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NSW Department of Education (School Infrastructure NSW)

Albury Thurgoona New Primary School and New Public Preschool

Transport and Accessibility Impact Assessment



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#### Albury Thurgoona New Primary School and New Public Preschool Transport and Accessibility Impact Assessment

NSW Department of Education (School Infrastructure NSW)

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We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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# 1 Introduction

#### 1.1 Project context

This Transport and Accessibility Impact Assessment has been prepared by WSP Australia on behalf of the Department of Education (DoE) (the Proponent) to assess the potential environmental impacts that could arise from the new school and preschool development at 356 Kerr Road, Wirlinga; Part Lot 27 DP 1243505 (the site).

This report has been prepared to assess the impacts on local traffic, parking and access arrangements and provides recommendations and mitigation measures to minimise impacts.

This report accompanies a Review of Environmental Factors (REF) that seeks approval for the construction and operation of a new primary school and preschool at the site, which involves the following works:

- Construction of a new school building, including learning hubs and an administration and library building.
- Construction of a multi-purpose hall.
- Construction and operation of a preschool.
- Construction of car parking, waste storage and loading area.
- Associated site landscaping and open space improvements.
- New road and public domain works.
- Associated off-site infrastructure works to support the school, including (but not limited) services, driveways and pedestrian crossings.

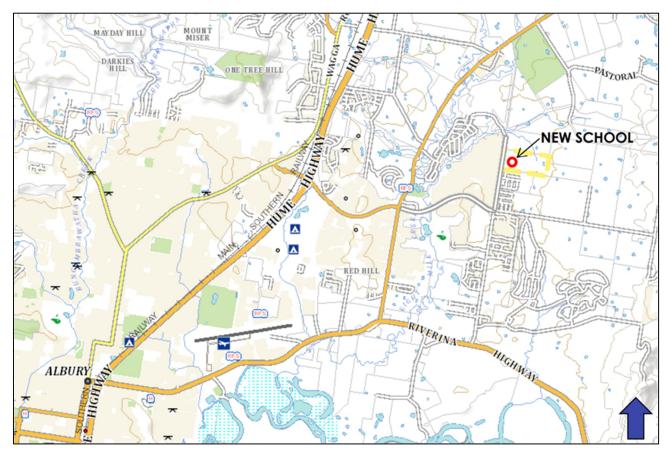
For a detailed project description, refer to the REF prepared by EPM Projects.

Based on the identification of potential impacts and an assessment of the nature and extent of the impacts of the proposed activity, it is determined that all potential impacts can be appropriately mitigated to ensure that there is minimal impact on the locality, community and/or the environment.

#### 1.2 Site description

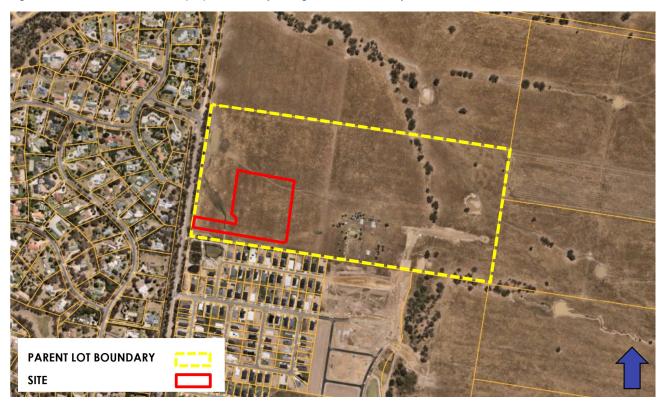
The site is located on 356 Kerr Road, Wirlinga (Lot 1 DP 1315132). The site is located within the Albury City Local Government Area and is zoned R1 General Residential (the R1 zone) under the Albury Local Environmental Plan 2010 (the LEP).

Figure 1.1 overleaf is a site plan showing the location of the proposed school within its regional context. Figure 1.2 is an aerial photograph of the site and its immediate surrounds.



Source: Planning Spatial Viewer

Figure 1.1 Location of the proposed Albury Thurgoona New Primary School and New Public Preschool



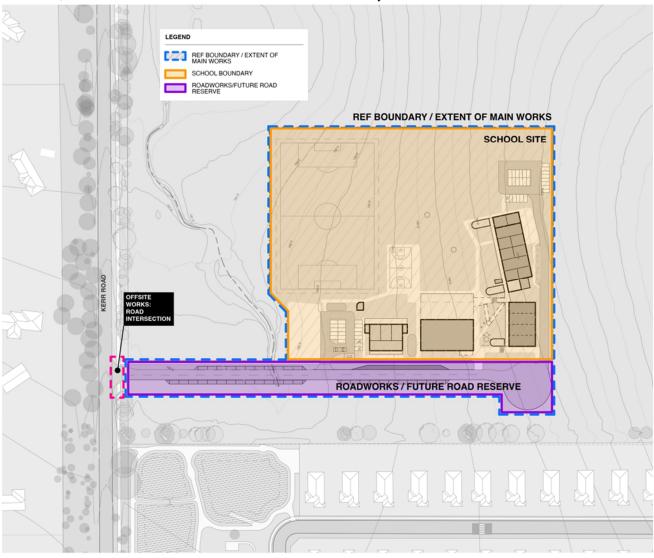
Source: Nearmap 19 November 2024

Figure 1.2 Aerial photograph of the site showing the location of the new school, preschool and access road

The boundary of the REF works is shown in Figure 1.3 and comprises the following two (2) components:

- <u>School site</u>: This is the location of the future primary school and public preschool. The school site has a total area of 30,324m<sup>2</sup> with a frontage to the future road of 181.65 metres. The school site doesn't contain any existing buildings or structures and has been cleared of existing vegetation and trees.
- Future road reserve: This is the location of the future road that provides vehicle access to the school site from Kerr Road. The future road reserve has a total area of 6,966m<sup>2</sup>.

In addition, there are works located outside of the REF works boundary.



Source: Bennett & Trimble, 25 June 2025

Figure 1.3 Extent of proposed works at Albury Thurgoona New Primary School and New Public Preschool

# 1.3 Stakeholder engagement

Throughout the planning for this activity, a Transport Working Group (TWG) was established to facilitate coordination between Albury City Council, Transport for New South Wales (TfNSW), and the DoE School Infrastructure project team to ensure successful planning and delivery of the activity. TWG meetings were set-up and held at key project milestones to capture stakeholder insights and inform ongoing planning for the activity. The discussions and recommendations provided in these meetings are tabulated in Table 1.1 overleaf.

Table 1.1 TWG Meetings – transport and parking matters

Meeting/ Correspondence	Date	Issues Raised/Discussion	Refer to report section
Albury City Council	20/02/2025	Traffic impacts during the construction of the half-width access road.	Sections 5.1 and 6
Albury City Council	20/02/2025	Kerr Road will be upgraded by mid-2026 as part of the staged Thurgoona Link Road project.	Section 3.5
Albury City Council	20/02/2025	The discrepancy between the adopted baseline car mode share of 75% and the 94.2% presented in the MOVE Council's Integrated Strategy Transport.	Section 3.4
Albury City Council	20/02/2025	The Kiss and Drop facility is located within close proximity of the school access point whereas the Kerr Road proposed bus bay is 300-metre walking distance from the access point. This deprioritises sustainable transport modes.	Section 3.6.3
TWG	07/02/2025	Transport for NSW recommend the placement of the bus stop closer to the school gate than kiss and drop or parking to prioritise public transport	Section 3.6.3
TWG	07/02/2025	Kerr Road proposed bus bay will impact sensitive vegetation.	Section 3.6.3
TWG	07/02/2025	Cul-de-sac at the new access road to be designed to enable bus U-turn manoeuvres.	Section 3.6.3
TWG	14/03/2025	Need to observe transport at Thurgoona Public School to apply lessons learnt on transport layout	Section 2.6
TWG	14/03/2025	Council requested parking to be provided on the south side of the access road, and for consideration of options for the placement of the kiss and drop, including the possible creation of a service road for kiss and drop	Section 3.6.3
TWG	14/03/2025	Bus stop and kiss and drop should be separated and more than one bus space may be required if buses cannot be scheduled at different times	Section 3.6.3
TWG	14/03/2025	More information is required on how the kiss and drop and bus stops will operate	Section 3.6.3

#### 1.4 Report objectives

The purpose of this report is to assesses the potential traffic and transport impacts from the activity. This work has been informed by ongoing consultation with the TWG.

Specifically, this report has the following objectives:

- Assess the existing conditions for all modes of transport in the study area including general access vehicles, freight
  (including restricted access vehicles), public transport (rail services, bus services and point-to-point transport) and
  active transport (bicycles and pedestrians).
- Outline the existing environment (road function, classification, and operation) in the study area that is likely to be affected by the construction and operation of the project.
- Assesses the project's impacts on the surrounding road network.
- Review the proposed design for the school layout with regards to vehicle access and parking provision, to ensure
  that the proposed design is suitable for the anticipated demand and compliant with the relevant standards.
- Provide an overview of the results of stakeholder consultation, including TWG discussions and recommendations
  that have informed the proposed design.
- Recommend mitigation measures to manage identified traffic impacts of the project.

#### 1.5 Structure of the report

- Section 1 Introduction: Describes the context of Albury Thurgoona New Primary School and New Public Preschool within the broader region and outlines the objectives of this report.
- Section 2 Existing transport network: Examines the existing surrounding transport network, with a focus on connectivity to the proposed school site.
- Section 3 Proposed activity: Outlines the proposal, highlighting key details including student and staff numbers, parking provision and access arrangements.
- Section 4 Impact Assessment: Assesses the impact of the proposal on the local traffic environment, on-street
  parking, public transport and walking and cycling.
- Section 5 Design considerations: Assesses the proposed design under the relevant guidance and standards.
- Section 6 Construction traffic management: High-level assessment of construction activities on the local traffic environment and on-street parking arrangements.
- Section 7 Mitigation Measures: Identifies the various mitigation measures that will support the development.
- Section 8 Conclusions: Summarises the key findings from the assessment.

#### 1.6 Guidelines and references

- Guide to Transport Impact Assessment (TS 00085 version 1.1 prepared by TfNSW)
- AS2890.1:2004 Off-street car parking
- AS2890.2:2018 Off-street commercial vehicle facilities
- AS2890.3:2015 Bicycle parking
- AS2890.6:2022 Off-street parking for people with disabilities

- Austroads Guide to Road Design
- Austroads Guide to Traffic Management
- Design of Roads and Streets Manual (TS 00066:1.0), Transport for NSW, October 2024 (DORAS)
- Transport and Infrastructure State Environmental Planning Policy (SEPP), 2021
- Albury City Council Development Control Plan (DCP), 2010
- MOVE: The Albury Wodonga Integrated Transport Strategy, 2023
- Thurgoona Wirlinga Precinct Structure Plan, 2013, effective 2023.

# 2 Existing transport network

#### 2.1 The site

The proposed Albury Thurgoona New Primary School is to be located at 356 Kerr Road, Wirlinga NSW 2640 and comprises 1 allotment defined as Lot 27 of DP 12 43505.

Aerial imagery and site visits confirm that the site is currently used for rural activity. A minor creek traverses through the western extent of the school and the terrain is subsequently characterised as a flood zone.

It is surrounded by low-density single-level residential dwellings on the east and west extents of Kerr Road with anticipated urban growth extending north and east of the school site. South of the site, Thurgoona Drive provides access to other existing primary and secondary schools, the Charles Sturt University – Albury Campus and commercial zones.

Albury Airport is located 6.7 kilometres southwest of the site is accessible via Kerr Road and Thurgoona Drive and is surrounded by industrial and commercial facilities. Albury City centre and its surrounding residential network is situated west of the Hume Highway. Land use within the vicinity of the activity is captured in Figure 2.1.

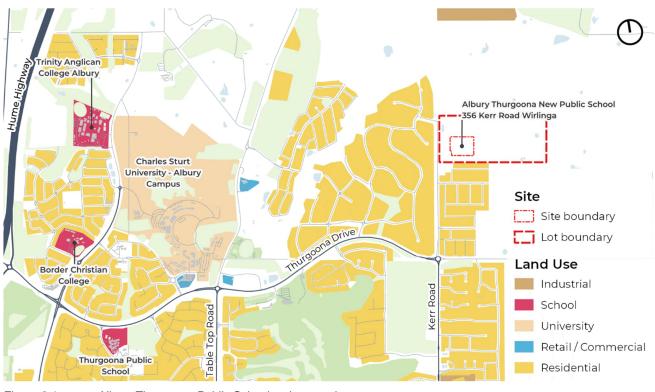


Figure 2.1 Albury Thurgoona Public School – site overview

#### 2.2 Road network

Key access roads leading into site are Kerr Road and the new access road along the school site's southern boundary as shown in Figure 2.2 and Figure 1.3. These roads will intersect as a priority-controlled intersection.



Figure 2.2 Surrounding road network

#### 2.2.1 Kerr Road

Kerr Road is currently a local road running along a north-south alignment. It is a two-way two-lane carriageway with 3.3 metre wide traffic lanes in each direction. In its southern extent, Kerr Road connects to the B58 Riverina Highway which provides key connectivity to Albury Airport and the Albury city centre. North of Hopwood Road, Kerr Road transitions into an unsealed, unpaved road. It is planned to provide access to future urban development sites within by the Albury-Wodonga growth area.

Between Hopwood Drive and Yarrabee Drive, Kerr Road comprises of one traffic lane in each direction with unsealed shoulders. The Kerr Road / Thurgoona Drive roundabout has additional turn lanes and is surrounded by footpaths, reflecting the urbanised residential area in the vicinity. Kerbside parking is provided south of the roundabout intersection.

A posted speed limit of 60 km/h exists across the length of Kerr Road.

#### 2.2.2 Thurgoona Drive

Thurgoona Drive is a local road running along an east-west alignment. It has a two-way one-lane in each direction carriageway with approximately 3.3 metre-wide traffic lanes. In the east, the road passes through SP1 Defence Force Land and R1 General Residential zoned land. West of the Kerr Road, Thurgoona Drive passes through residential, commercial and educational centres. Thurgoona Drive provides access to the neighbouring Thurgoona Public School, Border Christian College and the Charles Sturt University – Albury Campus. Along the western approach, it connects to key roads such as Table Top Road, Elizabeth View Drive, Mitchell Drive and the M31 Hume Highway via roundabout intersections which further provide access to Albury Airport and Albury activity centre.

A posted speed limit of 80 km/h applies to the section of Thurgoona Drive near Kerr Road. West of Table Top Road the speed limit changes to 60 km/h.

#### 2.3 Active transport

#### 2.3.1 Pedestrian infrastructure

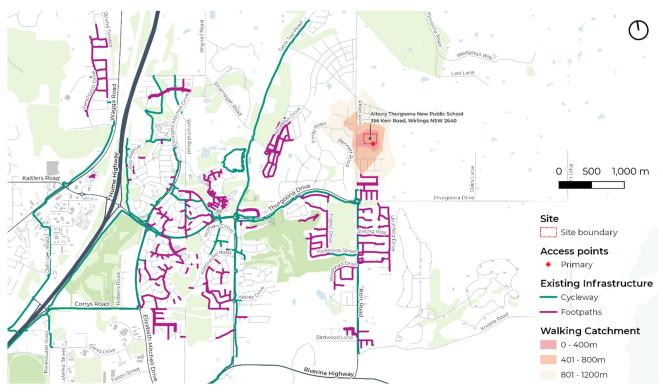


Figure 2.3 Existing active transport infrastructure

Whilst the existing pedestrian infrastructure network provides some connectivity across the local area, there are several missing links within a 1,200 metres walking distance from the school site, as captured in Figure 2.3. Between Yarrabee Drive and Knoble Road, 2.5m wide paved footpaths are provided along the eastern side of Kerr Road offering accessibility for residential dwellings east of Kerr Road. On the eastern side of Kerr Road and south of the school site, recent residential development in the last five years has introduced 1.5-metre-wide paved footpaths along both sides of local roads with intra-connectivity. However, they do not currently connect to the proposed school site. Older residential neighbourhoods located west of Kerr Road are not connected with footpaths or cycleways. Providing footpath links within this region can encourage walking for students within a walkable distance.

#### 2.3.2 Cycling infrastructure

There is currently no existing cycling infrastructure provided within the vicinity of the proposed school site. The closest infrastructure (shared paths) are located on the southern and western legs of the Kerr Road / Thurgoona Drive roundabout. These shared paths along Kerr Road and Thurgoona Drive connect students residing in the south and southwest extent of the enrolment boundary.

Albury City Council has further committed to the provision of a 2.5-metre shared path along the eastern side of Kerr Road as part of the Kerr Road upgrades (Thurgoona Wirlinga Precinct Structure Plan, 2013). This upgrade will encourage cycling as a safe and accessible transport mode.

In NSW, children under the age of 16 years old are permitted to cycle on footpaths hence, whilst dedicated cycling links enable connectivity the footpath network also increases accessibility for primary school-aged students.

# 2.4 Public transport

Existing bus services in the vicinity of the proposed school site are summarised in Figure 2.4 and Table 2.1.

Currently, there are no bus stops within a 400-metre (a five minute walking distance) radius of the school. The nearest bus stop is located 800 metres away on Hopwood Road. The neighbouring bus stops have limited facilities, lacking seating or shelter at the closest stops.

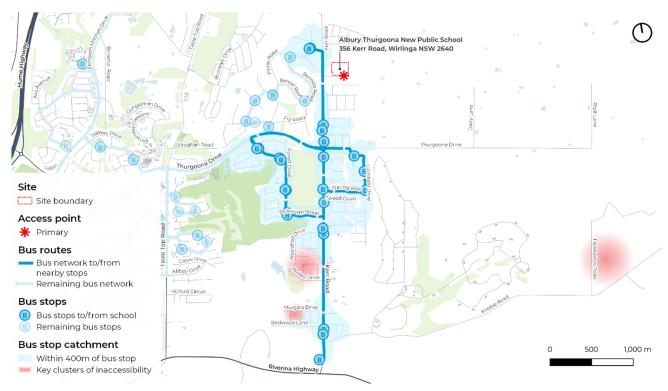


Figure 2.4 Existing public transport services

Three school bus services currently operate near the proposed school site. Bus frequency is limited to school opening times, with one service at 08.10 AM and two services after 3.00 PM. These routes serve the neighbouring public and high schools, including Trinity Anglican College Albury, Border Christian College, and Thurgoona Public School.

Table 2.1 Public transport routes near the proposed school site

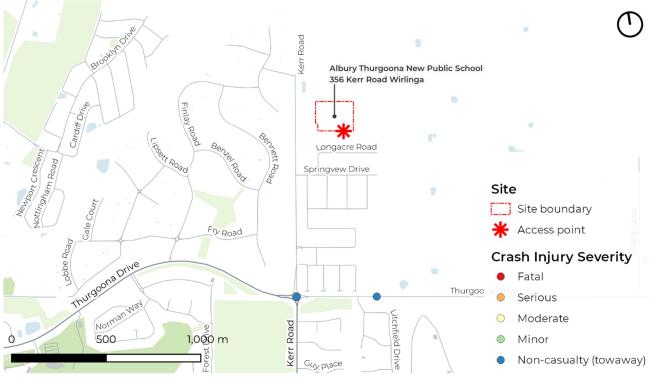
Route No.	Route	Inbound buses	Outbound buses	Arrival/Departure time based on current timetable	Further details on school bus service
S816	Thurgoona to Thurgoona Schools	1	0	08:10	Services 3 primary and secondary schools within Thurgoona after the bus stop
S837	Trinity Anglican College to Kerr Rd via Thurgoona	0	1	15:58	Services up to 1 primary and secondary school from previous stops.
S839	Thurgoona Schools to Kerr Road via Thurgoona	0	1	15:37	Services up to 1 school from previous stops and 5 primary and secondary schools after.

Source: TfNSW Routes and Timetables

There is no rail infrastructure near the school; the closest station is Albury train station, which is 10 kilometres away. This station provides connectivity to regional coach services, NSW TrainLink, and V/Line.

## 2.5 Road safety

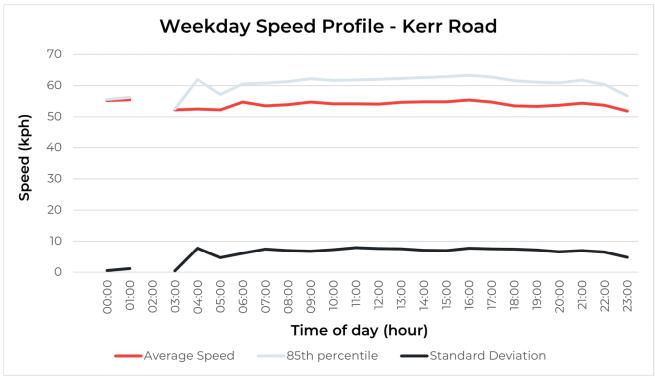
The road crash history in the vicinity of Albury Thurgoona New Primary School and new Public Preschool for the five-year period between 2019 – 2024 is depicted in Figure 2.5. Two crashes were recorded on Thurgoona Drive both resulting in non-casualty injuries. At Kerr Road / Thurgoona Drive, a cross-traffic intersection crash was recorded during fine daylight conditions. The second accident occurred along Thurgoona Drive whereby an animal was struck during the night. Existing low traffic volumes through Kerr Road and surrounding local roads have contributed to the low crash numbers. This may change as nearby residential development increases. Pedestrian and cyclist collisions were not recorded.



