

New Primary School At Wilton Junction

Transport Impact Assessment



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1 Executive Summary

Stantec has been engaged by NSW Department of Education (DoE) to prepare a Transport Impact Assessment (TIA) report for a proposed new primary school (including a pre-school) within the North Wilton Precinct at 200 Fairway Drive, Wilton 2571. This report supports a Review of Environmental Factors (REF) for the NSW Department of Education (DoE) for the construction and operation of the new primary school at Wilton Junction.

The report provides a review of the transport network which provide students with access to the school and identifies mitigation measures to minimize the impact on the surrounding network and encourage sustainable travel to and from the school. A preliminary School Transport Plan is included at the end of the report which provides a set of school transport operations, as well as a communications and monitoring plan to address the ongoing operational and safety concerns at the school site.

The school is planned to accommodate up to 552 students and 35 staff for the primary school, and up to 60 students and 7 staff for the pre-school. Given that only North Wilton Neighbourhood Plan No. 1 (refer Figure 2 5) is expected to come online by school's opening in 2027, the mode share scenarios for the school have considered only the 2027 projected student population with 255 students. These mode share targets are subject to change as new residential developments in North Wilton, West Wilton and Wilton Town Centre are introduced across the school intake area and subsequently alters the student distribution patterns. Given that projected students for 2027 are anticipated to reside within the active transport catchment (walking and cycling distances), Transport for NSW operated school bus services are not expected to be operated at the school opening year. With considerations of the available transport infrastructure and the active transport catchments coverage for the 2027 projected student distribution, a set of mode share target scenarios have been determined for student travel as follows:

Travel mode	Baseline	Moderate Target	Reach Target
Walk	32%	48%	64%
Cycle	2%	4%	6%
Private vehicle	66%	48%	30%

The 2027 mode share targets were then applied to the full school capacity of 552 students. We acknowledge that the mode share targets might change over time, using the 2027 mode shares provides a more conservative approach to infrastructure requirements.



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1 Executive Summary

A review of the site transport facilities provision to support the planned school capacity of is summarised below:

Site transport facility	Recommendation	Proposed provision based on school site plan
Kiss and drop	<u>Stantec's Calculation</u> 15 spaces, 110m kerbside zoning	A total length of approx. 110m long kiss and drop areas, which equates to 15 spaces
Staff parking	<u>Wollondilly DCP 2016</u> 42 staff parking spaces	51 on-site parking spaces proposed by the project.
Pre-school drop off parking	<u>Wollondilly DCP 2016</u> 15 parent parking spaces	Staff mode share expected to be 80% self-drive, 10% car-pool and 10% other modes
Bicycle parking	<u>Stantec's Calculation</u> 34 student parking spaces, 4 staff parking spaces	38 on-site bicycle parking are proposed close to the school pedestrian entries.

Off-site mitigation measures which encompass a series of public domain works to be undertaken by Landcom aim to ensure pedestrian safety and access to the school. These works include new pedestrian crossings, shared pathways, kiss and drop area and a bus zone. All off-site mitigation is not part of this project and is not included in the works outlined by the REF report. They are highlighted as required mitigation measures delivered by others and provided prior to school opening.

The planning and operation of the primary school is to be coordinated with the adjacent proposed high school to minimise the cumulative impacts associated with transport operations of both schools. Due to capacity constraints at the existing Wilton Public School and anticipated population growth in the surrounding areas across the Wilton growth area, Wilton Junction Public School may need to accommodate students beyond its designated intake area as an interim arrangement, specifically from the Bingara Gorge and South East Wilton, until additional schools in these areas come online.



2 Introduction

This New Primary School at Wilton Junction - 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 primary school at Wilton Junction (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*. The purpose of this report is to outline the impacts and mitigations to the transport network and encourage sustainable travel to and from school.

2.1 Site Description

The current street address is 200 Fairway Drive, Wilton, 2571, NSW. The site forms part of the northern portion of Lot 1063 in Deposited Plan 1289197) that was previously subdivided by Landcom. The site is approximately 3.4ha hectares in size and is located within Wilton Junction which is part of the North Wilton Precinct.

As a result of precinct wide rezonings, the surrounding locality is transitioning from a semi-rural residential area to a highly urbanised area with new low to medium density residential development with supporting services. North Wilton Precinct is approximately 85km south-west of the Sydney CBD, 30km north-west of Wollongong and 30km southwest of Campbelltown-Macarthur Strategic Centre. The precinct is located on the interchange with the Hume Highway, which connects the Southern Highlands with the Sydney metropolitan region to the northeast and Canberra to the south-west.

The proposed school site does not currently have road access, however, Landcom is expected to deliver the road network and surrounding public domain network in accordance with DA/2022/1279/1. Proposed Road 14 located on the eastern boundary of the site will ultimately provide future access to the site. The site contains several patches of remnant native vegetation particularly within the northern portion of the site. The central part of the site has been predominantly cleared and consists of grassland. An aerial photograph of the site is provided at Figure 2-1.





Figure 2-1: Aerial photograph of the site

Source: Urbis, 2024

2.2 Proposed Activity Description

The proposed activity is for the construction and operation of a new primary school at Wilton Junction which will accommodate up to 552 students and 35 staff. Additionally, the proposal includes an integrated pre-school which will capacity for up to 60 students and 7 staff. In total, the new school will support up to 612 students and 42 staff.

The new school includes general and support learning spaces, a library, administrative areas and a staff hub. Core facilities include a standalone school hall and canteen, two carparks and a sports court. Specifically, this proposal includes the following:

- Construction of a 3-storey learning hub which includes:
 - » 24x General Learning Spaces
 - » 3 x Support Learning Spaces
 - » Staff hub including administrative areas and library.
 - » Integrated public pre-school.
- Standalone hall and COLA with outside of school hours care (OSHC).
- Associated landscaping including sports court and separate outdoor play space for the preschool.



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2 Introduction

- Associated site utilities and services including installation of new 1500 kVA padmount substation and a new main switchboard.
- Main car park to the south of the site with 33 car spaces (including one accessible space).
- Separate car park for pre-school located to the north of the school with 18 spaces (including one accessible space).
- Main school pedestrian entrance proposed off Road 14.
- Earthworks

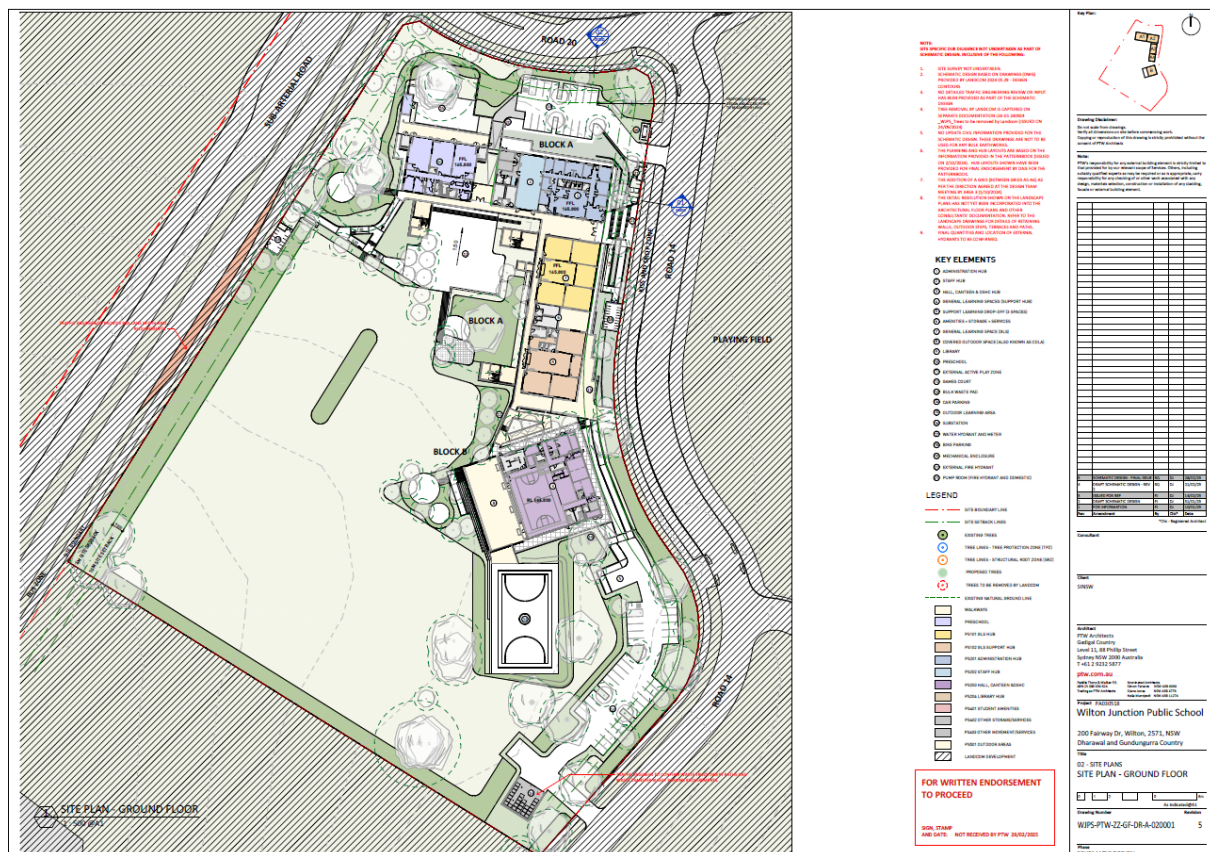


Figure 2-2: Proposed site plan

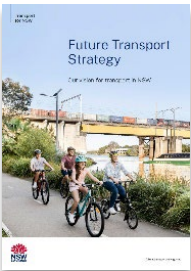
Source: PTW, 2025

3 Strategic Context

3.1 State Transport Plans

State strategic policies and plans relating to transport for the new primary school in Wilton Junction (hereon in referred to as Wilton Junction Public School) are provided in Table 3-1.

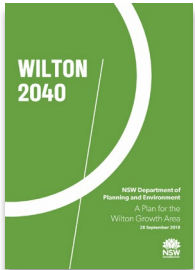
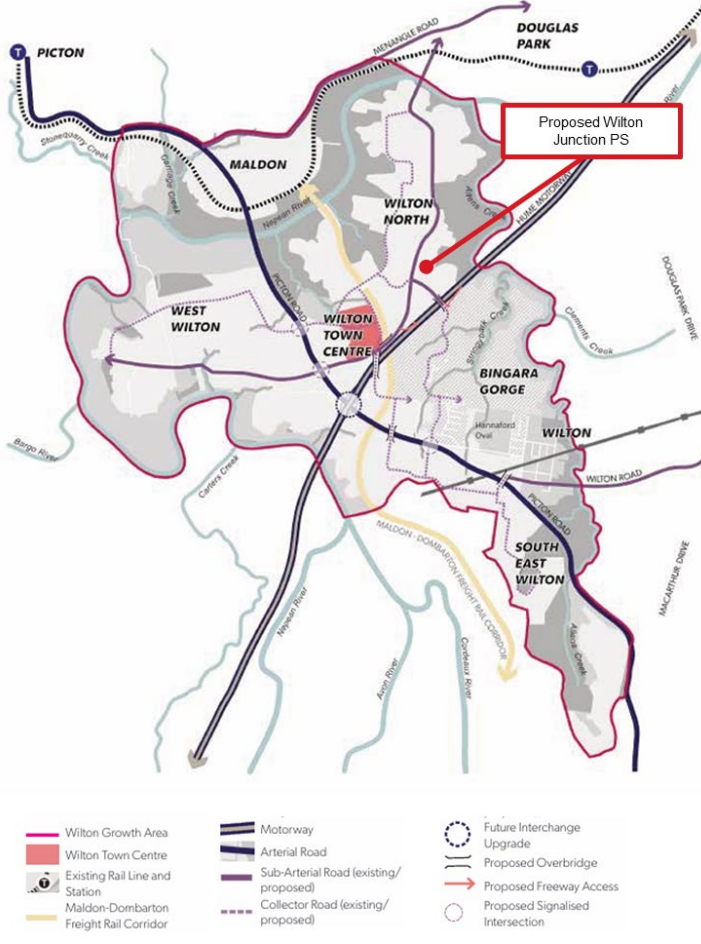
Table 3-1: State strategic policies and plans

	Description
	<p>NSW Government Future Transport Strategy 2061</p> <p>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.</p>
	<p>NSW Government Active Transport Strategy</p> <p>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.</p>
	<p>NSW Government Western City District Plan</p> <p>The Western City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning. The Plan recognises the Western Parkland City as an emerging economic and residential hub, with the new Western Sydney Airport and the Aerotropolis catalysing growth. The Plan identifies Wilton as a key growth area that will contribute to the overall housing supply and potential benefiting from its proximity to the broader Western Sydney region's economic opportunities.</p>

3.2 Local Transport Plans

Local strategic policies and plans relating to transport for Wilton Junction Public School are provided in Table 3-2.

Table 3-2: Local strategic policies and plans

Local transport plans	Description
	<p>Final Wilton 2040 Plan</p> <p>The Final Wilton 2040 Plan sets out a vision for the Wilton Growth Area and includes a high level framework for the Wilton Town Centre, its supporting residential neighbourhoods, infrastructure and commercial and employment areas. Figure 3-1 depicts the proposed land use and infrastructure for the development of the growth area.</p>  <p>Figure 3-1: Wilton Growth Area structure plan</p>

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3 Strategic Context



Wilton Growth Area Infrastructure Phasing Plan

The Wilton Growth Area Infrastructure Phasing Plan provides a roadmap for the delivery of essential infrastructure in the Wilton region over the next 20 years, in alignment with the region's anticipated growth and development. Figure 3-2 illustrates the delivery of infrastructure within the first five years for the region, with a planned dwelling count of 5,425.

