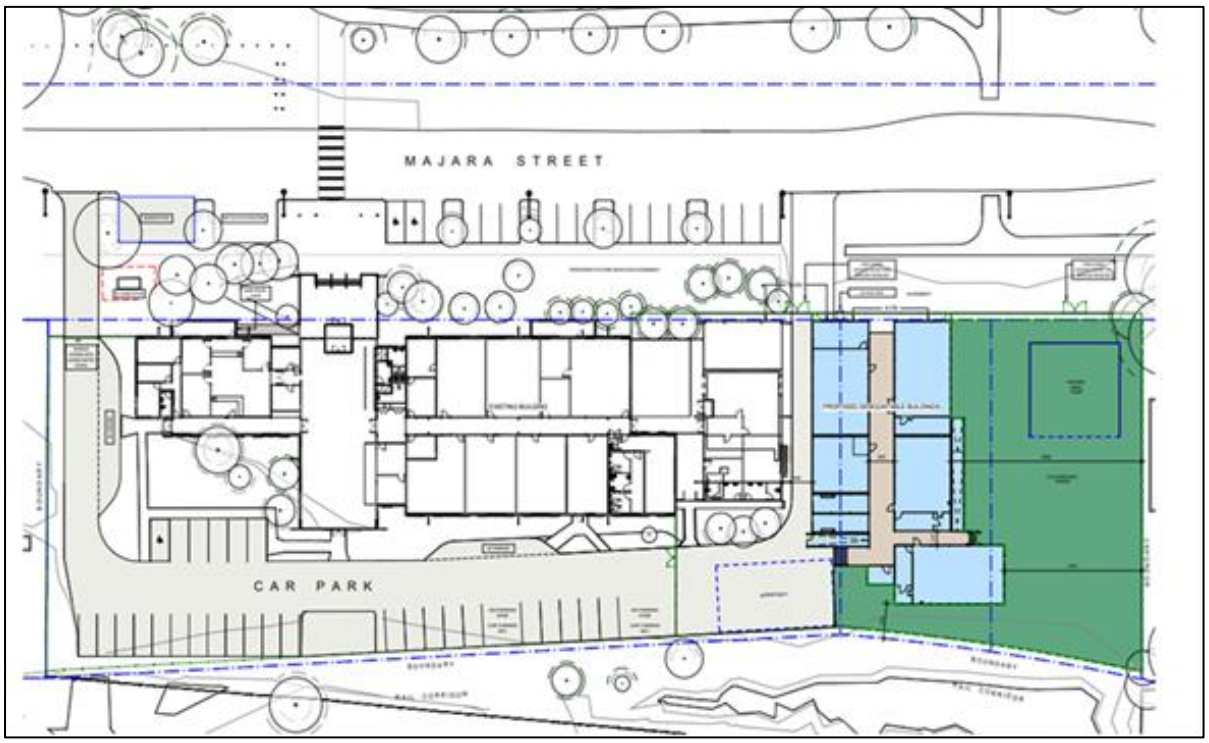


Figure 1-2: Site plan

Source: TKD, 2025

1.3 Evaluation of Environmental Impacts

Potential impacts of the Bungendore North Campus High School site can be appropriately mitigated or managed to ensure that there is minimal impact on the locality, community and/ or the environment.

2 Strategic Context

2.1 State Transport Plans

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

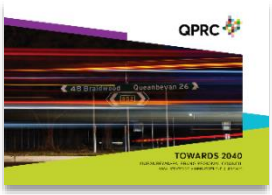
Table 2-1: State strategic policies and plans

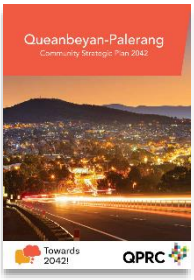
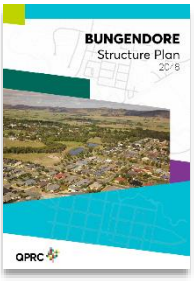
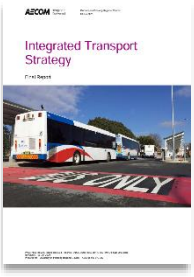
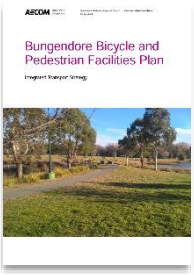
	Description
	**NSW Government Future Transport Strategy 2061** The Future Transport Strategy 2061 (Strategy) was released in 2022 and replaces the Future Transport 2056, published in 2018. It is a 40-year strategy for Sydney and Regional New South Wales (NSW) prepared by Transport for NSW (TfNSW) to achieve. The Strategy details the strategic directions and responses for delivering TfNSW's vision for safe, healthy, sustainable, accessible and integrated passenger and freight journeys in NSW. Regarding schools, a key action included is the provision of safer walking, cycling and public transport access to schools.
	**NSW Government Active Transport Strategy** The "Active Transport Strategy (2022)" sets out the NSW Government's vision to double active transport trips in 20 years. The strategy is built out of the Future Transport and forms the basis for active transport across the state. The plan identifies five focus areas and ambitions, which are supported by short-term (0-5 years) priority moves and deliverable actions. A key action is to provide communities with access to 15-minute neighbourhoods, which provide communities with access to health services, schools, shops, and recreational events within a 15-minute walk or cycle.

2.2 Local Transport Plans

Local strategic policies and plans relating to transport for Bungendore High School are provided in Table 2-2.

Table 2-2: Local strategic policies and plans

Local transport plans	Description
	**QPRC Local Strategic Planning Statement – Towards 2040** The QPRC's LSPS outlines the key visions and planning priorities for the LGA. The LSPS provides a strategic framework for the land use planning within the LGA. Actions relevant to the project include: • Action 4.2.7: Implement the actions relating to the active transport connections identified within the QPRC Integrated Transport Strategy, updated PAMPs and Bicycle Plan. • Action 4.9.1: Implement QPRC Integrated Transport Study. • Action 4.9.2: Ensure new urban release areas and other large subdivisions have a range of transport options available that support safe ease of movement.

Local transport plans	Description
	• Action 4.9.7: Guide land-use planning outcomes to support improved public transport and integrated multi-modal solutions. • Action 4.9.8: Identify transport corridors including active transport for increased development densities while accounting for the protection of freight corridors. • Action 4.9.10: Take action to find solutions for traffic congestion, road safety and heavy vehicle impacts.
	**QPRC Community Strategic Plan - Towards 2042** The QPRC's CSP outlines the long-term vision and aspiration for the LGA, including strategic directions, outcomes, strategies and indicators. strategic outcomes and actions. Relevant to the project, it is important to recognise the following strategic objective: • Strategic objective 4.1: Our transport network and infrastructure is safe, supports a zero emissions target and allows for ease of movement throughout Queanbeyan-Palerang and across the ACT border and region.
	**Bungendore Structure Plan 2018-2048** Bungendore Structure Plan 2018-2048 was prepared to guide the growth and development of Bungendore over the next 30 years. Some key principles of the structure plan include: • Pedestrian and cycling opportunities for all ages should be provided with links across all areas of the town. • Pedestrian links throughout the central business district are to be encouraged. • Development should allow for public transport networks. A number of transport matters, that require further work to ensure integration of services and facilities as the town grows, have been identified as follows: • Implement the Integrated Transport Strategy including identifying a connected and accessible path hierarchy and way finding strategies for active travel. With respect to projected demand for additional dwellings, the structure plan identifies up to 1,400 residential dwellings (3 people per lot) to accommodate for the growth scenario to 2048.
	**QPRC Integrated Transport Strategy** The QPRC Integrated Transport Strategy provides direction for transport within the Queanbeyan-Palerang LGA, including the public transport, cycling and footpath networks and links, heavy vehicle management, future road planning and regional integration with the ACT and the broader NSW.
	**Bungendore Bicycle and Pedestrian Facilities Plan** The Bungendore Bicycle and Pedestrian Facilities Plan, which forms part of QPRC Integrated Transport Strategy, provides a review and direction for active transport facilities within the Bungendore region. Proposed facilities as part of the plan, encompass: • Proposed footpaths and shared paths across the Bungendore town centre and the surrounding residential areas, providing active transport connectivity in both north-south and east-west directions. • Proposed pedestrian refuges to provide safe road crossings at key location: Majara Street adjacent to Bungendore Station, and Turallo Terrace adjacent to proposed shared path network

3 Stakeholder Consultation

Consultation with key stakeholders has occurred through Transport Working Group (TWG) meetings. The purpose of forming a TWG is to create a forum for key stakeholders to discuss the impacts of a new school or school upgrade on the existing transport network. The TWG provides an opportunity for stakeholders to collaboratively review transport impacts, develop and discuss expected mode share, future upgrades and initiatives to minimise and mitigate the impacts and agree on a way forward for the school design.

The TWG for Bungendore North Campus High School includes representatives from:

- Queanbeyan-Palerang Regional Council
- Transport for NSW
- Department of Education/ Schools Infrastructure.

A TWG meeting was held on 10 March 2025. Key outcomes from the meeting encompass:

- The positioning of the designated school pick-up and drop-off bays at a sufficient distance from the proposed zebra crossing to reduce potential vehicle queueing conflicts and ensure smooth traffic flow along Majara Street.

Discussions on the need for an adjusted school speed zone to be provided on Majara Street south of Turallo Terrace during operation of the site in 2026.

A follow-up meeting with the Council was held on 27 March 2025 to discuss design options for implementation of a pedestrian (zebra) crossing on Majara Street adjacent to the school main entry. Council was generally supportive of the proposed options.

4 Transport Network

4.1 Walking

Figure 4-1 shows the existing pedestrian network across the Bungendore town centre and surrounding residential areas. The pedestrian network is made up of a mix of footpaths and shared paths.

Across Bungendore, pedestrian pathways are provided on at least one side of most streets, with footpaths lining both sides of the streets around Bungendore town centre. A footpath exists along the site frontage, however, it terminates south of the site and there is no footpath along the eastern side of Majara Street further south. The western side of Majara Street is an unformed verge but there is an existing path further west in Mick Sherd Oval. Furthermore, pedestrian connectivity between Elm Grove Estate to the north and the other built-up areas of Bungendore is currently limited. These pathway gaps are highlighted in Figure 4-1, and are present along Larmer Street, Hyland Drive and McCusker Drive.

As per Council's Bungendore Bicycle and Pedestrian Facilities Plan (2019), a network of footpaths and shared paths has been developed to provide future enhancements to the active transport network for Bungendore, providing connectivity in both north-south and east-west directions. These proposed pathways are included in Figure 4-1. The aforementioned key pathway gaps align with Council's proposed pathways and are to be delivered by Council.