Source: Transport for New South Wales

Figure 2.5 Road crashes within the vicinity of the proposed school site (2019-2024)

A traffic survey was conducted between Monday 10<sup>th</sup> February to Sunday 16<sup>th</sup> February 2025 during the school term. The traffic survey has revealed that the 85<sup>th</sup> percentile speed along Kerr Road north of Thurgoona Drive was above the posted speed limit of 60 km/h as captured in Figure 2.6.



Source: Trans Traffic Survey, 2025

Figure 2.6 Weekday speed profile – Kerr Road north of Thurgoona Drive

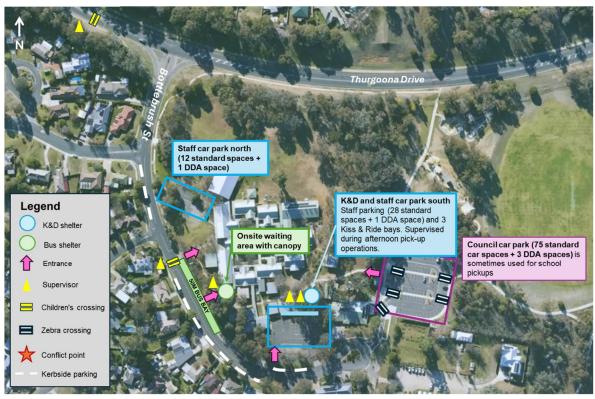
#### 2.6 Existing transport at Thurgoona Public School

The existing Thurgoona Public School on Bottlebrush Street in Thurgoona is seen as a suitable candidate to observe current travel behaviour in the Albury-Thurgoona area. The school has 627 students from kindergarten to Year 6 across 24 classes. A site visit was conducted on Tuesday 01 April and Wednesday 02 April 2025 to observe afternoon and morning transport operations respectively. It is noted that a school cross country event was scheduled for the afternoon 02 April however, this had minimal impacts on transport operations as students were required to arrive at the school as normal in the morning.

#### 2.6.1 Transport layout

Onsite transport facilities were confirmed and captured in Figure 2.7. The school provides the following facilities:

- Four access points along the school frontage
- Two formal staff parking lots (one with 28 spaces plus one Disability Discrimination Act (DDA)-compliant space, the other with 12 spaces and one DDA-compliant space)
- Kiss and drop facility within southern staff parking with three delineated bays
- Formalised kiss and drop student waiting area with seating, shaded canopy and bollards. Two supervisors during afternoon peak period.
- 50-metre bus bay with three bus storage length.
- Onsite bus waiting area with canopy with a supervisor.
- Two children's crossings at Thurgoona Drive and Bottlebrush Street (main school entrance)
- Kerbside parking along Bottlebrush Street for short-stay parking operations.
- Council car park utilised for short-stay parking operations and potentially staff parking.



Source: Metro Maps aerial imagery

Figure 2.7 Thurgoona Public School – transport facilities

#### 2.6.2 Transport observations – issues

The principal of Thurgoona Public provided insights on transport operations at the school, summarised in Figure 2.8.



Source: Metro Maps aerial imagery

Figure 2.8 Thurgoona Public School – transport operations

The issues identified by the principal and observed during the site visit include:

- Circuitous route along Bottlebrush Street: Bottlebrush Street provides a circuitous route, and sole access is provided via Thurgoona Drive. Due to a shorter PM peak period, long queues are observed along both approaches through the cul-de-sac as vehicles queue to enter and exit the school site rapidly.
- Kiss and drop queues spill onto Bottlebrush Street: Shorter PM peak periods resulted in longer queues and sharper demands. The staff car park has a storage queue length of 8-9 vehicles before queues spill onto Bottlebrush Street. Then this happens, buses are delayed from departing the bus bay. As a result, buses were observed to take up to 5 minutes to exit onto Thurgoona Drive.
- Queueing for the exit into Thurgoona Drive: Congestion was observed at the Thurgoona Drive exit, and longer
  queue lengths extend to the eastern cul-de-sac, causing traffic backup on Bottlebrush Street.

#### 2.6.3 Hands-up survey results

A survey of existing travel behaviour at the Thurgoona Public School was completed in early April 2025. Students in each class were asked to raise their hand for their mode of travel to school and how they returned home. The results of the survey are summarised in Table 2.2. Of 627 students, 472 (approximately 75%) completed the survey, while 67 were absent or not surveyed.

Table 2.2 Thurgoona Public School mode share surveys

Mode	Percenta	ge of trips	Number of students		
Wode	Morning	Afternoon	Morning	Afternoon	
Walk	12%	13%	57	59	
Bicycle	3%	3%	12	12	
Scooter	2%	2%	8	8	
Public transport	9%	23%	41	108	
Private vehicle	74%	60%	350	280	
Other	1%	1%	4	2	
Total	100%	100%	472	469	

Source: Surveys of Thurgoona Public School during Term 1, April 2025

The results are similar to those of a hands-up survey run by the Department of Education in Term 2 of 2022. They indicate that there is a partial shift from car in the morning to bus in the afternoon, with the private vehicle percentage dropping from 74% in the morning to 60% in the afternoon, while the bus mode share increases from 8% to 23%.

Considering siblings transported in the same vehicle, the survey results indicate an average occupancy rate of approximately 1.9 students per car.

#### 2.7 Traffic volume

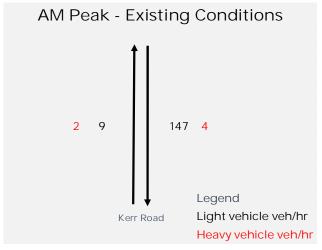
Existing traffic conditions were established using surveys conducted between Monday 10 February to Sunday 16 February 2025 – the second week of term 1 for nearby public schools. Weather conditions during the survey were generally fine apart from moderate showers recorded on Monday 17 February (Bureau of Meteorology, 2025).

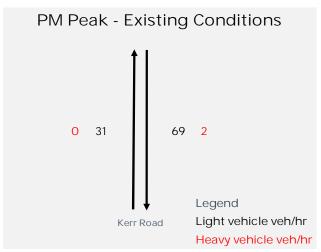
Kerr Road north of Thurgoona Drive site was surveyed to capture traffic volumes on the key route providing access to the activity. The Bottlebrush Street south of Thurgoona Drive survey site was selected to capture current traffic behaviour near the existing Thurgoona Public School. These existing traffic survey results served as inputs to model transport demands and performance for the Kerr Road / new access road intersection in Section 4.1.4.

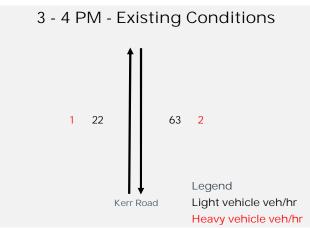
#### 2.7.1 Kerr Road north of Thurgoona Drive

Kerr Road north of Thurgoona Drive is a two-way two-lane road. The surveyed site is located 50 metres south of the priority-controlled Kerr Road / Yarrabee Drive intersection and 50 metres north of the Kerr Road / Thurgoona Drive roundabout intersection. The existing AM and PM peak periods for weekdays were observed to occur between 8.00 AM to 9.00 AM and 5.00 PM to 6:00 PM respectively with peak volumes recorded in Table 2.3. Table 2.3 additionally captures volumes observed during 3.00 PM to 4.00 PM to emphasise traffic demands observed during the typical school finish time.

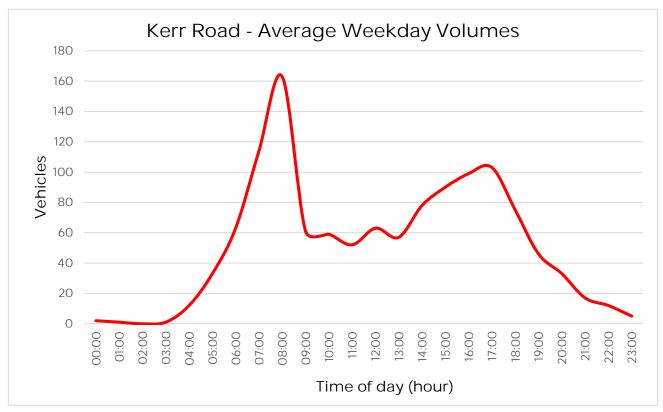
Table 2.3 Existing peak weekday volumes – Kerr Road north of Thurgoona Drive







Source: Trans Traffic Survey, 2025



Source: Trans Traffic Survey, 2025

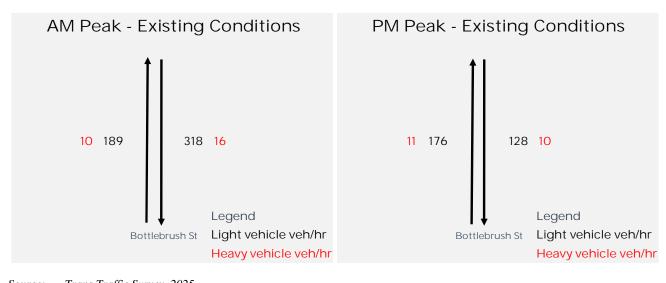
Figure 2.9 Kerr Road north of Thurgoona Drive - Average weekday volumes

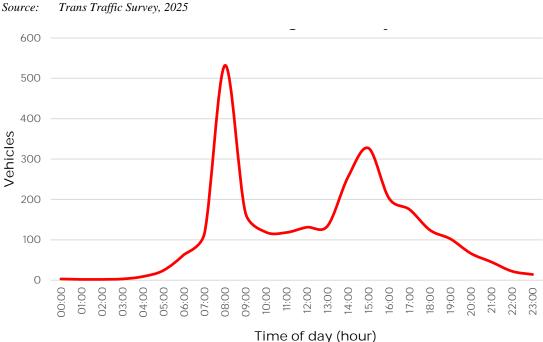
#### 2.7.2 Bottlebrush Street south of Thurgoona Drive

Traffic surveys on Bottlebrush Street near Thurgoona Public School have been used to identify the impact of a public school on traffic volumes. The existing AM and PM peak periods were observed to occur between 8.00 AM to 9.00 AM and 3.00 PM to 4.00 PM respectively and coincides with typical school operating times. Weekday peak volumes and average weekday volumes are summarised in Table 2.4 and Figure 2.10. As visualised, between 8.00 AM to 9.00 AM, a spike of traffic of approximately 532 vehicles was observed.

Thurgoona Public School has approximately 627 students and 60 staff. Travel behaviour surveys conducted for this study indicate a transport mode share for private vehicle of 74% and an approximate number of students per car of 1.9. Including staff, this indicates that a volume of 304 vehicles is expected to drive to the school. The increase in traffic on Bottlebrush Street around the school start and finish times is in the same order of magnitude as the estimated number of trips identified above.

Table 2.4 Existing peak weekday volumes – Bottlebrush Street south of Thurgoona Drive





Source: Trans Traffic Survey, 2025

Figure 2.10 Bottlebrush Street south of Thurgoona Drive – average two-way weekday volumes

# 2.8 Parking availability

Existing parking availability and restrictions are shown on Figure 2.11. On-street unrestricted parking on unpaved shoulders is available along Kerr Road within the vicinity of the new school site. Unrestricted kerbside parking is also provided on local streets east of Kerr Road.

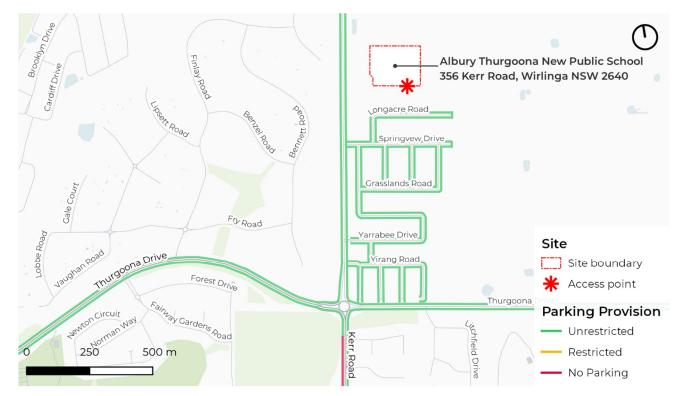


Figure 2.11 Parking provision

# 3 Proposed activity

#### 3.1 Overview

The proposed activity involves the construction of school facilities on the site for the Albury Thurgoona New Primary School and New Public Preschool. The land east of the REF boundary along the eastern side of Kerr Road contains grassy fields (PCT 277 – Blakely's Red Gum). The REF boundary comprises the school site and a future road reserve that facilitates vehicle access to the school site via Kerr Road as captured in Figure 3.1 overleaf.

Albury Thurgoona New Primary School will accommodate 414 primary school students, 8 Special Learning Units (SLU) students and 25 staff members. The New Public Preschool will accommodate 60 preschool students and approximately 6 staff members. The proposed activity will consist of the delivery of the following facilities:

- Access road with access to Kerr Road and a roundabout at its eastern end
- 2.5-metre-wide shared path along the northern side of the new access road and school frontage connecting the school and preschool to Council's planned access path on the east side of Kerr Road
- Undercover on-site bicycle parking (53 spaces)
- Afternoon student waiting area inside the school boundary near the main gate
- Separate bus bay with 3 bus spaces at the main school entrance on the access road
- Kiss and drop facility (11 spaces) to the west of the preschool entry
- Informal short-stay parking (24 spaces) on the south side of the access road for parents who want to walk their child into the school or pick them up from inside the school
- Wombat pedestrian crossing to connect the short-stay parking to the school and calm vehicle speeds on the access road
- Eastern Access Driveway connecting the roundabout to the staff carpark and passing the SLU
  - Primary school staff car park (25 spaces), UPS car park (15 spaces)
  - Kerbside SLU parking (3 parallel spaces)
- Preschool parking accessed by driveway in the middle of the access road (north side)
- Block A1 (Admin): 2-storey building providing administrative and staff spaces and, a library
- Block A2 (Learning Spaces): 3-storey building providing general learning spaces, support learning spaces (SLS) and student amenities
- Block B (Hall): comprising of communal hall and canteen for students
- Waste collection pad on the north side of the UPS carpark.



Source: REF Masterplan (Bennett and Trimble, June 2025)

Figure 3.1 Proposed school site - site plan

#### 3.2 Possible neighbouring development

The Thurgoona Wirlinga Precinct<sup>1</sup> has been identified as a primary growth corridor for the Albury Local Government Area and will be characterised by rapid urban and precinct development, population growth and improved transport links to enable connectivity for emerging communities.

The Albury Thurgoona New Primary School will be delivered in its proposed layout with the access road as a cul-de-sac with a roundabout at its eastern end as shown in Figure 3.1, with residential development occurring in recent years to the south of the site. In the future, development to the east and north is proposed in Albury City Council's Thurgoona Wirlinga Precinct Structure Plan (2013), including a neighbourhood centre. The road network for this development would potentially connect to the proposed access road for Albury Thurgoona New Primary School. At the time of writing, no development application for the neighbouring development has been lodged, and the potential timing of the road network expansion is not known.

The transport facilities for the proposed new school are proposed on the basis of the access road shown in Figure 3.1. However, consideration has been given to how the school access would change if and when the neighbouring future development occurs.

# 3.3 Transport layout

The access road is proposed to provide all the transport access for the Albury Thurgoona New Primary School, including the pedestrian and cycle path, bus stop, kiss and drop, and access to parking (including servicing). The placement of transport elements has been planned based on the operational requirements of the new school and based on the observations of travel behaviour at the existing Thurgoona Public School.

The new access road design, shown in Figure 3.2, complies with DORAS as a Neighbourhood and Connector Street. This will future proof the road for future connectivity with eastern development. Until future development occurs to expand the road network, this road will be privately operated by the Department of Education. It is envisaged that the road reserve will be dedicated to Albury City Council once connectivity with the eastern neighbourhood centre is established.

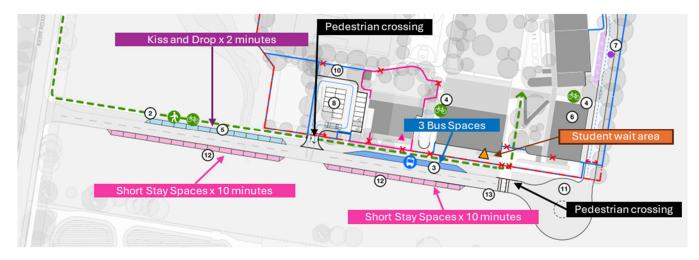


Figure 3.2 New access road transport layout

When the road network to the east is built and open to traffic, access to the school will change with new walking routes and potential changes to the bus network. The changes to the road network will create a new frontage to the school,

<sup>&</sup>lt;sup>1</sup> Thurgoona Wirlinga - Precinct Structure Plan (RPS, March 2013), prepared for Albury City Council

allowing new opportunities to reconfigure the transport facilities to improve links and reduce conflicts. An indicative reconfiguration of the transport facility layout is shown in Figure 3.3. The kiss and drop area could move to the new eastern road along the new frontage. This could also include new pedestrian crossing facilities on the new eastern road and the closure of the eastern driveway with modified access to the SLU drop-off and staff parking area.

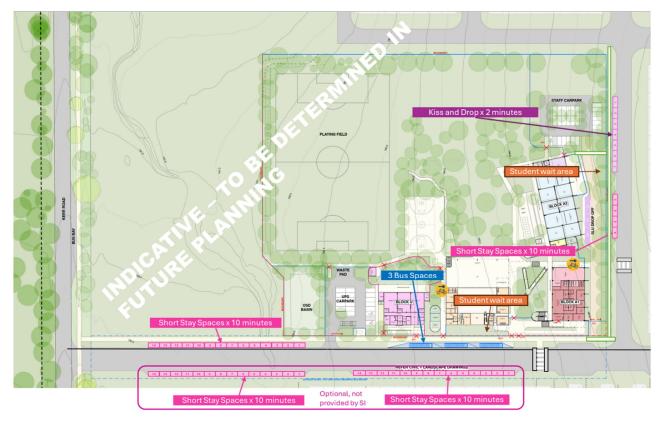


Figure 3.3 Reconfigured transport facilities

# 3.4 Transport behaviour

The transport impact of the proposed activity will depend on the travel behaviour of future staff, students and parents. Three mode share scenarios ('Baseline', 'Medium' and 'Reach') were evaluated, which quantify targets for achieving sustainable travel mode shares. This Transport Accessibility and Impact Assessment has utilised the 'Baseline' scenario as it forms the likely mode share to be achieved at the school's opening. However, strategies and mitigation measures are recommended to improve the chance of achieving the Medium and Reach targets which have reduced private vehicle use.

The 'Baseline' targets were informed by surveys conducted in April 2025 at the existing Thurgoona Public School, shown in Table 2.2. This school was selected as it shares demographics as communities residing within the proposed school's enrolment boundary.

The DoE is committed to providing facilities to achieve the Medium and Reach scenarios, both of which envisage increased use of active and public transport and a reduction in car travel. The Medium scenario's reduction in car use (from 74% to 66%) is comparable to the 2033 Trend to 2033 Target mode share scenario identified in the Council's MOVE Integrated Transport Strategy (94.7% to 86.2% motor vehicle).

It is noted that the Thurgoona Public School travel behaviour survey indicated a shift from 74% car and 9% bus in the morning to 60% car and 23% bus in the afternoon. If that pattern is repeated at the new Albury Thurgoona Public School, additional bus services may be required for the afternoon peak.

The implications of the three transport mode share targets are shown in Table 3.1 for the morning arrival and Table 3.2 for the afternoon departure.

Table 3.1 Mode share scenarios for new Albury Thurgoona Public School – Morning arrival

Transport	Scenario 1 Baseline		Scenario 2 Medium		Scenario 3 Reach	
mode	Percentage	Students	Percentage	Students	Percentage	Students
Walk	14%	58	19%	79	25%	104
Bicycle	3%	13	5%	21	10%	42
Public transport	9%	38	10%	42	20%	83
Private vehicle	74%	307	66%	274	45%	187
Total	100%	416	100%	416	100%	416

Table 3.2 Mode share scenarios for new Albury Thurgoona Public School – Afternoon departure

Transport	Scenario 1 Baseline		Scenario 2 Medium		Scenario 3 Reach	
mode	Percentage	Students	Percentage	Students	Percentage	Students
Walk	14%	58	19%	80	25%	104
Bicycle	3%	13	5%	21	10%	42
Public transport	23%	96	26%	108	28%	116
Private vehicle	60%	249	50%	207	37%	154
Total	100%	416	100%	415	100%	416

The Albury City Council's MOVE Integrated Transport Strategy (2023) reports a higher car mode share of 94.2% for "All Trips." It is noted that many school trips are local and shorter in distance compared to travel across the Local Government Area (LGA). Hence, the preference for walking for these shorter trips aligns with the lower car mode share of 74%, as indicated by the survey results for Thurgoona Public School.

A car occupancy rate of 1.5 students per car was also utilised in determining parking provision for kiss and drop operations. Thurgoona Public School measured a rate of 1.9 students per car<sup>2</sup> which is greater than the rate of 1.2 - 1.3 typically observed in public schools. The conservative 1.5 rate was utilised to align closer with the occupancy rate observed in the local area and provide additional kiss and drop facilities to future proof the school for growth.

# 3.5 Access arrangements

#### 3.5.1 Pedestrian and cyclist access

Pedestrian and cyclist access is to be supported by new infrastructure at the school site, including an access point, paths, onsite parking and a wombat crossing. The school's access point provides sole access to the school for students and is accessible via the new access road. As the surrounding developments mature, new access points may be investigated as discussed in Section 3.3.

A new 2.5-metre-wide shared path is to be provided along the school the new access road and the school's southern frontage. This link will provide continuous connectivity between the Council's planned shared path along Kerr Road and the school's access point. This path will serve between (comparing Baseline to Reach mode shares): 58 and 104 pedestrians, 13 and 42 cyclists, 38 and 116 bus passengers, kiss and drop students and additional preschool students. A wombat crossing at the school's entrance will further enable students to safely cross the new access road to the southern short stay parking.