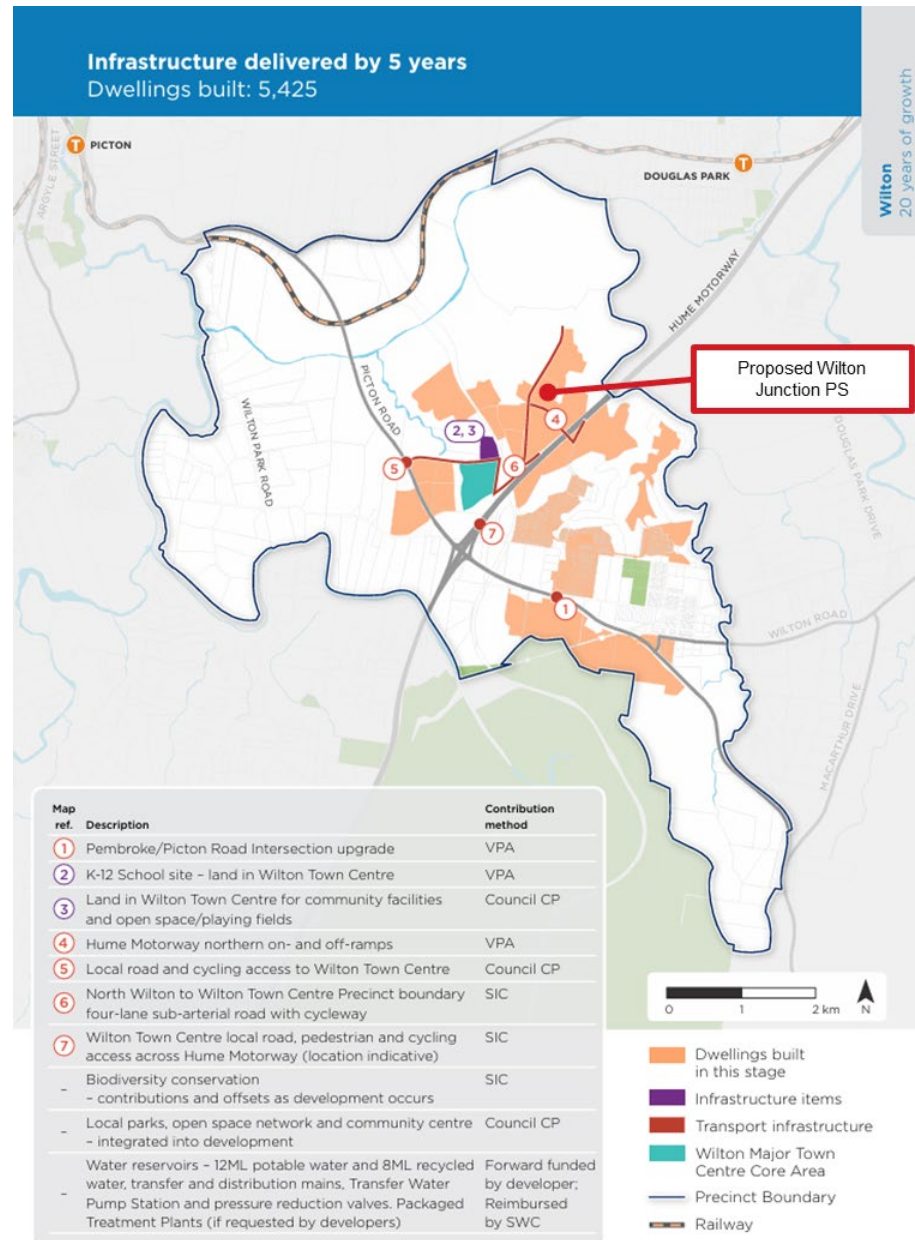


Figure 3-2: Wilton Growth Area infrastructure plan by 5 years



North Wilton Precinct Structure Plan

The North Wilton Precinct Structure Plan illustrates the broad level development outcomes for the North Wilton precinct, detailing the development footprint, land uses, open space and conservation areas, corridors and major transport linkages, as shown in Figure 3-3.

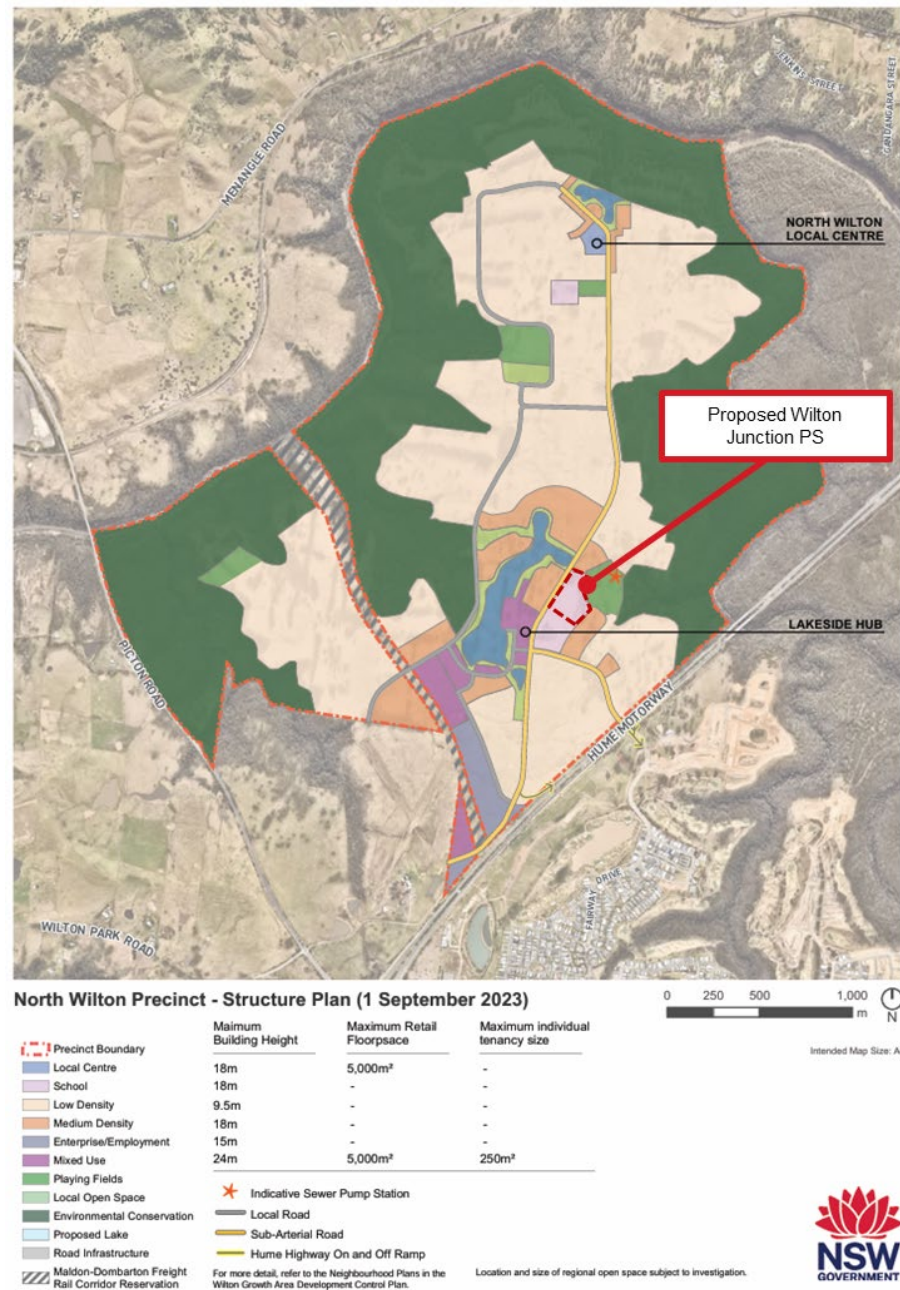


Figure 3-3: North Wilton Precinct structure plan

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3 Strategic Context



North Wilton Precinct - Schedule 2
Neighbourhood Plan No. 1
Wilton Shire Local Development Control Plan 2021
November 2021

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North Wilton Precinct Neighbourhood Plan No. 1

The North Wilton Precinct Neighbourhood Plan No. 1 sets out a guide to development in the North Wilton neighbourhood precinct. The plan identifies the vision, development principles, key elements and structure plan for the precinct, including a set of planning, design and environmental controls for the precinct. Figure 3-4 presents a plan of the neighbourhood precinct. Figure 3-5 presents the indicative staging and yield for the precinct.

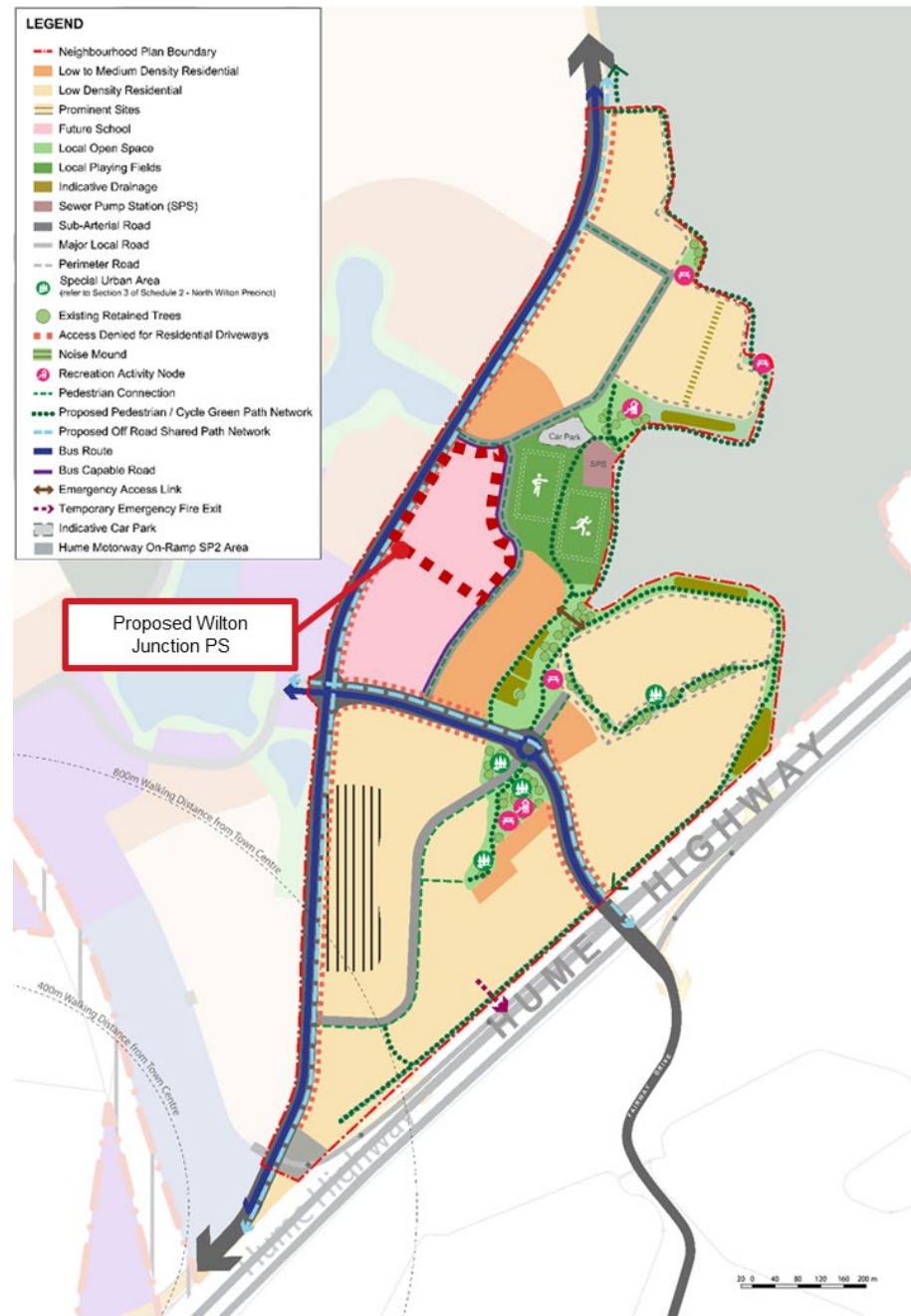


Figure 3-4: North Wilton neighbourhood plan



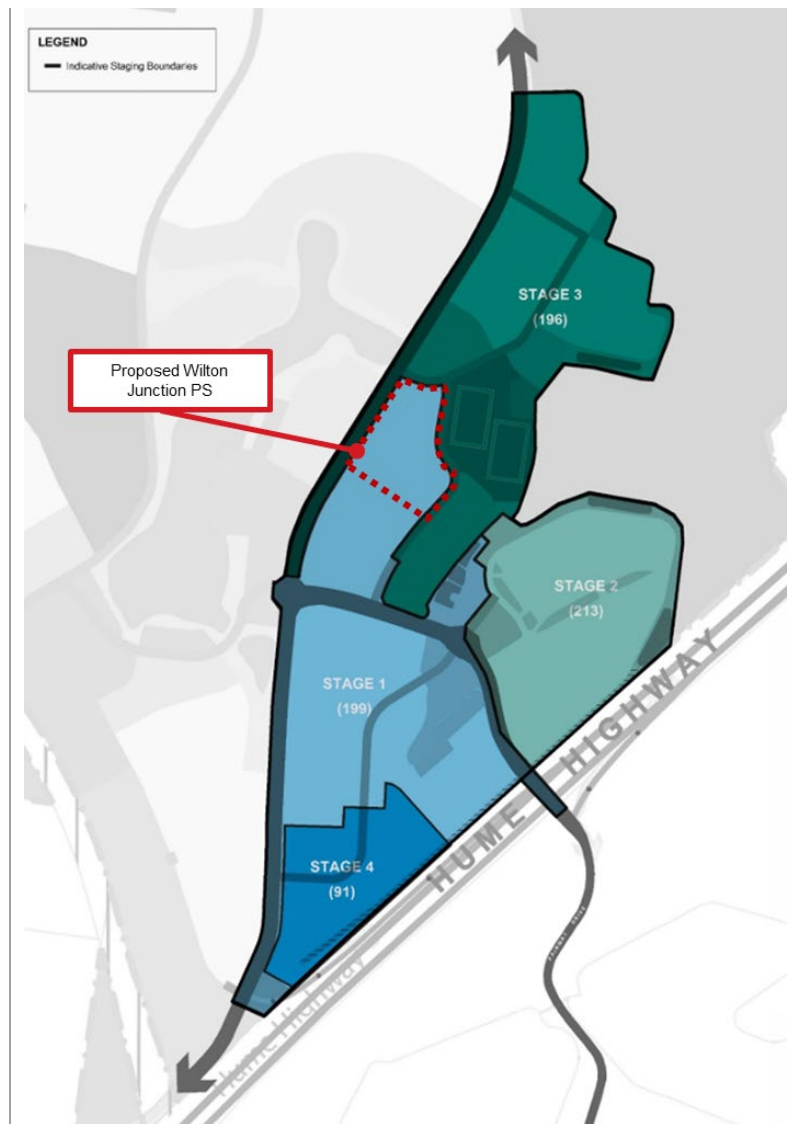


Figure 3-5: North Wilton neighbourhood indicative staging and yield

Development Control Plan 2016



Wollondilly DCP 2016

The Wollondilly DCP 2016 provides detailed guidelines and requirements for development in the Wollondilly Shire Council. The DCP provides design principles and development controls to guide development applications. Specifically, parking rates outlined in the DCP have been considered in determining the parking requirements for the proposed school site.