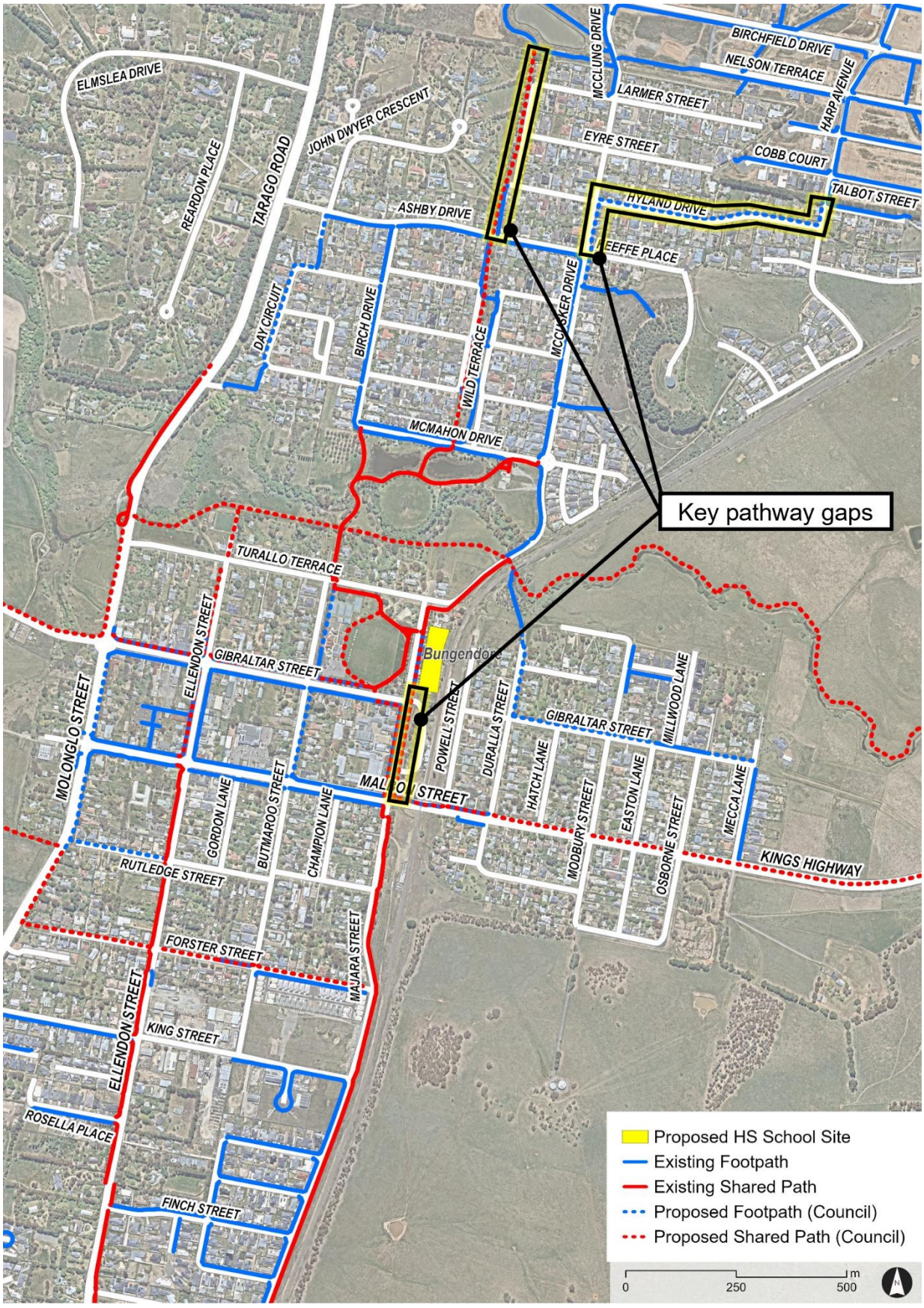


Figure 4-1: Existing and proposed pedestrian network for Bungendore

4.2 Cycling

Figure 4-2 shows the existing cycling network across Bungendore town centre and surrounding residential areas. Cycling infrastructure is generally classified as off-road shared paths which run north-south through the region. On-road cycling routes are provided on Molonglo Street. While cycling pathways exist in various parts of Bungendore, the network is fragmented and lacks consistent connectivity.

As per Council's Bungendore Bicycle and Pedestrian Facilities, a combination of off-road shared paths and on-road cycle linkages has been proposed to provide a cohesive cycling network across Bungendore with connections in both north-south and east-west directions. These proposed pathways are shown in Figure 4-2.

In addition, it should be noted students cycling to school can utilise footpaths (refer to Figure 4-1) where available as children up to the age of 16 are allowed to cycle on footpaths in NSW.

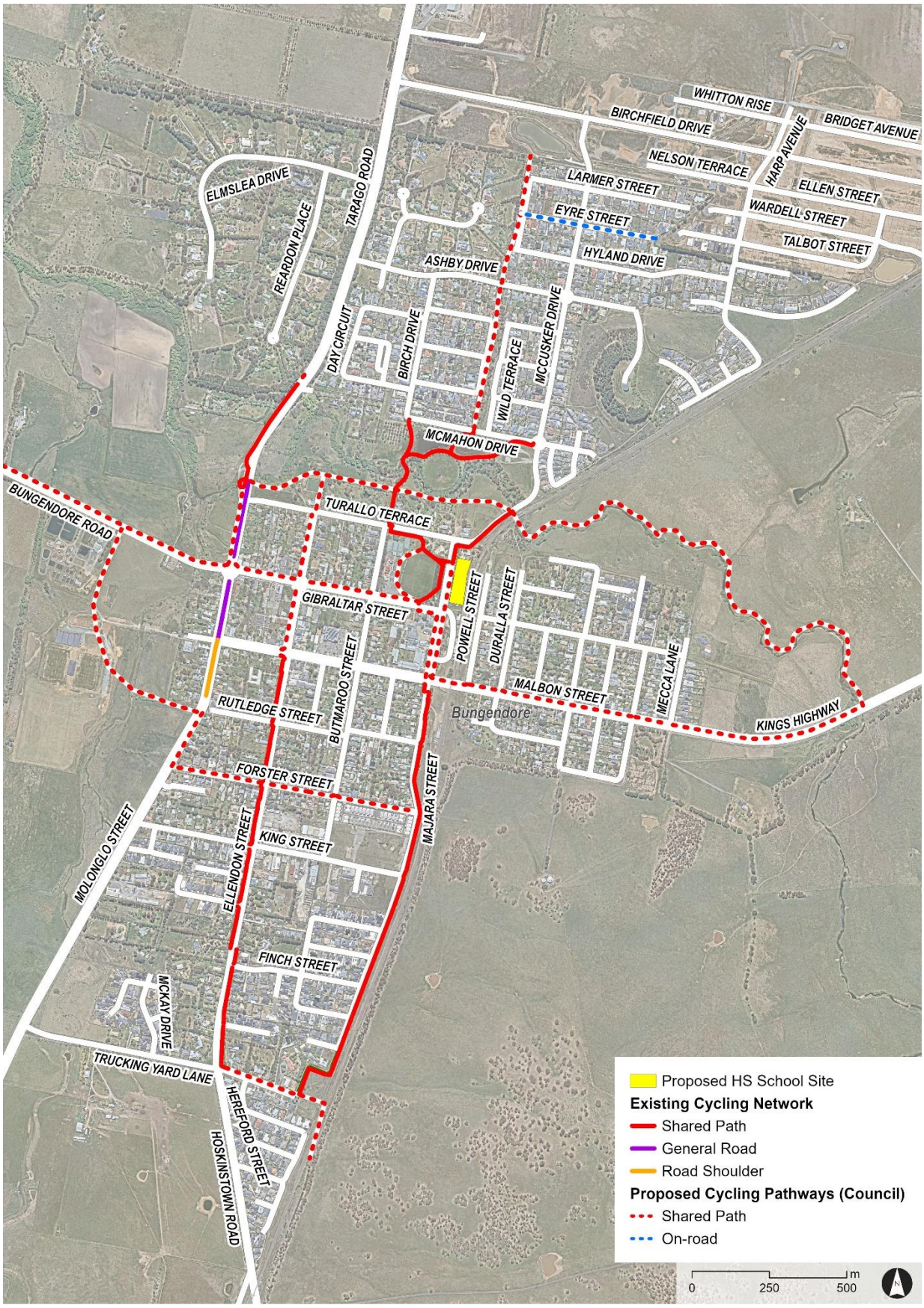


Figure 4-2: Existing cycling network for Bungendore

4.3 Public Transport

The local bus routes that service Bungendore are operated by CDC Canberra. Figure 4-3 shows the public and school bus routes that currently operate in Bungendore. The closest public bus stops to the proposed site are located on Gibraltar Street and Majara Street within walkable distances of up to 180m on-path walk.

Bungendore Train Station is located immediately south of the school site. The station is serviced by the regional train and coach network, with three daily services in each direction operating between Sydney and Canberra.

Figure 4-3: Surrounding public transport network

Table 4-1 and Table 4-2 summarise the existing public and school bus routes operating in Bungendore respectively.

Table 4-1: Existing public bus routes in Bungendore

Route Number	Route Description	Closest bus stop (Walk distance to bus stop)	AM Arrival Times	PM Departure Times
844	Queanbeyan to/from Bungendore	Bungendore Park, Gibraltar St (170m)	From Queanbeyan: • 9:46am	To Queanbeyan: • 2:07pm, 5:07pm To Bungendore Elmslea Estate: • 1:46pm, 4:46pm
844X	Canberra CBD to/from Bungendore via Russell and Queanbeyan (Express Service)	Bungendore Park, Gibraltar St (170m)	From Bungendore Elmslea Estate: • 7:17am	To Bungendore Elmslea Estate: • 5:46pm

Table 4-2: Existing school bus routes for Bungendore

Route Number	Route Description	Closest bus stop (Walk distance to bus stop)	AM Arrival Times	PM Departure Times
S151	Bungendore Elmslea Estate to Queanbeyan Interchange via Ridgeway Rd	Bungendore Park, Gibraltar St (170m)	7:27am	-
S153	Bungendore Elmslea Estate to Queanbeyan Public	Bungendore Park, Gibraltar St (170m)	7:44am	-
S158	Bungendore Elmslea Estate to Lyneham Primary via Queanbeyan Interchange	Bungendore Park, Gibraltar St (170m)	7:40am	-
S166	Queanbeyan East PS to Bungendore via Ridgeway Rd	Bungendore Park, Gibraltar St (170m)	-	3:57pm
S177	Rosary Primary to Bungendore Trucking Yard Lane via Elmslea Estate	Bungendore Park, Gibraltar St (170m)	-	4:25pm
S226	Elmslea to Queanbeyan Interchange via Bungendore	Bungendore Park, Gibraltar St (170m)	7:27am	-
S555	Bungendore to Braidwood via Manar	Bungendore Park, Gibraltar St (170m)	-	4:25pm
S560	Butmaroo to Bungendore	Majara St opp Bungendore Public School (170m)	9:00am	-
	Bungendore to Butmaroo	Bungendore Public School, Majara St (180m)	-	3:15pm
S561	Widgewa Rd to Bungendore via Hoskinstown	Bungendore Public School, Majara St (180m)	9:00am	-

Route Number	Route Description	Closest bus stop (Walk distance to bus stop)	AM Arrival Times	PM Departure Times
	Bungendore to Widgewa Rd via Hoskinstown	Bungendore Public School, Majara St (180m)	-	3:13pm
S562	Wamboin to Bungendore	Bungendore Public School, Majara St (180m)	9:05am	-
	Bungendore to Wamboin	Bungendore Public School, Majara St (180m)	-	3:17pm
S563	Mount Fairy to Bungendore	Bungendore Public School, Majara St (180m)	-	9:00am
	Bungendore to Mount Fairy	Bungendore Public School, Majara St (180m)	-	3:18pm
S564	Mulloon to Bungendore	Majara St opp Bungendore Public School (170m)	9:00am	-
	Bungendore to Mulloon	Bungendore Public School, Majara St (180m)	-	3:15pm

Table 4-3 outlines the school bus routes within the intake area of Bungendore HS that do not currently reach the site but can potentially serve as feeder routes that connect students to other bus routes which travel to/ from Bungendore. It should be noted that this is subject to coordination of scheduling between connecting bus routes. A detailed analysis of the future bus services is provided in Section 5.4.