<sup>&</sup>lt;sup>2</sup> Thurgoona Public School Hands Up Survey Results, April 2025

The provision of onsite bicycle parking located at Block B will promote active travel for students and staff. Active transport access and facilities are shown in Figure 3.1. Bike parking with convenient access to the school site access point will provide visibility and security of bikes, accessibility and convenience for riders to easily transition to walking and vice versa, and encourage more riding by signalling that riding to school is a welcome and supported mode of transport.

#### 3.5.2 Vehicular access

Primary vehicular access for staff, service vehicles, buses, and student pick-up and drop-off will be facilitated through the new access road connecting to Kerr Road. This access road is designed to support two-way traffic and includes a roundabout to enable vehicles to return to Kerr Road. Access to the staff car park is provided via an access driveway from the roundabout, which also provides access to the SLU. UPS staff and parent vehicles will access the school through the carpark entry point midway along the access road, identified in Figure 3.1.

#### 3.5.3 School speed zone

School zones are proposed along the new access road and Kerr Road between Springview Drive and Hopwood Road. These road segments capture the school frontage and most efficient walking routes from neighbouring residential dwellings to the school access point. The northern extent of the indicative school zone will protect students utilising the new pedestrian refuge island at the Kerr Road and Hopwood Drive intersection. Similar speed zone extents to cover key crossings and walking routes were also observed at Thurgoona Public School. The proposed school zones are shown in Figure 3.4.

Transport for NSW will confirm the speed zones to be applied, and an application is to be made to ensure prompt installation of signage for the school's opening. Community notification of the changes to the speed limit is important to effectively influence traffic behaviour in time for the school opening.



Figure 3.4 Speed zones and indicate school zone

#### 3.6 Parking arrangements

#### 3.6.1 Car parking provision

Onsite parking for primary school staff members is to be separately provided at the northeast corner of the school. Onsite parking for preschool staff members is to be separately provided at the preschool car park. The primary school staff parking will provide 25 car parking spaces with three additional DDA-compliant spaces and is proposed to be accessible via the new access road and turning area. This provision ensures 1 car space per staff member as per the Albury City Council Development Control Plan (DCP) 2010 Part 17. Similarly, the pre-school staff car park is proposed to provide 15 car parking spaces at the southern school frontage.

#### 3.6.2 Bicycle parking

Undercover onsite bicycle parking is to be provided at Block B and will be accessible via the school's primary access point. This parking will provide 49 spaces for primary school students, 2 spaces for staff members and 2 additional spaces for pre-school students to achieve the Green Star bicycle parking requirement and to align with DoE's intention to increase sustainable transport mode share. To achieve the 4-star Green Star rating, bicycle parking for 40% of students over grade 4 (49) and 7.5% of staff members (2) are to be provided.

The DCP bike parking rate, 1 bike space per 10 car parking spaces for car parks having 30 or more spaces, generates a bike parking provision which is less than the Green Star requirements. The bike parking requirements for the school would be met through the Green Star bike parking provisions. Parking provision is shown in Figure 3.1.

#### 3.6.3 Bus stop

A 67 metre long bus stop in an indented bus bay is to be provided on the new access road at the school's southern frontage, close to the school's main entrance (see Figure 3.1). This will provide sufficient capacity for the anticipated student demand for public transport services during peak periods. It allows for three buses to load students in the afternoon at the same time. A student waiting area at the school frontage will be provided to enable efficient bus loading operations.

The new access road has been designed with a 30-metre-diameter roundabout to enable vehicles (including buses) to perform U-turn manoeuvres and travel westbound toward Kerr Road to exit the school site (further detailed in Section 5.4).

#### 3.6.4 Kiss and drop

The kiss and drop bay is to be provided along the access road with 11 spaces to be provided, as shown in Figure 3.1. This provision was determined by considering the following assumptions:

- Baseline private vehicle mode share of 74% in the morning and 60% in the afternoon, equating to 307 students / 249 students from a total student base of 414 students
- Average vehicle occupancy of 1.5 students as a conservatively low assumption compared to the Thurgoona Public School, which was surveyed as having a car occupancy rate of 1.9 students per vehicle
- Dwelling time of 2 minutes per vehicle
- 70% of vehicles use the Kiss and Drop while the remaining 30% use the short-stay parking on the south side of the road
- Pick up and drop off activities occurring over a 25-minute duration

These considerations yielded a kiss and drop bay provision of 11 spaces. Vehicles will enter into the new access road via Kerr Road and stop the kiss and drop bays on the north side of the new access road. If the kiss and drop bay is at capacity, vehicles can perform a U-turn manoeuvre at the eastern roundabout and park at the two informal short-stay

parking sections along the southern side of the road. These locations will be unsealed with 25 spaces with a 10-minute dwelling time (during before and after school peaks). This enables parents to safely cross to the access road via the wombat crossing to collect their children and return.

To exit, vehicles can continue to travel westbound towards Kerr Road to exit the school.

#### 3.6.5 Servicing, loading and emergency vehicles

Servicing, loading and waste vehicles will access the school site from the new access road via Kerr Road and will use the UPS carpark for loading, unloading and waste collection activities. These vehicles will access the site outside of school operating hours to minimise the risk of interactions with vehicle movements in the carpark. It is anticipated that a typical number of 10 deliveries per week will be accommodated at the site.

Emergency vehicle access will be facilitated via the new access road and eastern access driveway. Given the irregularity of emergency vehicles requiring access to the site, this arrangement will not interfere with the school's traffic operations.

Design details for loading and waste collection and, emergency vehicles are provided in Sections 5.5 and 5.6 respectively. Swept path assessments for these vehicles through the access road, access drive, UPS staff car park and primary school staff car park are provided in Appendix A.

# 4 Impact assessment

#### 4.1 Road network impacts

#### 4.1.1 Traffic generation

Anticipated trip generation (see Table 4.1) for the primary school and preschool was determined utilising the following assumptions:

- 414 primary school students, 8 SLU students, 25 primary school and SLU staff, 60 UPS students and 6 UPS staff
- 74% and 60% car mode share during AM and PM peak periods, respectively, as observed at Thurgoona Public School
- 1.5 students per vehicle trip; this conservatively aligns with the observed 1.9 students per vehicle trip at Thurgoona Public School (see Section 3.4)
- Primary school, preschool, and SLU staff enter the school during the AM peak and depart after the after-school PM peak
- 4 and 7 bus services stop at the school within the AM and PM peak periods, respectively, as observed at Thurgoona Public School.

Table 4.1 Forecast vehicle trip generati	able 4.1	Forecast ve	ehicle trip	generatio
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Time period	Direction	Primary school students	Primary school & SLU staff	SLU Students	Preschool Students	Preschool Staff	Bus	Total
AM Peak	Inbound	204	25	8	60	6	4	303
	Outbound	204	0	8	60	0	4	272
PM Peak	Inbound	138	0	8	60	0	7	234
	Outbound	138	0	8	60	0	7	234
PM Off-peak	Inbound	28	0	0	0	0	0	28
	Outbound	28	25	0	0	6	0	59

#### 4.1.2 Traffic distribution

The traffic volumes anticipated to be generated by the site have been distributed to the surrounding network. Based on the potential residential catchment, it is assumed that 25% school traffic travelling from/to the north and 75% will travel from/to south of the Kerr Road / new access road intersection. These proportions have been assumed based on the approximate catchment size.

#### 4.1.3 Impact on mid-block traffic volume

The existing traffic volume on Kerr Road was surveyed north of Thurgoona Drive as 231 vehicles per day northbound and 1,008 vehicles per day southbound. Based on the trip generation assumptions, it is expected that the new school and preschool will add another 548 vehicles per day in each direction in total. This is split to approximately 413 vehicles per day south of the new access road and 135 vehicles per day between the new access road and Hopwood Road.

Background traffic growth for the future years was estimated utilising the Thurgoona Wirlinga Precinct Structure Plan – Technical Report (2012). Kerr Road was categorised as a local distributor with traffic volumes of 5,000 to 7,000 vehicles

per day. Approximately 10% of this volume (500 to 700 vehicles per hour) can be expected during each of the AM and PM peak hours. For 2028, a background traffic growth of 250 vehicles per hour was applied to reflect the anticipated gradual release of urban development. The school's trip generation volumes were applied on top of this background traffic growth to determine the 2028 proposed scenario demand.

For the 2038 scenario, a background growth of 500 vehicles per hour was assigned. An ultimate traffic demand of 700 vehicles per hour (two-way existing + background growth + proposed school) was assumed to the 2038 proposed scenario.

While the number of vehicle trips added by the school is high in comparison to the existing volume, in the long-term as the development in the Thurgoona Wirlinga Precinct Structure Plan is progressed, the percentage impact of the school trips will reduce.

The capacity of Kerr Road is sufficient to accommodate the proposed increase from the new school and the envisaged increase in the Thurgoona Wirlinga Precinct Structure Plan.

#### 4.1.4 Assessment methodology

Intersection modelling assessments were conducted for the Kerr Road / new access road intersection to assess the impact of the activity at the school site. These assessments were conducted in SIDRA Intersection 9 (version 9.1.6.228), which is an industry-recognised traffic engineering software that enables intersections to be assessed against key performance parameters including Level of Service (LoS), Degree of Saturation (DoS), average delays and queue lengths.

The following scenarios were modelled at operation (2028) and 10 years post-development (2038) for AM and PM peaks.

- **Existing**: Site without school development.
- Proposed: Site with school development. This was modelled under a 30-minute peak to simulate expected traffic demands during school opening and closing times.

#### 4.1.4.1 Level of Service

Level of Service (LoS) is a basic performance measure used to describe the operation of an intersection. Levels of Service range from A (indicating good intersection operation) to F (indicating over-saturated conditions with long delays and queues). At signalised intersections, the LoS criteria are related to average intersection delay (seconds per vehicle). At priority-controlled (give-way and stop control) and roundabout intersections, the LoS is based on the modelled delay (seconds per vehicle) for the most delayed movement.

The TfNSW LoS criteria for intersections, which has been used throughout this assessment, is displayed in Table 4.2.

Table 4.2 Level of Service criteria for intersections

Level of service	Average delay (seconds per vehicle)	Traffic signals, roundabout	Give-way and stop signs		
A	Less than 14	Good operation	Good operation		
В	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.		
С	29 to 42	Satisfactory	Satisfactory, but accident study required.		
D	43 to 56	Operating near capacity	Near capacity and accident study required.		

Level of service	Average delay (seconds per vehicle)	Traffic signals, roundabout	Give-way and stop signs		
E	57 to 70	At capacity. At signals, incidents would cause excessive delays.  Roundabouts require other control mode.	At capacity, requires other control mode.		
F	Greater than 70	Unsatisfactory with excessive queuing.	Unsatisfactory with excessive queuing; requires other control mode.		

Source:

Guide to Transport Impact Assessment (Transport for NSW, 2024) and Guide to Traffic Generating Developments (Roads and Maritime Services, 2002)

#### 4.1.4.2 Degree of Saturation

The Degree of Saturation (DoS) is the ratio of demand flow to capacity and therefore has no unit. As it approaches 1.0, extensive queues and delays could be expected. For a satisfactory situation, DoS should be less than the nominated practical degree of saturation, usually 0.9. The intersection DoS is based on the movement with the highest value.

According to Austroads Guide to Traffic Management (AGMT) Part 3 (2020), in practice, the target degrees of saturation (known as the practical degree of saturation) for signal, roundabout and priority-controlled intersections are 0.90, 0.85 and 0.80 respectively.

#### 4.1.4.3 Average Vehicle Delay

Average vehicle delay refers to the difference between interrupted and uninterrupted travel times through the intersection and is measured in seconds per vehicle. At signalised intersections, the average intersection delay is usually reported. At roundabouts and priority-controlled intersections, the average delay for the most delayed movement is usually reported.

#### 4.1.4.4 Queue Length

Queue length is measured in metres reflecting the number of vehicles waiting at the stop line and is usually quoted as the 95<sup>th</sup> percentile back of the queue, which is the value below which 95 per cent of all observed queue lengths fall. It reflects the number of vehicles per traffic lane at the start of the green period when traffic starts moving again after a red signal. The intersection queue length is usually taken from the movement with the longest queue length.

Acceptable intersection performance for priority-controlled intersections is defined as follows:

- LoS D or higher
- Degree of Saturation (DoS) less than or equal to 0.8
- 95th percentile worst back of queue length not encroaching adjacent intersections.

SIDRA models have been run for the 60-minute peak period duration before and after school.

#### 4.1.5 Future Intersection Performance

In 2028, all approaches at the new access road east approach are projected to operate well, with a maximum 95<sup>th</sup> percentile queue length of 12 metres (approximately six vehicles) during the AM peak period 8:30 – 9AM (see Table 4.3).

Table 4.3 SIDRA intersection results – post-development 2028 & 2038

		Proposed 2028 AM				Proposed 2028 PM				
Year	Approach	DoS	Average Delay (sec/veh)	LoS	95% Queue (m)	DoS	Average Delay (sec/veh)	LoS	95% Queue (m)	
School	Kerr Road (S)	0.21	6.6	A	7	0.19	5	A	7	
Development 2028	New Access Road (E)	0.28	7.3	A	9	0.24	7	A	8	
2020	Kerr Road (N)	0.17	1.4	A	0	0.13	1.5	A	0	
	Overall	0.28	7.3	A	9	0.24	7	A	8	
School	Kerr Road (S)	0.25	7.4	A	9	0.26	5	A	10	
Development 2038	New Access Road (E)	0.33	8.7	A	12	0.29	8.2	A	9	
2000	Kerr Road (N)	0.25	1	A	0	0.21	0.9	A	0	
	Overall	0.33	8.7	A	12	0.29	8.2	A	10	

By 2038, following the development of the new school, all approaches are anticipated to maintain satisfactory performance with a similar LoS A and a Degree of Saturation (DoS) of 0.29. The average delay and 95<sup>th</sup> percentile queue length for the new access road east approach is expected to increase to 8.7 seconds and 12 metres (approximately two vehicle lengths) respectively during the AM peak period. The queue length of 12 metres will be contained within the 300-metre-long new access road, indicating it will not encroach the roundabout at the eastern end or the parking on the southern side.

For this priority-controlled intersection, the performance parameters of the most delayed approach (new access road east approach) were evaluated and deemed as satisfactory against the AGMT Part 3 as per Section 4.1.4. As the intersection can support future traffic demands to the school site, no additional upgrades are required.

# 4.2 Parking impacts

The proposed staff parking and kiss and drop bay provision is sufficient to parking needs and the requirements of Albury City Council DCP 2010. The kiss and drop zone and short-stay parking areas on the new access road will accommodate the anticipated demand for vehicle access. It is expected that the activity will likely have minimal impact on the surrounding parking.

## 4.3 Public transport impacts

The public transport mode share target of 9 to 28 per cent (38 to 116 students) will increase demand for public transport in the local area. The existing bus network will need some modification to support the public transport demand to the new site. Services travelling along Kerr Road along the school's western school frontage are able to turn into the access road to the proposed bus bay and enable students to arrive safely at the school's access point. Buses can safely exit the school site by performing a U-turn manoeuvre at the roundabout and re-enter Kerr Road. It is recommended that Transport for NSW, Albury City Council and the local bus operator investigate changing public transport services as future residential development progresses around the school.

As part of the Rapid Transport Assessment, an analysis of the existing bus routes and bus stops was combined with an assessment of the potential location of students when the school is open. This was aimed at identifying students eligible for subsidies bus travel that do not have a bus stop within a 400m walk. The results identified a cluster of dwellings near

the intersection of Kerr Road and Rodeo Drive, to the south of the school, with a bus stop in the southbound direction, but no identified (by signage) bus stop in the northbound direction.

The following public transport provisions to be implemented upon the school's opening were identified:

- Additional school bus services in line with anticipated mode share (higher demands during PM peak period as observed at Thurgoona Public School)
- A new bus stop at the proposed bus bay to formalise the stop and enable public bus routes to service the school
- Integrate the proposed bus stop at the school stop with the existing school bus service routes and improve signage at the existing Kerr Road at Rodeo Drive bus stops.

### 4.4 Active transport impacts

The Albury Thurgoona New Primary School will see an increase in walking and cycling compared to the current situation. The baseline mode share targets 14% (58 students) of students walking and 2% (9 students) of students cycling could rise to 25% (104 students) walking and 10% (42 students) cycling with connection to the surrounding residential precincts. It is crucial to provide infrastructure that facilitates safe and accessible active transport trips for students. The following active transport provisions were proposed to be implemented upon the school's opening:

- 2.5-metre-wide shared path along the north side of the new access road at the school's southern frontage.
- Lighting and maintenance to create highly visible and safe infrastructure.
- Ongoing monitoring by staff members to ensure that both students and drivers are acting safely around the school's local roads, as outlined in Appendix D School travel plan.
- Educational and behaviour change programs as outlined in Appendix D School travel plan, to reinforce safe behaviours for walking and cycling to and from school.
- Pedestrian refuge island at Kerr Road and Hopwood Road intersection and Kerr Road shared user path. Council's Kerr Road upgrade set for 2026 completion will provide these facilities and will provide safe connectivity for students walking and cycling to school.

### 4.5 Catchment analysis

Catchment analysis was conducted as part of the Rapid Transport Assessment (RTA) for the new school. The RTA assessed existing pedestrian, cycling and public transport facilities in their ability to support student travel and, further recommended infrastructure interventions to facilitate safe and efficient travel. The analysis was conducted for a proposed student enrolment of 340 primary school students<sup>3</sup>. This analysis excluded public preschool students as they have unique transport needs. Additionally, Albury City Council's Kerr Road designs were utilised to project the future residential and road development near the school site and corresponding student-origin locations. Catchment analysis findings are summarised below and in Table 4.4.

Project No PS215642 Albury Thurgoona New Primary School and New Public Preschool Transport and Accessibility Impact Assessment NSW Department of Education (School Infrastructure NSW)

Note: the 340 students assess for the catchment analysis has increased to 414 students in the current proposal. This may increase the absolute numbers. However, the direction information and percentages will be similar. When determining proposed transport provisions, catchment analysis outcomes were scaled to the 414 student enrolments to capture increased enrolments.

Table 4.4 Catchment Analysis Results for 340 students

	Catchment analysis	Notio		•	path / using k as a proxy)
		# of students	% of total students	# of students	% of total students
Walking	0 – 400m (5-min walk)	27	7.8%	8	2.3%
	401 – 800m (10-min walk)	35	10.4%	15	4.3%
	801 – 1200m (15-min walk)	48	14.2%	39	11.6%
	1201 – 1600m crow flies / 1200 - 2300m on path (Students living outside of a 15-minute walk/ not eligible for SSTS)	63	18.5%	93	27.4%
	Beyond 1600m crow flies / 2300m on path (Students eligible for SSTS)	167	49.1%	185	54.4%
Cycling	0-1200m (5-min cycling)	110	32.4%	62	18.2%
	1201-2400m (10-min cycling)	108	31.8%	100	29.3%
	2401-3600m (15-min cycling)	89	26.2%	66	19.5%
	Beyond 3600m (15+ mins)	33	9.6%	112	33.0%
Public Transport	Students within 1.6km crow flies / 2.3km on path (not eligible for SSTS)	173	50.9%	155.0	45.6%
	# outside of 1.6km crow flies / 2.3km on path and within 400m of a bus stop (eligible for SSTS)	30.0	8.6% (17.5% of # outside SSTS zone)	27.0	7.9% (14.5% of # outside SSTS zone)
	# outside of 1.6km crow flies / 2.3km on path and not within 400m of a bus stop (eligible for SSTS)	153.0	40.5% (82.5% of # outside SSTS zone)	159.0	46.5% (85.5% of # outside SSTS zone)

Source: Albury Thurgoona New Primary School Rapid Transport Assessment (WSP, January 2025) for 340 students

From this analysis, it is noted that:

- 18% of forecasted enrolment is within 15 minutes of actual walking distance of the school site.
- 67% of the forecasted enrolment resides within a 15-minute cycling route accessible to the school site noting that the existing road network was used as a proxy for available cycling paths rather than available infrastructure.
- 47% of the forecasted enrolments (approximately 86% of students located outside of the SSTS Exclusion Zone) do not live within walking distance of direct public transport services to the new primary school or a 15 minute walking distance of the school. It is expected that these students will travel to school via private vehicles unless there is improved accessibility to public transport or active transport networks.
- Gaps exist between notional and actual accessibility for walking, cycling and public transport notably 14.2% (42 students within the 0-1200 metre (5 minutes) cycling catchment. This gap suggests missing links and paths within the road network which enable safe and efficient trips.

### 5 Design considerations

Throughout the project, the proposed plans for the activity have been reviewed through various swept path assessments. The final plans proposed in this report have been found to be satisfactory and designed in accordance with the relevant DCP and Australian Standards. The following section provides the design assessment for the key features including site access and circulation, car parking, bus parking, bus stop and loading and waste collection design and emergency vehicle routes.

### 5.1 Site Access and Circulation

### 5.1.1 Pedestrians and cyclists

The proposed pedestrian and cyclist access gates to the school will provide a minimum 2.0 m width (Type 1 as per the Walking Space Guide), meeting the minimum standard for pedestrian and cycling access.

The proposed activity includes the provision of a new access road, along the school frontage. The design of this shared path will be in accordance with the Type 3 specifications as outlined in the Walking Space Guide (TfNSW, 2020). This includes a path that is 2.5 metres in width with a 1.0m separation from the kiss and drop and bus bay, supporting 70 – 400 pedestrians per hour.