4 Early Consultation

Consultation with key stakeholders has occurred throughout the planning process for the school in form of 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 mode share targets, future upgrades and initiatives to minimise and mitigate the impacts and agree on a way forward for the school design.

The TWG for Wilton Junction Public School included representatives from:

- Wollondilly Shire Council
- Transport for NSW
- Department of Education/ Schools Infrastructure

Rapid Transport Assessment works have been undertaken by Stantec for Wilton Junction Public School and the adjacent Wilton Junction High School and completed in 2024. Two online meetings were held on 5 September 2024 and 7 November 2024 for the new primary school and new high school respectively. Key items discussed during the TWG meetings, relevant to the new primary school, are summarised in Table 4-1. The minutes of the meetings are included in Appendix A.

Table 4-1: Key discussions TWG

Discussion	Action
Provision of a signalised intersection for students to safely cross the East-West sub-arterial school, south of the school site.	SINSW and Council supported the implementation of the signalised intersection. Both parties to discuss implementation with Landcom. Landcom design plans updated in 2025 to include signalised intersection and pedestrian crossings.
Request for more recent land use data and staging plan information for the development of the Wilton Junction Precinct (i.e. later than September 2023).	Council agreed to review their information and provide more recent plans if available.
Relocation of bus stop servicing the school to south of intersection of Road 20 and North-South sub-arterial road.	TfNSW stated support for this and noted this to be incorporated into future design.
Request for future bus network plans for the Wilton Junction Precinct	TfNSW stated the following new indicative bus routes, and noted to provide more detailed information once available: <ul style="list-style-type: none"> • Wilton Junction – Picton • Wilton Junction – Campbelltown • Wilton Junction - Wollongong
Road 14 kerbside parking or kiss-and-drop lane should have minimum width of 2.4m to allow buses to pass parked trucks.	To be discussed with Landcom. Landcom design plans updated in 2025 to include the required cross-section.
Road 14 and 20 are not preferable for buses due to limited turnaround points. Signalised intersections or roundabouts are preferred for bus turnarounds	Potential turnaround options north of the school to be reviewed with Landcom.



5 Transport Network

5.1 Active Transport

This area is currently a greenfield site with no existing footpaths or cycling infrastructure.

As per the North Wilton Precinct Neighbourhood Plan No. 1, a highly walkable neighbourhood with connected pedestrian routes is anticipated with key pedestrian connections to schools, shops, local community and recreation facilities and bus stops, complemented by a network of green paths through parks and open space corridors. The proposed cycling network consists of off-road shared paths along main roads and green paths, with a minimum width of 2.5m for shared paths. In addition, it should be noted students cycling to school can utilise footpaths where available as children up to the age of 16 are allowed to cycle on footpaths in NSW.

The pedestrian and cycle network surrounding the school site is shown in Figure 5-1, which is expected to be in place by the school's opening in Term 1 2027.

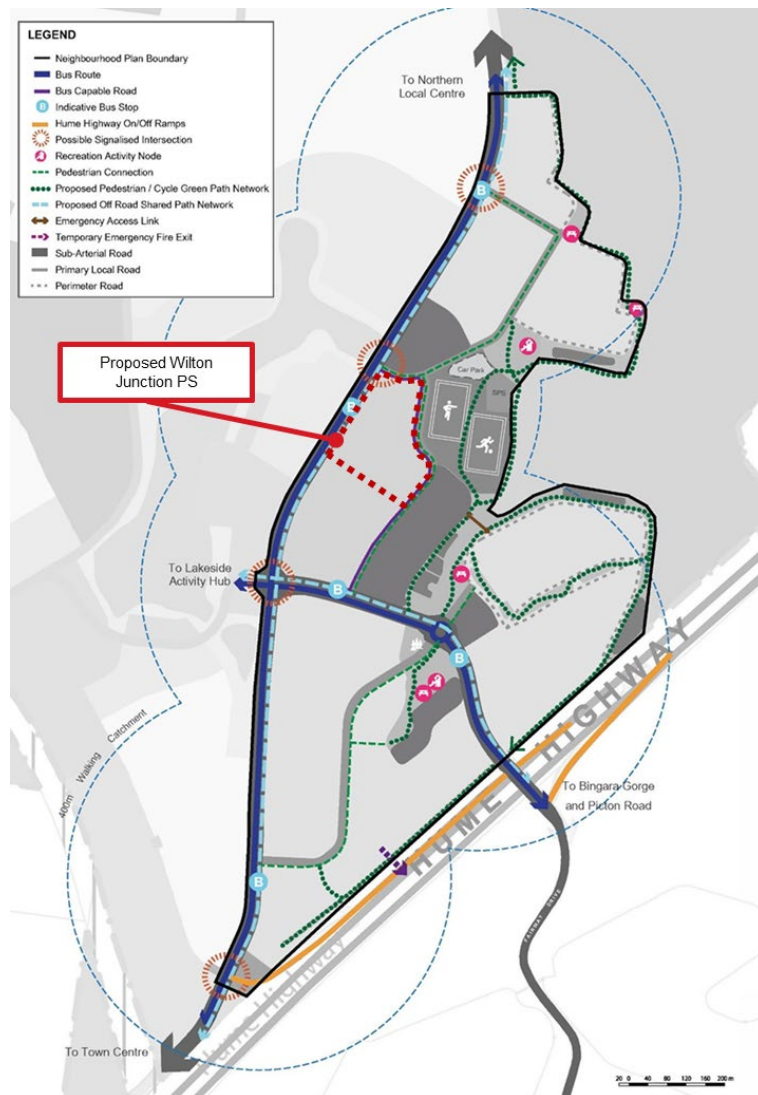


Figure 5-1: Proposed pedestrian and cycle network

Source: North Wilton Precinct Neighbourhood Plan No. 1, 2023

5.2 Public Transport

This area is currently a greenfield site with no existing public transport services.

An indicative public transport network surrounding the proposed school site as per the North Wilton Precinct Neighbourhood Plan No. 1 is shown in Figure 5-1. This includes a proposed bus stop along the school's western frontage and bus routes designated along the surrounding sub-arterial roads.

Figure 5-2 shows the public and school bus routes that currently operate in Wilton region, which currently do not extend to service the North Wilton precinct. However, it should be noted that TfNSW has indicated future bus network plans for the precinct which include these new bus routes:

- Wilton Junction – Picton
- Wilton Junction – Campbelltown
- Potential new route between Wilton Junction and Wollongong

Detailed alignments of these routes are yet to be finalised by TfNSW.

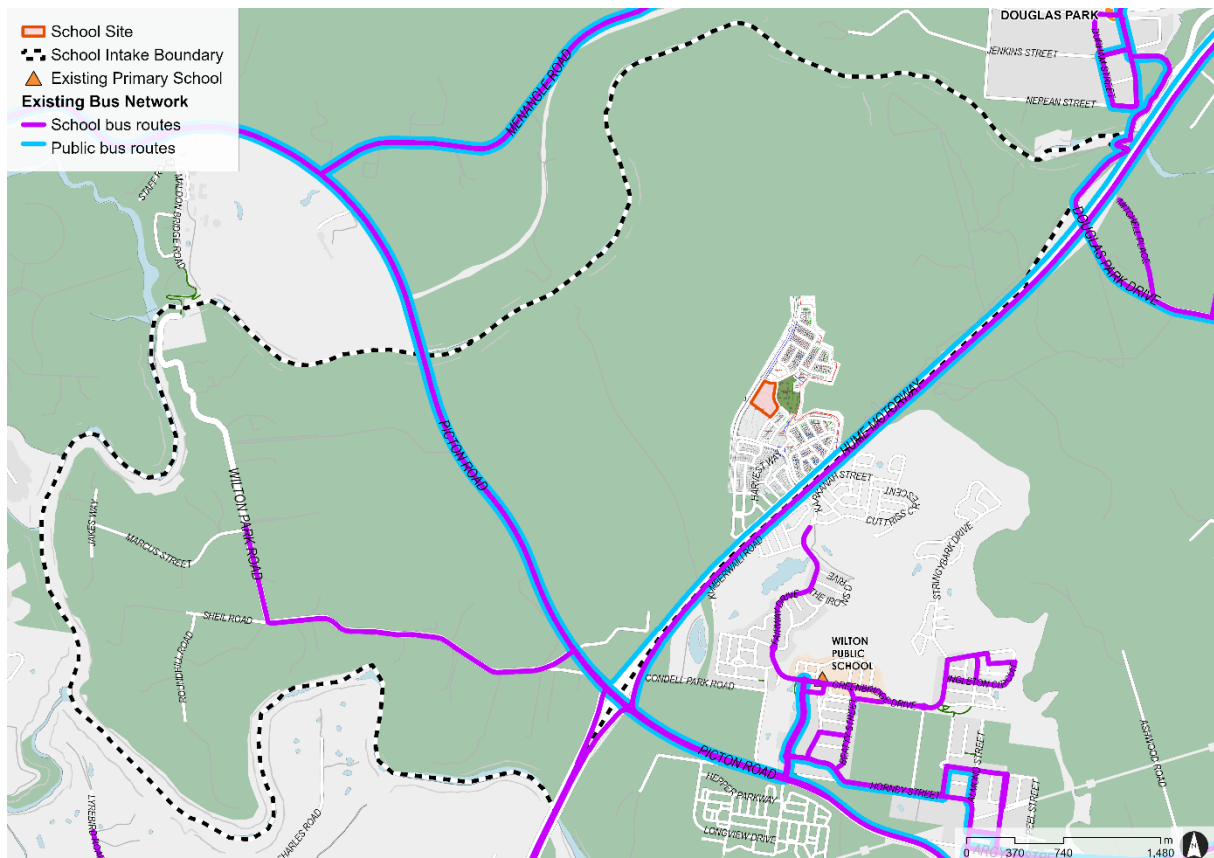


Figure 5-2: Existing public and school bus network for Wilton Junction Public School intake area

5.3 Road network

This area is currently a greenfield site with no existing roads. Works on the road network started in 2022/23 and roads south of the East-West sub-arterial road have been completed. Works on Road 14 have started in 2024. This is shown in Figure 5-3.



Figure 5-3: Existing road network as of September 2024

The proposed school site is bounded by Road 14, Road 20 and an unnamed sub-arterial road. The surrounding road network consists of sub-arterial roads to the north and south, and Hume Motorway further south which borders the North Wilton precinct. Figure 5-4 shows the location of the proposed school site in relation to the surrounding road network with the associated road hierarchy classification.

Road 14 and Road 20 are local roads that run along the northern and southern boundaries of school site, with one traffic lane and one parking lane in each direction. A kiss-and-drop zone been proposed along the school frontage on the western side of Road 14. A typical plan and section of these roads is shown in Figure 5-5.



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5 Transport Network

At the time of the school's opening, an interim road configuration will be in place whereby the north-south sub-arterial road west of the school site will feature only two southbound lanes, meaning Road 14, Road 20 and the north-south sub-arterial road will be operational in an anti-clockwise direction, as shown in Figure 5-6. The bus bay on the sub-arterial road is expected to be operational in this configuration. The duplication of the north-south sub-arterial road is anticipated to be completed by 2029/ 2030.

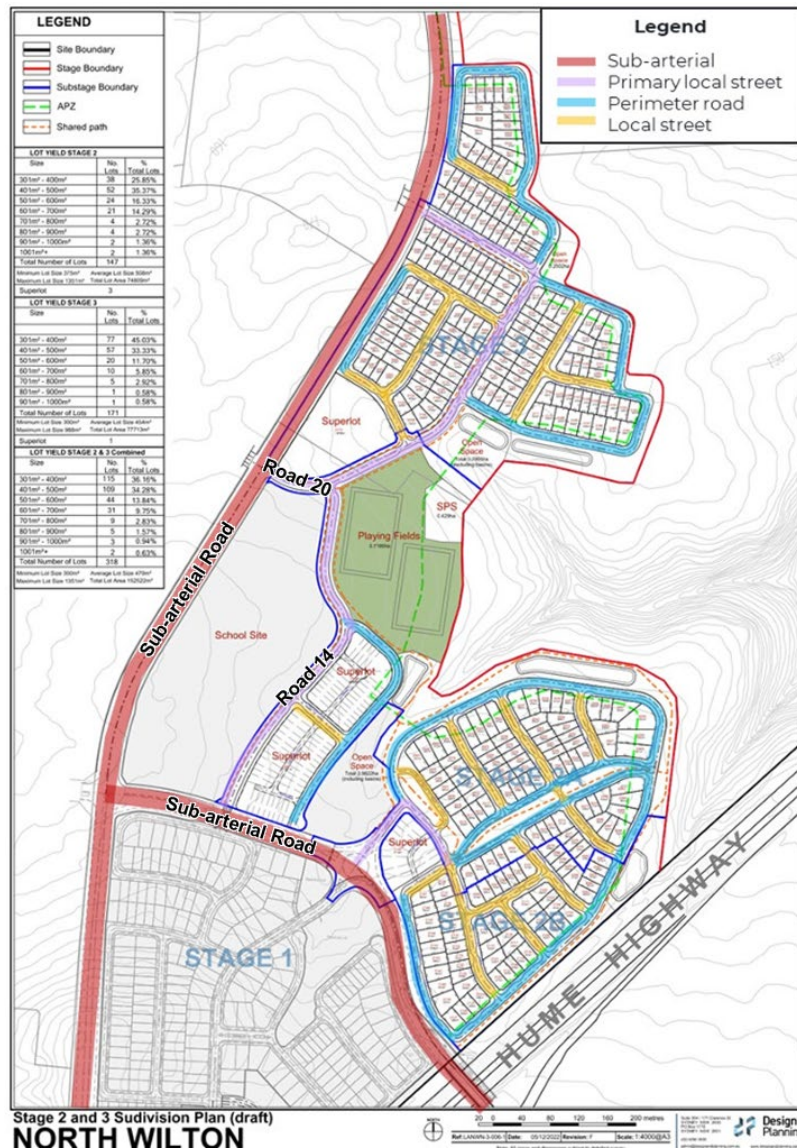


Figure 5-4: School site location and surrounding road network

Source: North Wilton Development Stages 2 and 3 Transport Impact Assessment, 2022



Wilton Junction Public School – Transport Impact Assessment

5 Transport Network

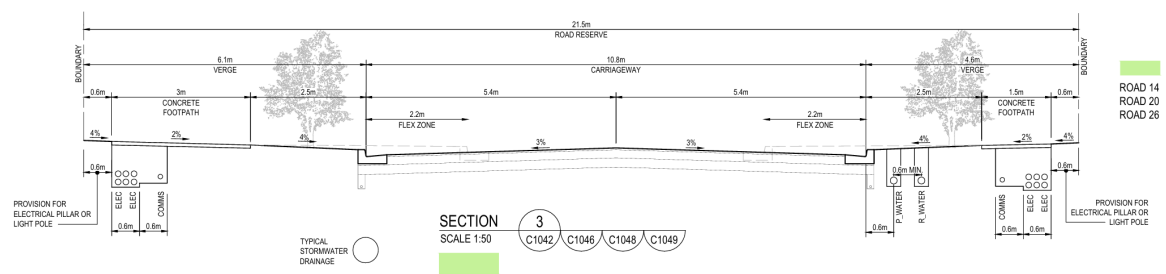


Figure 5-5: Typical road sections – Road 14 and 20

Source: Landcom, 2022



Figure 5-6: Interim road configuration

In addition, it is noted that the existing road bridge across the Hume Motorway (refer to Figure 5-7) serves as a temporary arrangement for access in and out for the North Wilton precinct, while construction of a new bridge is underway. The configuration of the existing bridge consists of a single lane controlled by traffic signals at each end to regulate traffic flow for two-way movements. The new bridge is anticipated to be completed and open by the opening of Wilton Junction Public School, set for Term 1 2027. Upon the opening of the new bridge, the existing road bridge will be repurposed and converted into a pedestrian-only/ shared user bridge.