Table 4-3: Existing school bus routes within Bungendore High School intake area which do not currently extend to Bungendore

Route Number	Route Description
S190	Evatt Primary to Murrumbateman via Hall Interchange (Platypus Service)
S202	Murrumbateman Nanima Rd to Belconnen High (Koala Service)
S250	Harrison Public to Sutton Federal Hwy Service Rd and Goolabri Dr via Antill St Interchange
S254	Amaroo Public to Bywong Cnr Federal Hwy and Donnelly Rd via Antill St Interchange
S258	Woolcara Sugarloaf Ridge Rd to Queanbeyan Interchange
S259	St Benedicts Primary to Wamboin Cnr Weeroona Dr and Norton Rd via Antill St Interchange
S260	Campbell High to Collector via Antill St Interchange
S261	Queanbeyan to Wamboin Cnr Norton Rd and Marino Vale Dr
S262	Sutton Primary to Sutton Cnr Federal Hwy Service Rd and Bidges Rd
S263	Gundaroo to Lyneham High via Antill St Interchange
S265	Yass to Gundaroo Shingle Hill Way via Murrumbateman (Cockatoo Service)
S266	Queanbeyan West Public to Captains Flat via Queanbeyan Interchange
S268	Queanbeyan to Woolcara Sugarloaf Ridge Rd
S269	Karabar High to Woolcara Sugarloaf Ridge Rd via Queanbeyan Interchange

Route Number	Route Description
S270	North Ainslie Primary to Cnr Doust Rd and Federal Hwy via Antill St Interchange
S271	Maribyrnong Primary to Cnr Norton and Bungendore Rds via Antill St Interchange
S272	Canberra Boys Grammar to Bellmount Forest via Antill St Interchange
S274	Sutton Primary to Lake George Cnr Doust Rd and Federal Hwy
S275	Dickson College to Wamboin Bingley Way via Antill St Interchange
S278	Sutton Tallagandra Lane to Sutton Primary
S572	Captains Flat to Hoskinstown via Rossi
S671	Gunning Public to Bellmount Forest
S715	Tarago to Collector Rd via Taylors Creek Rd

Figure 4-4 shows the public and school bus routes that currently operate in the Bungendore High School intake area.

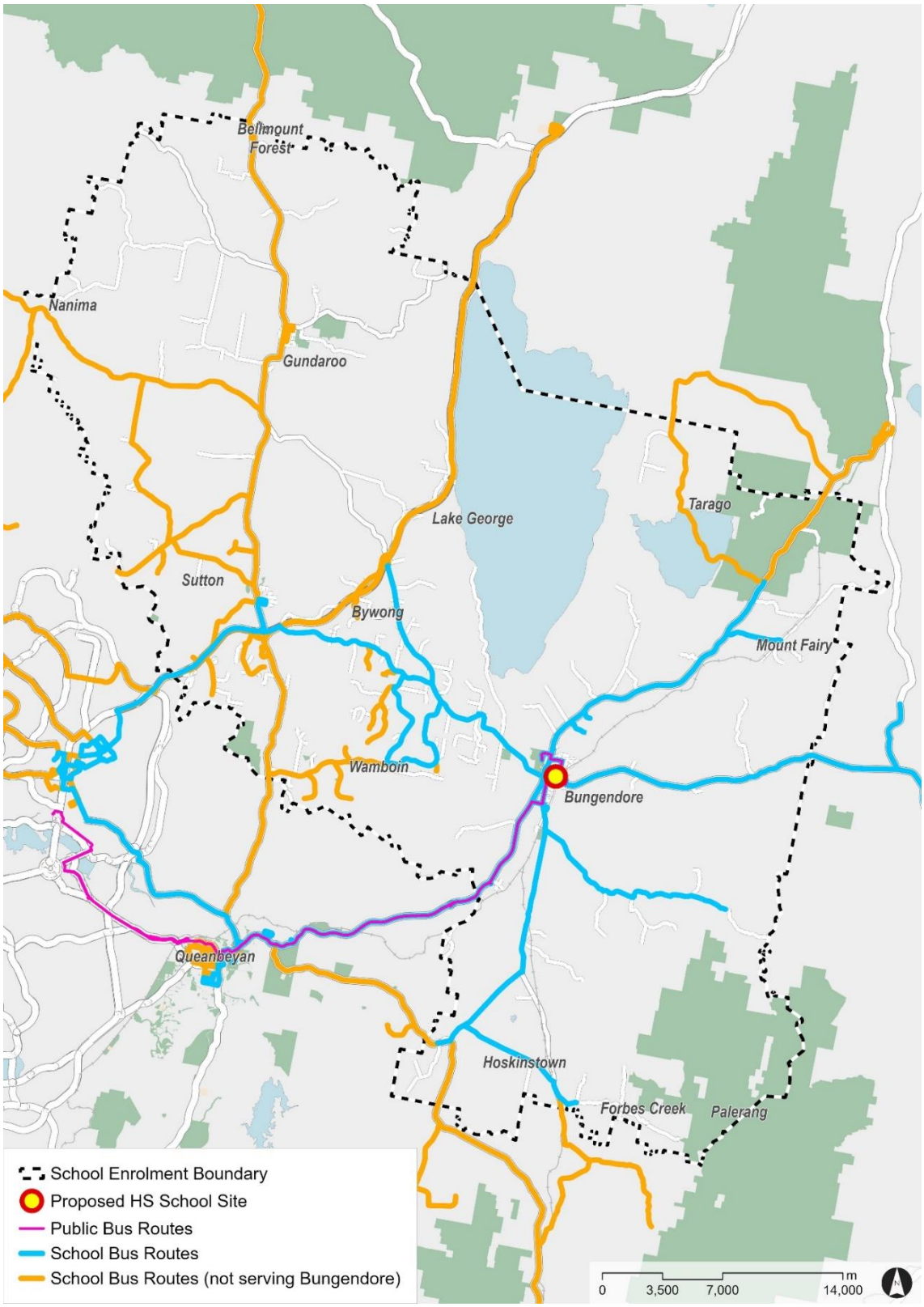


Figure 4-4: Existing public and school bus network for Bungendore High School intake area

4.4 Road Network

The proposed school site is bounded by Majara Street to the west and railway line to the east. Figure 4-5 shows the location of the proposed school site in relation to the surrounding road network, which is described in Table 4-4.

Table 4-4: Road network surrounding the proposed school site

Road	Road Function	Description
Kings Highway	State arterial road	Kings Highway functions as a state arterial road which passes through the centre of Bungendore. It functions as an east-west link for regional travel, with Queanbeyan and Canberra to the west and Braidwood to the east. Within Bungendore, it generally has one lane of traffic in each direction with kerbside parking, with a posted speed limit of 50 km/h (as Malbon Street) which transitions to 100 km/h as it moves away from built-up areas. A school zone applies on the section between Butmaroo Street and Hatch Lane, which borders Bungendore Public School to the north.
Tarago Road	Regional arterial road	Tarago Road is a regional arterial road located west of the school site, with a north-south alignment configuration. To the south, it connects to major road corridors such as Kings Highway and Bungendore Road. To the north, it leads to Tarago and continues further to Goulburn. It has one lane of traffic in each direction, with a posted speed limit of 50 km/h (as Molonglo Street) which transitions to 80 km/h away as it moves away from built-up areas. Between Kings Highway and Turallo Terrace, kerbside parking is permitted on each side of the road.
Bungendore Road	Regional sub-arterial road	Bungendore Road functions a regional sub-arterial road which extends north-west from Molonglo Street, providing connections to localities such as Bywong and Gundaroo. It has one lane of traffic in each direction, with a posted speed limit of 50 km/h which transitions to 100 km/h away as it moves away from built-up areas.
Majara Street	Local collector road	Majara Street is a local collector road that is bordered by the school site on the eastern side, whereby the proposed vehicular site entry points for on-site school carpark and service vehicle access are located along this road. It serves as a north-south link through Bungendore, providing connections to places of interest such as Bungendore Primary School, Bungendore Station, and a number of recreational facilities such as Bungendore Swimming Pool and Mick Sherd Oval. It has one lane of traffic in each direction, with a posted speed limit of 50 km/h. Along the section fronting the site, on-street right-angled parking is provided on both sides, with 23 formalised parking spaces and approx. 105m long informal parking zone on the eastern and western sides, respectively. A school zone applies along the section between Gibraltar Street and Malbon Street, which borders Bungendore Public School to the west.
Turallo Terrace	Local collector road	Turallo Terrace is a local collector road that is aligned in an east-west direction. It connects to Tarago Road to the west and Majara Street to the east. It has one lane of traffic in each direction, with a posted speed limit of 50 km/h.
Gibraltar Street	Local collector road	Gibraltar Street is a local collector road that is aligned in an east-west direction. It has one lane of traffic in each direction, with a posted speed limit of 50 km/h and a school zone along the section between Butmaroo Street and Majara Street. With regards to on-street parking, kerbside parking is provided on either side and right-angled parking lots in the middle of the street, with a kiss-and-drop zone along the southern side fronting Bungendore Public School.

Figure 4-5: School site location and surrounding road network

5 Travel Patterns and Demand

The Bungendore HS North Campus will only host Year 9 and 10 in 2026. These are mostly comprised of the 2024 Year 7 and 8 students. Consequently, travel patterns and demands are only include these two year groups.

The following section details the student catchment and demand analysis that was undertaken for different modes of transport (walking, cycling, public transport and private vehicles) to understand student travel modes. Depersonalised student data, provided by Department of Education NSW as of September 2024, has been used to forecast student locations for the 2026 school operation year. This includes the following considerations:

- Depersonalised student data: Existing Year 7 and 8 Bungendore High School students in 2024, who will be of Year 9 and 10 in 2026.

Two approaches were considered when assessing student walking and cycling catchments:

- Notional - commonly referred to “as the crow flies”, which measures the direct distance between two points.
- On path - looks at the ‘actual’ walking distance, accounting for the pedestrian network within the road environment.