A raised pedestrian (wombat) crossing is to be provided on the access road near the school entrance, which targets pedestrian priority and improved safety by reducing speeds. To accommodate buses along the new access road, this wombat crossing is to have a 6 metre platform length, 100 millimetre platform height and a lower ramp grade of 1 in 12 to minimise damage to the underside of buses as per AGRD Part 4.

#### 5.1.2 Vehicles

Vehicle access to the proposed school site will be via the new access road connecting to Kerr Road. This access road along the school's southern frontage provides access to the New Public Preschool car park and waste site (southern frontage) and the SLU parking and primary school staff parking (northeast of the school site). The UPS car park facilitates circulation for waste collection trucks to enter, access waste sites north of the UPS car park and exit the car park in a forward fashion. Swept path assessments were conducted to confirm the UPS car park provides sufficient ingress/egress for waste collection vehicles.

At the new access road's eastern roundabout, vehicles turn left (north) to access the SLU parking and primary school staff parking. Vehicles can utilise this roundabout to perform U-turn manoeuvres to return to Kerr Road.

### 5.2 Access road

Traffic generation calculations have estimated daily traffic volumes on the access road of approximately 650 vehicles per day in each direction (1,300 vehicles per day combined).

The DORAS Manual has been used to guide the configuration of the access road. The DORAS manual has been selected given that it, 'may be applied to guide design on all roads and streets in NSW. It considers how the full width of the road reserve is planned, designed, constructed, operated and maintained for all users.'

Based on the land use of school / future residential, the slower speed environment proposed for the streets, and the estimated traffic volume, the access road fits as a "Neighbourhood street" road type in the short-term. Council has suggested that the road be designed as a local "Connector street" when development occurs in the future. As the timing and design of the future development to the east has not been determined, DoE School Infrastructure have proposed to construct the access road based on the requirements of the new school, with future development to consider and construct any necessary upgrade.

The assessment of the road typologies against the criteria listed in DORAS Table 8.2.9a is shown in Table 5.1. The colours represent the following:

Meets Criteria (green)

Partially Meets Criteria (yellow)

Does Not Meet Criteria (red)

Table 5.1 Road Typology Assessment Against Identification Features

Identification Feature	Neighbourhood Street criteria	Connector Street criteria	Commentary	
Place/Context	Urban/suburban/peri-urban	Urban/suburban/peri- urban/rural	Currently peri-urban, future suburban	
Administration classification	Local	Local	Council controlled road	
Typical Corridor Width	18-20m	18-21m	Corridor width = 24m. Currently proposed shared path and road carriageway could fit within a 18-20m wide corridor	
Typical annual average daily traffic	Less than 3,000	Less than 10,000	Estimated at 1,300 vehicles per day	
Freight access	Service and delivery vehicles	Service and delivery vehicles	Only school buses and a small number of delivery and waste collection trucks	
Typical posted speed	30-40km/h or default speed for local traffic area	40–50km/h	40km/h school speed zone, local street speed limit at other times	
Property access	Direct	Direct	Preschool and new primary school have access on north side	
Carriageway separation	Undivided	Undivided	Undivided carriageway	
Typical number of lanes in each direction	1	1	One lane in each direction	
Use of kerb and channel	Yes	Yes	Kerb and gutter	
Design speed	Desired speed (30-40km/h)	Posted speed	Designed for posted speed	
Typical lane widths	3.0m (3.2m when bus route)	3.2m	3.5m lane widths with bus service, additional space allowed for manoeuvring vehicles in and out of kerbside parking	
Treatment to address head on crash risk	Not applicable	Not applicable	None provided	

Identification Feature	Neighbourhood Street criteria	Connector Street criteria	Commentary
On-street car parking	Yes (0.3m buffer at 50km/h and frequent buses)	Yes (0.3m buffer at 50km/h and frequent buses)	Lane width of 3.5m includes 3.2m recommended lane plus 0.3m buffer
Recommended footpath type	Urban: Type 2 Suburban: Type 1 Peri-urban: enable universal access	Urban: Type 2 Suburban: Type 1 Peri-urban: enable universal access	Type 2 provided
Recommended bicycle facility	Urban: Bicycle path Suburban: Bicycle path or shared path Peri-urban: enable universal access	Urban: Bicycle path Suburban: Bicycle path or shared path Peri-urban: enable universal access	Shared path
Tree set-back without road safety barrier protection	Not applicable	Risk based approach assessment	Trees in verge, low speed environment reduces risk
Bus routes	Yes	Yes	School bus enabled
Typical design vehicle	5.3m passenger car	8.8m service vehicle 12.5m bus (if on bus route)	Council confirmed 12.5m bus design and check vehicle
Typical check vehicle	Typical service vehicle 12.5m bus (if on bus route)	12.5m bus/ truck	Designed for 10.5m waste collection truck, 12.5m bus and fire appliance
Vehicle access to properties	Direct	Direct	Preschool and new primary school have access on north side
Can the check vehicle cross the centreline of the side street?	Yes	Yes	Minimal crossing of centreline by design vehicle envelope
Typical intersection types	At grade (unsignalised)	At grade (signalised, unsignalised, roundabouts)	Stop-sign controlled intersection with Kerr Road
Turn lanes (signalised intersections)	Not applicable	Auxiliary lanes	Traffic signals not needed, SIDRA model indicates turn lanes not needed
Raised safety platforms and wombat crossings	Suitable	Suitable	Potential for raised crossing at Kerr Road intersection
Kerb extensions at intersections and crossings	Suitable	Suitable	Designed to requirements of design and check vehicle while minimising crossing distance for pedestrians
Continuous footpaths on low volume side streets	Suitable	Suitable	No side streets

### 5.3 Car parking design

### 5.3.1 On-site parking

Plans for the Albury Thurgoona New Primary School and New Public Preschool include the provision for the following onsite parking as per Albury City Council's DCP Part 10 (2010) (see Table 5.2).

Table 5.2 Onsite parking provision

Parking type	Provision	Minimum Requirement
Primary school – staff parking	25 standard spaces (1 car space per staff number)	DCP Part 10, Albury City
Primary school – accessible parking	1	Council (2010)
Preschool – staff and parent parking	15 standard spaces (1 car space per 4 preschool students)	
Preschool school – accessible parking	2 (1 accessible parking space and 1 additional accessible space per 33 standard spaces)	
SLU – accessible parallel parking	3	

The primary school is to provide 25 standard spaces for staff parking, 1 DDA-compliant accessible parking space in the north-east extent of the site. The preschool is to provide 15 standard spaces and 2 DDA-compliant parking spaces at the school's southern frontage.

Standard car spaces are classified as User Class 2 as per AS 2890.1:2004. User Class 2 spaces allow all doors to be fully opened and cars to enter and exit with a single manoeuvre. These spaces have a minimum dimension of 2.5 metres in width by 5.4 metres in length and can be accessed from two-way aisles with widths of 6 metres. These dimensions meet the required dimensions as per AS 2890.1:2004.

The DDA-compliant car spaces are classified as User Class 4 as per AS 2890.1:2004. They are to be provided at the proposed car parks and are to be provided at minimum dimensions of 2.4 metres in width by 5.4 metres in length with an adjacent shared area of size 2.4 metres in width by 5.4 metres in length. These dimensions comply with the required dimensions as per AS2890.6:2022.

For the primary school, three DDA-compliant parallel parking spaces are provided adjacent to the proposed SLS building to facilitate safe pickup/drop off operations for SLU students. These spaces are provided at a minimum dimension of 3.2 metres in width by 7.8 metres in length with an adjacent shared area of 1.6 metres in width. These dimensions comply with the required dimensions are per AS2890.6:2022.

Based on the above, the car parking spaces have been designed in accordance with the relevant standards and are considered satisfactory for the proposed activity.

### 5.3.2 Kiss and drop

The activity proposes that a kiss and drop bays totalling 94 metres will be provided along the access road, separated from the bus bay (further away from the front gate). They will provide a combined capacity for 11 standard car spaces. If the kiss and drop is full, parents will be guided to park in the short-stay parking and walk their child across the street at the crossing.

The kiss and drop bays are to have minimum dimensions of 2.6 metre width by 6.7 metre length. These dimensions all accord with or exceed the required dimensions as per AS2890.5:2020 assuming that the access road will be signed as a maximum of 50 km/h outside of school hours (subject to approval from the Traffic Committee).

The provision of signage in accordance with Transport for NSW and Council guidance is required to support operations at this kiss and drop bay (see Figure 5.1). It is recommended that the kiss and drop bay facilitates general on-street

parking outside of the school pick-up and drop-off periods, to help minimise the impact of the activity of on-street parking. This arrangement requires approval from the Local Traffic Committee.



Source: Birrong Public School

Figure 5.1 Example of kiss and drop sign

Based on the above, the kiss and drop bay has therefore been designed in accordance with the relevant standards and are considered satisfactory for the proposed activity.

### 5.3.3 Short stay parking

An area for short stay parking will be provided on the south side of the access road. This area will have a gravel surface and will not be kerbed and guttered. The parking will be provided in two areas – 91m and 72m long, providing space for 25 cars.

### 5.4 Bus stop design

A bus bay is to be provided along the site's frontage to the new access road, with closest access to the school gate. Three bus spaces will be provided allowing multiple buses to use the stop at the same time. This has a theoretical capacity for 30 to 67 bus services per 30 minutes (State Transit Bus Infrastructure Guide). This will provide sufficient capacity for the anticipated student demand for public transport services. As has been stated in Section 3.4.3, coach hired for school excursions will have to be coordinated with public bus operations, to ensure they do not interfere.

The proposed bus bay will have a length of 67m, which accommodates three 12.5m standard buses, a draw-in length of 11.5m and three draw-out lengths of 6.0m. These dimensions all accord with the required dimensions as per State Transit – Bus Infrastructure Guide by TfNSW (Issue 2 - dated July 2012) and Guidelines for Public Transport Capable Infrastructure in Greenfield Sites by TfNSW (dated July 2018). The width of the bus bay is 2.6m, which is narrower than a bus. However, when combined with the width of the adjacent a traffic lane of 3.5, there is sufficient width for a car or bus to move past the stopped bs without having to cross the centreline.

Based on the above, the on-street bus bay has been therefore designed in accordance with the relevant standards and guidelines and considered satisfactory for the proposed activity.

### 5.5 Loading and waste collection

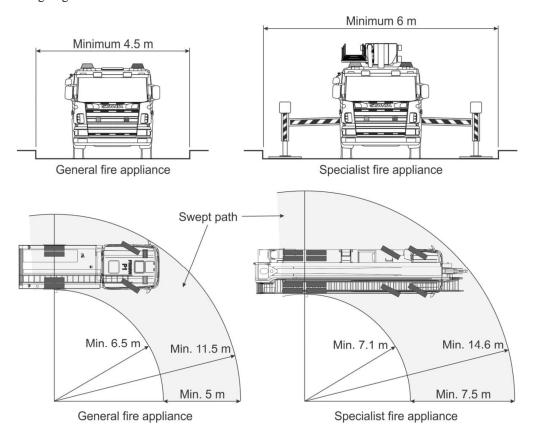
On-site loading/servicing and waste collections are to be facilitated north of the UPS car park. Loading/servicing and waste collection will occur outside of operating hours (typically between 5:00 to 7:00 AM) to minimise impacts on surrounding vehicular and pedestrian movement.

Waste collection vehicles can enter the site via the new access road, turn north into the UPS car park and circulate to the north extent of the carpark to access the waste bin. The front-lift waste truck will empty the bins at this location with the truck manoeuvring to align itself with relevant bins. Upon exit, the trucks will continue to circulate through the car park and exit the car park in a forward direction. Swept path diagrams have been prepared to demonstrate that the 10.5-metre front lift waste collection truck can enter and exit the site in a forward direction. On this basis, the proposed loading and waste collection arrangements are considered sufficient.

### 5.6 Emergency vehicles

The new access road will facilitate emergency vehicle access. Specialist fire appliances will be able to use the access road, turn at the roundabout, and exit via the access road. General fire appliances will be able to use the access road and the access drive, turning at the roundabout or in the staff carpark.

The Fire Safety Guideline – Access for fire brigade vehicles and firefighters (NSW Fire and Rescue, 4 Oct 2019) outlines requirements for fire appliance access. Figure 5.2 outlines some of the access dimensions that have been used in designing vehicle access.



Source: Fire Safety Guideline – Access for fire brigade vehicles and firefighters (NSW Fire and Rescue, 4 Oct 2019)
Figure 5.2 Fire appliance access dimensions

The access road has a general width of 7m and 9.6m alongside the bus stop and kiss and drop bays, which is suitable for the specialist fire appliance. The roundabout has a radius of 15.0m, which accommodates the required 14.6m outside radius for the specialist fire appliance.

The access driveway has a general width of 6m and 9.2m alongside the SLU kiss and drop bay, which is suitable for the general appliance. The staff carpark has been checked for the general fire appliance swept path. Swept paths for specialist fire appliances through the new access road and staff car park via the access drive are further details in Appendix A.

Ambulance and Police access would be as for general vehicles. They would also be provided access to vehicle gates into the school premises if required.

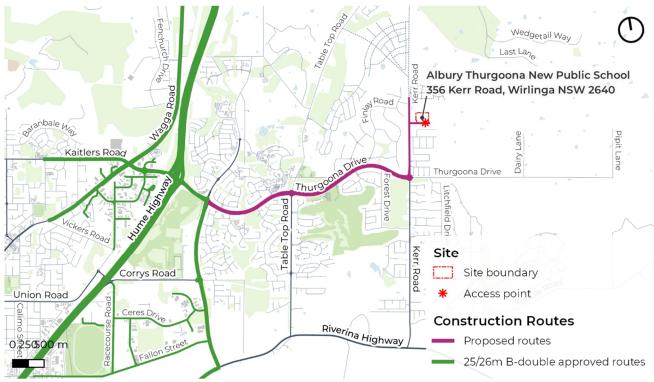
## 6 Construction traffic management

### 6.1 Overview

This section outlines a high-level approach to construction traffic management at the new school site. It is recommended that a detailed Construction Traffic Management Plan (CTMP) is developed once the construction specifications and methodology are determined.

### 6.2 Heavy vehicle access routes

The size of trucks accessing the site during construction is yet to be determined. However, the approved national 25/26m B-Double network can be utilised as a guide for truck access to Kerr Road during construction activities as depicted in Figure 6.1. The approved roads are mainly distributed across the Hume Highway, Thurgoona Drive (west of Elizabeth Mitchell Drive) and Riverina Highway (west of Elizabeth Mitchell Drive). Trucks would need to use Thurgoona Drive and Kerr Road (the shortest route) to complete their journey.



Source: National Heavy Vehicle Regulator (NHVR) National Network Map (2023)

Figure 6.1 25/26m B-double approved and proposed routes

### 6.3 Construction traffic movements

An indicative estimate of approximately 150 construction workers (maximum) on site at any one time. To estimate the construction vehicle movements to and from the site, the following assumptions have been made:

- One worker per vehicle (conservative estimate)
- Trip generation of 2.5 trips per person (two way combined) for light vehicles
- Approximately 20 truck trips travelling to and from the site each day.

As such the predicted construction vehicle movements for 150 workers travelling to and from the site, are summarised in Table 6.1.

Table 6.1 Indicative construction traffic movements

Time period	Light v	Light vehicles		Trucks		hicles
	In	Out	In	Out	In	Out
AM inbound	150	-	2	-	152	-
Day construction hours	38	38	18	18	56	56
PM outbound	-	150	-	2	-	152
Daily	188	188	20	20	208	208

These indicative movement volumes represent preliminary estimates for construction activities and therefore need to be further refined as part of the Constructor's Traffic Management Plan.

### 6.4 Site parking

The provision of onsite parking for construction vehicles is recommended during the construction of the school site. As the current site has no parking in the vicinity of the site, the constructor is recommended to develop temporary onsite parking for personnel and construction vehicles along near the new access road location.

### 6.5 Construction traffic management

The impact of construction workers accessing the site will need to be assessed in the Constructor's Traffic Management Plan once further details of the construction activity are known.

As discussed in Section 2.7.1, the Kerr Road AM and PM peaks occur between 8:00 - 9:00 AM and 5:00 to 6:00 PM. It is likely that construction workers will arrive before the AM peak and leave before the PM peak.

Given the construction volumes are lower than the anticipated volumes during the operation of the school, the additional construction vehicle movements in the short-term are not expected to result in adverse traffic conditions. It is therefore anticipated that the local road network will be able to accommodate these movements.

It is also recommended that a traffic controller monitors construction vehicle access to and from the site to ensure safety and minimise congestion and disruption to the traffic environment on Kerr Road and Thurgoona Drive.

## 7 Mitigation Measures

The project has developed a set of mitigation measures to ensure the activity achieves its purpose whilst minimising impacts. The measures relevant to transport are listed in Table 7.1. The particular aspects of the measures that cover the issues identified in this assessment are listed against the overall project mitigation measure along with the agencies responsible.

Table 7.1 Mitigation measures

ID	Project Stage	Mitigation Measure	Description of element and reason	Responsibility
1	С	Construction Traffic Management Plan Part of Standard Mitigation Measure CMM2	Prior to the commencement of any construction works, a Construction Traffic and Pedestrian Management Plan (CTPMP) must be prepared by a qualified transport consultant. This plan must be developed in consultation with the DOE Transport Planning Team.  NOTE: This mitigation measure forms part of a standard construction Mitigation Measure - CMM2 c(i).  The CTPMP should direct heavy vehicle traffic to follow the Construction Vehicle Traffic Route outlined in Section 6.5 to avoid heavy construction vehicles affecting residential areas and road pavements. Where possible, general construction traffic should avoid travelling past Thurgoona Drive during school zone hours.	School Infrastructure
			The CTPMP should provide details of a traffic controller to be positioned at the entrance to the site to provide safety for vehicles, pedestrians and cyclists at the vehicle entrance to the construction area.	
2	D/O	School Transport Plan and Travel Plan Coordinator Standard Mitigation	Whilst there are currently no endorsed plans by TfNSW for updating the public transport services in the local area, it is important that this demand is monitored to assess whether it meets passenger needs. It is recommended that the school and TfNSW collaborate to assess the actual demand for public transport and implement service changes to support public transport use. Formalising the proposed bus bay on the access road into a bus stop and activating bus stops near Rodeo Drive within 5 minutes/400 metres walking distance of students' homes will increase safety and streamline their journey.	School Infrastructure
		Measure OPTMM1	<ul> <li>The School Transport Plan should:</li> <li>Develop educational and behaviour change programs such as the Travel Access Guide (TAG), see Appendix E, to encourage students to use public transport for travel to and from school</li> <li>Implement the behaviour change programs to encourage a shift to sustainable travel modes</li> <li>Notify students and parents of the proposed access routes to the site to reinforce safe practises for walking and cycling to and from school.</li> </ul>	

ID	Project Stage	Mitigation Measure	Description of element and reason	Responsibility
3	D/O	Transport Working Group  Bespoke Mitigation Measure to be included within the Operational Transport Mitigation Measures. (OPTMM)	The existing Transport Working Group (TWG) consisting of members from Albury City Council, TfNSW and the DoE Transport Planning Team is to continue to meet to discuss and co-ordinate the future delivery of transport related matters that could not be resolved prior to the determination of the activity due to unknown details relating to future public domain, road layout and bus services/infrastructure works that may affect the school. The matters to be discussed are:  — Proposed changes to on street parking (including signage), bus stop locations and pedestrian crossing facilities relating to the future development of the surround street network to minimise the safety risks for students and staff walking and cycling to the new school site.  — Discussions with TfNSW Bus Service Planning team to ensure the delivery of adequate bus services and associated facilities for the school.  — Ongoing monitoring of the kiss and drop and short stay parking spaces operations to ensure they meet with future demand and address future changes to the surrounding street network to maintain appropriate access and safety levels.  — Timing for speed zone review request and approval. The School Speed Zones are to be in place prior to Day 1 of the school commencing.  The TWG is to be co-ordinated by the DoE Transport Planning Team and is to meet at appropriate intervals (agreed by TWG members) until such time as the abovementioned matters have been resolved to the satisfaction of the DoE Transport Planning Team.	DoE Transport Planning Team

Notes D = design, O = operation, C = construction

### 8 Conclusion

The review of the proposed activity indicates that the transport and parking impacts of the Albury Thurgoona New Primary School and New Public Preschool have been addressed and managed.

Active travel to and from the site will be supported by the provision of shared paths on the new access road as well as providing crossing points at key pedestrian and cyclist desire lines. Cyclists will also be supported by a sufficient provision of on-site parking facilities. The proposed Kerr Road shared path upgrades outlined in the Thurgoona Wirlinga Precinct Structure Plan will support future anticipated growth in the Thurgoona/Wirlinga region and it is recommended that this is pursued as part of the council's development works.