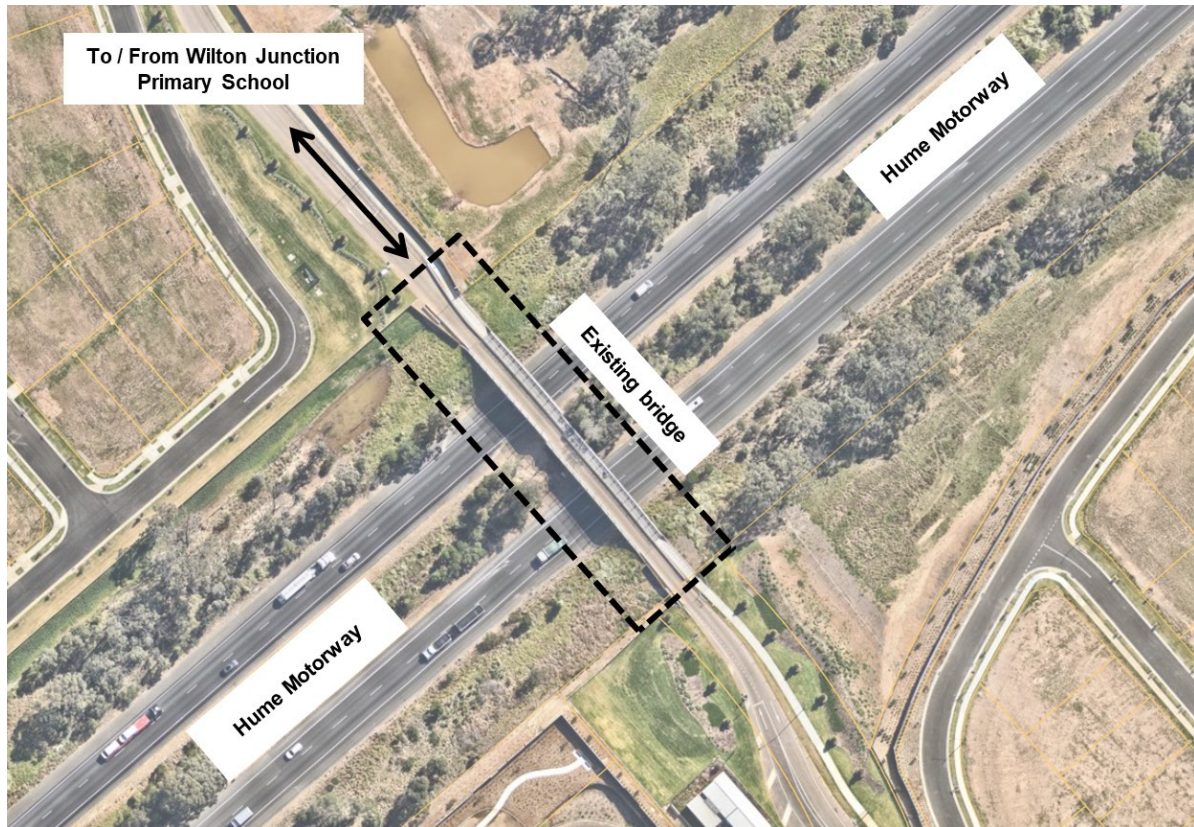


Figure 5-7: Existing bridge across Hume Motorway

Road safety measures are expected to be in place which include proposed wombat crossings at key crossing locations and the implementation of school zone in alignment with TfNSW guidelines. Wombat crossings enhance pedestrian safety by slowing traffic and improving visibility, while school zones with reduced speed limits ensure safer conditions during school drop-off/ pick-up periods.

6 Travel Patterns and Demand

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.

The following considerations have been taken to forecast student locations for the 2027 school opening year:

- It is expected that at Day of Opening (2027) all of North Wilton Neighbourhood Plan No. 1 (refer Figure 3-5) is developed.
- Average dwelling size of 3.3 people per dwelling and government primary school student proportion of total population of 9%, based on 2021 ABS Census and benchmarked on Jordan Spings – Llandilo SA2 (shares comparable land use characteristics with a mix of low to medium density developments).
- Adjustment of projected student population to further align with the forecasted total student enrolment of 255 students for the 2027 year, as provided by Department of Education.
- Applying the 2027 mode shares to the full school capacity of 552 to understand infrastructure requirements.

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.

School catchments are usually finalised in the year prior to opening. It is anticipated the school’s catchment will cater for the growing communities of the suburb of Wilton, alongside Wilton Public School



6.1 Walking Coverage

Figure 6-3 shows the extent of the walking bands and student locations for the 2027 school operation year. All dwellings within the North Wilton Neighbourhood Plan No.1 are located within a 1,600-metre on-path or 20-minute walk of the school site. The majority of students (97%) live within a 1,200-metre on-path or 15-minute walk of the school site, with around half of the student population (54%) within an 800-metre on-path or 10-minute walk. Given the high coverage of walking catchment, there is potential for high proportion of students to walk. A summary of the walking analysis is shown in Table 6-1.

Table 6-1: Wilton Junction Public School walking coverage

On-path				Notional			
Band	Students	%	Cumulative %	Band	Students	%	Cumulative %
0 - 400m	52	21%	21%	0 - 400m	60	24%	24%
401 - 800m	86	34%	54%	401 - 800m	168	66%	89%
801 - 1,200m	110	43%	97%	801 - 1,200m	27	11%	100%
1,201 - 1,600m	7	3%	100%	1,201 - 1,600m	0	0%	100%
1,601 - 2,000m	0	0%	100%	>2,000m	0	0%	100%
2,001 - 2,300m	0	0%	100%				
>2,300m	0	0%	100%				
Total	255	100%		Total	255	100%	



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6 Travel Patterns and Demand

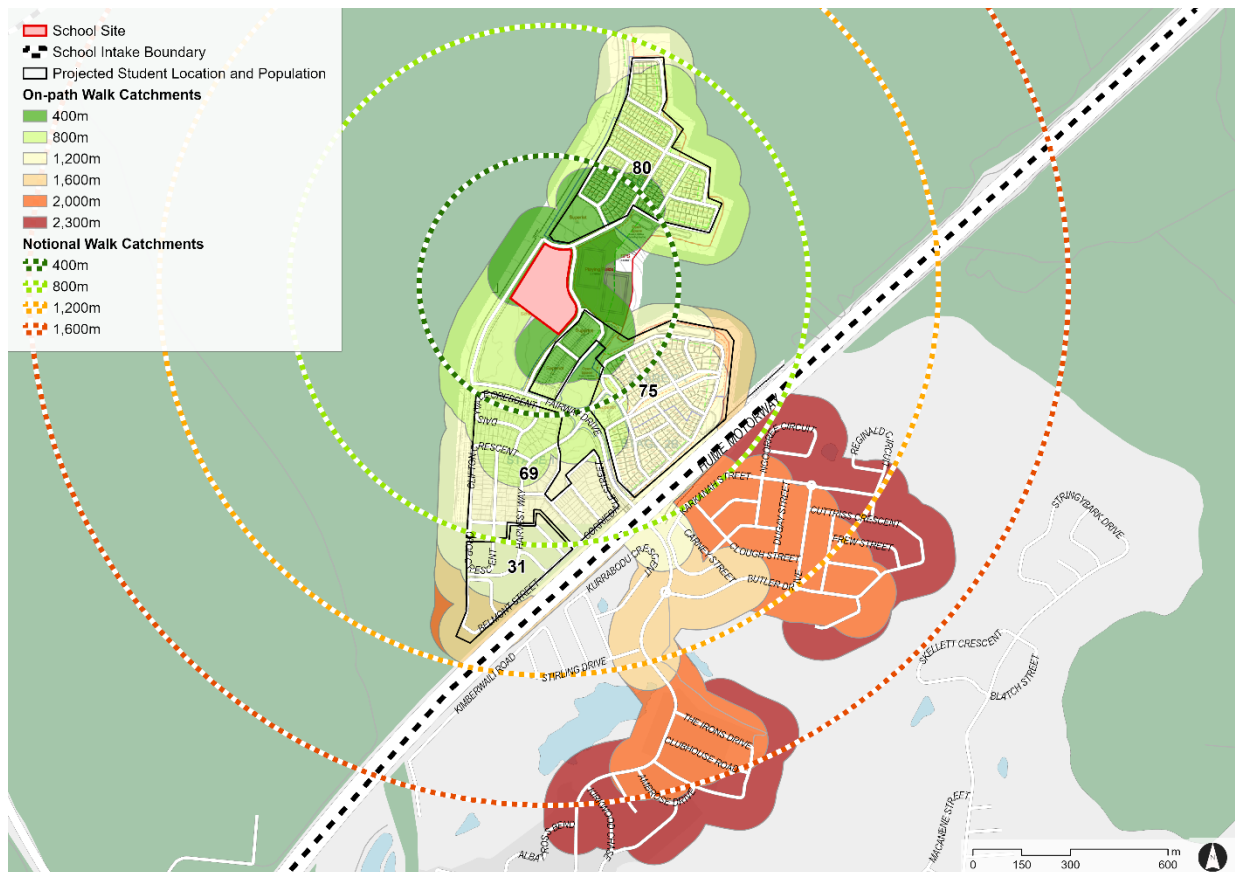


Figure 6-1: Wilton Junction Public School walking coverage

6.2 Cycling Coverage

Figure 6-4 shows the extent of the cycling catchment bands and student locations for the 2027 school operation year. All students live within a 1,200-metre notional cycle catchment of the school. Given the high coverage of cycling catchment, there is potential for high proportion of students to cycle. A summary of the cycling analysis is shown in Table 6-2.

Table 6-2: Wilton Junction Public School cycling coverage

On-path				Notional			
Band	Students	%	Cumulative %	Band	Students	%	Cumulative %
0 – 1,200m	248	97%	97%	0 – 1,200m	255	100%	100%
1,201 – 2,400m	7	3%	100%	1,201 – 2,400m	0	0%	100%
2,401 – 3,600m	0	0%	100%	2,401 – 3,600m	0	0%	100%
>3,600m	0	0%	100%	>3,600m	0	0%	100%
Total	255	100%		Total	255	100%	



Wilton Junction Public School – Transport Impact Assessment

6 Travel Patterns and Demand

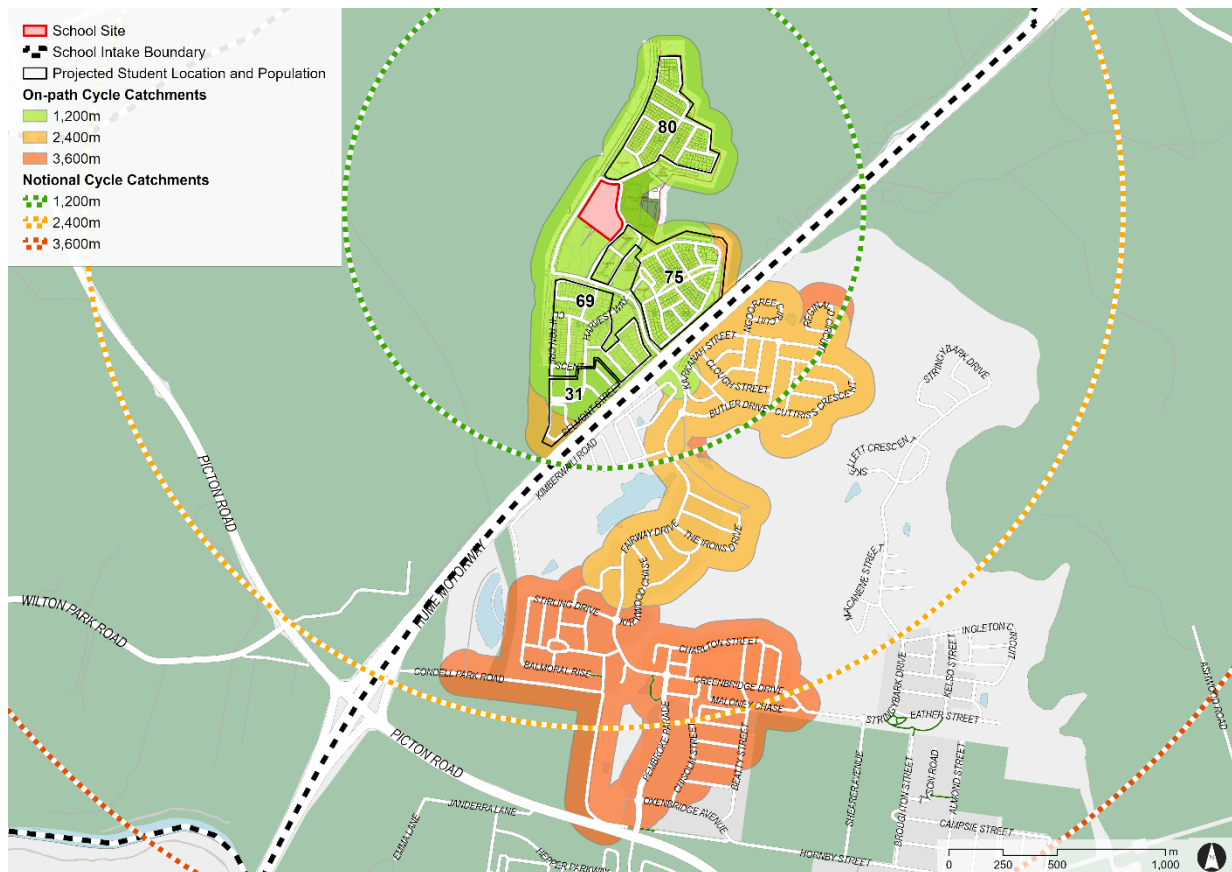


Figure 6-2: Wilton Junction Public School cycling coverage

6.3 Private Vehicle Demand

Based on a moderate target mode share for private vehicle at 48% (refer to Section 7.1), around 265 out of a total of 552 students are expected to travel to school by private vehicle, resulting in a demand of 221 cars. It is noted that a student vehicle occupancy rate of 1.2 is considered adequate in accounting for siblings and moderate carpooling.