5.1 School Intake Catchment

Figure 5-1 depicts the Bungendore High School intake catchment and student distribution for 2026 school year (Year 9 and 10 students as base estimates). The high school enrolment boundary includes the intake areas of the following primary schools:

- Bungendore Public School (whole)
- Sutton Public School (whole)
- Gundaroo Public School (whole)
- Tarago Public School (south-western portion)

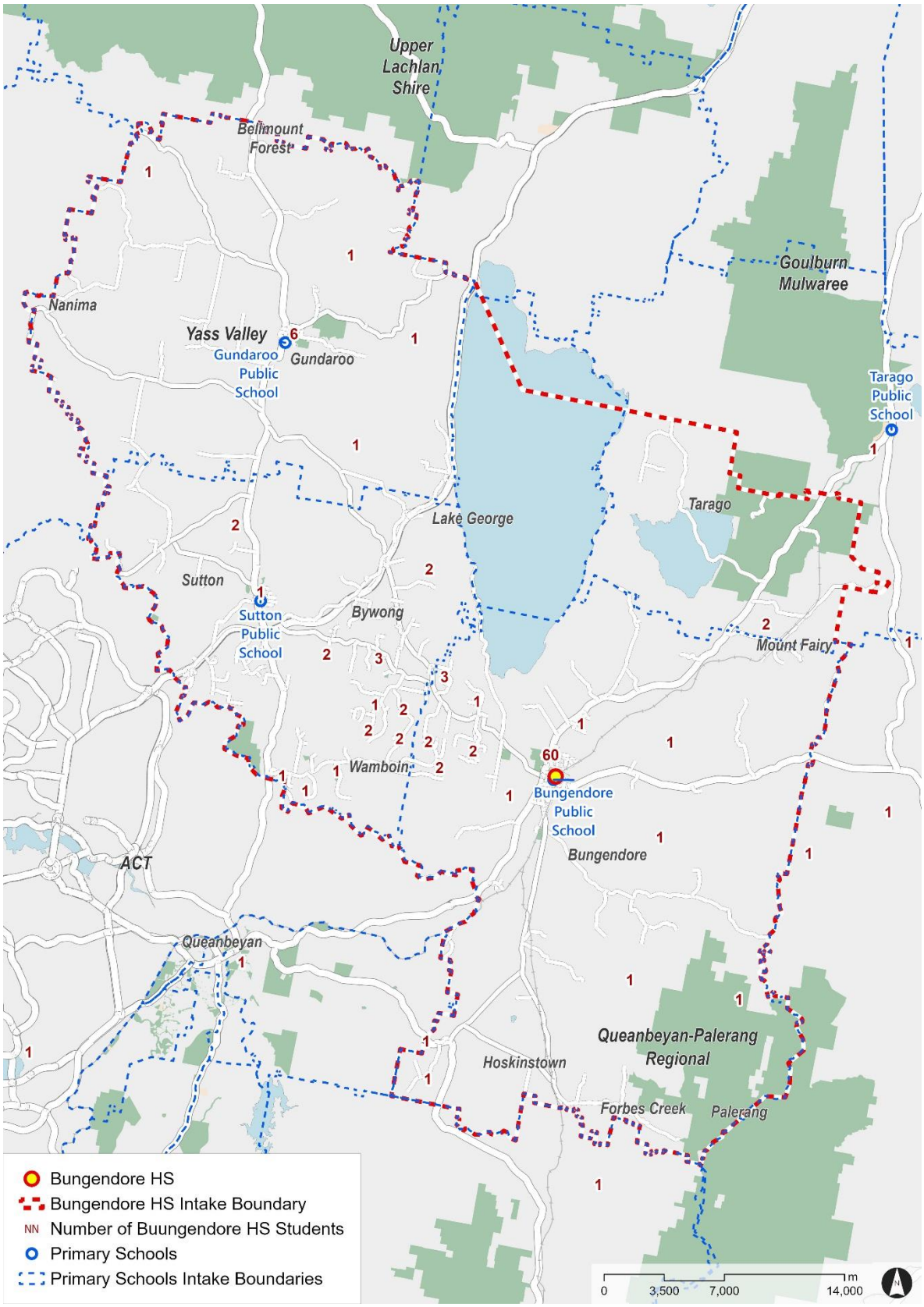


Figure 5-1: Intake catchment and Bungendore High School student locations for 2026

5.2 Walking Catchment Coverage

Figure 5-2 shows the extent of the walking catchment bands and student locations for the 2026 school operation year. Around 41% of students are projected to live within a 1,600-metre on-path walk or a 20-minute walk of the school site. A summary of the walking catchment analysis is shown in Table 5-1.

Table 5-1: Bungendore High School walking catchment coverage

On-path				Notional			
Catchment band	**Students**	**%**	**Cumulative %**	**Catchment band**	**Students**	**%**	**Cumulative %**
0 - 400m	1	1%	1%	0 - 400m	2	2%	2%
401 - 800m	11	9%	10%	401 - 800m	21	18%	19%
801 - 1,200m	22	18%	28%	801 - 1,200m	23	19%	38%
1,201 - 1,600m	15	13%	41%	1,201 - 1,600m	11	9%	48%
1,601 - 2,000m	5	4%	45%	1,601 - 2,000m	4	3%	51%
2,001 - 2,900m	6	5%	50%	>2,000m	59	49%	100%
>2,900m	60	50%	100%				
Total	**120**	**100%**		**Total**	**120**	**100%**	

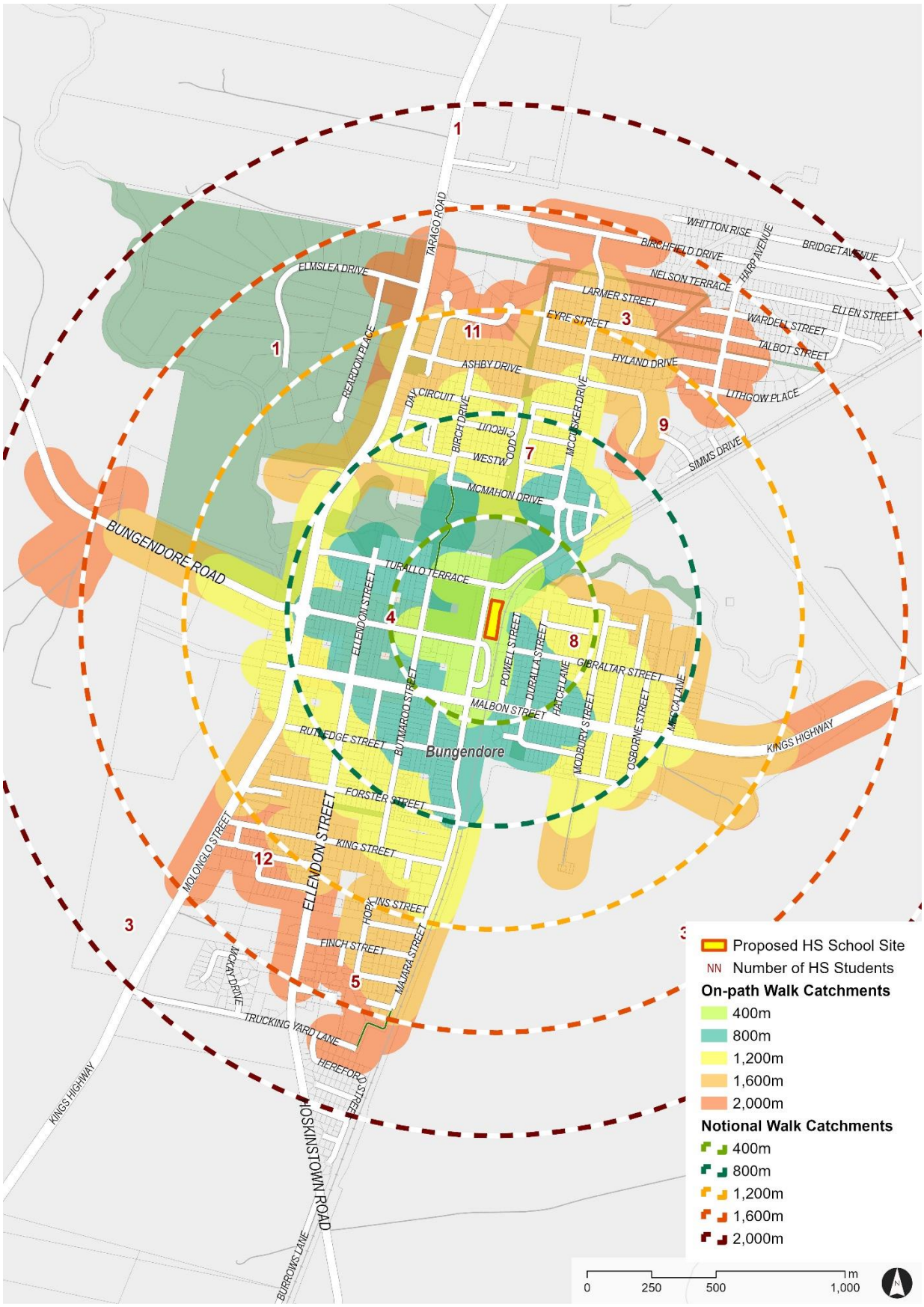


Figure 5-2: Bungendore High School walking catchments

5.3 Cycling Catchment Coverage

Figure 5-3 shows the extent of the cycling catchment bands and student locations for the 2026 school operation year. Around 61% of students are projected to live within a 3,600-metre on-path cycle catchment of the school site, which has been considered as the upper limit for reasonable cycling distance for high school students. A summary of the cycling catchment analysis is shown in Table 5-2.

Table 5-2: Bungendore High School cycling catchment coverage

On-path				**Notional**			
Catchment band	**Students**	**%**	**Cumulative %**	**Catchment band**	**Students**	**%**	**Cumulative %**
0 – 1,200m	34	44%	44%	0 – 1,200m	46	52%	52%
1,201 – 2,400m	24	16%	60%	1,201 – 2,400m	15	10%	62%
2,401 – 3,600m	2	1%	61%	2,401 – 3,600m	2	1%	63%
>3,600m	60	39%	100%	>3,600m	57	37%	100%
Total	**120**	**100%**		**Total**	**120**	**100%**	

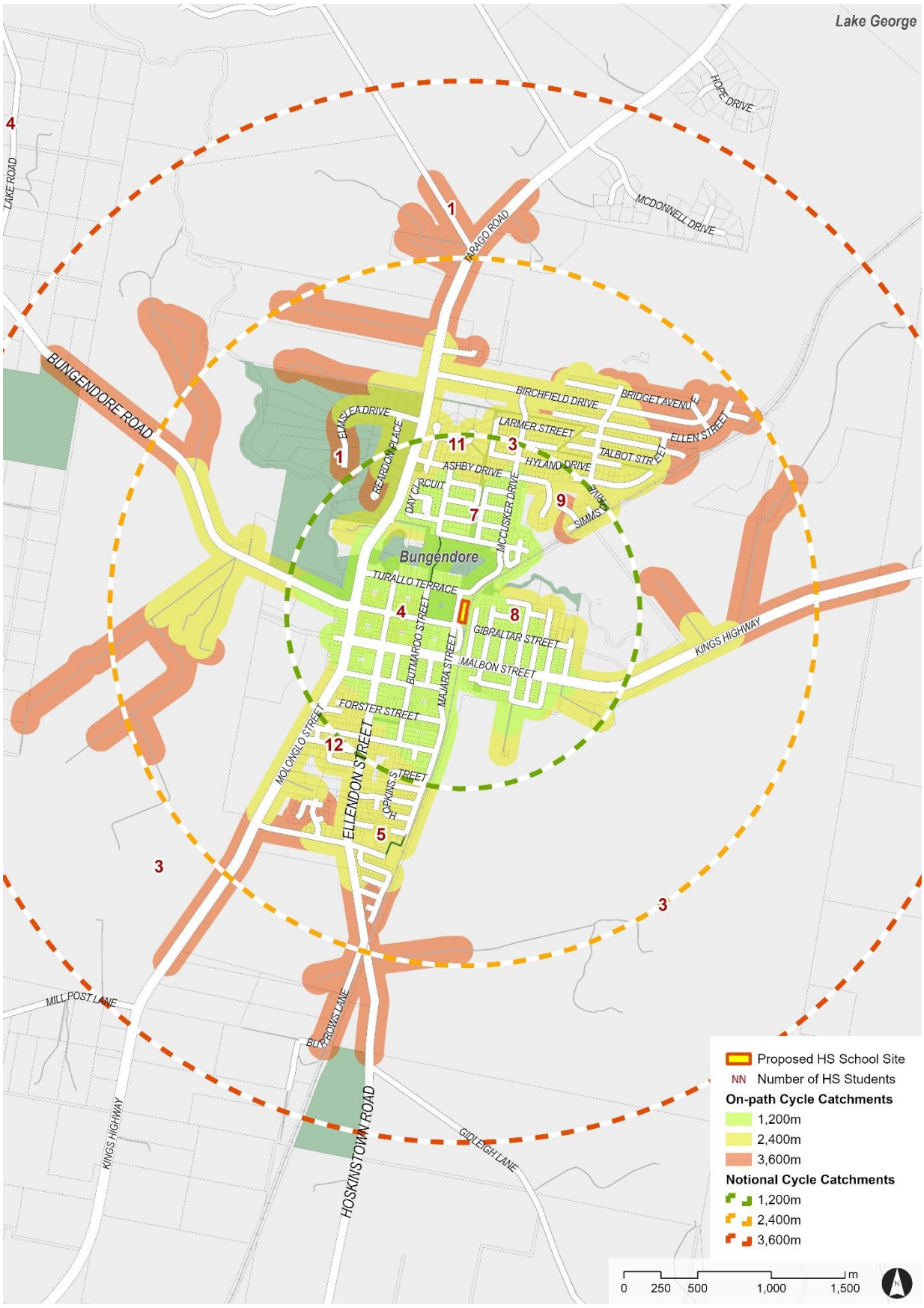


Figure 5-3: Bungendore High School cycling catchments

5.4 Bus Service Coverage

Transport for NSW is responsible for service and timetable planning for all public and school bus services in NSW.