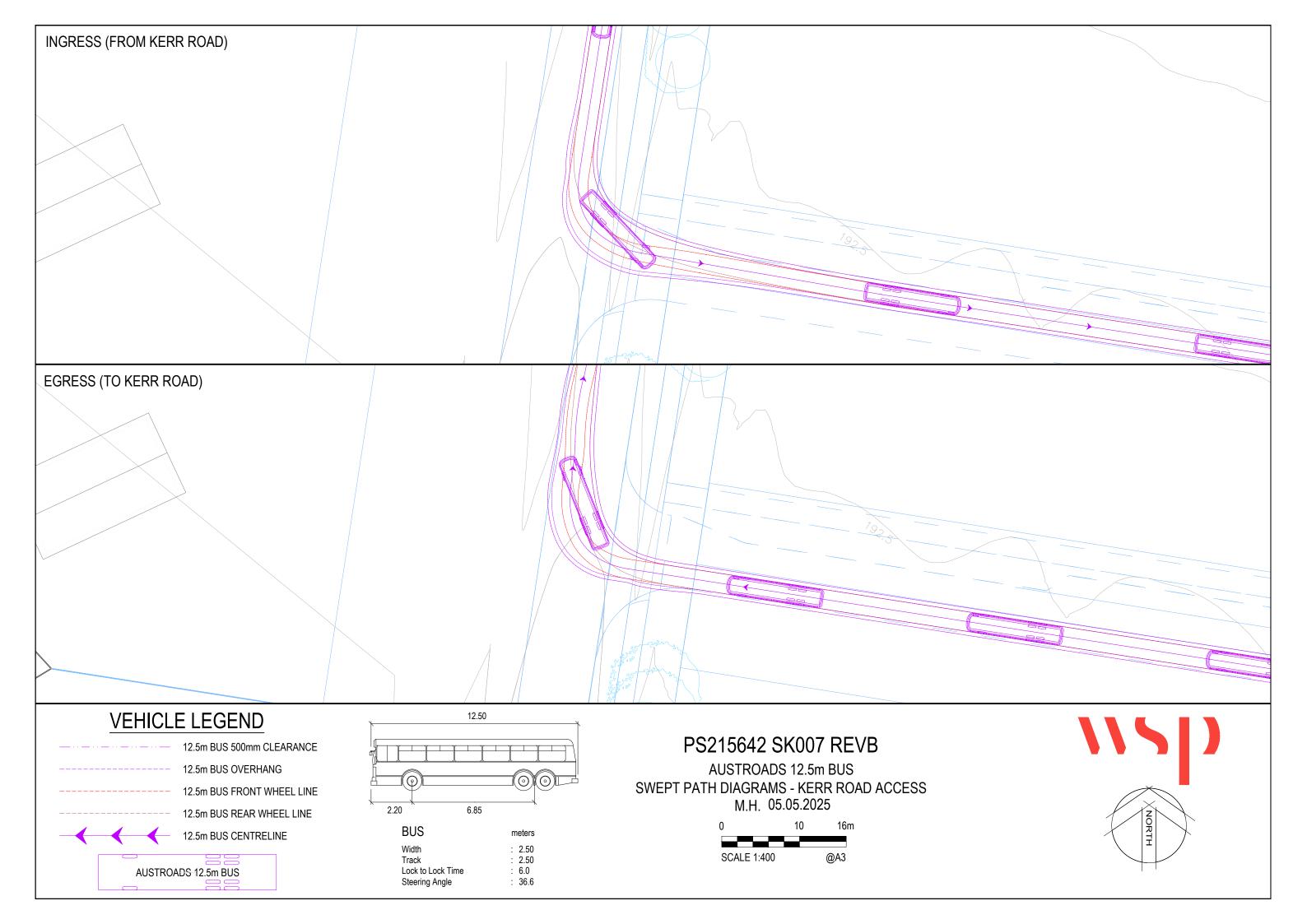
Public transport services can support the anticipated public transport demand with a new bus stop provided on the new access road close to the school gate. Ongoing monitoring of public transport demand, potentially also resulting from the new local developments, is recommended and should be undertaken by council and Transport for NSW. At the site it is recommended that staff of the new school support efficient bus operations at the school's bus bay, to minimise the risk of disruptions (as outlined in the School Travel Plan).

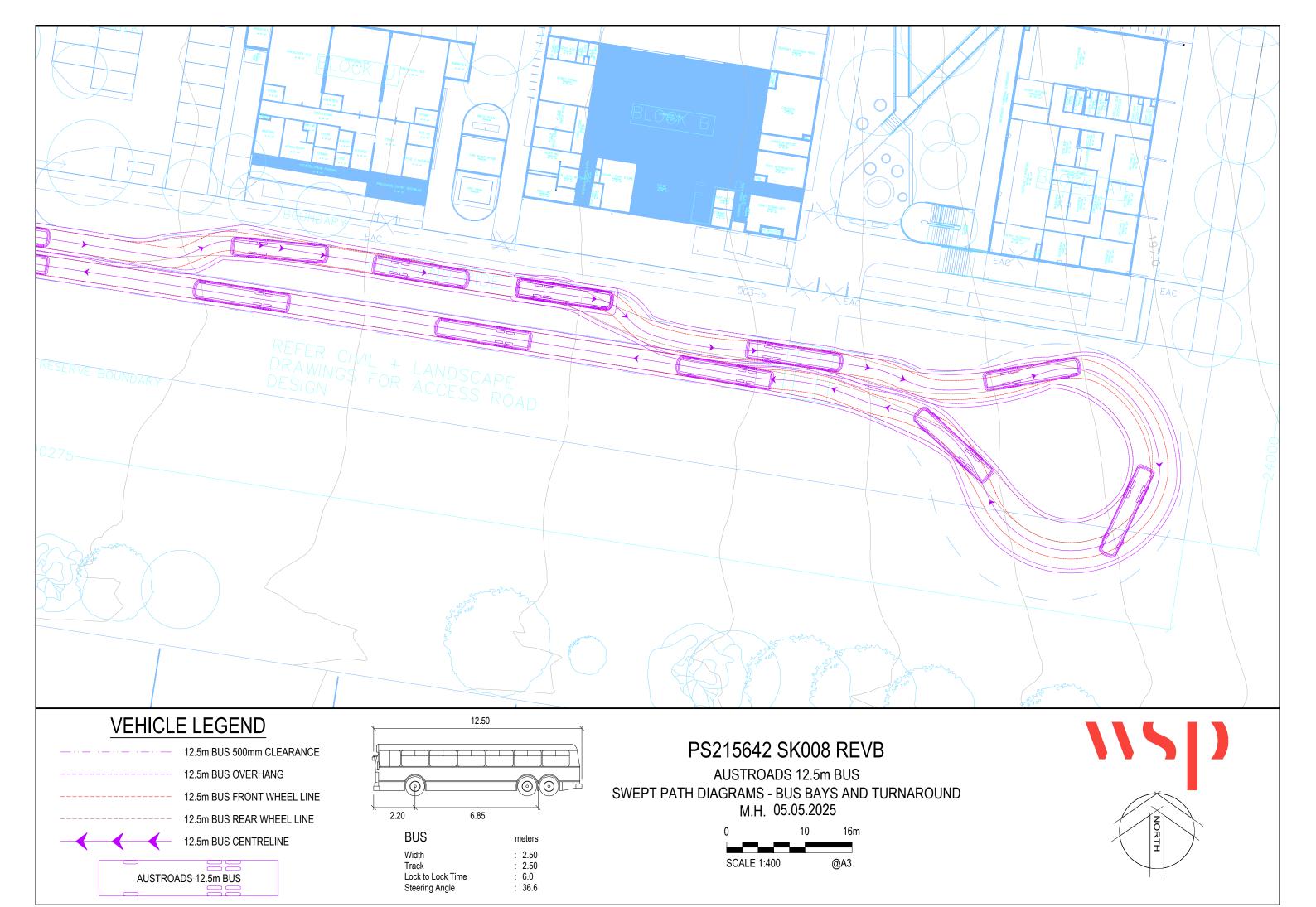
The analysis of the intersection of Kerr Road and the new access road under the new site conditions indicates that the performance will be suitable.

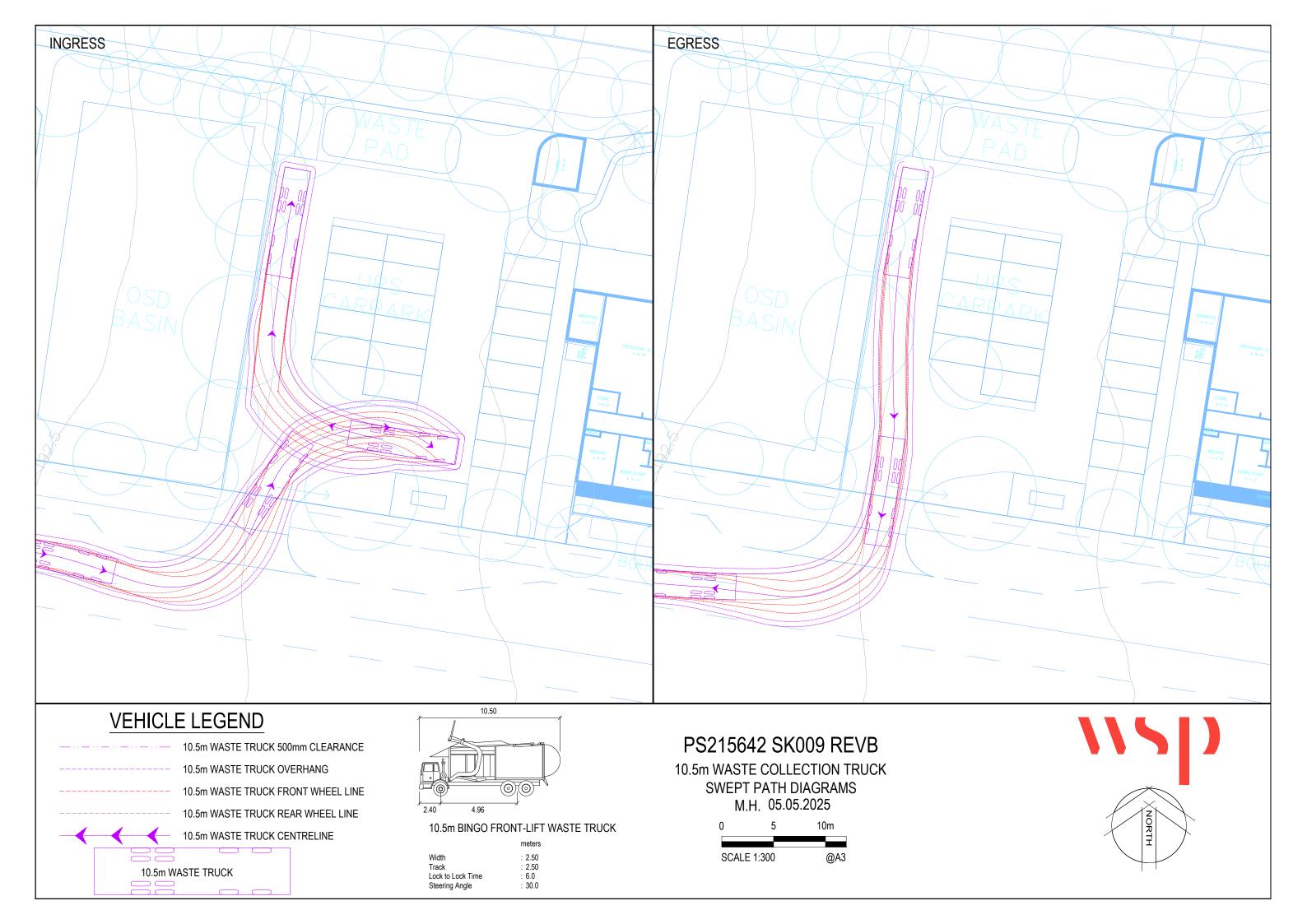
# Appendix A

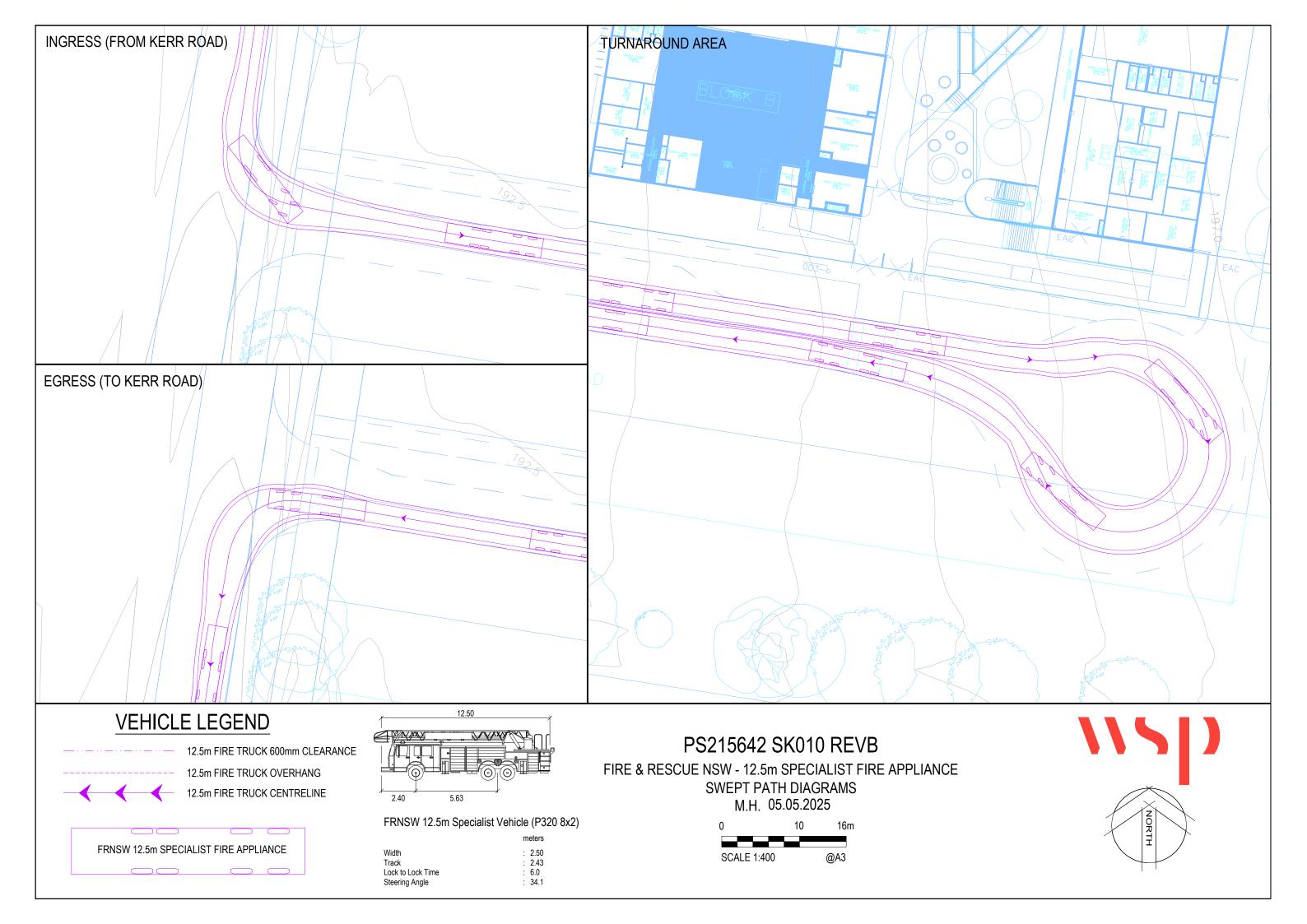
Swept path assessments

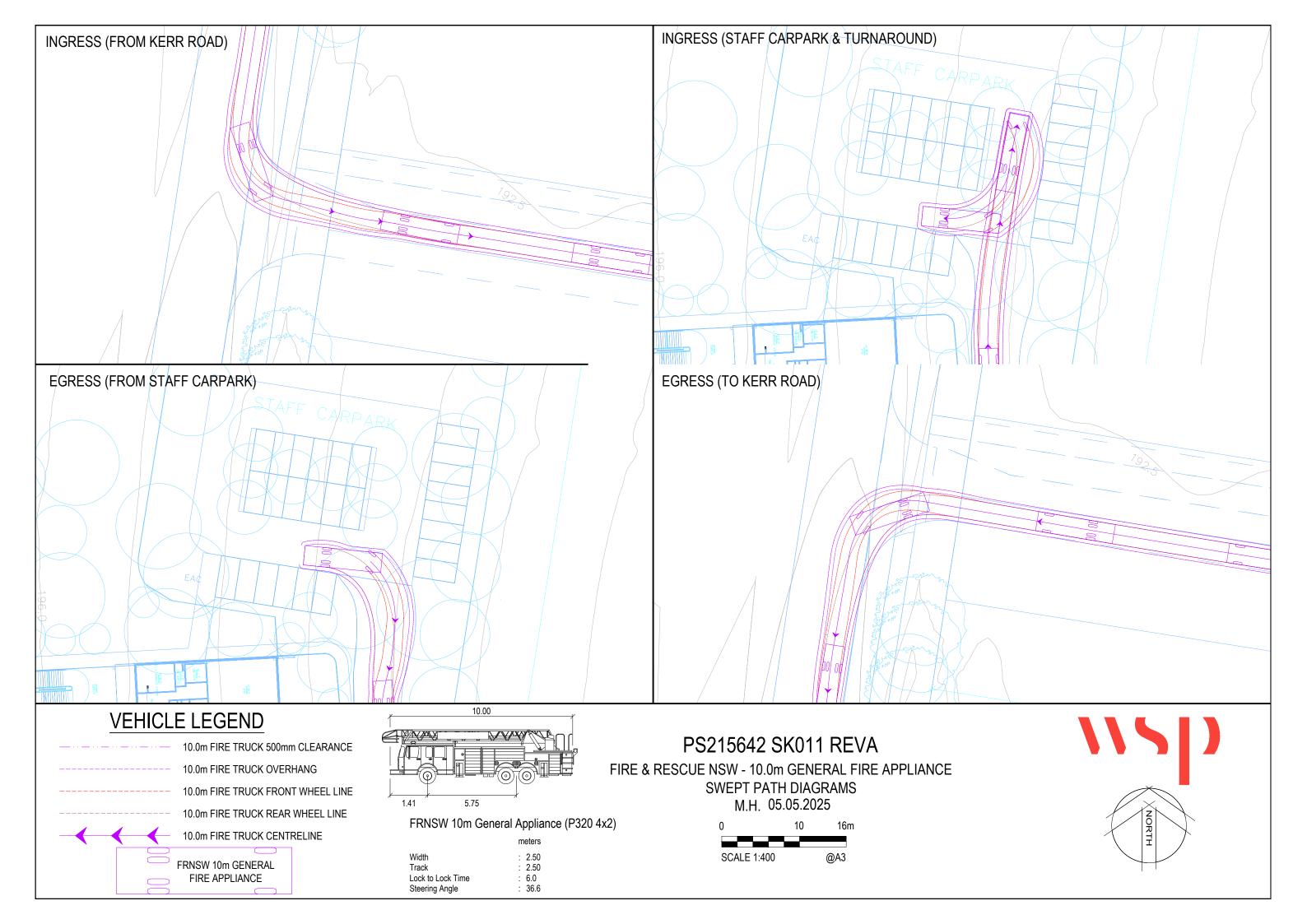












# Appendix B Survey data



# TRANS TRAFFIC SURVEY

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

Street Name :	Bottlebrush St	Location :	South of Thurgoona Dr				
Suburb :	Thurgoona	Start Date :	00:00 Mon 10/February/2025				
Machine ID:	YB54ZAK3	Finish Date :	00:00 Mon 17/February/2025				
Site ID:	3689	Speed Zone :	40 km/h				
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au				

GPS information Lat 36° 2' 46.82 South			Direction of Travel			
	Long 146° 58' 55.19 East			Northbound	Southbound	
Traffic Volume :		Weekdays Average	2,757	1,282	1,475	
(Vehicles/Day)	(Vehicles/Day) 7		2,420	1,140	1,280	
Weekday	AM	08:00	532	198	334	
Peak hour starts	Peak hour starts PM 15:00		327	188	139	
Speeds :		85th Percentile	39.8	40.6	39.1	
(Km/Hr)		Average	35.2	35.6	34.8	
Classification % :		Light Vehicles up to 5.5m	95.7%	96.1%	95.3%	

	Location	
GPS Information	Load Google Ma	p (internet required)
(Latitude, Longitude)	-36.046340, 146	.981997
Thursdoone Dr.	M Thui	rgoona Dr
ENON GIE	St. St.	U
©cccjle	Y	Map data ©2025 Google
Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification





QUALITY ASSURED COMPANY BY ISO 9001:2015 OH&S SYSTEM CERTIFIED TO ISO 4801:2001

**ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015** 



Site Back to Site Summary Page

 Direction
 Both directions

 Day
 7 Days

Note: #N/A "Modal Speed" means too few data points

	Total	Avgerage	85th	Modal	Minimum	Maximum	Standard
Hour Start	Vehicles	Speed	percentile	Speed	Speed	Speed	Deviation
00:00	5	36.6	38.6	37	26.0	49.6	2.6
01:00	3	35.1	36.5	38	29.1	44.0	2.0
02:00	2	34.6	35.7	36	27.2	49.0	1.5
03:00	4	41.4	43.3	42	19.0	56.5	1.9
04:00	8	37.1	40.1	37	23.4	58.7	3.4
05:00	19	35.3	39.6	35	22.0	55.5	4.2
06:00	50	35.0	39.9	35	17.7	56.9	5.3
07:00	93	31.5	37.0	32	7.9	57.8	6.0
08:00	397	31.2	36.9	32	2.0	54.6	5.8
09:00	148	34.4	39.7	35	12.4	54.9	5.2
10:00	116	35.1	40.3	35	18.9	54.4	5.2
11:00	128	35.5	41.0	36	14.8	56.2	5.4
12:00	133	35.7	41.2	36	13.7	55.4	5.4
13:00	129	34.2	39.5	34	10.0	55.0	5.3
14:00	215	31.3	37.7	32	7.2	53.4	6.4
15:00	272	33.1	39.4	33	11.1	56.1	6.3
16:00	174	36.7	41.9	37	15.8	58.3	5.3
17:00	164	36.6	42.1	36	15.1	57.7	5.5
18:00	112	36.1	41.8	35	14.8	59.5	5.6
19:00	93	35.5	41.2	35	15.1	56.4	5.7
20:00	66	35.1	40.6	34	16.4	59.8	5.7
21:00	46	35.9	41.1	35	18.4	59.7	5.8
22:00	23	36.0	40.6	36	21.7	58.0	5.0
23:00	13	35.2	39.8	35	13.4	62.8	4.6
Summary	2413	35.2	39.8	35	2.0	62.8	4.8