The impact of the school development traffic, inclusive of staff travel with an expected baseline private vehicle mode share of 100% (refer to Section 7.2), is provided in Table 6-3.

Table 6-3: Wilton Junction Public School private vehicle demand

	Capacity
Total number of students	552
Mode share for students travelling by private vehicle (moderate target scenario)	48%
Number of students expected to travel by car	265
Number of cars (vehicle occupancy of 1.2 students per vehicle)	221
Total number of staff	42
Mode share for staff travelling by private vehicle (baseline)	100%
Total school related vehicle trips - AM	263
Total school related vehicle trips - PM	263

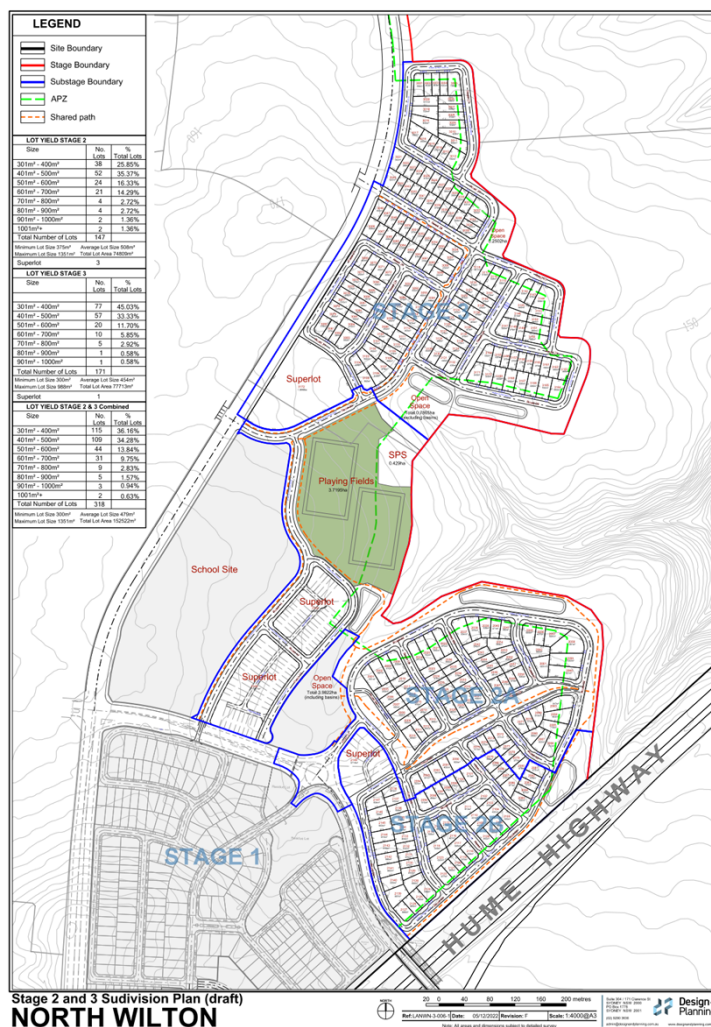


6.3.1 Traffic Impact Assessment

The *North Wilton Development Stages 2 and 3 – Transport Impact Assessment*, developed by consultant WSP for Landcom in 2022, provides an overview of the transport impacts of the North Wilton Stages 2 and 3 (as shown in Figure 6-5).

Considerations for the modelled scenarios in the report cover:

- The completion of North Wilton Stage 1 between 2023 and 2024.
- The completion of North Wilton Stage 2 between 2024 and 2025.
- The completion of North Wilton Stage 3 between 2025 and 2026.
- The completion of Wilton Junction modelled in the TMAP as 2036 with 100 per cent development and traffic generation. This has been modelled to demonstrate that the proposed intersection layouts can accommodate the long-term traffic demands.



Source: Design+Planning, 9 December 2022

Figure 6-3: Stages 2 and 3 subdivision plan



6.3.1.1 Traffic Generation

The traffic generation for the proposed residential development were estimated using Transport for NSW rates from Technical Direction TDT13-04a – Guide to Traffic Generating Developments Updated traffic surveys (August 2013). The rates used are 0.99 vehicle trips per dwelling in the AM peak hour and 0.95 vehicle trips per dwelling in the PM peak hour.

North Wilton Stage 1 development includes a proposed school. The following assumptions have been made regarding the school:

- 1,000 students
- 25 students per class, one teacher per class
- 25 per cent additional administration staff
- 50 staff in total, 90 per cent drive based on 2016 Journey to Work data
- 2 per cent of students drive and park
- 60 per cent arrive as car passengers, 1.33 students per vehicle
- Two frontages for drop-off and pick-up (on the eastern and northern frontages of the school)
- Pro-rata of arrival direction based on the location of residences
- 100 per cent in the AM peak hour, 20 per cent coincides with the PM peak hour.

6.3.1.2 Intersection Performance

The intersection performance associated with North Wilton Stages 1, 2 and 3 developments alongside the full Wilton Junction development, is summarised by intersection in Figure 6-6. All modelled intersections show a level of service of C or above in both AM and PM peak periods, except for the North-South sub-arterial and Hume Entry Ramp intersection in the AM peak period which was modelled to have a level of service of D. Notwithstanding, the proposed intersection layouts have sufficient capacity to accommodate the forecast traffic in 2036 with full development of Wilton Junction.

Given the planned school capacity of Wilton Junction PS is around half (552 students) of the assumption employed for the modelled scenarios, the school-related vehicular trips associated with the subject school are not expected to negatively impact intersection performances in the network. It should also be noted the school traffic PM peak period does not coincide with the general traffic PM peak period, meaning school-related traffic is not expected to contribute to the overall network PM peak traffic.



Wilton Junction Public School – Transport Impact Assessment
6 Travel Patterns and Demand

Intersection	Peak period	Volume (veh/hr)	Average delay (sec/veh)	Degree of saturation	95% queue (m)	Queue on movement	Level of Service
East-West sub-arterial and Hume Exit Ramp (see Figure 6.4)	AM peak hour	1,058	13.3	0.33	36	West through	A
	PM peak hour	1,305	25.6	0.39	44	West through	B
East-West sub-arterial and residential roundabout (see Figure 6.2)	AM peak hour	1,739	12.5	0.41	18	East	A
	PM peak hour	1,639	12.6	0.47	22	East	A
East-West sub-arterial and School intersection (see Figure 6.5)	AM peak hour	1,987	27.7	0.81	147	East through	B
	PM peak hour	1,396	21.7	0.70	90	East through	B
North-South sub-arterial and East-West sub-arterial (see Figure 6.6)	AM peak hour	2,603	33.5	0.86	112	East left turn	C
	PM peak hour	2,525	32.7	0.90	81	South right turn	C
North-South sub-arterial and Hume Entry Ramp	AM peak hour	2,715	54.7	0.95	430	North through	D
	PM peak hour	2,137	22.2	0.84	96	South through	B
North-South sub-arterial and School intersection	AM peak hour	2,191	32.0	0.86	193	North through	C
	PM peak hour	2,112	40.3	0.97	267	South through	C
North-South sub-arterial and Stage 3	AM peak hour	1,622	17.7	0.33	<1 vehicle	East left turn	B
	PM peak hour	1,568	7.6	0.30	<1 vehicle	South right turn	A

Source: SIDRA modelling by WSP

Figure 6-4: Intersection performance for intersections in North Wilton Stages 1, 2 and 3 - full development in 2036



7 Mode Share

7.1 Students

The full development plans for Wilton North, Wilton Town Centre and West Wilton, all of which fall within the school intake area, are not available at this stage (February 2025). As such, the mode share scenarios are based on the projected 2027 student distribution, derived from available dwelling information for the North Wilton North Wilton Neighbourhood Plan No. 1 area (see Figure 3-5). It is noted the mode share targets consider student proximity to the school and the available travel options, and these are subject to change as new residential developments are introduced across the school intake area and subsequently alters student distribution patterns.

Mode share scenarios for Wilton Junction Public School have been developed based on future student distribution for 2027 school opening year in relation to transport accessibility for walking, cycling, public transport and private vehicle. These scenarios are defined as follows:

- Baseline mode share: Reflects the travel patterns of students at 2027 school opening year without any major interventions in place.
- Moderate target mode share: Implementation of proposed transport infrastructure to enable a shift towards walking and cycling. This scenario factors in the implementation of key active transport pathway links and crossings (see Section 9).
- Reach target mode share: Walking and cycling access is maximised, minimising the dependence on kiss and drop zone. This scenario factors in the inclusion of active transport encouragement programs and carpool programs (see Section 12). Considering that Wilton Junction Public School is a new school, culture amongst parents, students and staff can be set from day one, and therefore this scenario is more achievable than for an existing school.

The North Wilton precinct is planned to be a highly walkable neighbourhood with connected pedestrian and cycle routes providing access to key destinations and traversing parks and open space corridors. Given that projected students for 2027 are anticipated to reside within the active transport catchment (walking and cycling distances), school bus services are not expected to be required at the school opening year.

The mode share targets for this study are provided in Table 7-1 and Table 7-2. It should be noted that the mode share targets are subject to change depending on the outcomes of discussions with the Transport Working Group



Table 7-1: Baseline and Moderate student mode share

Travel mode	No. of students day of opening	No of students full capacity	% of students
Walk	82	177	32%
Cycle	5	11	2%
Private vehicle	168	364	66%
Total	255	552	100%

Travel mode	No. of students Day of Opening	No of students full capacity	% of students
Walk	123	265	48%
Cycle	10	22	4%
Private vehicle	122	265	48%
Total	255	552	100%

Table 7-2: Reach target student mode share

Travel mode	No. of students Day of Opening	No of students full capacity	% of students
Walk	163	353	64%
Cycle	16	33	6%
Private vehicle	76	166	30%
Total	255	552	100%

Due to capacity constraints at the existing Wilton Public School and anticipated population growth in the surrounding areas, Wilton Junction Primary School may need to accommodate students beyond its designated intake area, specifically from Bingara Gorge and South East Wilton, until additional schools in these areas come online. Given these areas fall beyond the school's active transport catchment, it is expected that the trips to and from the school site is to be undertaken via either public transport (bus) or private vehicle.

7.1.1 Benchmark

The student mode shares observed for Galungara Public School observed in Term 4 2023 has been used as a benchmark for achievable mode shares at Wilton Junction Public School. This is justified by the positioning of both schools in the outer metropolitan region of Sydney with comparable land use and transport infrastructure, as well as similar student distributions for both schools.

Table 7-3 presents the student distribution of Galungara Public School for Term 4 2023 with respect to the active transport catchment bands, as illustrated in Figure 7-1. Table 7-4 outlines the surveyed student mode shares for Galungara Public School in Term 4 2023. Given that an accessible walking and cycling network is available for students within a 1,600m-walk of Wilton Junction Public School, the combined surveyed active and public transport mode share at Galungara can be used as a benchmark for the target active transport mode share at Wilton Junction Public School.



Wilton Junction Public School – Transport Impact Assessment

7 Mode Share

Table 7-3: Galungara Public School - active transport catchment coverage

Notional catchment band	Students	%	Cumulative %
0 - 400m	100	13%	13%
401 - 800m	338	43%	56%
801 - 1,200m	179	23%	79%
1,201 - 1,600m	102	13%	92%
>1,600m	63	8%	100%
Total	782	100%	

Table 7-4: Galungara Public School – Term 4 2023 surveyed student mode shares

Travel mode	No. of students	% of students
Walk	196	25%
Cycle	86	11%
Public transport (Bus)	118	15%
Private vehicle	382	49%
Total	782	100%

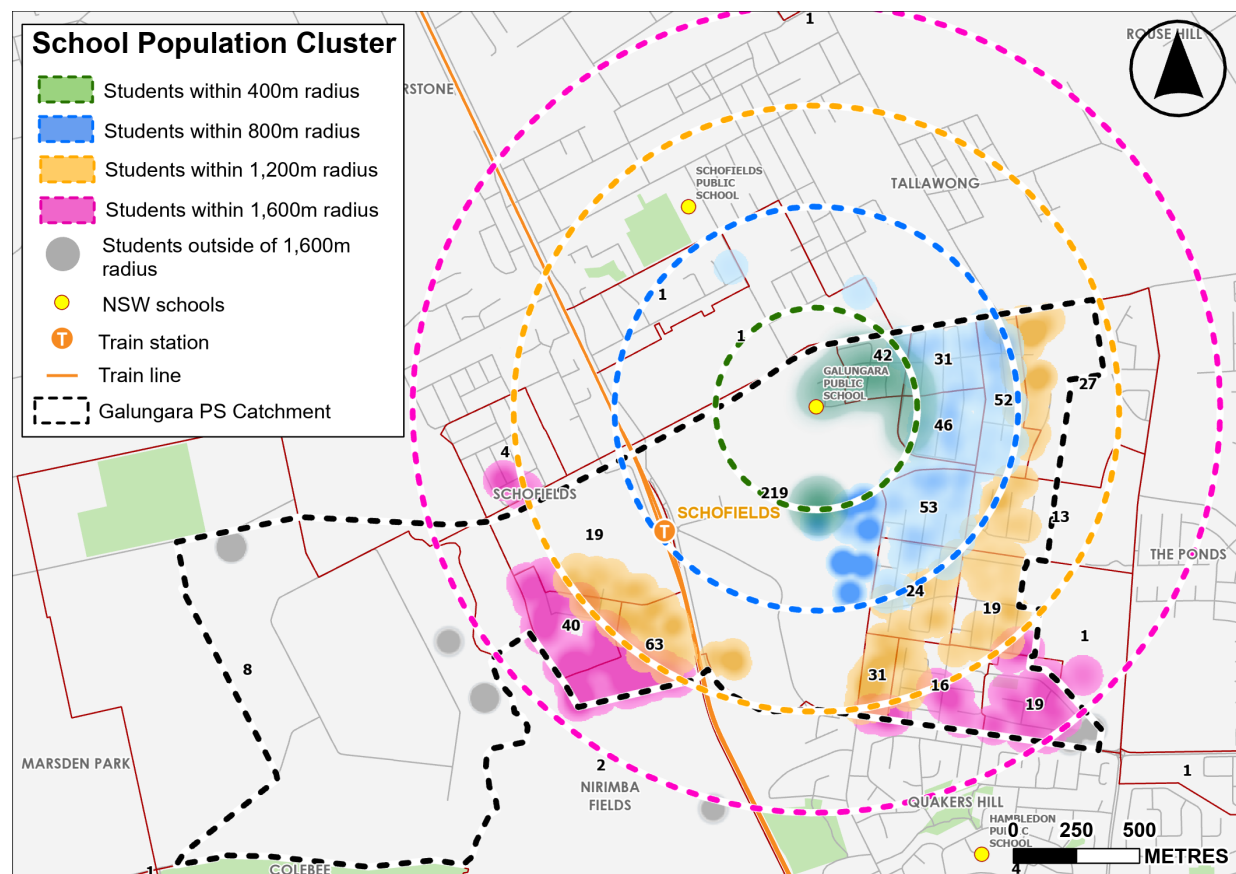


Figure 7-1: Galungara Public School - Active transport catchment bands and student distribution for Term 4 2023



7.2 Staff

A total of 42 full time equivalent staff (35 staff for primary school and 7 staff for pre-school) are forecasted to be employed at Wilton Junction Public School, and all staff are expected to travel to and from school via private vehicle (i.e. mode share of 100% driving).