Figure 5-4 shows the extent of public and school bus services coverage that support Bungendore High School, based on walkable access to bus stops up to an 800-metre notional walk (equivalent to 10-min walk) and projected student locations. Free travel on public transport is available to school students via the School Student Transport Scheme (SSTS), whereby the SSTS is available to Year 7 to 12 students who live outside of a 2,900-metre on-path walking distance or a 2,000-metre notional distance to school.

A summary of the bus service catchment analysis for one-seat and two-seat journeys is shown in Table 5-3, and is described as follows:

- One-seat bus journeys' coverage (includes bus routes directly serving Bungendore only)

  15% of students live within an 800 metre walk of a bus stop and eligible for SSTS (beyond 2.9 kilometre on-path walk to school). Overall, 65% of students live within an 800-metre walk of a bus stop.
- One-seat and two-seat bus journeys' coverage (includes both bus routes directly serving Bungendore and feeder bus routes – refer to Section 4.3)

  28% of students live within an 800-m walk of a bus stop and eligible for SSTS (beyond 2.9km on-path walk to school). Overall, 78% of students live within an 800-m walk of a bus stop. It should be noted that the suitability of two-seat bus journeys will rely on the coordination of schedules between connecting bus routes.

Table 5-3: Bungendore High School bus services coverage

Student Location	One-seat bus journeys' coverage (bus routes directly serving Bungendore only)		One- and Two-seat bus journeys' coverage (includes feeder bus routes)	
	Number of students	% of total students	Number of students	% of total students
Within 400m walk to/ from bus stop				
Within 2.9km on-path walk from school (ineligible for SSTS)	58	48%	58	48%
Beyond 2.9km on-path walk from school (eligible for SSTS)	9	8%	17	14%
Total	**67**	**56%**	**75**	**62%**
Within 800m walk to/ from bus stop				
Within 2.9km on-path walk from school (ineligible for SSTS)	60	50%	60	50%
Beyond 2.9km on-path walk from school (eligible for SSTS)	18	15%	34	28%
Total	**78**	**65%**	**94**	**78%**

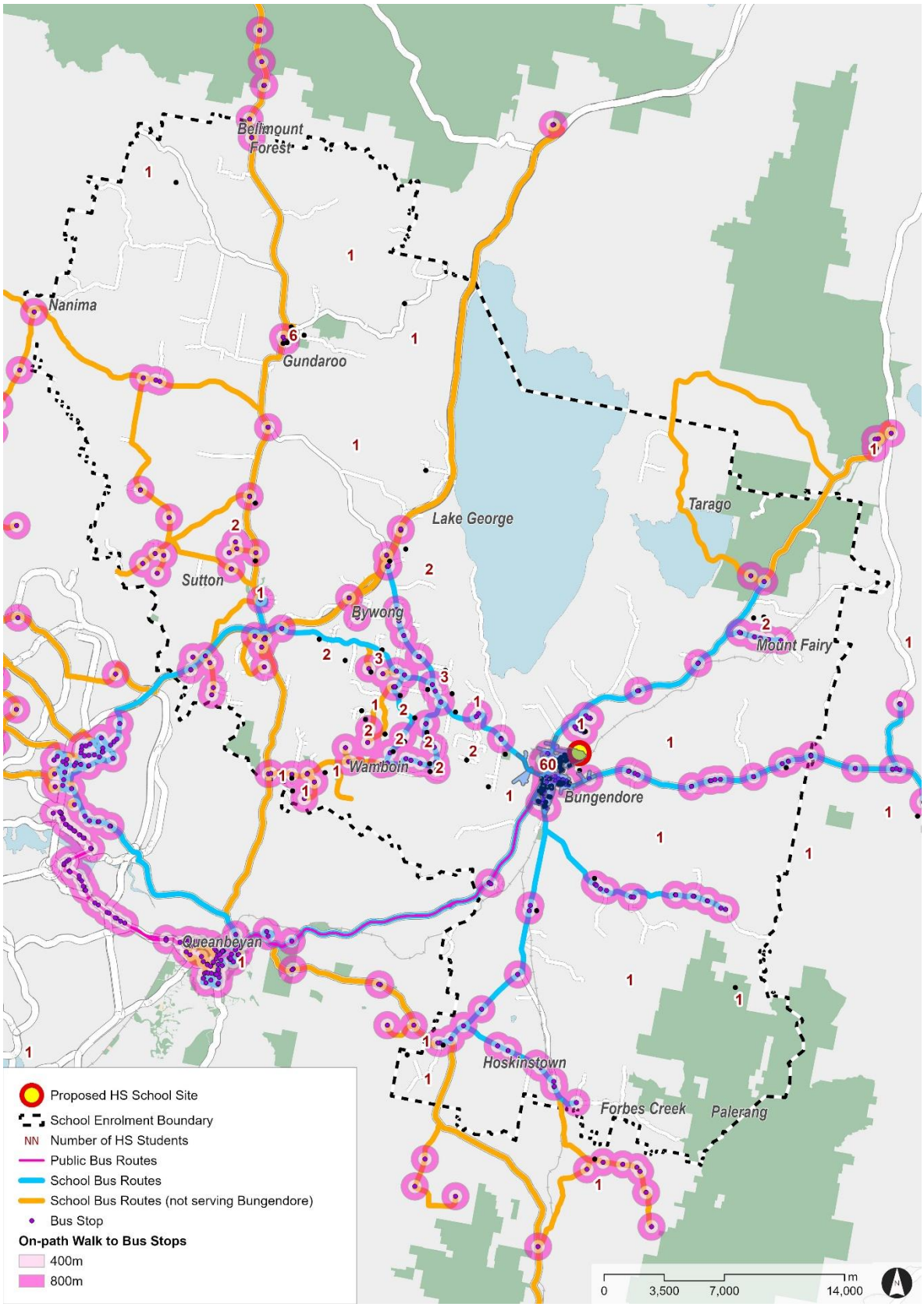


Figure 5-4: Service catchment coverage for bus routes operating within Bungendore High School intake area

5.5 Private Vehicle Demand

Based on the surveyed student travel mode share (refer to Section 6.1), the school development traffic that will be added to the surrounding Bungendore road network is outlined in Table 5-4. Note that a student vehicle occupancy rate of 1.2 is considered adequate for accounting for siblings and moderate carpooling. Car occupancy surveys, undertaken in Term 3 and 4 2024 across three schools in NSW, showed an average car occupancy of 1.2.

Table 5-4: Bungendore High School private vehicle demand

	2026
Total number of students	120
Mode share for students travelling via private vehicle (*note that a higher car mode share for the morning drop-off period was considered)*	44%
Number of students expected to travel by car	53
Number of cars (vehicle occupancy of 1.2 students per vehicle)	**45**
Number of vehicle trips associated with staff	**15**

Vehicular trips associated with the proposed high school site in the school travel peak periods are as follows:

- Morning drop off period:
  - Student trips (45 trips to and 45 trips from site)
  - Staff trips (up to 15 trips to site).
- Afternoon pick up period:
  - Student trips (45 trips to and 45 trips from site)
  - Staff trips (Less than 15 trips from site as staff tend to leave after the pick-up period is completed).

The highest number of trips expected within the school travel peak period is therefore 105 trips. These trips are already part of the existing network and relate to students currently attending the Bungendore Public School site who are expected to transition to the Bungendore North Campus in 2026. Given that these trips will be redistributed across the network rather than generated as new trips, traffic modelling is not considered necessary.

A Traffic Impact Assessment (TIA) was undertaken for a previous SSDA application (SSD-14394209), which proposed a larger scheme involving a permanent high school for 450 students. This application was subsequently withdrawn and did not proceed. The TIA, prepared by GHD in 2021, included traffic modelling at nearby intersections for future scenarios, assuming 450 vehicle trips in the AM school peak period and 386 vehicle trips in the PM school peak period. The modelling demonstrated that all assessed intersections would operate at Level of Service (LoS) B or better during the 2023 and 2033 peak periods, accounting for background traffic growth associated with planned residential subdivisions in the surrounding area.

In contrast, the proposed Bungendore North Campus High School (this project) is expected to have minimal impact on the operation and performance of nearby intersections. As such, a good level of intersection operation and performance is anticipated to be maintained under the proposed development.

It should be noted the Majara Street section between Turallo Terrace and Gibraltar Street has been reopened as of April 2025, resulting in a redistribution of trips from Gibraltar Street, Butmaroo Street and Turallo Terrace. The reopening of Majara Street is not expected to significantly impact intersection performance across the network, with comparable volumes and LOS expected at each intersection. It should also be noted the school traffic PM peak period does not coincide with the general traffic PM peak period, meaning the school-related traffic is not expected to contribute to the overall network PM peak traffic.

6 Mode Share

6.1 Students

A show of hands survey was conducted by teachers in classrooms for years 7, 8 and 9 on Friday 22 November 2024 to determine approximate mode share for students travelling to school in the morning and from school in the afternoon. The survey yielded a response rate of 101 students responding to morning mode share and 99 responding to afternoon mode share. The results of the hands-up survey are shown in Table 6-1.

For both AM and PM travel periods, private vehicle was found to have the highest proportion of mode share with 44 per cent and 42 per cent in the morning and afternoon respectively. Around 33 per cent and 28 per cent of students travel via bus in the morning and afternoon respectively, whilst 24 per cent and 29 per cent of students either walk or cycle to and from school in the morning and afternoon respectively.

Table 6-1: Mode share breakdown for students (show of hands survey)

Mode of travel	AM		PM	
	Number of students	Mode share (%)	Number of students	Mode share (%)
Private vehicle	44	44%	42	43%
Walk	10	10%	16	16%
Micromobility	14	14%	13	13%
Bus	32	32%	27	27%
Rail	1	1%	1	1%
Total	101*		99*	

* Discrepancies due to a number of students responding partially

The mode share target for Bungendore North Campus High School reflects the forecast travel patterns of students in 2026 operation year and is informed by the school travel survey (refer to Table 6-2). While there is a small discrepancy between existing AM and PM mode share figures which largely exists because parents/ guardians may choose to drop students off at school in the morning, the PM mode share results have been used as baseline mode share as it is most desirable that students can travel either by sustainable modes (walking, cycling or public transport) in both periods with a lower reliance on private vehicles. Therefore, baseline mode share is not differentiated by time of day. The baseline mode share scenario results are outlined in Table 6-3.