Site Bottlebrush St

**Direction** Both directions

Back to Site Summary Page

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 d	ays	Wee	kday	Wee	kend
Date	10/02/2025	11/02/2025	12/02/2025	13/02/2025	14/02/2025	15/02/2025	16/02/2025	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	15:00	15:00	15:00	15:00	15:00	17:00	12:00	N/A	15:00	N/A	15:00	N/A	12:00
00:00	4	6	2	2	1	9	17	41	6	15	3	26	13
01:00	3	1	2	3	1	3	3	16	2	10	2	6	3
02:00	5	3	2	1	1	3	3	18	3	12	2	6	3
03:00	2	3	1	2	7	6	3	24	3	15	3	9	5
04:00	8	7	11	12	8	3	6	55	8	46	9	9	5
05:00	19	25	27	23	25	11	5	135	19	119	24	16	8
06:00	64	67	70	65	48	22	15	351	50	314	63	37	19
07:00	112	129	123	105	111	52	28	660	94	580	116	80	40
08:00	532	503	555	498	571	68	49	2776	397	2659	532	117	59
09:00	178	139	162	166	189	119	88	1041	149	834	167	207	104
10:00	122	119	105	120	128	117	103	814	116	594	119	220	110
11:00	122	111	116	107	135	153	142	886	127	591	118	295	148
12:00	124	127	115	120	169	141	137	933	133	655	131	278	139
13:00	147	120	137	98	169	129	121	921	132	671	134	250	125
14:00	248	253	251	261	263	115	128	1519	217	1276	255	243	122
15:00	300	317	367	350	300	142	131	1907	272	1634	327	273	137
16:00	206	179	219	207	203	111	101	1226	175	1014	203	212	106
17:00	178	201	185	160	153	150	117	1144	163	877	175	267	134
18:00	126	120	126	122	127	98	77	796	114	621	124	175	88
19:00	106	93	100	95	117	63	74	648	93	511	102	137	69
20:00	64	66	76	62	62	71	61	462	66	330	66	132	66
21:00	39	39	54	34	61	58	44	329	47	227	45	102	51
22:00	14	20	24	28	23	24	24	157	22	109	22	48	24
23:00	10	15	13	10	22	10	17	97	14	70	14	27	14
Total	2733	2663	2843	2651	2894	1678	1494	16956	2422	13784	2757	3172	1586
% Heavy	4.50%	4.96%	5.03%	4.90%	4.56%	2.80%	1.20%	4.2	8%	4.7	9%	2.0	5%



Site	Bottle	ebrush St			
Direction		Both directions	•	Back to Site S	Summary Page
				AM Peak	8:00 AM
Day		7 Days	<b>—</b>	PM Peak	3:00 PM

		V	ehicle Classificat	ion Summary		
Hour Start	<b>Light Vehicles</b>	<b>Small Trucks</b>	<b>Medium Trucks</b>	Large Trucks	Unclassified	Hour
Hour Start	(1-2)	(3)	(4-5)	(6-12)	(13)	Total
0:00	6	0	0	0	0	6
1:00	2	0	0	0	0	2
2:00	3	0	0	0	0	3
3:00	3	0	0	0	0	3
4:00	8	0	0	0	0	8
5:00	19	0	0	0	0	19
6:00	48	1	1	0	0	50
7:00	89	4	1	0	0	94
8:00	378	14	3	1	0	396
9:00	140	6	2	0	0	148
10:00	110	5	1	0	0	116
11:00	121	4	2	0	0	127
12:00	126	5	2	0	0	133
13:00	124	6	1	0	0	131
14:00	207	7	4	0	0	218
15:00	255	13	3	0	0	271
16:00	170	4	1	0	0	175
17:00	161	2	0	0	0	163
18:00	112	1	0	0	0	113
19:00	91	1	0	0	0	92
20:00	65	1	0	0	0	66
21:00	46	1	0	0	0	47
22:00	22	0	0	0	0	22
23:00	13	0	0	0	0	13
Summary	2319	75	21	1	0	2416

# TRANS TRAFFIC SURVEY

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

	AUTOMATIC COUNT SUMMARY													
Street Name :	Kerr Rd	Location :	North of Thurgoona Dr											
Suburb :	Wirlinga	Start Date :	00:00 Mon 10/February/2025											
Machine ID:	XR676EVW	Finish Date :	00:00 Mon 17/February/2025											
Site ID:	3688	Speed Zone :	60 km/h											
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au											

GPS information	Lat	36° 2' 37.42 South	Direction of Travel						
	Long	147° 0' 52.84 East	Both directions	Northbound	Southbound				
Traffic Volume :		Weekdays Average	1,242	233	1,009				
(Vehicles/Day)		7 Day Average	1,175	224	951				
Weekday	AM	08:00	163	11	152				
Peak hour starts	PM	17:00	103	32	71				
Speeds :		85th Percentile	60.5	59.1	61.5				
(Km/Hr)		Average	53.8	54.4	53.3				
Classification % :		Light Vehicles up to 5.5m	95.8%	96.4%	95.7%				





QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015



Site Back to Site Summary Page

 Direction
 Both directions
 ▼

 Day
 Weekdays (Monday to Friday)
 ▼

Note: #N/A "Modal Speed" means too few data points

	Total	Avgerage	85th	Modal	Minimum	Maximum	Standard
Hour Start	Vehicles	Speed	percentile	Speed	Speed	Speed	Deviation
00:00	2	55.1	55.5	56	34.9	73.5	0.5
01:00	1	55.4	56.2	54	48.2	60.8	1.1
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
	2						
03:00		52.2	52.5	51	40.5	80.2	0.4
04:00	11	52.4	61.9	46	25.5	81.0	7.6
05:00	32	52.2	57.1	52	27.0	84.9	4.7
06:00	63	54.7	60.5	53	24.7	83.3	6.1
07:00	112	53.4	60.7	52	17.9	85.3	7.4
08:00	162	53.8	61.2	55	18.9	82.6	7.0
09:00	60	54.7	62.2	56	23.2	77.8	6.8
10:00	58	54.1	61.6	55	29.4	81.2	7.3
11:00	52	54.2	61.8	55	30.9	79.3	7.8
12:00	60	54.1	62.0	54	23.9	81.7	7.6
13:00	56	54.6	62.3	55	25.5	81.9	7.5
14:00	75	54.7	62.5	56	18.8	81.2	7.0
15:00	88	54.8	62.8	55	5.4	80.0	7.0
16:00	100	55.4	63.3	55	16.3	80.7	7.7
17:00	102	54.7	62.7	54	25.4	84.9	7.5
18:00	75	53.5	61.5	53	29.0	83.1	7.4
19:00	46	53.3	61.1	53	21.5	80.7	7.1
20:00	32	53.7	60.8	53	27.8	78.1	6.5
21:00			61.7	57	33.3	76.2	6.9
22:00	12	53.7	60.3	60	35.4	73.1	6.4
23:00	5	51.8	56.7	55	27.2	73.3	4.8
Summary	1224	53.9	60.4	54	5.4	81.2	6.1



Site

Kerr Rd

**Direction** Both directions

Back to Site Summary Page

	1												
Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday		ays		kday		kend
Date	10/02/2025	11/02/2025	12/02/2025	13/02/2025	14/02/2025	15/02/2025	16/02/2025	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	09:00	11:00	N/A	08:00	N/A	08:00	N/A	10:00
PM Peak	16:00	17:00	16:00	17:00	17:00	17:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	2	0	2	1	3	7	7	22	3	8	2	14	7
01:00	0	1	3	0	1	6	3	14	2	5	1	9	5
02:00	0	0	0	0	0	2	4	6	1	0	0	6	3
03:00	1	0	1	3	2	1	3	11	2	7	1	4	2
04:00	11	13	10	15	9	5	3	66	9	58	12	8	4
05:00	32	37	31	32	32	9	6	179	26	164	33	15	8
06:00	60	64	70	67	53	31	19	364	52	314	63	50	25
07:00	114	98	134	118	106	48	15	633	90	570	114	63	32
08:00	163	184	154	149	164	63	43	920	131	814	163	106	53
09:00	53	57	72	50	71	84	73	460	66	303	61	157	79
10:00	71	59	59	49	59	83	80	460	66	297	59	163	82
11:00	40	53	52	48	67	79	82	421	60	260	52	161	81
12:00	58	67	70	69	50	82	89	485	69	314	63	171	86
13:00	67	61	56	46	56	70	69	425	61	286	57	139	70
14:00	75	97	68	83	67	70	80	540	77	390	78	150	75
15:00	96	90	83	99	82	62	82	594	85	450	90	144	72
16:00	113	91	109	88	96	72	47	616	88	497	99	119	60
17:00	89	121	92	112	100	86	67	667	95	514	103	153	77
18:00	60	75	74	76	88	77	65	515	74	373	75	142	71
19:00	46	46	44	48	48	55	37	324	46	232	46	92	46
20:00	29	28	39	35	36	33	39	239	34	167	33	72	36
21:00	19	16	9	19	24	24	14	125	18	87	17	38	19
22:00	8	10	9	11	20	14	16	88	13	58	12	30	15
23:00	2	5	4	8	8	7	1	35	5	27	5	8	4
Total	1209	1273	1245	1226	1242	1070	944	8209	1173	6195	1239	2014	1007
% Heavy	5.62%	5.26%	7.23%	3.75%	3.95%	1.59%	0.64%	4.1	8%	5.1	7%	1.1	4%



Site	Kerr I	ンペ
JILE	1/6111	١u

**Direction** Both directions

Day Weekdays (Monday to Friday)

Back to Site Summary Page

AM Peak 8:00 AM PM Peak 5:00 PM

	Vehicle Classification Summary												
Hour Start	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Hour							
nour Start	(1-2)	(3)	(4-5)	(6-12)	(13)	Total							
0:00	2	0	0	0	0	2							
1:00	1	0	0	0	0	1							
2:00	0	0	0	0	0	0							
3:00	1	0	0	0	0	1							
4:00	12	0	0	0	0	12							
5:00	31	1	0	0	0	32							
6:00	61	2	0	0	0	63							
7:00	107	5	2	0	0	114							
8:00	156	3	2	1	0	162							
9:00	55	2	2	1	0	60							
10:00	54	3	1	1	0	59							
11:00	46	2	1	2	0	51							
12:00	57	2	1	2	0	62							
13:00	52	2	2	1	0	57							
14:00	74	1	1	1	0	77							
15:00	86	2	1	0	0	89							
16:00	92	5	1	1	0	99							
17:00	100	3	0	0	0	103							
18:00	74	0	0	0	0	74							
19:00	45	1	0	0	0	46							
20:00	33	1	0	0	0	34							
21:00	17	0	0	0	0	17							
22:00	12	0	0	0	0	12							
23:00	5	0	0	0	0	5							
Summary	1173	35	14	10	0	1232							

# Appendix C SIDRA Results



### C1 SIDRA Model Results - 2028

### C1.1 2028 AM peak hour

### **MOVEMENT SUMMARY**

Site: 101 [PR 2028 AM - Kerr Rd / Access Road (Site Folder: PR 2028)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None) Give-Way (Two-Way)

Vehic	Vehicle Movement Performance														
Mov	Turr	Mov	Demand	Flows	Arrival F	lows	Deg.	Aver.	Level of	95% Back	Of Queue	Prop.	Eff.	Aver. No. of	Aver.
ID	ıuıı	Class	[ Total	HV]	[ Total	HV]	Satn	Delay	Service	[ Veh.	Dist ]	Que	Stop Rate	Cycles	Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South	: Ke	rr Road (	S)												
2	T1	All MCs	82	7.7	82	7.7	0.191	1	LOS A	1	7.3	0.39	0.51	0.39	54.4
3	R2	All MCs	197	7.5	197	7.5	0.191	6.6	LOS A	1	7.3	0.39	0.51	0.39	50.9
Appro	ach				279	7.5	2797	.5 0.191		NA		1	0.39		0.51
East:	New	Access I	Road (E)												
4	L2	All MCs	197	7.5	197	7.5	0.235	6.4	LOS A	1	7.5	0.37	0.6	0.37	49.8
6	R2	All MCs	64	8.2	64	8.2	0.235	8.7	LOS A	1	7.5	0.37	0.6	0.37	47.6
Appro	ach				261	7.7	2617	.7 0.235		LOS A		1	0.37		0.6
North	: Kei	rr Road (N	۷)												
7	L2	All MCs	64	8.2	64	8.2	0.132	5.7	LOS A	0	0	0	0.15	0	53.9
8	T1	All MCs	183	4.6	183	4.6	0.132	0	LOS A	0	0	0	0.15	0	58.4
Appro	ach				247	5.5	2475	.5 0.132		NA		0	0		0.15
All Ve	hicle	es			787	7	7877	0.235		NA		1	0.26		0.43

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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#### C1.2 2028 PM peak hour

### **MOVEMENT SUMMARY**

Site: 101 [PR 2028 PM - Kerr Rd / Access Road (Site Folder: PR 2028)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228** 

New Site

Site Category: (None) Give-Way (Two-Way)

Vehic	Vehicle Movement Performance														
Mov	Turn Mov		emand F	Flows	Arrival F	lows	Deg.	Aver.	Level of	95% Back C	Of Queue	Prop.	Eff.	Aver. No. of	Aver.
ID	Class	5	[ Total	HV]	[ Total	HV]	Satn	Delay	Service	[ Veh.	Dist ]	Que	Stop Rate	Cycles	Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South	: Kerr Roa	d (S)													
2	T1 All M	Cs	82	7.7	82	7.7	0.191	1.0	LOS A	1.0	7.3	0.39	0.51	0.39	54.4
3	R2 All M	Cs	197	7.5	197	7.5	0.191	6.6	LOS A	1.0	7.3	0.39	0.51	0.39	50.9
Appro	ach		279	7.5	279	7.5	0.191	5.0	NA	1.0	7.3	0.39	0.51	0.39	51.9
East:	New Acces	ss Roa	ad (E)												
4	L2 All M	Cs	197	7.5	197	7.5	0.235	6.4	LOS A	1.0	7.5	0.37	0.60	0.37	49.8
6	R2 All M	Cs	64	8.2	64	8.2	0.235	8.7	LOS A	1.0	7.5	0.37	0.60	0.37	47.6
Appro	ach		261	7.7	261	7.7	0.235	7.0	LOS A	1.0	7.5	0.37	0.60	0.37	49.3
North	: Kerr Road	(N) b													
7	L2 All M	Cs	64	8.2	64	8.2	0.132	5.7	LOS A	0.0	0.0	0.00	0.15	0.00	53.9
8	T1 All M	Cs	183	4.6	183	4.6	0.132	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.4
Appro	ach		247	5.5	247	5.5	0.132	1.5	NA	0.0	0.0	0.00	0.15	0.00	57.4
All Ve	hicles		787	7.0	787	7.0	0.235	4.5	NA	1.0	7.5	0.26	0.43	0.26	52.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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### C2 SIDRA Model Results - 2038

### C2.1 2038 AM peak hour

### **MOVEMENT SUMMARY**

Site: 101 [PR 2038 AM - Kerr Rd / Access Road (Site Folder: PR 2038)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228** 

New Site

Site Category: (None) Give-Way (Two-Way)

Vehic	Vehicle Movement Performance														
Mov	Turr	Mov Class	Demand	Flows	Arrival F	Flows	Deg.	Aver.	Level of	95% Back	Of Queue	Prop.	Eff.	Aver. No. of	Aver.
ID	Tull	'Class	[ Total	HV]	[ Total	HV]	Satn	Delay	Service	[ Veh.	Dist]	Que	Stop Rate	Cycles	Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South	: Ke	rr Road (S	)												
2	T1	All MCs	27	3.8	27	3.8	0.250	2.4	LOS A	1.2	8.8	0.55	0.71	0.55	52.6
3	R2	All MCs	246	6.0	246	6.0	0.250	7.9	LOS A	1.2	8.8	0.55	0.71	0.55	49.2
Appro	ach		274	5.8	274	5.8	0.250	7.4	NA	1.2	8.8	0.55	0.71	0.55	49.6
East:	New	Access R	oad (E)												
4	L2	All MCs	222	6.2	222	6.2	0.332	7.9	LOS A	1.6	11.7	0.54	0.76	0.62	48.5
6	R2	All MCs	73	5.8	73	5.8	0.332	11.1	LOS A	1.6	11.7	0.54	0.76	0.62	46.1
Appro	ach		295	6.1	295	6.1	0.332	8.7	LOS A	1.6	11.7	0.54	0.76	0.62	48.0
North:	: Ker	r Road (N)	)												
7	L2	All MCs	81	6.5	81	6.5	0.248	5.7	LOS A	0.0	0.0	0.00	0.10	0.00	54.4
8	T1	All MCs	386	4.9	386	4.9	0.248	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	58.8
Appro	ach		467	5.2	467	5.2	0.248	1.0	NA	0.0	0.0	0.00	0.10	0.00	58.2
All Ve	hicle	es	1036	5.6	1036	5.6	0.332	4.9	NA	1.6	11.7	0.30	0.45	0.32	52.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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### C2.2 2038 PM peak hour

### **MOVEMENT SUMMARY**

ablaSite: 101 [PR 2038 PM - Kerr Rd / Access Road (Site Folder: PR 2038)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None) Give-Way (Two-Way)

Vehicle Movement Performance															
Mov	Turr	Mov	Demand	Flows	Arrival F	Flows	Deg.	Aver.	Level of	95% Back	Of Queue	Prop.	Eff.	Aver. No. of	Aver.
ID	Tuii	' Class	[ Total	HV]	[ Total	HV]	Satn	Delay	Service	[ Veh.	Dist ]	Que	Stop Rate	Cycles	Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m			-	km/h
South: Kerr Road (S)															
2	T1	All MCs	149	6.3	149	6.3	0.256	1.7	LOS A	1.4	10.1	0.49	0.56	0.49	54.6
3	R2	All MCs	197	7.5	197	7.5	0.256	7.6	LOS A	1.4	10.1	0.49	0.56	0.49	51.1
Appro	ach		346	7.0	346	7.0	0.256	5.0	NA	1.4	10.1	0.49	0.56	0.49	52.6
East: New Access Road (E)															
4	L2	All MCs	197	7.5	197	7.5	0.289	7.3	LOS A	1.2	9.2	0.51	0.70	0.53	48.8
6	R2	All MCs	64	8.2	64	8.2	0.289	11.0	LOS A	1.2	9.2	0.51	0.70	0.53	46.5
Appro	ach		261	7.7	261	7.7	0.289	8.2	LOS A	1.2	9.2	0.51	0.70	0.53	48.3
North: Kerr Road (N)															
7	L2	All MCs	64	8.2	64	8.2	0.212	5.7	LOS A	0.0	0.0	0.00	0.10	0.00	54.5
8	T1	All MCs	336	4.7	336	4.7	0.212	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	58.9
Appro	ach		400	5.3	400	5.3	0.212	0.9	NA	0.0	0.0	0.00	0.10	0.00	58.3
All Ve	hicle	es	1007	6.5	1007	6.5	0.289	4.2	NA	1.4	10.1	0.30	0.41	0.30	53.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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# Appendix D

School Travel Plan



# Design for a better future /

Department of Education

Albury Thurgoona New Primary School and New Public Preschool

School Travel Plan



# Question today Imagine tomorrow Create for the future

### Albury Thurgoona New Primary School and New Public Preschool School Travel Plan

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WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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## 1 Introduction

### 1.1 Project Context

This Student Transport Plan (STP) has been prepared by WSP Australia on behalf of Department of Education (DoE) (the Proponent) to assess the potential environmental impacts that could arise from the new school and preschool development at 356 Kerr Road, Wirlinga; Part Lot 27 DP 1243505 (the site).

The purpose of this School Transport Plan is to provide an overview of the proposed school's transport operations and approach to increasing sustainable transport mode share.

This report accompanies a Review of Environmental Factors (REF) that seeks approval for the construction and operation of a new primary school and preschool at the site, which involves the following works:

- Construction of a new school building, including learning hubs and an administration and library building.
- Construction of a multi-purpose hall.
- Construction and operation of a preschool.
- Construction of car parking, waste storage and loading area.
- Associated site landscaping and open space improvements.
- New road and public domain works.
- Associated off-site infrastructure works to support the school, including (but not limited) services, driveways and pedestrian crossings.

For a detailed project description, refer to the REF prepared by EPM Projects.

A Rapid Transport Assessment (RTA) was previously developed by the Department of Education (DoE) and WSP, providing a high-level assessment of the proposed activity with regards to active and public transport connectivity. Building from the recommendations provided in the RTA, the design for the proposed Albury Thurgoona New Primary School and new Public Preschool has been further refined. A Transport Working Group (TWG) has been established to facilitate collaboration across Albury City Council, Transport for NSW (TfNSW), DoE and the project team to ensure the successful planning and delivery of the activity. The TWG meetings explored access arrangements and impacts to the local road network to minimise the potential impacts on the road environment and transport network.