Mode share targets define the desired method of access to the school site in enabling a shift towards walking, cycling and public transport. Staff mode share targets and rationale for each mode are outlined below in Table 7-5.

Table 7-5: Staff mode share targets breakdown

Mode	Number of staff	Percent of staff	Rationale
Walk	2	5%	Low to medium residential density of North Wilton neighbourhood precinct and likelihood of staff residence resulting in ability to use active transport network
Cycling	2	5%	Provision of end of trip facilities will encourage staff to ride to work
Public transport	0	0%	A lack of existing public transport routes which service the area. Existing public transport networks are considered disconnected and inefficient for staff to choose bus and/or train travel
Car, as driver	34	80%	Majority of staff will choose private vehicle as their mode of travel due to convenience and variability in time of travel
Car, as carpool passenger	4	10%	Staff who live close together or on the way to the school will choose to carpool together
Total	42	100%	



8.1 Pedestrian Access

Pedestrian access to the school is available at the eastern and western school frontages as shown in Figure 8-1. Three pedestrian access points are proposed for the school site, including a main entry and an accessible entry on Road 14 and a secondary entry on the unnamed sub-arterial road. Within vicinity of the site, formalised crossing facilities in the form of either wombat crossing or signalised pedestrian crossing are required to support safe travel to the site, as detailed further in Section 9.

8.2 Bicycle/ Scooter Access and Parking

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

Wollondilly DCP 2016 identifies that bicycle parking is to be provided at 1 space per 25 car parking spaces in excess of the first 25 car parking spaces. However, it does not make any delineation about whether it is staff or student bicycle parking. Given that there are only 51 car parking spaces as required based on the expected staffing condition, this would result in 3 bicycle parking spaces. As such, the DCP does not provide an effective guideline for determining bicycle parking requirements in this context.

Based on the target mode shares (refer to Section 7.1), Table 8-1 presents the bicycle parking requirements to accommodate the planned school capacity conditions of 552 students and 42 staff.

Table 8-1: Bicycle parking requirement based on forecasted demand (reach target mode share)

Description	School capacity
Number of primary school students	552
Reach target mode share for students travelling via cycling	6%
Number of staff	42
Target mode share for staff travelling via cycling	10%
Total bicycle parking requirements	34 student parking spaces + 4 staff parking spaces

Bicycle parking facilities are located close to the main and secondary school pedestrian entries as shown in Figure 8-1, ensuring convenient access for students and staff travelling via cycling.

8.3 End of Trip Facilities

End of trip facilities (e.g. showers and lockers) are crucial for supporting sustainable commuting choices (e.g. cycling to work for staff). End of trip facilities provision requirements are not specified in the Wollondilly DCP 2016.

Shower facilities, intended for staff use, are to be located close to the staff and administration area.



8.4 Bus Access

A school bus zone is proposed on the eastern side of the unnamed sub-arterial road, within proximity to the school entry. This will be delivered by Landcom prior to the school opening. Free or subsidised public transport travel is available to students via the School Student Transport Scheme (SSTS).

Requirements are as follows:

- K-Year 2: There is no minimum walking distance for these students.
- Year 3 to 6: The straight-line distance from the student's home address to school is more than 1.6km, or the walking distance from home to school is 2.3km or further.

The walking catchment analysis (refer to Section 0) shows that all students are expected to live within a 1,600-metre on-path walk, with 97% of the student population residing within a 1,200-metre on-path walk. As such, no dedicated school bus access is required to cater for the students within the school intake catchment for the 2027 school opening year.

Notwithstanding, bus service access is needed for the following two scenarios:

- Outside school intake catchment: Bus services are needed to accommodate students from the upcoming residential developments in Bingara Gorge and South East Wilton, as shown in Figure 6-2. These areas fall beyond the 1600-metre on-path or 20-minute walk and are expected to come online at the 2027 school opening year.
- Within school intake catchment: As additional developments are introduced in Wilton North, Wilton Town Centre and West Wilton, bus services are needed to support the future student growth in these areas which fall outside the school active transport catchment.

8.5 Vehicle Access

Vehicular access to the school is provided via entry points on Road 14, as shown in Figure 8-1. The northern vehicular access point provides access to the dedicated pre-school drop-off parking, while the southern vehicular access point provides access to the staff-only carpark and support learning drop-off. Figure 8-2 illustrates the swept path assessments for the passenger van access through the car park and at the support learning drop-off area, demonstrating that proposed design can adequately accommodate the tested vehicle.

A servicing area for refuse collection and loading is expected to be undertaken on site and accessible via the southern vehicular entry. Figure 8-3 and Figure 8-4 show the swept path assessments for the waste vehicle access, demonstrating that the proposed design can adequately accommodate the tested waste truck.



Wilton Junction Public School – Transport Impact Assessment **8 Site Access Arrangements**

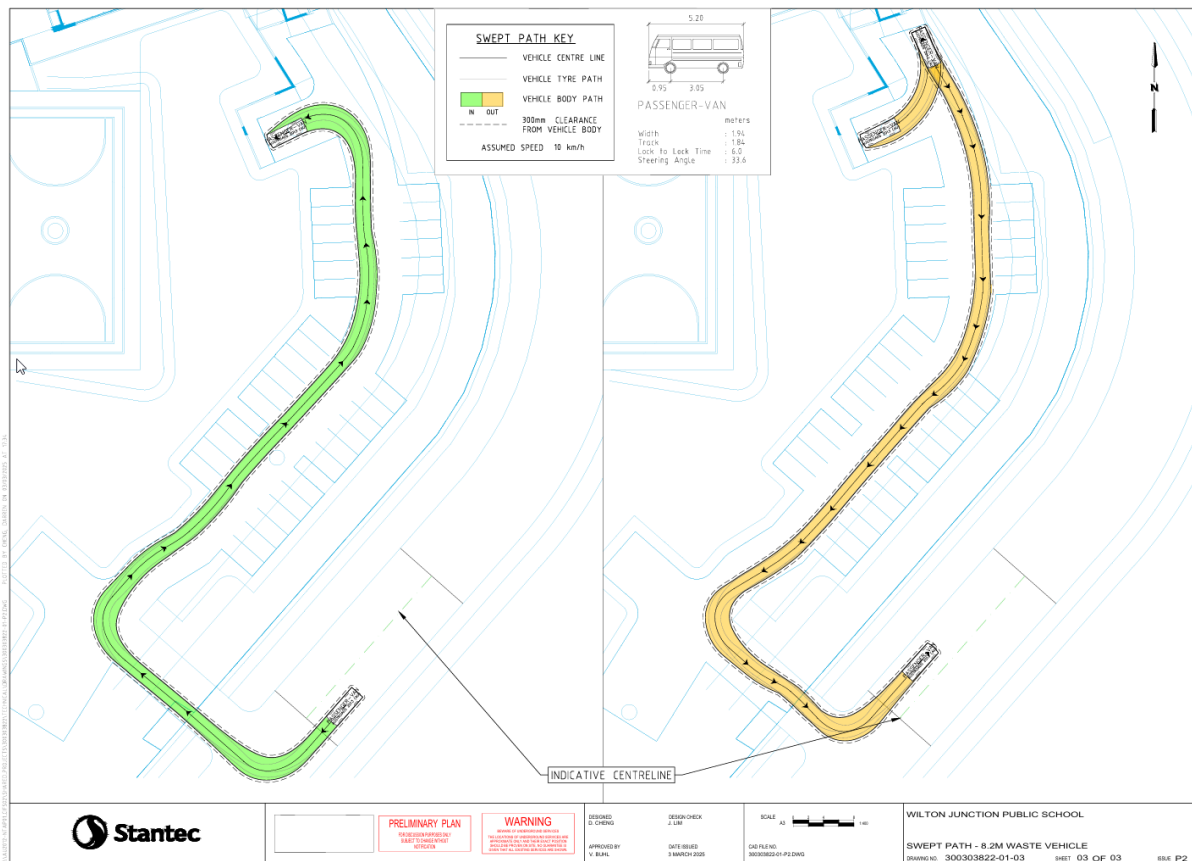


Figure 8-2: Passenger van vehicle swept path (entry and egress)

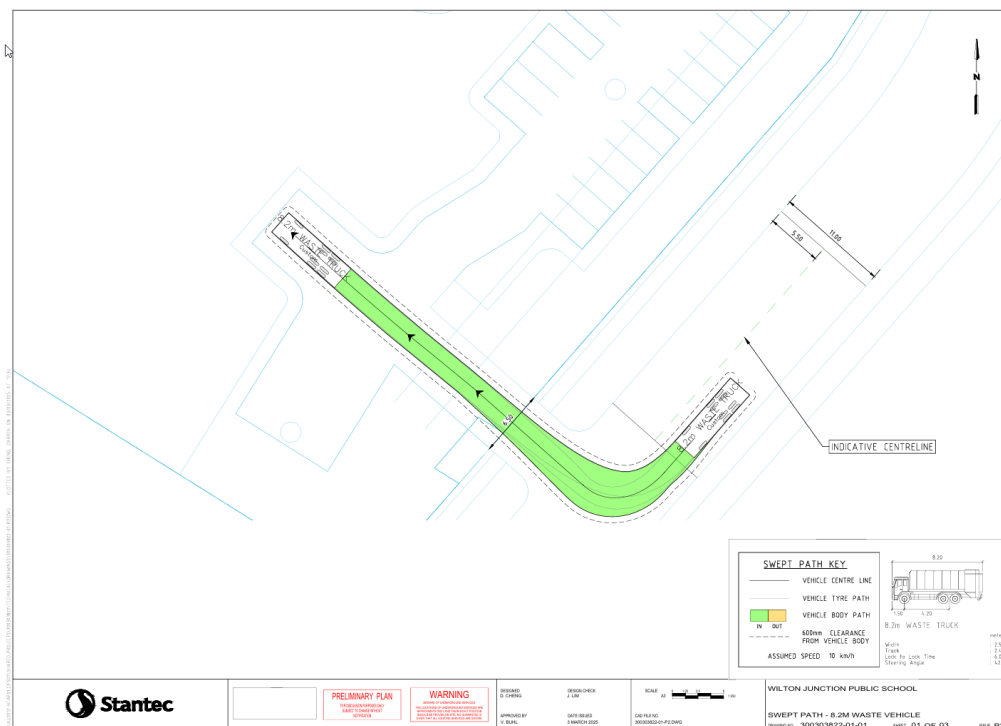


Figure 8-3: Waste vehicle swept path (entry)



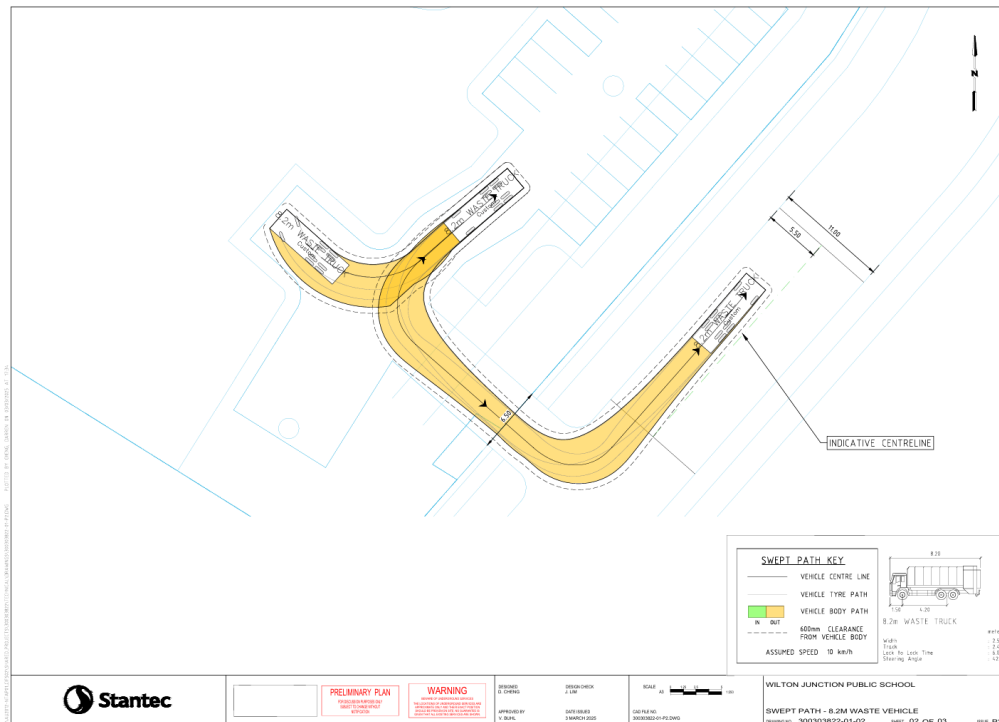


Figure 8-4: Waste vehicle swept path (egress)

8.6 Car Parking

On-site car parking facilities are proposed at each end along the school eastern street frontage (Refer to Figure 8-1), accessed via entries off Road 14. These consist of a main car park to the south with 33 spaces (including one accessible space) and a separate car park for pre-school to the north with 18 spaces (including one accessible space). It is expected that a portion of the northern carpark is to be used for drop-off/ pick-up for the pre-school.

The Wollondilly DCP 2016 specifies the following rates for off-street parking for educational establishments and child care centres:

- Staff parking: 1 space per full time equivalent staff. This results in a total of 42 staff car parking spaces being required, under the planned staffing conditions of 35 primary school staff and 7 pre-school staff.
- Pre-school drop-off parking: 1 space per 4 children. This results in a total of 15 drop-off car parking spaces being required under the expected pre-school student enrolment conditions of 60 students.