Table 6-3: Baseline student mode share

Travel mode	No. of students	% of students
Private vehicle	52	43%
Walk	19	16%
Micromobility	16	13%
Public transport	34	28%
Total	**120**	**100%**

6.2 Staff

A total of 15 full time equivalent staff are forecasted to be employed at Bungendore North Campus High School, and all staff are expected to travel to and from school via private vehicle (i.e. mode share of 100% driving). This is consistent with schools located within similar contexts, including Kingscliff High School located in northern NSW.

7 Site Access Arrangements

Figure 7-1 presents the masterplan for the Bungendore North Campus High School. The on-site and surrounding transport facilities, along with their associated requirements, are detailed in Sections 7.1 to 7.6.

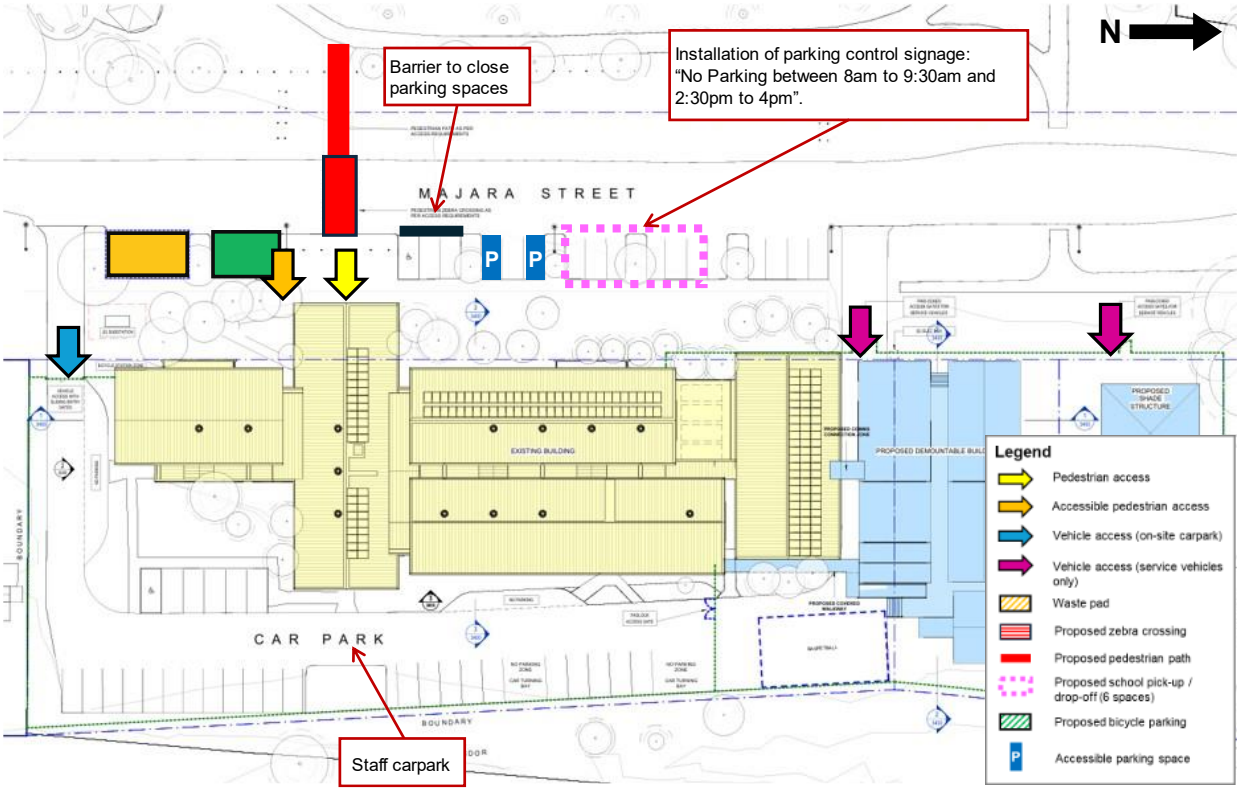


Figure 7-1: Bungendore North Campus High School masterplan

7.1 Pedestrian Access

Pedestrian access to the school is available at the school frontage, as shown in Figure 7-1. Two pedestrian access points are proposed for the school site, including:

- Main entrance on Majara Street.
- Accessible entrance (step-free access) on Majara Street, close to the main entrance.

A zebra crossing is proposed in proximity to the main entrance on Majara Street to support students and staff crossing on Majara Street. This is further supported by proposed pedestrian path from the crossing which connects to the existing path within Mick Sherd Oval to the west.

7.2 Bicycle/ Scooter Access and Parking

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

Queanbeyan DCP 2012 specifies that appropriate bicycle parking facilities are to be provided either on-site or close to the development, however specific parking provision rates are not provided. Bicycle parking requirements based on forecasted demands, aligning with the surveyed student travel mode share (refer to Section 6.1), are outlined in Table 7-1.

Table 7-1: Bicycle parking requirement based on forecasted demand

Description	
Number of students	120
Mode share for students travelling via cycling (*note that highest cycling mode share out of the morning and afternoon surveyed travel periods was considered)*	14%
Bicycle parking minimum requirement	Minimum 17 parking spaces

Bicycle parking, intended for use by Bungendore High School students and staff in 2026, is provided at the school frontage close to the school main pedestrian entry as shown in Figure 7-1. Upon the relocation of the school to its permanent location, this parking facility can be donated to the Council for use of public bike parking.

7.3 Bus Access

Bus stop access for the site will be via the bus stops on Majara Street and Gibraltar Street, which are currently used by students at Bungendore High School and Bungendore Public School. These bus stops are within walkable distances of up to 180m on-path walk, as shown in Figure 4-3.

7.4 Vehicle Access

Vehicular access points are provided at each end of the school frontage on Majara Street as shown in in Figure 7-1, whereby the southern entry provides access to staff-only car park and northern entries provide access for service vehicles only, such as emergency vehicles. A waste pad area for refuse

collection and loading is located on Majara Street adjacent to the site vehicular entry to the staff-only car park.

As per AS/NZS 2890.1:2004, the carpark driveway falls under the Category 1 classification for access facility, given that 15 staff vehicle movements are expected within the school travel peak period. The driveway operating with two-way flow meets the requirement of having a passing bay every 30m and a stop/ go light will not be required. “No parking” signage will be provided within the passing zone in the internal driveway. Signage will also be placed at entry to the internal driveway to warn entering vehicles to give way to exiting vehicles. In addition, it is preferred that parking of any other operations, such as cleaning/ maintenance contractors etc, to be undertaken on-street where available to avoid counterflows in the driveway area.

7.5 Car Parking

As per the staff mode share shown in Section 6.2, there is a demand for 15 parking spaces to cater for high school staff. On-site staff car parking is located at the eastern portion of the school site, accessed via Majara Street, with a total of 28 car spaces (including one accessible space) provided in the school masterplan (refer to Figure 7-1). This presents an excess of 13 car parking spaces beyond the identified demand. Swept path assessments (refer to **Error! Reference source not found.** A) undertaken at the turning bays within the on-site car park demonstrate that these bays can adequately accommodate the manoeuvrability of a B99 vehicle.

7.6 Pick-up/ Drop-off

A number of assumptions were adopted to determine the required number of kiss and drop spaces to service the school, as shown in Table 7-2. The surveyed student travel mode share (refer to Section 6.1), and a car occupancy of 1.2 students per vehicle have been employed. This results in a minimum of 6 kiss and drop spaces being required.

Table 7-2: Kiss and drop requirement

Description	
Expected number of students enrolled	120 students
Mode share for students travelling via private vehicle (*note that a higher car mode share for the morning drop-off period was considered)*	44%
Number of students using private vehicle	53 students
Average dwell time per pick-up / drop-off	2 min
Pick-up / drop-off length of time	15 mins
15-minute capacity per K&D car space	7 vehicles
Assumption of students per vehicle	1.2 students per vehicle
Number of vehicles picking up and dropping off	45 vehicles
Minimum number of K&D spaces required	Minimum 6 spaces

Six formal on-street parking spaces along the site frontage are to be designated as kiss and drop spaces(”No Parking” restriction during school travel periods from 8am-9:30am and 2:30pm-4:00pm) to accommodate student pick up and drop off student pick up and drop off. as shown in Figure 7-1. Line markings are to be provided to delineate each of the parking bays.

7.7 Transport Access Guide

A preliminary transport access guide (TAG) has been developed to provide information for students and staff how to access the Bungendore North Campus HS. The TAG is shown in Appendix C.

7.8 Summary

A review of the site transport facilities to support the school operation is summarised below in Table 7-3.

Table 7-3: Site transport facilities requirement

Site transport facility	Requirement	Proposed provision
Pick-up/ Drop-off	**First principles approach** Minimum three spaces	Six on-street parking spaces along the school frontage to be designated as short-term parking during school travel periods
Staff parking	**First principles approach** 15 staff parking spaces	28 car spaces (including one accessible space) provided within the on-site carpark
Bicycle parking	**First principles approach** Minimum 17 student bicycle parking spaces	20 bicycle parking spaces at the school frontage, close to the school pedestrian entry

The potential impacts of the proposed high school site can be appropriately mitigated or managed to ensure there is minimal impact on the surrounding transport network, as per a series of mitigation measures set out in Section 8.

8 Mitigation measures

Table 8-1 details a series of mitigation measures to support transport access to the school site and minimising impact on the surrounding transport network. It is noted that proposed mitigation measures will be subject to review and confirmation through consultation with Transport Working Group (TWG) stakeholders which includes Queanbeyan-Palerang Regional Council and Transport for NSW.

Table 8-1: Mitigation measures

Mitigation number	Aspect	Location	Mitigation measure	Reason for mitigation measure	Responsible party
1	Walking and cycling	Majara Street	Provide a pedestrian-priority crossing on Majara Street in proximity to school main entrance, with associated pathway which connects to the existing paths within Mick Sherd Oval to the west.	Provides right of way for pedestrians. A clearly marked crossing improves visibility for drivers and pedestrians, ensuring safe walking access for students.	DoE
2	Cycling	Majara Street	Provide bicycle storage areas (20 bicycle parking spaces) along the school frontage, within proximity to the school main entrance.	Student bicycle parking spaces based on forecasted demand as per surveyed mode shares, with minimum 17 spaces required.	DoE
3	Private vehicle	School site	Allocate staff parking within the school site (minimum 15 spaces). No on-site parking is to be provided for students.	To minimise spill over by school staff onto surround streets local parking supply.	DoE
4	Private vehicle	Majara Street	Designate six existing 90-degree on-street parking spaces as kiss and drop spaces by signposting them as “No Parking between 8:00am to 9:30am and 2:30pm to 4:00pm”, which allows vehicles to stop for up to 2 minutes.	To provide a dedicated space for parents/ guardians to drop off and pick up students in the morning and afternoon periods and allow the community to use the parking spaces outside of these times.	DoE
5	Speed Limit	Majara Street	Extension of existing school zone along Majara Street northwards past the school site towards the intersection with Turallo Terrace. Refer to **Error! Reference source not found.**B for concept design of the proposed school zone.	Provides a low-speed environment during morning drop-off and afternoon school pick-up times, reducing the likelihood and risk of crashes.	DoE and TfNSW

The mitigation measures are developed and implemented as follows:

- Mitigation 1, 2, 3 – through this report and table
- Mitigation 4 – through this report and Queanbeyan-Palerang Regional Council Local Traffic Committee

- Mitigation 5 – through this report and TfNSW application for 40km/h School Zone.