### 1.2 Report objectives

The purpose of this report is to outline the proposed transport operations for the Albury Thurgoona New Primary School and new Public Preschool, as well as an approach to encouraging a mode shift to sustainable travel modes (public transport, walking and cycling), for travel to and from the school site.

Specifically, this report has the following objectives:

- Detail the school transport operations plan, covering site access, operating hours, and transport logistics (including kiss and drop, bus bay, and service vehicles).
- Present a feasible strategy to achieve the sustainable travel mode share targets.
- Develop a Communications Plan and establish methods for data collection and monitoring to support ongoing school operations.

### 1.3 Structure of the report

- Section 1 Introduction: Describes the context of Albury Thurgoona New Primary School within the broader region
  and outlines the objectives of this report.
- Section 2 Key findings from the TAIA: Provides a summary of the key findings from the existing conditions assessment undertaken in the Transport and Access Impact Assessment.
- Section 3 Proposed school site: Outlines the proposal, highlighting key details including student and staff numbers, parking provision and access arrangements.
- Section 4 Guiding policy and mode share targets: Outlines the policies underpinning the School Travel plan and
  the proposed scenario mode share targets. An approach towards demand management for each scenario is also
  provided in this section.
- Section 5 School travel plan: Outlines the proposed implementation plan and communications strategy to support
  the initiatives and actions undertaken at the school, to encourage the use of sustainable travel modes.
- Section 6 School transport operations: Outlines the proposed transport operations for the school access and parking arrangements.
- Section 7 Governance Framework: Outlines the government framework for supporting the implementation plan and activities at the school
- Section 8 Monitoring and evaluation: Outlines the proposed approach to data collection, program evaluation and ongoing management of school transport operations.
- Section 9 Behaviour change measures: Identifies the various measures that will support the school transport
  operations.
- **Section 10 Conclusion:** Summarises the key findings from the assessment.

# 2 Key findings from the TAIA

The proposed Albury Thurgoona New Primary School is to be located at 356 Kerr Road, Wirlinga NSW 2640 and is located near residential, education and industrial zones as depicted in Figure 2.1.

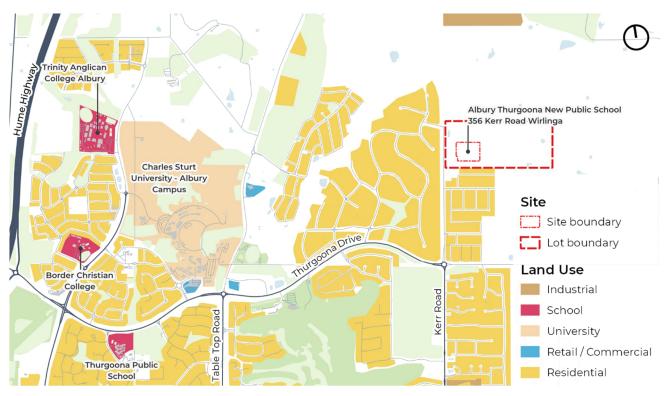


Figure 2.1 Albury Thurgoona Public School and Preschool – site overview

A detailed TAIA has been developed for the new school development. This report assesses the existing conditions and outlines recommendations to minimise the impacts of the new school site. Key findings from this report are summarised in Table 2.1:

Table 2.1 Summary of the findings from the existing conditions assessment

	Existing conditions and recommendations				
Road Network	Conditions:				
	Key access roads are Kerr Road (north-south aligned) and Thurgoona Drive (east-west aligned)				
	<ul> <li>Kerr Road at the proposed school site frontage has unpaved shoulders. The road is anticipated to be upgraded in 2026 as part of the Thurgoona Wirlinga Precinct Structure Plan (2013)</li> </ul>				
	Recommendations				
	<ul> <li>Provision of a new access road (east-west running) along the school site southern frontage which connects to Kerr Road</li> </ul>				

	Existing conditions and recommendations
Active transport	Conditions
	<ul> <li>Limited active transport infrastructure within 1.2 kilometres of walking distance of the proposed school's access point.</li> </ul>
	<ul> <li>1.5-metre-wide footpaths and shared paths are provided near Thurgoona Drive amongst recently developed areas however, they lack continuous links to the proposed school site</li> </ul>
	<ul> <li>Kerr Road upgrades as part of the Thurgoona Wirlinga Precinct Structure Plan will introduce a necessary shared path and provide continuous active transport routes for students</li> </ul>
	Recommendations
	Recommend a new crossing on Kerr Road to enable students to travel to school safely
Public transport	Conditions
	Limited school bus services operate along Kerr Road and serve multiple neighbouring schools
	<ul> <li>Several existing public bus stops are located along Thurgoona Drive and can serve students within the indicative enrolment boundary</li> </ul>
	Recommendations
	New bus stop on the new access road near the school gate
	<ul> <li>Amend existing bus services to support the new school site and monitor the demand for public transport services</li> </ul>
	— Whilst there are no endorsed plans by TfNSW to update the public transport services in the local area, future consideration to providing a dedicated shuttle or increasing the frequency of public and school buses will improve the public transport service offering for both students and residents
Catchment	Conditions
analysis	— 18% of forecasted enrolment is within 15 minutes of actual walking distance of the school site.
	<ul> <li>67% of the forecasted enrolment resides within a 15-minute cycling route accessible to the school site noting that the existing road network was used as a proxy for available cycling paths rather than available infrastructure.</li> </ul>
	— 47% of the forecasted enrolments (approximately 86% of students located outside of the SSTS Exclusion Zone) do not live within walking distance of direct public transport services to Albury Thurgoona New Public School (or the school itself). It is expected that these students will travel to school via private vehicles unless there is improved accessibility to public transport or active transport networks.
	<ul> <li>Gaps exist between notional and actual accessibility for walking, cycling and public transport notably 14.2% (42 students within the 0 – 1,200 metre (5 minutes) cycling catchment. This gap suggests missing links and paths within the road network which enable safe and efficient trips.</li> </ul>

	Existing conditions and recommendations				
Road safety	Conditions				
	<ul> <li>Low number of crashes recorded for the 5-year period between 2019-2024</li> </ul>				
	No pedestrian or cyclist crashes were recorded				
	<ul> <li>For Kerr Road, weekday average speeds during the peak periods exceed the 60 km/h posted</li> </ul>				
	speed limit				
	Recommendations				
	<ul> <li>Provision of school speed zones along the new access road and on Kerr Road between Hopwood Drive and south of Springview Drive</li> </ul>				
	<ul> <li>Traffic calming measures along the local road network (e.g. zebra crossings, speed humps, signage etc) will support a safer traffic environment for both students travelling to the new school and residents</li> </ul>				
Parking	Conditions				
availability	<ul> <li>Unrestricted parking is available along Kerr Road and Thurgoona Drive near the school site.</li> </ul>				
	Near the school site, unrestricted parking is available along Kerr Road's unpaved, unsealed shoulders.				
	Kerbside parking is available at the residential dwellings south of the school site				
	Recommendations				
	Provide dedicated on-site parking for staff and SLU student pickup/drop-off operations				
	<ul> <li>Distribute the Travel Access Guide (TAG) via communication channels to encourage students to use sustainable modes of travel to and from school</li> </ul>				
	<ul> <li>Provide a Kiss and Drop bay and Short Stay parking to enable efficient pickup/drop-off operations without requiring dedicated parking</li> </ul>				
Traffic	Conditions				
Assessment	<ul> <li>Kerr Road was observed to have low traffic volumes – most travelling along the northern approach</li> </ul>				
	— In 2028 following school development, the Kerr Road / new access road intersection is projected to operate at a Level of Service (LoS) A, with a maximum 95 <sup>th</sup> percentile queue length of 8 metres (approximately two vehicle lengths) during the AM peak period.				
	<ul> <li>By 2038, following the development of the new school, all approaches for the Kerr Road / new access road intersection are anticipated to maintain satisfactory performance with a similar LoS A and a Degree of Saturation (DoS) of 0.31. As the intersection can support future traffic demands to the school site, no additional upgrades are required.</li> </ul>				
	Recommendations				
	<ul> <li>Ongoing monitoring of the traffic conditions will support the continuing management of local traffic conditions</li> </ul>				

# 2.1 Traffic impacts and mitigation measures

A traffic impact assessment has been conducted to evaluate the potential future impacts of the proposed primary school site, as detailed in the *Albury Thurgoona New Primary School and New Public Preschool Transport and Accessibility Impact Assessment (WSP, 2025)*. The findings indicate that the proposed Kerr Road and new access road intersection will not require upgrades to accommodate the additional traffic generated by the new school site. The Level of Service (LoS) for each approach will remain satisfactory, with a Level of Service A, with minimal delays and queuing.

# 3 Proposed activity

### 3.1 Overview

The proposed activity involves the construction of school facilities on the site for the Albury Thurgoona New Primary School and new Public Preschool. The land east of the REF boundary along the eastern side of Kerr Road contains fields and new residential development. A creek is located east of the school site which is not subject to flood controls laid out in Albury City Council's DCP 2010. The REF boundary comprises the school site and a future road reserve that facilitates vehicle access to the school site via Kerr Road.

The Albury Thurgoona New Primary School will accommodate 414 primary school students, 18 teaching spaces including 1 support learning space, 8 Special Learning Units (SLU) students and 25 staff members. The new **p**ublic preschool will accommodate 60 preschool students and approximately 6 staff members. The proposed activity will consist of the delivery of the following facilities:

- Access road with access to Kerr Road and a turning area at its eastern end
- Access Driveway connecting the turning area to the staff carpark and passing the SLU
- Primary school staff car park (25 spaces), new public preschool car park (15 spaces)
- Kerbside kiss and drop spaces (2 minutes dwelling time) at the new access road's northern side, west of the new public preschool car park (11 parallel spaces)
- Short stay parking spaces (5 minutes dwelling time) along the new access road's southern side (25 parallel spaces)
- Wombat crossing across new access road at the school's entrance
- Kerbside SLU parking (3 parallel spaces)
- Bus bay at the new access road, close to the school's entrance (1 x 67-metre bus zone with 3 bus spaces)
- Undercover onsite bicycle parking (53 spaces whereby: 2 spaces for staff, 49 spaces for primary school students and 2 spaces for preschool)
- 2.5-metre-wide shared path along the new access road and southern school frontage
- Block A1 (Admin): 2-storey building providing administrative and staff spaces and, a library
- Block A2 (Learning Spaces): 3-storey building providing general learning spaces, support learning spaces (SLS) and student amenities
- Block B (Hall): comprising of communal hall and canteen for students
- Waste collection pad on the north side of the new public preschool carpark.

# 4 Guiding policy

### 4.1 Transport objectives and guiding policy

The Albury Thurgoona New Primary School and Public Preschool aims to prioritise sustainable transport modes for travel to and from the school, including walking, cycling, and public transport. The TfNSW movement hierarchy, as outlined in their Road User Allocation Policy (2021), establishes a framework that prioritises active transport above all other modes.



Source: TfNSW, 2021

Figure 4.1 TfNSW's Road User Space Allocation Policy

The new school aims to achieve this active and public transport prioritisation by improving access in the proposed design as well as the following measures:

- Mode share targets and scenarios that promote a shift to sustainable travel modes
- Implementing ongoing educational and behaviour change programs that encourage students to walk and cycle to school.

### 4.2 Mode share scenarios

DoE has developed three mode share scenarios ('Baseline', 'Medium' and 'Reach') which quantify targets for achieving sustainable travel mode shares as summarised in Figure 4.1.

The 'Baseline Scenario' reflects typical student mode splits in regional NSW primary schools. The 'Baseline' targets were informed by surveys conducted by the DoE at the existing Thurgoona Public School which shares similar travel behaviour and demographics as communities residing within the proposed school's enrolment boundary. This scenario assigns higher mode share to private vehicles (pick up/drop off) (60 to 74 per cent), walking (14 per cent), public transport (9 to 23 per cent) and cycling (3 per cent). It is noted that Thurgoona Public School travel behaviour survey indicated a 14 per cent shift for private vehicles (decrease) and public transport (increase) from AM to PM. This pattern was reflected at the new Albury Thurgoona Public School to ensure bus and private vehicle infrastructure needs are met.

- The 'Medium Scenario' reflects a moderate increase in sustainable transport modes compared to the baseline scenario. This reduction in car mode share (from 75% to 66%) is comparable to the 2033 Trend to 2033 Target mode share scenario identified in the Council's MOVE Integrated Transport Strategy.
- The 'Reach Scenario' presents an aspirational mode share whereby sustainable transport modes are utilised over private vehicles (for pickup/drop off activities). This scenario can be achieved through infrastructure upgrades that provide continuous and reliable sustainable transport routes and significant behavioural changes. These significant behavioural changes will be supported through the application of the implementation plan (Section 5.1) with a focus on all items covered in the plan. Ongoing monitoring and evaluation (see Section 8) will help ensure that the mode share targets are achieved in this scenario.

Table 4.1 Mode share scenarios – Morning arrival

Manda	Baseline (Benchmark)		Medium (Moderate)		Reach (Best case)	
Mode	%	Students	%	Students	%	Students
Walk	14%	58	19%	79	25%	104
Bicycle	3%	13	5%	21	10%	42
Public transport	9%	38	10%	42	20%	83
Private vehicle	74%	307	66%	274	45%	187
Total	100%	416	100%	416	100%	416

Table 4.2 Mode share scenarios for new Albury Thurgoona Public School – Afternoon departure

Transport	Scenario 1 Baseline		Scenario 2 Medium		Scenario 3 Reach	
mode	Percentage	Students	Percentage	Students	Percentage	Students
Walk	14%	58	19%	80	25%	104
Bicycle	3%	13	5%	21	10%	42
Public transport	23%	96	26%	108	28%	116
Private vehicle	60%	249	50%	207	37%	154
Total	100%	416	100%	415	100%	416

### 4.3 Scenario demand management

The management of demand for each mode will vary across each scenario and it is important to consider the infrastructure, operations and behaviour change measures that may be required for each. Table 4.3 summarises the different infrastructure, operations and behaviour change programs that may be required to support the target mode share for each scenario at the school site.

Table 4.3 Summary of infrastructure, operations and behaviour change required across all three scenarios (Baseline, Medium and Reach)

Considerations		Baseline Scenario	Medium Scenario	Reach Scenario	
Active travel	Walking Infrastructure	Type 3 footpaths recommended for the site boundaries as per the Transport for NSW Walking Space Guide (2020), which allows for 70 – 400 pedestrians per hour. Type 3 footpaths typically provide 2.5 metre widths, allowing for travel in pairs, and passing. This will support the students walking, cycling and catching public transport to school across all three scenarios.			
		A raised pedestrian (wombat) crossing is recommended near the school's entrance as per AS 1742.10, which serves to provide pedestrian priority and improve safety by reducing speeds. To accommodate buses along the new access road, this wombat crossing is to have a 6 metre platform length, 100-millimetre platform height and a lower ramp grade of 1 in 12 to minimise damage to the underside of buses as per AGRD Part 4.			
	Cycling Infrastructure	Proposed provision of 53 bicycle parking spaces (49 spaces for primary school students, 2 spaces for staff and 2 additional spaces for pre-school students) to target the 4 Green Star rating supports both the anticipated cycling demand for the 'Baseline', 'Medium' and 'Reach' mode share scenarios (maximum demand of 42 spaces).			
	Operations	It is important that school actively monitor pedestrian access points to the school, to ensure the safety of students.			
		No behavioural change assumed to be required for the baseline scenario.	Some investment in behavioural change programs required to support a moderate mode shift from private vehicle use to walking and cycling.	A larger investment in behavioural change programs required to support a more significant mode shift from private vehicle use to walking and cycling.	

Considerations		Baseline Scenario	Medium Scenario	Reach Scenario
Public transport	Infrastructure	approximately 38 - 96 students, 9 - 23 per cent of the student population.		In the reach scenario, the demand for public transport will be around 116 students, 28 per cent of the student population.
		Depending on the loading of each bus, tone and three buses.  The bus stop should be designed to the stop should be designed to sho	this could require a minimum of between requirements of the State Transit Bus	Depending on the loading of each bus, this will require a minimum of four bus services. This reflects an increase in the at least one bus trip.
		Infrastructure Guide for standard buses - 12.5 metres in length.		The bus stop should be designed to the requirements of the State Transit Bus Infrastructure Guide for standard buses - 12.5 metres in length.
				Whilst there are currently no endorsed plans by TfNSW for updating the public transport services in the local area, this may need to be considered to meet the 'Reach Scenario' public transport mode share.
			Note that the calculation of the required bus infrastructure under the 'Reach Scenario' assumes an average bus occupancy of approximately 60 per cent, which could be increased in the future to support the additional demand.	
	Operations	Adhere to the typical bus bay operations	s outlined in Section 6.1.5.	
Private vehicles	Infrastructure	In the baseline scenario, it is anticipated that up to 307 students will be driven to school.  To meet this demand, 11 kiss and drop bays and 25 short stay parking spaces are recommended to be provided at the school.	In the medium scenario it is anticipated that up to 274 students will be driven to school.  There is an opportunity to reclaim a small amount of kerb space in this scenario, as the kiss and drop provision will potentially be able to reduce minorly to satisfy the reduced demand.	In the reach scenario it is anticipated that up to 187 students will be driven to school.  There is a further opportunity to reallocate some kerb space in this scenario, with further reductions in demand for driving and kiss and drop to support the increased bus bay demand.
	Operations  Kiss and drop operations should be undertaken in accordance with the operations crucial to minimising delays and congestion at the kiss and drop bays.		outlined in Section 6.1.4. Continuous monitoring of operations is	

# 5 School travel plan

### 5.1 Implementation plan

The following actions have been identified as part of the School Travel Plan to help the school in achieving the mode share targets. These strategies include the promotion of initiatives and activities to support these targets. Whilst these activities will not significantly alter the way students and staff members travel to and from school, they can facilitate a shift to sustainable modes and increase awareness of safety measures for walking and cycling to school.

Table 5.1 Implementation plan measures for the new school development

No.	Action / Description	Responsibility	Response				
1. (	. General						
1.1	Appoint a centralised <b>Travel Plan Coordinator</b> ( <b>TPC</b> ) responsible for the review and monitoring of this Plan. This individual will also guide staff and parents on specific requirements arising from the Plan. The TPC will maintain ongoing engagement with the School Working Group (SWG) and the Transport Working Group (TWG).	School	A TPC is to be nominated by the DoE / School to support the ongoing implementation of the School Travel Plan.				
1.2	<b>Provide a 'Travel Welcome Pack'</b> for newly employed staff, highlighting alternate modes of transport other than the use of a private vehicle.	TPC / School	Travel Welcome Pack to be prepared and provided to all staff members before the start of term.				
1.3	Ongoing review of the School Transport Plan as a standing item on the agenda of staff/management meetings.	School	School responsible for undertaking regularly / periodically.				
1.4	Develop a <b>Transport Access Guide</b> ( <b>TAG</b> ) to be distributed to staff, students, and parents as part of the annual start-of-term materials.  The TAG will detail access arrangements, public and active transport services and infrastructure, parking arrangements, and other essential travel information to guide students on their journey to school.	TPC	The TAG is to be provided to all staff, students and parents at the beginning of the school term each year. However, it is recommended that this is updated and reissued to support any changes to bus routes and service time occur.				
<b>2.</b> A	Active transport						
2.1	Ride2 Work and Ride2School Day, which provides staff, students and parents and opportunity to participate in the annual event. This day features competitions and awards for students and will help introduce cycling into students' travel routines and demonstrate that it is a viable way to travel to school.	School / TPC	TPC and school to collaborate to develop messaging to the school community (newsletters, calendar reminders, daily announcements etc) to promote this annual activity and encourage participation.				

No.	Action / Description	Responsibility	Response
2.2	Walk Safely to School Day is an annual event endorsed by the DoE to encourage walking to school with the broad vision of igniting a family routine of walking to school. This coincides with National Road Safety Week which advocates for safe road user behaviour.	School / TPC	TPC and the school to collaborate in the planning for and marketing to the school community to inform them of this initiative (newsletters, calendar reminders, daily announcements etc). Marketing and education materials on pedestrian safety are available via the Pedestrian Council of Australia.
2.3	Schools can participate in various additional health events to promote safe and sustainable travel to school. These events include Bike Week and Health and Wellness Fairs. Hosting such events helps educate and motivate staff and students to choose active modes of travel for their commute to and from school.	School / TPC	TPC and the school to collaborate in the planning for and marketing to the school community to inform them of the selected events (newsletters, calendar reminders, daily announcements etc).
2.4	Provide and maintain safe active transport facilities and access arrangements for travel to and from the school.	School / Department of Education	The Transport and Access Impact Assessment has recommended providing safe access facilities and arrangements for walking and cycling to and from the new school. The School and the DoE are responsible for monitoring the feasibility and quality of these access facilities, ensuring routine maintenance and upgrades as needed.
2.5	Provide sufficient and secure bicycle parking facilities to support the mode share targets and undertake routine maintenance.	School	The proposed bike parking provision has been deemed sufficient to support the anticipated student enrolment. It is the school's responsibility to upgrade this provision as student enrolment increases and to ensure ongoing maintenance of these facilities.
3. I	Public transport		
3.1	Inform students about public transport routes and timetables through displays around the school and the TAG.	School / TPC	Prepare the TAG to inform students of the public transport routes for travelling to and from the school.
			Ongoing updates to the School Transport Plan and TAG to reflect any changes to the public transport network.