A total of 51 on-site parking spaces have been provided for in the masterplan (Refer to Figure 8-1) and are to be designed in accordance with AS 2890.1:2004. This is lower than the DCP rate, however, it is expected that not all staff will drive their car to school. Instead, 80% are expected to drive, 10% are expected to share a car as part of car pooling and 10% of staff are expected to use other modes (see Section 7.2).

8.7 Pick-up/ Drop-off

A short-stay drop-off/pick-up zone, with a total length of approximately 110m (14 spaces) , is proposed along the eastern school frontage on Road 14 and three support learning drop-off spaces are proposed within the school grounds adjacent to the staff carpark and accessible via the southern vehicular entry, as shown in Figure 8-1. This will be delivered by Landcom prior to the school opening.

A number of assumptions have been adopted to determine the required number of kiss and drop spaces to service the school with an expected enrolment of 255 students for the 2027 school opening year and the planned school capacity with 552 students, as shown in Table 8-2. Given the moderate target mode share of 48% (refer to Section 7.1) and a car occupancy of 1.2 students per vehicle, this results in a total of 14 kiss and drop spaces and 90 metres of kiss and drop kerbside zoning being required to accommodate the planned school capacity. This kiss and drop requirement falls within the proposed total length of the kiss-and-drop zone.



Wilton Junction Public School – Transport Impact Assessment
8 Site Access Arrangements

Table 8-2: Kiss and drop requirement

Description	2027 school opening year	School capacity
Number of students enrolled	255 students	552 students
Moderate target mode share for students travelling via private vehicle	48%	48%
Number of students using private vehicle	122 students	265 students
Average dwell time per pick-up / drop-off	1 min	1 min
Pick-up / drop-off length of time	15 mins	15 mins
15-minute capacity per K&D car space	15 vehicles	15 vehicles
Assumption of students per vehicle	1.2 students per vehicle	1.2 students per vehicle
Number of vehicles picking up and dropping off	102 vehicles	221 vehicles
Number of K&D spaces required	7 spaces	15
Metres of K&D kerbside zoning required	46m	110m

It should be noted the bell time of the proposed Wilton Junction Public School is to be offset by at least 30 minutes from the bell time of the adjacent proposed high school. This adjustment aims to reduce cumulative traffic congestion impacts of both schools over the same period of time, by minimising the overlap of afternoon pick-up activities of both schools.



9 Mitigation measures

Table 9-1 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 the proposed mitigation measures will be subject to review and confirmation through consultation with Transport Working Group (TWG) stakeholders which include Wollondilly Shire Council and Transport for NSW. The locations are referenced in Figure 9-1.

Table 9-1: Mitigation measures

Mitigation Number	Aspect	Location	Location ID	Project Stage	Mitigation measure	Reason for mitigation measure	Responsible party
1	Walking and cycling	Fairway Drive / Road 14 intersection	1	D	Provide signalised pedestrian crossing	Provides a formalised crossing point and ensures pedestrian accessibility across the future sub-arterial road	Landcom, Council, TfNSW
2	Walking and cycling	Unnamed north-south sub-arterial road (eastern extent)	2	D	Provide min. 2.5m wide shared path on eastern side of unnamed sub-arterial road	Provides a north-south active transport link for students residing north and south of the school site	Landcom
3	Walking and cycling	Road 14, south of Road 20	3	D	Provide wombat crossing	Provides a prioritised pedestrian crossing and ensure safe walking access for students. The provision of a raised threshold further acts as a traffic calming intervention in slowing down vehicle speeds	Landcom
4	Walking and cycling	Road 14, north of unnamed local road	4	D	Provide wombat crossing	Provides a prioritised pedestrian crossing and ensure safe walking access for students. The provision of a raised threshold further acts as a traffic calming intervention in slowing down vehicle speeds	Landcom
5	Walking and cycling	East of Road 14 through open space	5	D	Provide min. 2.5m wide shared path through open space	Ensures walking and cycling access for students residing east of the school site via a direct and convenient route	Landcom



Wilton Junction Public School – Transport Impact Assessment

9 Mitigation measures

6	Walking and cycling	Unnamed road, north-west of playing fields	6	D	Provide wombat crossing	Provides a prioritised pedestrian crossing and ensure safe walking access for students. The provision of a raised threshold further acts as a traffic calming intervention in slowing down vehicle speeds	Landcom
7	Cycling	School site	7	D	Provide bicycle storage areas (minimum 36 bicycle parking spaces, consisting of 32 student spaces and 4 staff spaces) close to the school gates on Road 14 (main entrance) and unnamed sub-arterial road.	Student and staff bicycle parking spaces based on forecasted demand as per mode share target	DoE
8	Private vehicle	Road 14	8	D	Kiss and drop zones (minimum 14 spaces and 90m length) along school frontage, through designation as “no parking” areas during school pick-up and drop-off periods	Kiss and drop zone requirement based on moderate target mode share for students travelling via private vehicle	DoE, Council, Landcom
9	Public transport	-	-	D	Investigate opportunities for new school bus services or/and extension of existing school and public bus routes to service trips between the school site and the residential areas beyond active transport catchment distances, particularly the upcoming residential developments in Bingara Gorge and South East Wilton	Provision of a bus route connecting school site to students residing in areas outside of the active transport catchment	TfNSW
10	Operations	-	-	D	The preliminary School Transport Plan (refer to Section 12) is to be finalised to the satisfaction of the DoE Transport Planning Team.	To address ongoing operational and safety concerns at the school site.	DoE

*Note: Project stages include: (D) Design, (C) Construction, (O) Operation



Wilton Junction Public School – Transport Impact Assessment

9 Mitigation measures



Figure 9-1: Mitigation measures



10 Conclusion

10.1 Evaluation of Environmental Impacts

Potential impacts can be appropriately mitigated or managed to ensure that there is minimal impact on the locality, community and/or the environment.

The following existing issues are addressed by the mitigation measures and are not included in this project. They will be delivered by others:

- Lack of crossing facilities in the road network surrounding the school site
- Lack of bus bay on sub-arterial road
- Lack of dedicated kiss and drop zone on Road 14

The following is addressed by the development activity:

- Ability for students to use sustainable modes of travel ie by providing bike parking
- Ability for students to safely access school bus services ie by providing school bus zone on North-South sub-arterial road
- Ensuring safe and efficient operation of the school kiss and drop zone
- Ensuring that students and visitors with mobility issues can safely and efficiently access the school site
- Ensuring that a mechanism is in place for ongoing review and update of the School Transport Plan.

10.2 Key findings

Key findings of the Transport Impact Assessment are as follows:

- With Wilton Junction Public School's planned capacity at roughly half of the assumption used for the modelled scenarios in the *North Wilton Development Stages 2 and 3 – Transport Impact Assessment*, school-related vehicular trips with Wilton Junction Public School are not expected to negatively impact intersection performance in the network.
- The planning and operation of Wilton Junction Public School is to be coordinated with the adjacent proposed high school, to minimise cumulative impacts associated with transport operations of both schools. Due to capacity constraints at the existing Wilton Public School and anticipated population growth in the surrounding areas across the Wilton growth area, Wilton Junction Public School may need to accommodate students beyond its designated intake area, specifically from Bingara Gorge and South East Wilton, until additional schools in these areas come online.
- The proposed public domain works, to be undertaken by Landcom, are required to ensure pedestrian safety and accessibility to the school. These works include new pedestrian crossings (wombat crossings and signalised crossing), new pathways, a bus zone on the sub-arterial road and a kiss and drop zone on Road 14.
- Other mitigation measures, which encompass new bus services, provision of sufficient car parking, bicycle parking and kiss-and-drop zones, and staggered bell times with the adjacent

high school, serve to support transport access to the school site and minimise impact on the surrounding transport network.

11 Preliminary Construction Traffic Management Plan (CTMP)

11.1 Purpose of this Report

The following Preliminary Construction Traffic Management Plan (CTMP) is a high level and strategic plan to ensure that traffic is safely managed during the demolition, excavation, and construction phases of the project. The next sections outline specific inputs for the school site, however, must be viewed in conjunction with the detailed construction traffic management plan upon engagement of a contractor.

11.1.1 Objectives

The primary objectives of the 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.

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

- 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.

11.2 Construction Traffic Management Plan

11.2.1 Description of Construction Activities

The proposed activity is for the construction and operation of a new primary school in Wilton Junction (inclusive of pre-school). Details of the proposed activity is outlined in Section 2.2.

11.2.2 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 (other than public holidays) (7:00am to 5:00pm)
- Saturday (8:00am to 4:00pm)
- 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 sub-contractors regarding the hours of work. Any work conducted outside of the approved construction hours would be subject to specific prior approval from Council.

11.2.3 Construction Worker Parking and Traffic

It is expected that up to 200 construction workers would be on site during peak construction activities. Construction worker parking is to be provided on site where possible. Informal public parking is available on surrounding local streets such as Road 14 for any parking spillover.

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

11.2.4 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 20 heavy vehicles (40 heavy vehicle movements) are expected per day.

11.2.5 Site Access and Construction Vehicle Routes

As part of the detailed CTMP, a traffic guidance scheme (formerly a traffic control plan) will 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 “Truck” 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.

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network where practicable. It is expected that vehicles will approach the site from Picton Road and Fairway Drive to reach the relevant access point on Road 14.

Construction vehicles should be advised to follow the routes as shown in Figure 11-1. No queueing or marshalling of construction vehicles will be permitted on public roads.

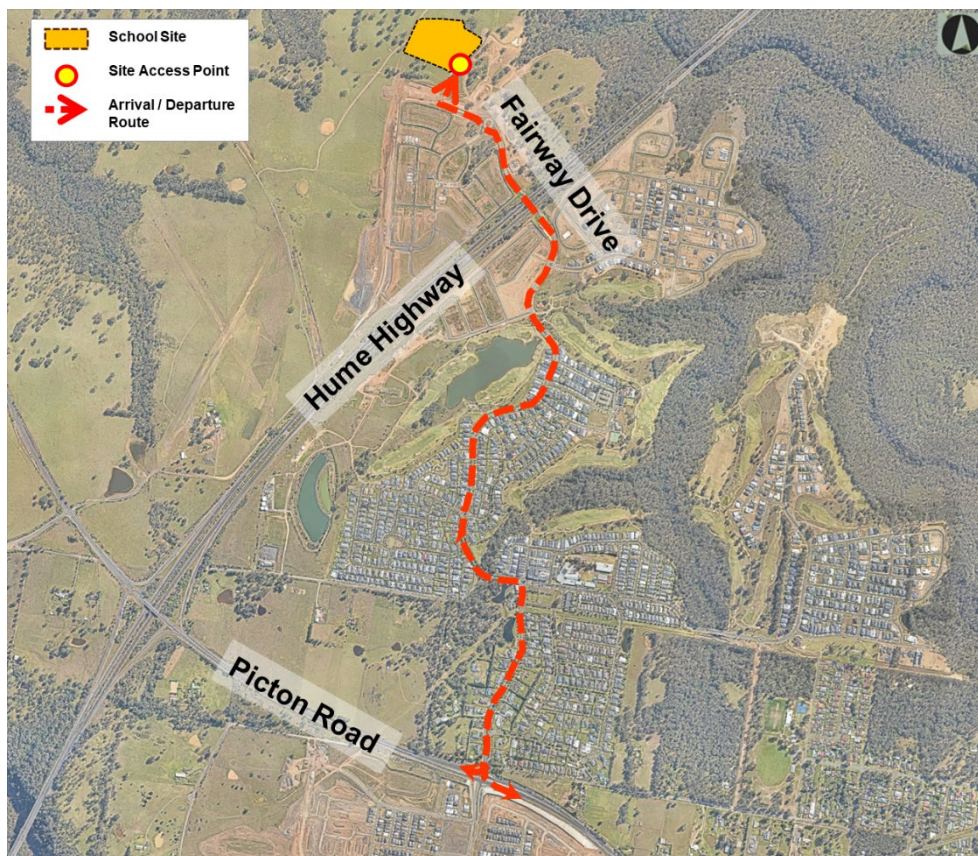


Figure 11-1: Construction vehicle routes

A road configuration will be in place during construction whereby the north-south sub-arterial road west of the school site will feature only two southbound lanes, meaning Road 14, Road 20 and the north-south sub-arterial road will be operational in an anti-clockwise direction, as shown in Figure 11-2.

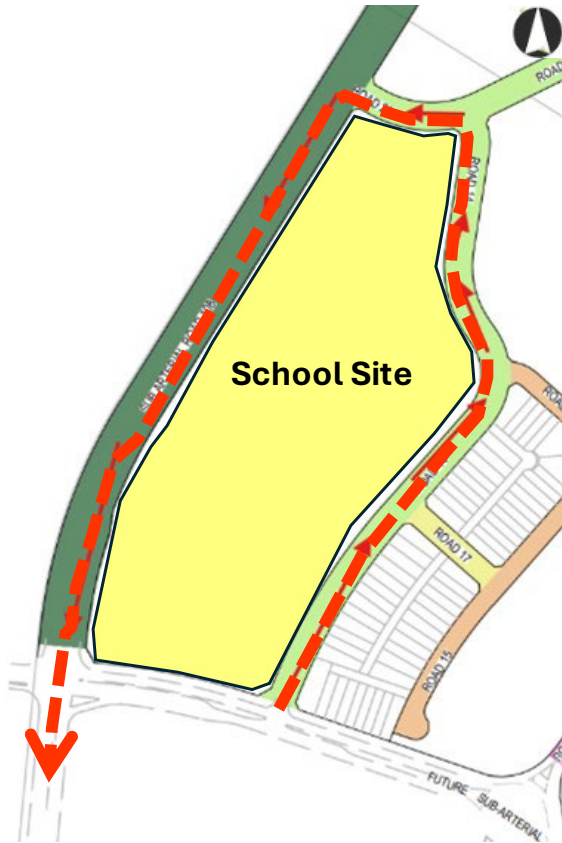


Figure 11-2: Construction vehicle access around the site

11.2.6 On-street Work Zones

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

11.2.7 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 TGSs for the proposed works which will generally consider the following:

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

11.2.8 Pedestrian and Cyclist Management

During the construction period, pedestrian and cyclist movements are to be maintained as much as possible. Where works require the closure of an existing pedestrian route, a suitable alternative is to be provided. Class A hoarding/ ATF fencing would be provided between pedestrian paths and any work site. Where overhead works are occurring, B-Class hoarding will be provided where pedestrian movement is being maintained. It is not expected that cyclist or pedestrian routes would be majorly impacted by the proposed construction works.