9 Conclusion

9.1 Evaluation of Environmental Impacts

Potential impacts of the proposed activity can be appropriately mitigated or managed to ensure that there is minimal impact on the locality, community and/or the environment. This is subject to the implementation of mitigation measures set out in Section 8.

The following existing issues are addressed by the mitigation measures:

- Gaps in the walking network surrounding the school site.
- Lack of pedestrian-priority crossing facility(s) within vicinity of the school site.
- Lack of dedicated school pick-up/ drop-off facility.

The following is addressed by the development activity:

- Ability for students to use sustainable modes of travel, such as through provision of bike parking facilities and availability of existing bus stops and services within vicinity of the school site.
- Ability for students to safely access bus services through the provision of pedestrian crossing which connects to the bus stop on Gibraltar Street.
- Ensuring safe and efficient operation of school kiss and drop zone, with the positioning of the dedicated pick-up/ drop-off facility on the school frontage.
- Ensuring students and visitors with mobility issues can safely and efficiently access the school site.

9.2 Key findings

Key findings of the Transport Impact Assessment are as follows:

- Given the planned operational condition of the proposed high school site (120 students) is considerably lower than the previous proposal (450 students), the school induced vehicular trips (45 trips) are not expected to negatively impact intersection performance in the network. Similar or better level of service for the intersections are expected with the current proposal when compared to the previously modelled conditions, whereby satisfactory level of services have been recorded for all six intersections modelled.
- The proposed public domain works are required to ensure pedestrian safety and accessibility to the school. These works include new pedestrian crossing and the associated pathway which connects to the existing paths in Mick Sherd Oval to the west.

Appendices

Appendix A Swept Path Assessment

EXISTING BUILDING

PROPOSED COMMS CONNECTION ZONE

PRO

N

NO PARKING

3
9900

B99
STANDARDS 2004 (AU_NZ)

3
3400

B99
STANDARDS 2004 (AU_NZ)

B99
STANDARDS 2004 (AU_NZ)

PADLOCK ACCESS GATE

B99
STANDARDS 2004 (AU_NZ)

2.6

B99
STANDARDS 2004 (AU_NZ)

B99
STANDARDS 2004 (AU_NZ)

NO PARKING ZONE

CAR TURNING BAY

NO PARKING ZONE

CAR TURNING BAY

PROPOSED COVERED WALKWAY

BASKETBALL

C A R P A R K

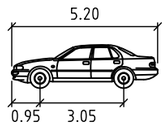
B O U N D A R Y

C O R R I D O R

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED5km/h



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

ARCHITECTURAL BASE
DRAWING AR REF 2001
REVISION P8
BY TKD ARCHITECTS
DATED 07.03.25

BCA
CITY PLAN

NSW Nominated Architects: Robert Denton Reg. No. 5782, Alex Kibble Reg. No. 6015

Do not scale drawings. Verify all dimensions on site. Notify architect of all discrepancies

Project
BUNGENDORE HIGH SC

Stantec

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED	D.CHENG
DESIGN CHECK	-
APPROVED BY	-
DATE ISSUED	2 MAY 2025
CAD FILE NO.	300305658-01-P1.DWG
SCALE	A3 0 1 2 4 1:200

BUNGENDORE HR - STP

B99
SWEPT PATHS

DRAWING NO. 300305658-01-01 SHEET 01 OF 02 ISSUE P1

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Stantec

PRELIMINARY PLAN
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WARNING
BEWARE OF UNDERGROUND SERVICES
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DESIGNED D.CHENG	DESIGN CHECK -
APPROVED BY -	DATE ISSUED 2 MAY 2025

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BUNGENDORE HS - STP

SCHOOL ZONE
PROPOSED SIGNAGE/ LINEMARKING MARKUPS

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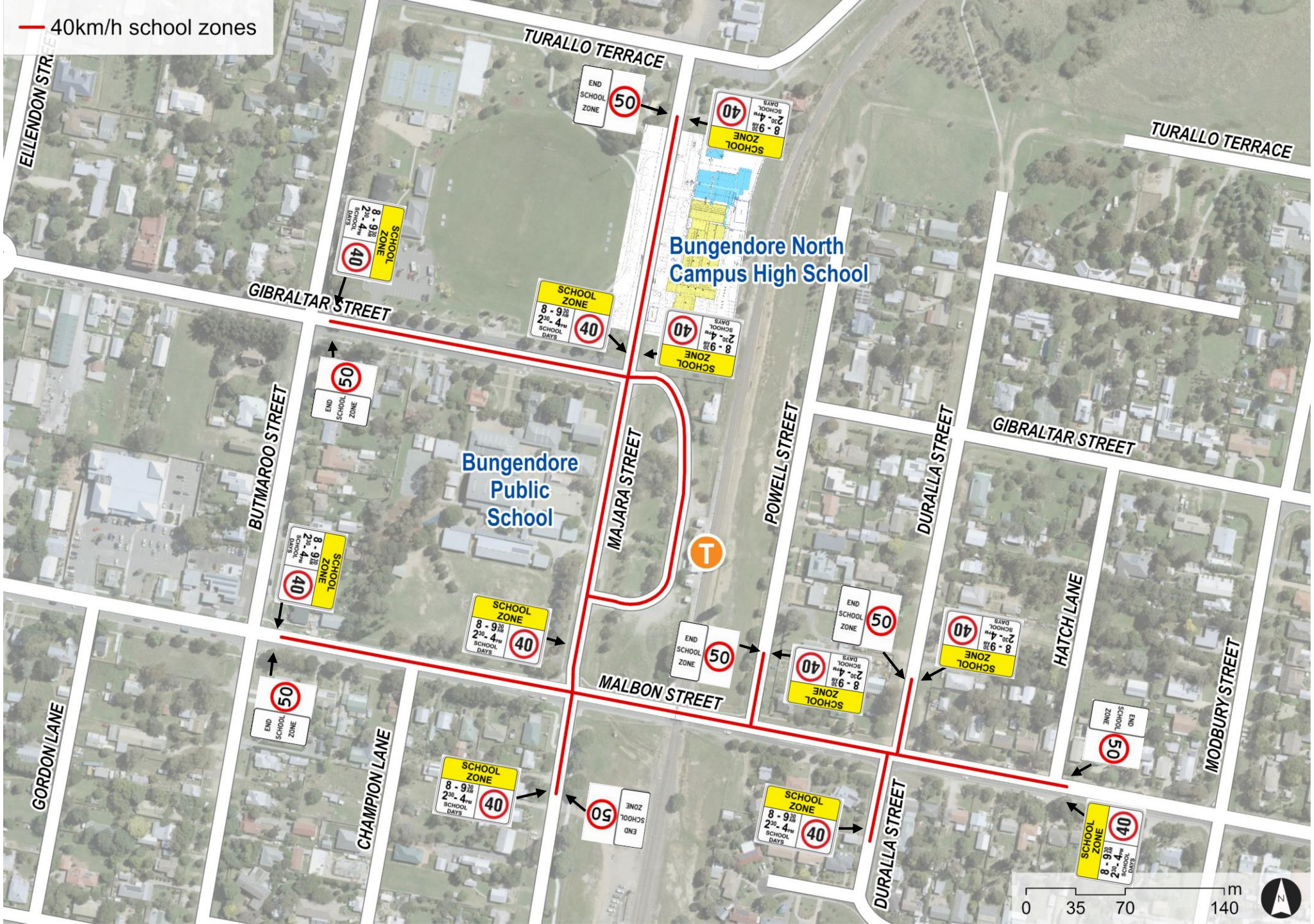
Appendix B Proposed School Zone Concept Design


40km/h school zones
TURALLO TERRACE
ELLENDON STR
Bungendore North Campus High School
GIBRALTAR STREET
BUTMAROO STREET
Bungendore Public School
MAJARA STREET
POWELL STREET
DURALLA STREET
HATCH LANE
MODBURY STREET
MALBON STREET
GORDON LANE
CHAMPION LANE
SCHOOL ZONE
8 - 9:30 AM
2:30 - 4 PM
SCHOOL DAYS
40
END SCHOOL ZONE
50
0
35
70
140
m
N

Appendix C Transport Access Guide

Bungendore North Campus High School

Travel Access Guide

Effective: January 2026

Project overview

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

Active ways to get to school

Walking is an active and healthy way to get to school

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

Ride your bike

- Always wear a correctly fitted Australian standards approved helmet when riding your bike.
- Ride to the left on footpaths.
- Take extra care near busy roads such as Malbon Street, Majara Street and Gibraltar Street.
- Watch out for cars entering or leaving driveways.
- Give 1 metre space when riding past other people.

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.

Kiss and drop expectations

- The Majara Street drop-off/ pick-up zone allows maximum 2 minutes of stopping time.
- Make sure children use the Safety Door (rear footpath side) when getting in and out of a car.
- Drivers are to display their child's full name on the dashboard and stay within 3 metres of their parked car.

School Bell Times

- Start time: TBC
- Finish time: TBC

For more information contact:

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

NSW GOVERNMENT

Active Travel Map: Bungendore North Campus High School

- Students can walk or cycle on footpaths 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 located close to the school main entry on Majara Street.
- Students on bicycles are required to dismount and walk their bicycles to the bicycle parking area.