No.	Action / Description	Responsibility	Response
3.2	Collaborate with TfNSW to enhance public transport services in response to increased development, such as new residences, in the surrounding area. This collaboration will also support the 'Reach' mode share scenario, which anticipates an increase in public transport demand by approximately 45 students (AM peak period).	TPC / Schools Infrastructure NSW	The TPC and Schools Infrastructure NSW should collaborate with TfNSW if local development or enhancements to public transport mode share for school travel result in the current public transport services being inadequate to meet the demand.
3.3	Undertake a review of any benefits (e.g. tax incentives for Government employees) that will support staff members using public transport.	School / TPC	The TPC and school are responsible for undertaking a review and informing staff members of the benefits they are entitled. This could be communicated through newsletters, regular meetings and bulletin boards (up to the school's discretion).
3.4	Develop incentive programs for encouraging students to use public transport to travel to and from school e.g. reward schemes	School / TPC	The TPC and school are responsible for identifying and implementing appropriate incentive programs for public transport travel to and from school.
3.5	Participating in initiatives such as Bus Safety Week, which aims to raise awareness for all road users on the safety rules when walking, riding or driving near buses.	School / TPC	The TPC and school are responsible for collaborating on and planning for public transport initiatives at the school.
4. E	Education Programs		
4.1	Adapting the curriculum to inform students on road safety awareness. Improving upon the existing student curriculum to educate students on road awareness, particularly when it comes to walking or riding independently to school. Refer to the Road Safety Education within the NSW Department of Education for information updates to the curriculum.	School / TPC	The TPC and the school will review the Road Safety Education information from the NSW Department of Education to identify necessary updates to the school curriculum for educating students on road safety. The Road Safety Education curriculum varies between year groups and should be tailored accordingly.
5. F	Reducing Car Use		
5.1	Implement on-street parking restrictions around the school (on the new access road and Kerr Road following anticipated upgrades).	TPC / Albury City Council	TPC to collaborate with the council's Road Safety Officer to determine any additional parking restrictions that might be required.
5.1	Develop a parking management scheme to discourage single-occupancy trips for staff members driving to and from the school.	School / TPC	Consider this measure if parking management for the on-site carpark becomes necessary.
5.3	Car-pooling incentives for parents and staff driving to school.	TPC	The TPC and school are responsible for identifying and implementing appropriate incentive programs for encouraging carpooling.

## 5.2 Communications strategy

The following Communications Strategy was developed to effectively communicate and facilitate the actions identified in the Implementation Plan. This strategy outlines the role of the Travel Plan Coordinator (TPC) in circulating information from the implementation plan to students, carers and staff members.

Table 5.2 Communications Strategy

Description	Communication method	Responsibility
Providing essential travel information, such as public transport routes and walking and cycling access points, to staff, students, and parents.  This includes the TAG and other documents that highlight the benefits of sustainable transport modes and specify the available options for the school community.	<ul> <li>Welcome packs at the start of the school year and for new staff and students to the school</li> <li>School website</li> <li>On school bulletin boards and during morning announcements where necessary</li> </ul>	TPC
Informing staff, students, and parents about the upcoming initiatives detailed in the Implementation Plan, such as Ride-To-School Day and Walk-To-School Day. These updates should be communicated in advance of the events.	<ul> <li>School website</li> <li>E-newsletters</li> <li>On school bulletin boards and during morning announcements</li> <li>Social media</li> </ul>	TPC
Providing information on the School Student Transport Scheme (provides subsidised travel for eligible students to and from school).	<ul> <li>Welcome packs at the start of the school year and for new staff and students to the school</li> <li>School website</li> </ul>	TPC
Key information on school operations e.g. kiss and drop, access and parking arrangements, road safety and school zone operations.  Keep the school community up to date on any changes to operations as well as any external factors that might impact operations e.g. local construction activities.	<ul> <li>Welcome packs at the start of the school year and for new staff and students to the school</li> <li>School website</li> <li>E-newsletters</li> <li>Social media</li> </ul>	TPC

The Welcome Packs detailed in the communications strategy should be distributed to new staff, new students, and their carers. This information should be included as part of their on-site orientation to the school. The pack should contain general information about the school, access arrangements, parking, and operations. Additionally, it should promote sustainable transport modes and, include the TAG and an overview of the transport initiatives planned for the school year.

# 6 School transport operations

### 6.1 Access Management Plan

Albury Thurgoona New Primary School and New Public Preschool are committed to facilitating efficient pedestrian and vehicle movements both on-site and within the local road network. This coordination aims to meet operational requirements whilst ensuring student safety and minimising traffic impacts.

### 6.1.1 Key Responsibilities

It is the responsibility of the school to ensure the following actions are conducted:

- Provide comprehensive training to all staff to ensure they can perform their travel management roles (e.g. supervising kiss and drop operations, leading education programs or school initiatives) effectively. This includes making sure that staff, parents/carers, visitors, and students are well-acquainted with site-specific operations (outlined in the Communications strategy).
- Understand and fulfil their duty of care obligations as per the relevant state Work Health and Safety legislation.
- Maintain WHS incident logbooks and take appropriate actions to address any reported issues.

### 6.1.2 School Operating Hours

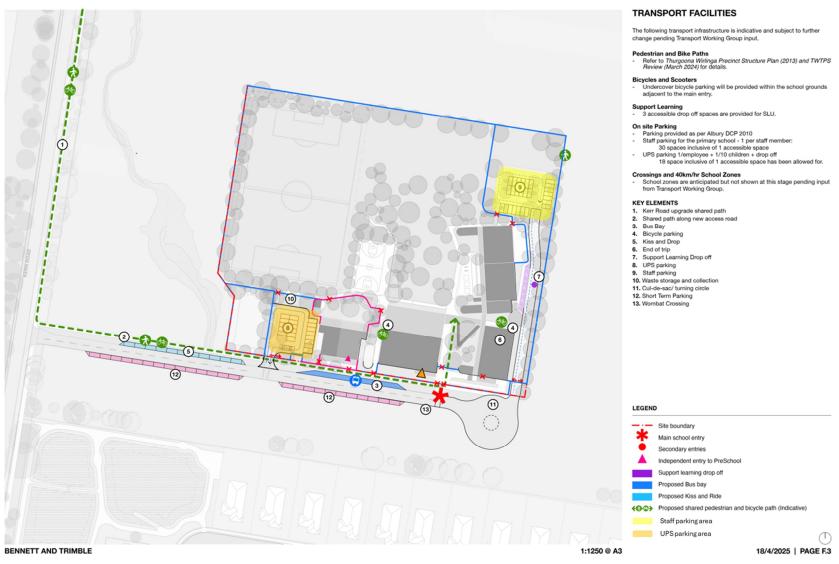
The new primary school will be accessible to students, staff and members of the public from 6:00 AM to 6:00 PM on weekdays during the school term (to be confirmed after the principal has been appointed). Access outside these operating hours will be restricted. DoE has advised the operating times for the new primary school and preschool as outlined below in Table 6.1.

Table 6.1 School operating hours

School/School Initiatives	Operating hours
Primary School	8.45 AM to 3.05 PM
Preschool	8.45 AM to 3.05 PM
Before School Care	6.00 AM to 8.35 AM
After School Care	3.05 PM to 6:00 PM
Vacation Care (during school holidays)	6:00 AM to 6:00 PM

#### 6.1.3 Site Access

As outlined in Section 3, students, staff and visitors will be able to access the school via the new access road connecting to Kerr Road. Preschool staff can access the new public preschool carpark via the school's southern frontage. Primary school staff can access on-site parking by travelling east along the new access road, turning left at the turning area into the access drive which provides access to the primary school onsite staff parking (see Figure 6.1). Key cards will be provided to staff members and those who have permitted access to the car park (such as parents of students requiring access to the DDA-compliant parking spaces), however, others such as visitors will be required to use the intercom to be granted access to the site. In addition, it is typical that visitors attending the school will be required to make appointments in advanced, whereby the school can inform the visitors of the travel mode choices including that the on-site carpark is dedicated for staff members only.



Source: Bennett and Trimble, 22 April 2025

Figure 6.1 Parking provision at Albury Thurgoona New Primary School and Public Preschool

### 6.1.4 Kiss and Drop operations

One kiss and drop bay facility along the north side of the new access road north side and two short stay parking bays along the southern side are to be provided as captured in Figure 6.1. The kiss and drop bay will be positioned west of the new public preschool car park and will be signposted as a "kiss and drop area" between the hours of 8:00 AM – 9:30 AM and 2:30 – 4:00 PM for drop-off and pick-up respectively (consistent with NSW school zone operating hours). This will allow the kiss and drop bay to operate as a no-parking zone, only allowing parents to dwell in the bay for a maximum of two minutes and unable to leave their vehicle. When the kiss and drop bay facility is at capacity, parents are able to circulate via the roundabout to the southern short-stay parking sections. With a five-minute dwelling time, parents are able to park and safely pick up their children form the school's access point.

It is important that members of staff monitor the kiss and drop operations both in the morning and afternoon operations, to actively minimise any risks of conflicts or delays. This includes enforcing the maximum bay dwell time of 2 minutes where necessary, to ensure the efficient operations of the bays.

### 6.1.5 Bus stop operations

The school bus stop is located on the new access road at the school's primary access point and includes a new public bus stop. This bus bay will facilitate a maximum of three buses at any time. This bus stop will be operational during school morning and afternoon peak periods to allow students to travel to and from school. It is recommended that a member of staff supervises the bus bay during the drop-off and pick-up periods. This measure is in place to ensure that students safely and efficiently embark and alight from the vehicle, minimising the risk of incidents or congestion.

#### 6.1.6 Special events operations

For any major events held outside regular school hours (such as fetes, sports events, carnivals, community gatherings in the school hall, church meetings, etc.), a specific Event Traffic Management Plan must be created to handle traffic and parking concerns. This plan must consider the changes to parking demand, particularly concerning bus bay usage. Coaches accessing the school for special events must be coordinated with the existing public and school bus services, to ensure that the demand at the bus bay does not exceed the maximum demand.

# 7 Governance framework

To effectively manage the School Transport Plan, a Travel Plan Coordinator (TPC) will be appointed. This individual will be responsible for:

- Engagement with the School Working Group (SWG) and the Transport Working Group (TWG) on a regular basis to discuss any challenges that may arise
- Implementing and promoting the actions outlined in the School Transport Plan and implementation plan (Section 5.1)
- Monitoring the Plan's effectiveness and ensuring its ongoing maintenance as outlined in the Monitoring and evaluation plan (Section 8)
- Providing transport-related advice to staff, management, and visitors as needed
- Coordinating with external parties such as the Council, public transport providers, and car share operators regarding Travel Plan matters

This role does not necessarily require a full-time commitment but should be clearly defined within the key responsibilities of the building management team.

# 8 Monitoring and evaluation plan

### 8.1 School travel plan maintenance

The School Travel Plan should be reviewed regularly and updated. Key areas that may need updating include:

- Revising the summary of existing conditions based on changes in the active and public transport networks in the surrounding areas.
- Tracking progress against the proposed travel mode share scenario targets.
- Analysing data and information collected during the school's operations throughout the year to identify any issues or challenges that need to be addressed to support the school's operations and achievement of mode share targets. This may involve updating the travel mode share targets to reflect actual conditions at the school better.

Additionally, it's important to track updates to the School Travel Plan through revisions and document control to ensure that all changes are traceable.

### 8.2 Monitoring and review actions

To ensure the long-term effectiveness of the strategies in the School Travel Plan, the following ongoing monitoring and review actions are necessary:

- Review depersonalised student data from the DoE once enrolments are confirmed. Conduct GIS analysis and compare with previous results and recommendations.
- Conduct hands up travel mode surveys to determine how students travel to and from school. This will validate the
  Baseline, Medium, and Reach scenario mode share targets and identify any necessary updates to better reflect
  students' travel behaviour.
- Review data on participation in active travel programs implemented at the school.
- Engage with the community to gather feedback on school operations and ideas for strategies to improve travel in the local area.

### 8.3 Travel mode survey

These surveys aim to estimate the number of students who drive, walk, cycle, or use public transport to travel to and from school. Additionally, they address areas such as kiss and drop zones and on-street parking usage for students who are driven to school.

Staff members also participate in online surveys and are requested to provide the following key information:

- The suburb and postcode of their usual residence.
- Their travel mode to and from school and the reason for selecting this mode.

### 8.4 Complaints handling

The school will establish a spreadsheet for managing complaints. Individuals wishing to file a complaint via email to the school's administration team. All complaints received will be recorded in the School's Complaints Register.

The school's administrative staff will monitor the emails and coordinate with the principal and TPC to address the complaints. Any actions taken will be documented in the Complaints Register.

During the first year of operations, the DoE communications team will handle all complaints. In the following years, this responsibility will be transferred to the school's staff.

# 9 Behaviour change measures

#### **Scenario Demand Management**

- To achieve the 'Medium' and 'Reach' mode share scenarios, it is essential to implement the behaviour change programs outlined in the implementation plan to varying extents.
- Achieving the 'Reach Scenario' public transport mode share may necessitate increased service provision and frequency to accommodate the additional demand (an extra 45 students). Ongoing collaboration between the TPC and TfNSW will be required to monitor the adequacy of the existing public transport network.
- A minimum of 49 bicycle parking spaces are provided upon school opening enabling the school to achieve four-star
   Green Star rating. This provision is future proofed against the 'Reach' Scenario which forecasts a total demand for 42 bicycle parking spaces for primary school students.

#### **School Transport Operations**

- Continuous monitoring of kiss and drop demand and bay provision will support the long-term resilience of kiss and drop operations.
- The proposed bus bay will also be used for transport to and from special events and excursions. It is important to coordinate this with bus timetables to ensure that coach parking does not interfere with bus service operations.
- A staff member should monitor the bus bay during peak periods (pick-up/drop-off and school excursions) to ensure student safety and minimize congestion at the bay.
- Ensure that waste collection and deliveries occur outside of peak school times to avoid conflicts with mini-bus parking during drop-off and pick-up periods.
- Major events held outside regular school hours will require an Event Traffic Management Plan to minimize the impact on the local traffic environment and on-street parking conditions.

#### **Monitoring and Evaluation**

— Regular monitoring and evaluation of data collected once the school is operational will support adaptation to changes in the local traffic environment, anticipated student and staff mode splits, and the actual operations of the kiss and drop, bus bays, and access arrangements. It is recommended to initiate this approximately 12 months after opening, once the school operations are fully established and fine-tuned.

# 10 Conclusion

The School Travel Plan sets out the plan for the ongoing management of travel to and from school as well as operations and initiatives to support sustainable travel mode share. The implementation plan supports the achievement of the 'Baseline', 'Medium' and 'Reach' mode share scenarios, through ongoing initiatives and actions that will encourage the increased use of sustainable modes from Baseline to Reach. A review of the scenario demand management notes that the current proposal does not support the 'Medium' and 'Reach' scenario mode share targets for cycling and public transport and that increased on-site provision for each mode would be needed to achieve these targets. However, it is recommended that the TPC monitors demand for these modes across the first year, to gauge both the adequacy of the design and the likely achievement of these mode share scenarios.

The Access Management Plan outlines the operations for access arrangements to the school. It is recommended that ongoing monitoring and evaluation of data is undertaken by the TPC and that this School Travel Plan is updated once annually to reflect any changes to the local environment and school operations.

# Appendix E

Travel Access Guide



### NSW Department of Education – School Infrastructure



# **Albury Thurgoona New Primary School**

Travel Access Guide

06/06/2025

### **Project overview**

This Travel Access Guide provides information for safe and accessible travel for students travelling to and from Albury Thurgoona New Primary School via active transport.

### Active ways to get to school



# Walking is an active and healthy way to get to school

• Stop! Look! Listen! Think! every time you cross the road and keep checking until safely across.



#### Ride your bike or scooter

- Always wear a helmet when you ride your bike or scooter.
- Take special care at driveways where vehicles may be driving in or
- Ride your bike or scooter away from the roads.

### Kiss and drop expectations

- It's important we all model safe road user behaviour.
- For parents and carers who drive their children to school, the Kiss and Drop Zone is located along the new service road extended from Kerr Road.
- The Kiss and Drop Zone is located along the school side and a maximum of 2-minutes is allocated to drop off or pick up students.
- Drivers should remain in their vehicles at all times in the Kiss and Drop zone.
- Make sure children use the safety door (i.e., the rear footpath side door) to enter and exit the vehicle.
- Always park legally.
- Additional Short Stay Parking is located on the new service road, opposite the school.
- Parents and carers should pick up their children from school grounds and use the pedestrian crossing to safely cross the road.
- A maximum of 10-minutes is allocated to drop off or pick up students from the Short Stay Parking.

#### For more information contact:

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







# Something broken on the way to school?

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

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

### Did you know?

Walking as a group along these safe routes to and from school is more fun as you can meet others along the way. Parents can participate in these walks.

If you or a member of your family joins Bicycle NSW, you have access to many benefits, such as 15% discounts on bicycle insurance and news about bicycle events in NSW.

Please contact Bicycle NSW at:

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### NSW Department of Education – School Infrastructure



# **Albury Thurgoona New Primary School**

Travel Access Guide

06/06/2025

### **Project overview**

This Travel Access Guide provides information for safe and accessible travel for students travelling to and from Albury Thurgoona New Primary School via public transport.

# Using public transport to get to school School buses and public buses



The nearest bus stop is Hopwood Rd at Rosborough Ct and provide the following services.

- Morning: S816
- Afternoon: S837, S839

Bus services can also be accessed via the new bus bay at the school's entrance.

### Apply for a School Opal Card School Term Bus Pass

Transport for NSW subsidises public transport for students travelling to and from school. Depending on where students are travelling, they may receive a free school travel pass, School Opal card or both. To learn more about the eligibility criteria and to apply, please refer to https://transportnsw.info/school-travel-apply.

#### **Public transport expectations**

Families are responsible for getting their child to and from the bus stop safely.

- Always supervise your child until they are at least 10 years old, and hold hands when walking to and from the bus stop.
- Meet your child at the bus stop or interchange and never wait on the opposite side of the road and call them across.
- Keep a clear path on the footpath to allow others to walk past the bus stop safely.
- Allow passengers to get off before you get on.
- Watch your step when getting on and off the bus.
- Use the handrail when boarding.
- Always wait until the bus has gone, then use a safe place to cross.
- Plan ahead, allow plenty of travel time and slow down to avoid slips and falls.

#### Kiss and drop expectations

It's important we all model safe road user behaviour.

- For parents and carers who drive their children to school, the Kiss and Drop Zone is located along the new service road along the school's southern boundary.
- Drivers have a 2-minute time frame to drop off or pick up students at the Kiss and Drop Zone.
- Additional Short Stay Parking is located opposite the Kiss and Drop Zone.
- Drivers have a 10-minute time frame to drop off or pick up students from the Short Stay Parking.

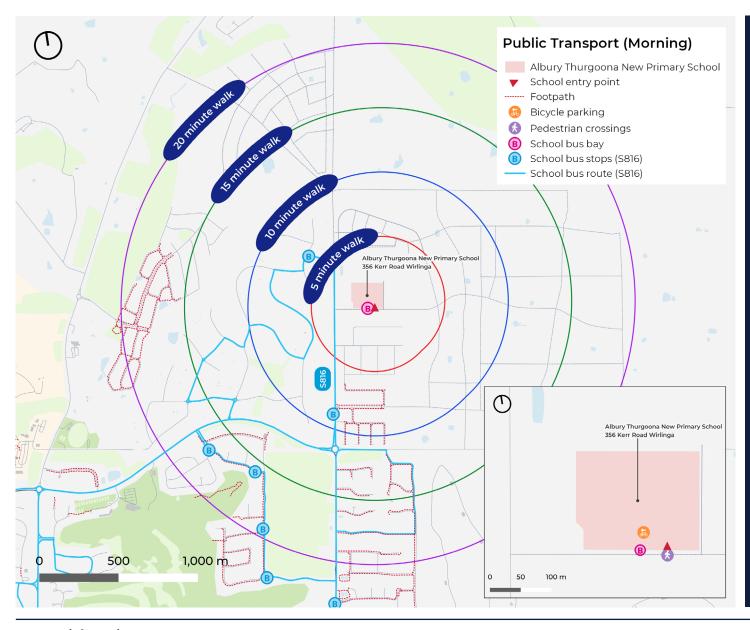
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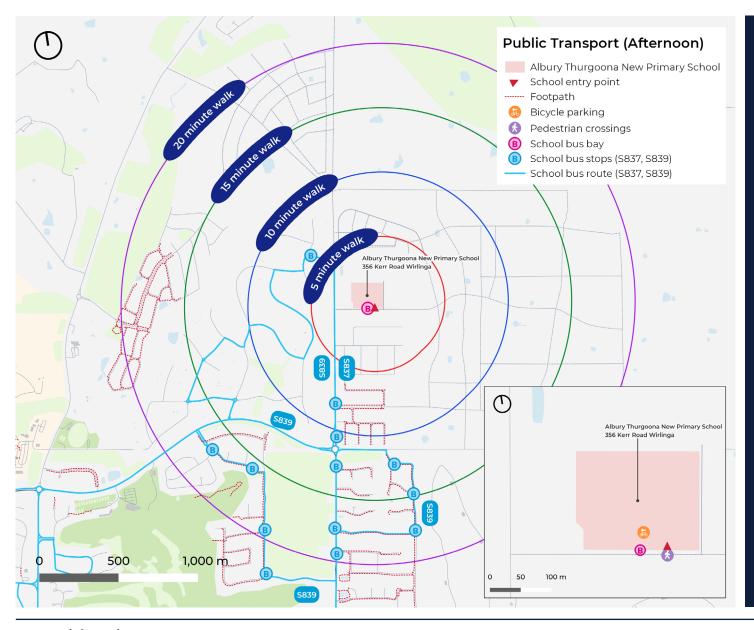
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