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

11.2.9 Public Transport

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

11.2.10 Traffic Movements in Adjoining Areas

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

11.3 Mitigation Measures

The following table outlines mitigation measures to potential issues during construction activities.

Issue	Mitigation measure
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.
Addition of construction related vehicles to the local transport network	Construction vehicles are advised to follow specified routes (see <i>Figure 11-1</i>). The Principal Contractor will be required to provide TGSs for the proposed works (see Section 11.2.7).
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.

12 Preliminary School Transport Plan

12.1 Introduction

This Preliminary School Transport Plan has been prepared with reference to the NSW Department of Education Transport Assessment and School Transport Plan Report Guidelines and is to be finalised in conjunction with NSW Department of Education, Wollondilly Shire Council, Transport for NSW.

This School Transport Plan has been informed by the preceding transport assessment, which comprised of a spatial analysis of student enrolments (2027 enrolment year) and the geographic distribution of students in relation to the school, and the setting of 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 development of Wilton Junction 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 near the school.

12.2 Transport Goals

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

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

- To proactively identify and meet school travel demand safely, efficiently and sustainably, and to deliver transport infrastructure to meet school travel demand.
- To maximise the use of active and public transport modes to reduce car traffic before and after school day start and end times.

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

12.2.1 Mode Share Targets

A range of mode share targets were defined in the preceding Transport Assessment, which comprised of a base case, as well as moderate and reach mode share targets. Based on this assessment, the moderate targets have been used for school travel in the short- to medium-term, whilst the reach targets are considered to be the upper limits of mode shares that can be achieved once active transport access and public transport uptake are maximised. The resulting mode share targets for active transport and private transport are shown in Table 12-1 and Table 12-2 respectively.

Table 12-1: Active Transport Mode Share Targets

Mode Share	
Moderate	Reach
52%	70%

Table 12-2: Private Transport Mode Share Targets

Mode Share	
Moderate	Reach
48%	30%

12.2.2 Links to Other Application Documentation

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

12.3 Policies and Procedures

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

- a) prioritise multi-modal transport access

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

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

12.4 School Transport Operations

As part of the NSW Department of Education's code of conduct, all personnel have a legal obligation to keep students safe and support their well-being. Student safety is most important around school bell times when the chances of physical harm resulting from accidents are increased. The appropriate management of school transport operations should be considered a high priority for the school, which falls under their duty of care. The school's duty of care is supported by a four-step process, as shown in Figure 12-1.

To support the Duty of Care Process shown in Figure 12-1, Table 12-3 details the aspects under the four headers that need to be considered by the school in managing risk and improving the overall safety and well-being of students. Further information in support of this can be found on the NSW Department of Education [website](#).

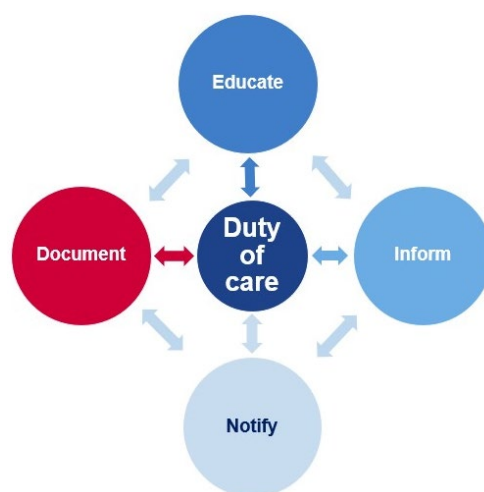


Figure 12-1: Managing a Schools Duty of Care and Road Safety Process

Table 12-3: Managing a School's Duty of Care and Road Safety

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

Inform

Which parents/carers need informing about the road safety concern?

The parents of:

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

How will it be communicated?

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

Notify

If emergency services assistance is required, call them before calling the WHS Incident Report and Support Hotline.

All WHS related incidents and injuries, including a near miss, must be reported in line with Incident Notification & Response Procedures. This includes any non-workplace incident that impacts students, staff, and the school community, e.g., travel to/from school.

Situations that have the potential to cause injury to an employee, student, member of the community, volunteer, or contractor should also be reported to the Incident Report and Support Hotline. This includes non-workplace situations, e.g., travel to/from school.

It is valuable to report all concerns to:

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

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

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

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

Document

Who will document, record, and track the actions?

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

12.4.1 Site Transport Access

Numerous transport access points exist around the school site, with all being operational around school bell times. The following list covers all transport access points and modes.

12.4.1.1 Day-to-Day School Operations

Table 12-4 details transport site access that is active during day-to-day school operations. For this, appropriate measures should be considered to support student safety.

Table 12-4: Day-to-Day School Operations

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

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

- 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.

12.4.1.2 Car Park Operations

The car park will accommodate 55% of staff with the rest using active transport and public transport. There is no visitor parking provided on site and visitors will use the kiss and drop zone or on-street parking on surrounding streets.

12.4.1.3 Event Transport Operations

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

For special events including parent/teacher meetings, performance events and graduation assemblies, site access and transport are to be considered as part of event planning.

12.4.1.4 Emergency Vehicle Operations

Emergency vehicles will access the site through the site vehicular access points on Road 14 whenever required. They will be able to use the kiss and drop zone. There is not specific provision for emergency vehicle parking on site. However, emergency vehicles would be granted access to the car park if required.

12.4.1.5 Deliveries and Waste Management

A servicing area for refuse collection is located on site and is accessible via the southern vehicular entry to the staff carpark on Road 14. Waste truck operations are expected to occur entirely outside of primary school operation time.

Delivery vehicle operations are expected to be undertaken at the northern on-site carpark which is located within vicinity of the school administration facilities. These operations are expected to occur

outside the school drop-off / pick-up periods to prevent potential conflicts with school vehicular and pedestrian traffic.

12.4.2 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 Wilton Junction Public School is highlighted below.

12.4.3 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.

12.4.4 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.

12.5 Communication Plan

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

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

12.5.1 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

below.

12.5.2 Messages

The following communications plan has been co-designed and developed across a number of School Transport Plans (Refer to Table 12-5). 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 12-5: Sustainable Travel Communications Plan

What	When	Which Channel	To Whom
Share the vision and targets for the number of students targeted to walk, ride, or take public transport to school.	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
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

12.5.3 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 opening to provide students with information relevant to:

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

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

- Get involved in using active and public transport to school with your student
- Help your student practice the active and public transport they are learning (try for part trip or whole trip)
- Speak to staff and government transport stakeholders about travel to school programs and infrastructure
- Use active and public transport from school drop-off to work
- Report transport issues as the concern arises (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

12.6 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.

12.6.1 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.

12.6.2 Ongoing Feedback Framework

The School Principal or staff will manage the ongoing feedback framework to continuously improve the oversight of sustainable travel outcomes for Wilton Junction 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, Parramatta Council and the bus operator accordingly.
- Liaising with the Parramatta Council Road Safety Officer concerning the management of parking behaviours around the school.
- Responding to any other feedback from Transport for NSW, Police, Residents, Teachers, Parents or Students that might arise from time to time.

12.6.3 Program Evaluation

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

- Reviewing the adequacy of bicycle racks is 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, Parramatta 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 Parramatta Council Road Safety Officer concerning the management of parking behaviour around the school.
- Responding to any other feedback from Transport for NSW, Police, Residents, Teachers, Parents or Students that might arise from time to time.
- Determining whether the mode share targets set are too ambitious and if they should be more specific and targeted.

12.6.4 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, Parramatta 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)

12.7 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 12-6

Table 12-6: 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	Wollondilly Shire Council	SINSW / DET/ Other
	<ul style="list-style-type: none"> • Active Travel to Schools • Bus Service Planning 	<ul style="list-style-type: none"> • Manager, Transport Planning • Active Travel • Road Safety Officer 	<ul style="list-style-type: none"> • Travel Coordinator • Principal • Road Safety Education Officer

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> • Bus contract manager • Assisted School Transport Program • Subsidised School Transport Scheme | <ul style="list-style-type: none"> • LGA Travel Coordinator • Sustainability | <ul style="list-style-type: none"> • Private bus operator |
|---|--|--|

12.7.1 Travel Coordinator

A Travel Coordinator is required for 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 Wilton Junction 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 12-7. The actions provide the means to encourage sustainable transport options at Wilton Junction 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 12-7: 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
Ride-to-School day	School participates in Ride-To-School day. This provides an opportunity for students, parents and teachers to try riding, walking, skating or scooting to school as well as celebrating the regular walkers and riders. Further information: www.bicyclenetwork.com.au	Staff, parents and students	Annually	Travel Coordinator
Walking School Bus (WSB) scheme	Scope and map potential walking school bus routes and prepare an appropriate communication to parents and carers, seeking volunteers for the annual 195 school days. This concept is an organised group who walk to schools guided by two adults.	Parents and students	In 2027 and ongoing	Travel Coordinator

School Student Transport Scheme (SSTS)	Promote this scheme among the school community. Applications to the SSTS, for subsidised school term bus pass (students living beyond 2.3 km walking distance from the school), are used as an indicator for demand for dedicated school buses by Transport for NSW. Therefore, an uplift in applications to the scheme is needed to support the continued provision of school buses to help achieve the school travel targets.	Parents and students	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	In 2027 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	In 2027 and ongoing	Travel Coordinator
Parking management plan	Liaise with the Principal and Parramatta 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	In 2027 and ongoing	Travel Coordinator and Parramatta Council
Additional Actions				
Inspire the school community towards using active and public transport to travel to school	Communicate to Staff and Students key messages to promote sustainable travel including targets and actions outlined in the School Transport Plan in the Communications Plan.	Staff, students, and parents	Per communication plan	Travel Coordinator to prepare messaging for the School Principals to send out
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	Per communication plan	Travel Coordinator to prepare for the School Principals to send out
Provide cycle training to staff and students	Utilise the following resources to train staff and students: <ul style="list-style-type: none"> AustCycle http://austcycle.com.au/ 	Staff, parents and students	Quarterly	Travel Coordinator and School Principal

	<ul style="list-style-type: none"> • BikeWise http://www.bikewise.com.au/services-courses/cycle-courses/city-cycling/ • Sydney Bike Skills http://www.sydneybikeskills.com.au/ • Bicycle NSW http://bicyclensw.org.au/events/courses/skills/beginner/ 			
Other incentives for staff to use active and public transport	<p>Propose and discuss the following initiatives with the School Principal to consider and implement:</p> <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	Start in Term1 2027 and throughout school year 2027	Travel Coordinator
Travel Surveys for staff and students	<p>Design bespoke 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.</p> <p>Collaborate with the School Principal on the method and timing to circulate the travel surveys to staff and students as appropriate.</p>	Staff, students, and parents	Quarterly	Travel Coordinator



Appendices



Appendix A Transport Working Group meeting minutes



Wilton Junction PS – Transport Working Group #2

Project/File: 300303822
 Date/Time: 5 September 2024 / 2PM
 Location: Online
 Next Meeting: tbc
 Attendees: Kamoru Adetunmbi – SINSW
 Santi Botross – SINSW
 Rob Walsh – SINSW
 Rosy Selby – TfNSW
 John Broady – TfNSW
 Michelle Carter – TfNSW
 Pahee Rathan – TfNSW
 Parisa Zare – Wollondilly Shire Council
 Norma Moran – Wollondilly Shire Council
 Peter Nunn – Wollondilly Shire Council
 Ian Berthon – Wollondilly Shire Council
 Nafizul Akash – Wollondilly Shire Council
 Volker Buhl – Stantec
 Absentees: -
 Distribution: All attendees

#	Item	Action
Traffic Signals at Intersection of Road 14/ East-West Arterial Road		
1	Stantec explained the benefit of a signalised intersection for students to safely cross East-West Arterial Road. In principle agreement was stated from all parties for the traffic signals/ signalised pedestrian crossing.	SINSW and Council to discuss implementation with Landcom.
Recent Land Use and Staging Plans for Wilton Junction Precinct		
2	Stantec asked whether more recent (i.e. later than September 2023) land use data and staging plan information for the development of Wilton Junction Precinct exists. Council agreed to review their information.	Council to review information and provide more recent plans if available.
Bus Stop Relocation to South of Intersection of Road 20/ North-South Arterial Road		
3	Stantec recommended bus stop servicing the school to be relocated south of intersection of Road 20/ North-South Arterial Road. TfNSW stated support for this.	To be incorporated into future design.
Future Bus Network Maps and Timetables		
4	Stantec asked whether the future bus network plans for Wilton Junction Precinct have been updated. TfNSW stated new bus routes: <ul style="list-style-type: none"> Wilton Junction – Picton Wilton Junction Campbelltown Potential new route Wilton Junction - Wollongong 	TfNSW to provide updated information once available.

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

A handwritten signature in black ink, appearing to read 'VB' followed by a stylized surname.

Volker Buhl

Senior Principal Transport Planner
Phone: 0435 266 099
Volker.buhl@stantec.com

Wilton Junction HS – Transport Working Group #1

Project/File: 300305620
 Date/Time: 7 November 2024 / 2PM
 Location: Online
 Next Meeting: TBC
 Attendees: Joanna Hole – SINSW
 Lawson Yu – SINSW
 Kamoru Adetunmbi – SINSW
 Parisa Zare – Wollondilly Shire Council
 Norma Moran – Wollondilly Shire Council
 Peter Nunn – Wollondilly Shire Council
 Rosie Selby – TfNSW
 John Broady – TfNSW
 Bibiana Smith – TfNSW
 Pahee Rathan – TfNSW
 Michelle Carter – TfNSW
 Volker Buhl – Stantec
 Absentees: -
 Distribution: All attendees

#	Item	Action
1	The Minimum distance of 60m no stopping is required from the intersection of Road 14 and E-W sub-arterial road for the potential wombat crossing. This distance would set the minimum for the high school pedestrian crossing on road 14	Stantec to advise Landcom
2	Gate 2 on N-S sub-arterial road to be for pedestrians and bicycles	To be noted in design
3	Road 14 parking/ Kiss&Drop lane should have minimum width of 2.4m to allow buses to pass parked trucks	Stantec to discuss with Landcom
4	Roads 14 and 20 are not preferable for buses due to limited turnaround points. Signalised intersections or roundabouts are preferable for bus turnaround.	Stantec to review potential turnaround options north of school with Landcom.
5	Details for bus services Picton to Wollondilly and Wollongong are yet to be determined. Possibly half-hour services to Campbelltown. Services are dependent on funding.	TfNSW to update once confirmed
6	Several existing transport issues around Wilton Junction HS already addressed as part of the Wilton Junction PS project.	-

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

Volker Buhl

Senior Principal Transport Planner

Phone: +61 435 266 099

Volker.buhl@stantec.com

Attachment: [Attachment]



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.