Car parking and road safety

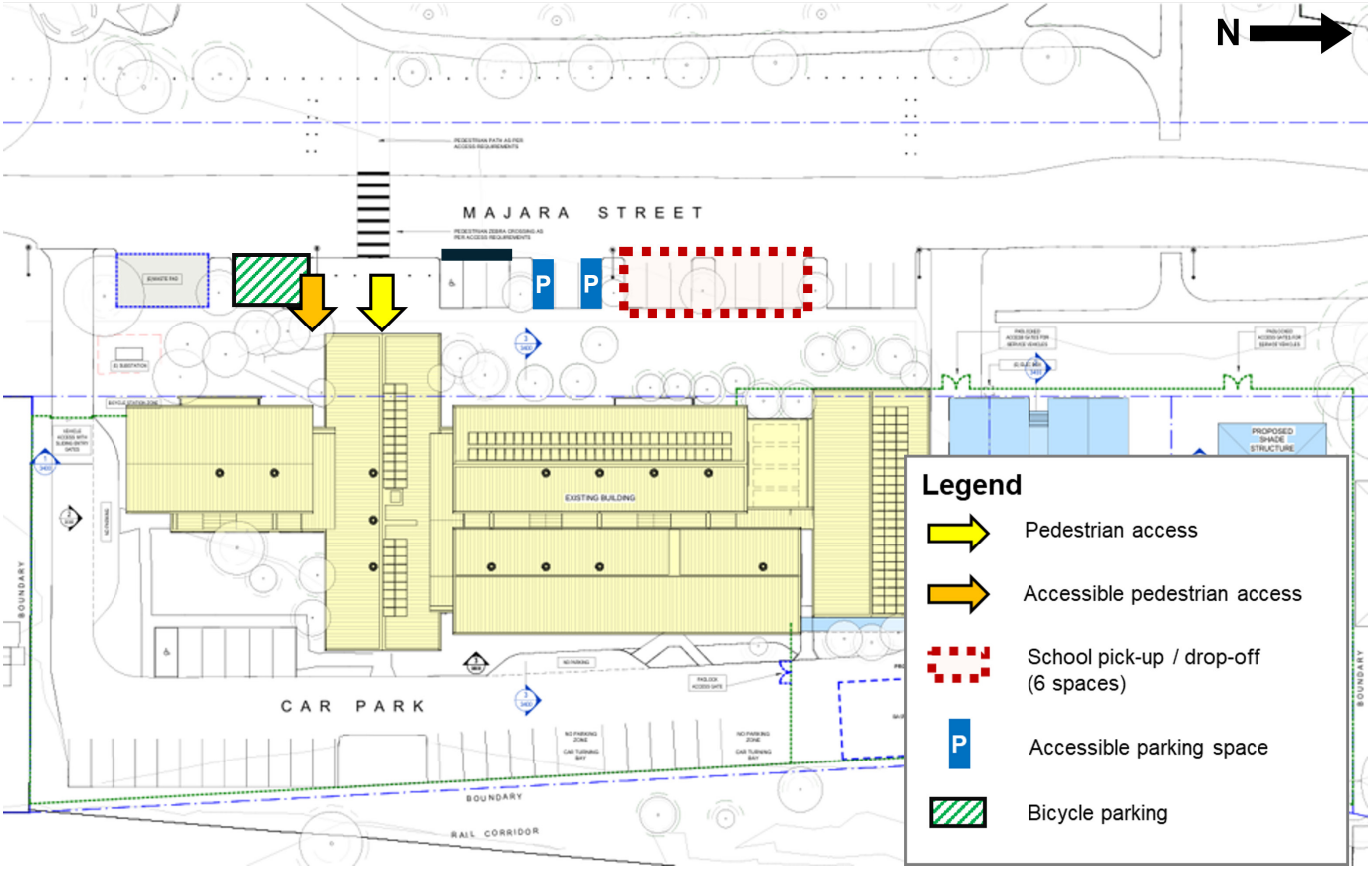
- Park safely and turn legally, even if it means walking further to the school entrance.
- Give way to people walking or cycling particularly when entering and leaving driveways.
- Always look around carefully, check mirrors and blind spots for children and other cars before:
  - opening your door
 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

For more information contact:

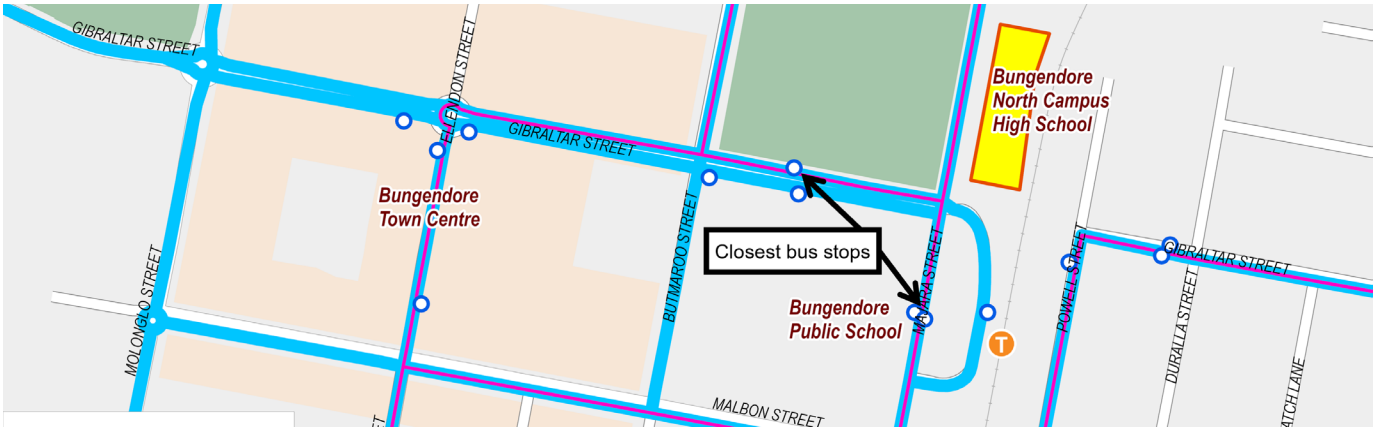
School Infrastructure
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

NSW GOVERNMENT

School Access



- Pedestrian access to the school is available via Majara Street.
- Bicycle parking spaces are provided at the school frontage off Majara Street close to the school main pedestrian entry.
- 6 pick-up and drop-off spaces and 2 accessible parking spaces are located along the school frontage on Majara Street.
- A range of school and public bus routes stop at the bus stops on Majara Street and Gibraltar Street, located within walking distance of the school. Click here for bus route and timetable information.



For more information contact:

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

NSW GOVERNMENT

Where do you ride?

Footpath/shared path/cycleway:

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

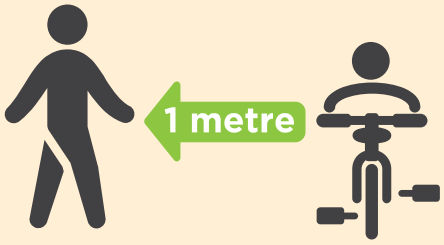
Look out for pedestrians on shared paths.

Crossing the road:

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

Give a metre:

Give pedestrians 1 metre of space when riding past.



3 steps to follow when riding a bike:

Clip, check, chime.

Clip your helmet

1

You must always wear a helmet when riding your bike.

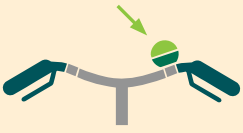
Check your brakes

2

Make sure your brakes are working.

Chime your bell

3



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

Things to remember

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

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

Always remember to watch out for hazards

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

For more information contact:

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

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SELECT AN ACTIVITY AND GET GOING!

To Play Visit: safetytown.com.au

For more information contact:

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Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

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Additional information

Something broken on the way to school?

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

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

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

Get a discount on your Bicycle NSW membership

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

Take up the offer today:

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

nswtag

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

bicycle NSW

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

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

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

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

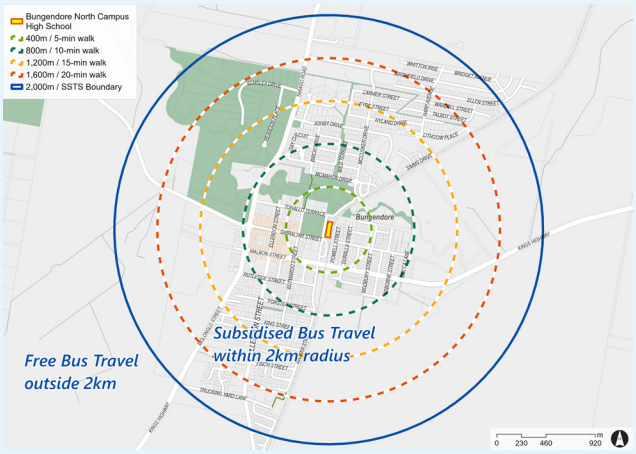
We can help bring these positive changes to our local community by choosing active ways to get to school.

Apply for a school travel pass

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

- Students who live 2.0km radius away from the school or further are eligible for free bus travel to school.
- Students who live within 2.0km radius of the school for a fee of approximately $55 per year can receive subsidised school travel.

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



Safe travel

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

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

Remember — road safety is everyone's responsibility.

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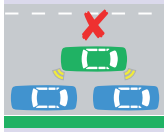
Parking and traffic rules in school zones

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.

NSW Police Force

QPRC

For more information contact:

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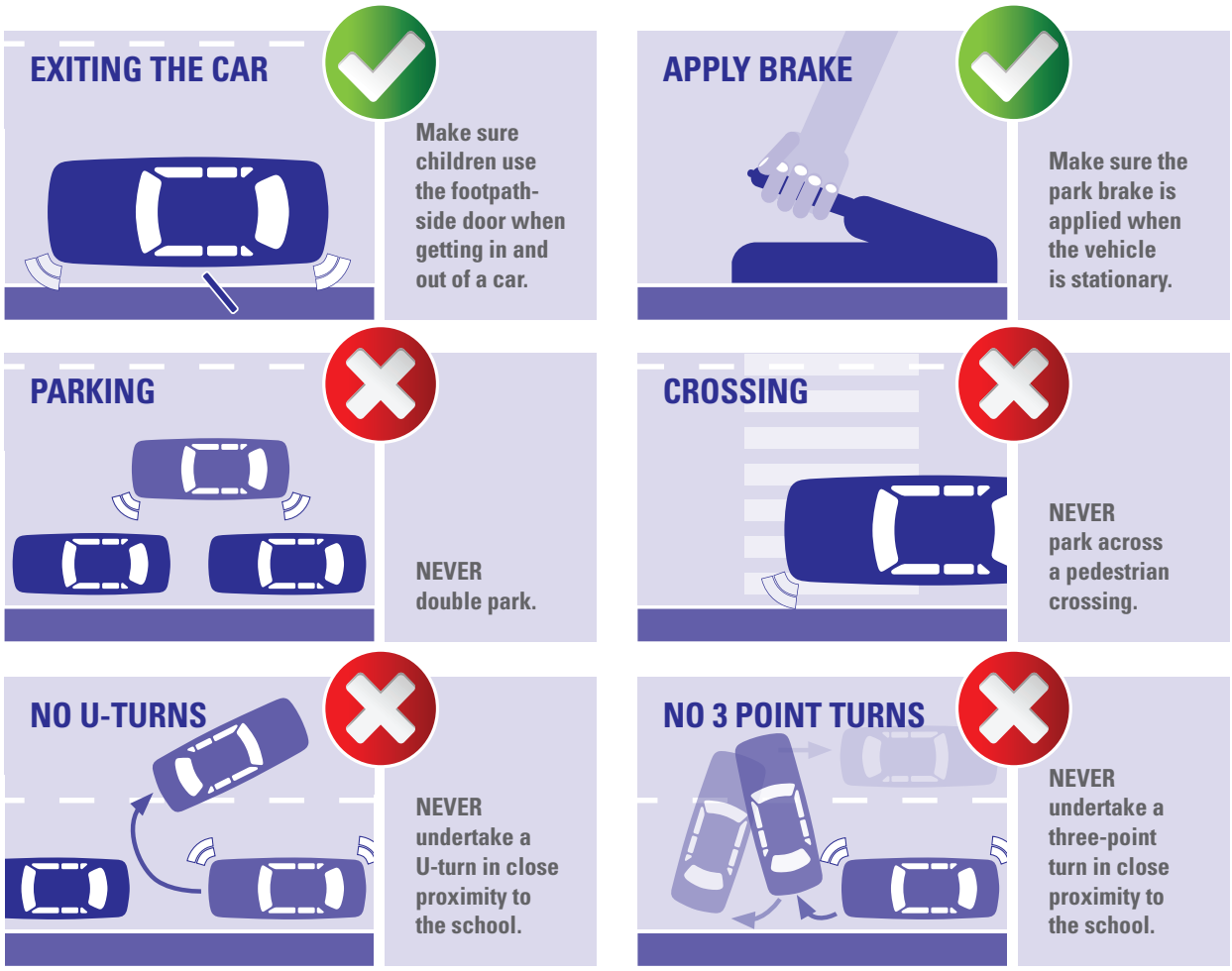
Safety tips for school zones:



Safety tips for students:

Demerit Points:

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

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

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With every community, we redefine what's possible.

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