



GREEN TRAVEL PLAN

Emanuel School
20 Stanley Street, Randwick

Reference: 19.191r03v03
Date: July 2021

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1. INTRODUCTION

TRAFFIX has been commissioned by Emanuel School to prepare a Green Travel Plan (GTP) for the redevelopment of the Adler Building located at 20 Stanley Street, Randwick. The development is approved under the Development Application Number DA/40/2020, which was granted by Randwick City Council on 29 October 2020.

Transport for NSW Condition 17 of the Development Consent relates to the preparation of a GTP for the subject development. Reference should also be made to the Traffic Impact Assessment Report (Ref: 19.191r01v05, dated 24 January 2020) and Request for Additional Information Statement (Ref: 19.191r02v03, dated 25 June 2020), that was prepared by TRAFFIX and accompanied the development application.

Accordingly, a GTP has been prepared for the school, which evaluates the sustainable transport credentials of the development and accounts for the accessibility of the site with respect to active/public transport facilities. This GTP also incorporates a Transport Access Guide that will be distributed to staff and students at Emanuel School.

The report is structured as follows:

- Section 2: Development consent
- Section 3: Background information
- Section 4: School travel modes
- Section 5: Strategies and Initiatives
- Section 6: Monitoring and review
- Section 7: Presents the overall conclusions



2. DEVELOPMENT CONSENT

This GTP addresses the corresponding condition within the Development Consent issued by Randwick City Council, dated 29 October 2020. This condition is outlined as follows:

Transport for NSW (formally Roads and Maritimes Services)

"Condition 17

As part of the ongoing operation of the school, a detailed Green Travel Plan (GTP), which includes target mode shares for both staff and students to reduce the reliance on private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually."



3. BACKGROUND INFORMATION

3.1 Background Information

3.1.1 Overview

A GTP provides a site-specific set of measures and initiatives to promote sustainable transport options such as walking, cycling, carpooling and public transport in order to reduce the dependency of using private cars. This creates a number of social, economic, environmental and health benefits to staff and students at the school.

This GTP requires the nomination of an individual or a team to oversee its implementation, as well as to review and update the GTP to reflect the site operation, any changes to the public transport network and the achievable modal-split targets for the site. For the school expansion at Emanuel School, it is recommended that the School Principal or their representative is responsible for the GTP's implementation and maintenance.

3.1.2 Context

It is noted that 87% of staff use their car as the principal mode of transport. In this regard, the GTP aims at reducing reliance on private vehicle usage.

The GTP incorporates site-specific measures that will be implemented to promote and maximise the use of more sustainable travel modes including the following:

- Promoting the use of sustainable transport modes by increasing awareness of routes and facilities, thus reducing congestion, traffic and pollution in the locality;
- Creating a positive image of Emanuel School as an innovative and environmentally aware educational establishment; and
- Encouraging healthier travel options for staff and students, such as walking and cycling to promote a healthier lifestyle.



3.2 Location and Site

The site is located at 20 Stanley Street, Randwick and is legally known as Lot 1 and 2 on DP 709331. More specifically, it is commonly known as Emanuel School and is located on the northern side of Stanley Street, north-west of the intersection of Avoca Street and Stanley Street. In a regional context, it is located approximately 1.75 kilometres south-west of Bondi Junction and five (5) kilometres south-east of Sydney Central Business District (CBD).

The site has an irregular configuration and has a total site area of 1.472 ha. It has a southern frontage of 102 metres to Stanley Street, an eastern frontage of 178 metres to Avoca Street, a western frontage of 176 metres to Chepstow Street and a northern boundary of 67 metres to a neighbouring residential property and a section of Stephen Street.

The site currently provides three (3) vehicular crossings to Chepstow Street and two (2) vehicle crossings to Stanley Street.

A Location Plan including the enrolment boundaries for 2020 is presented in **Figure 1**, with a Site Plan included in **Figure 2**.

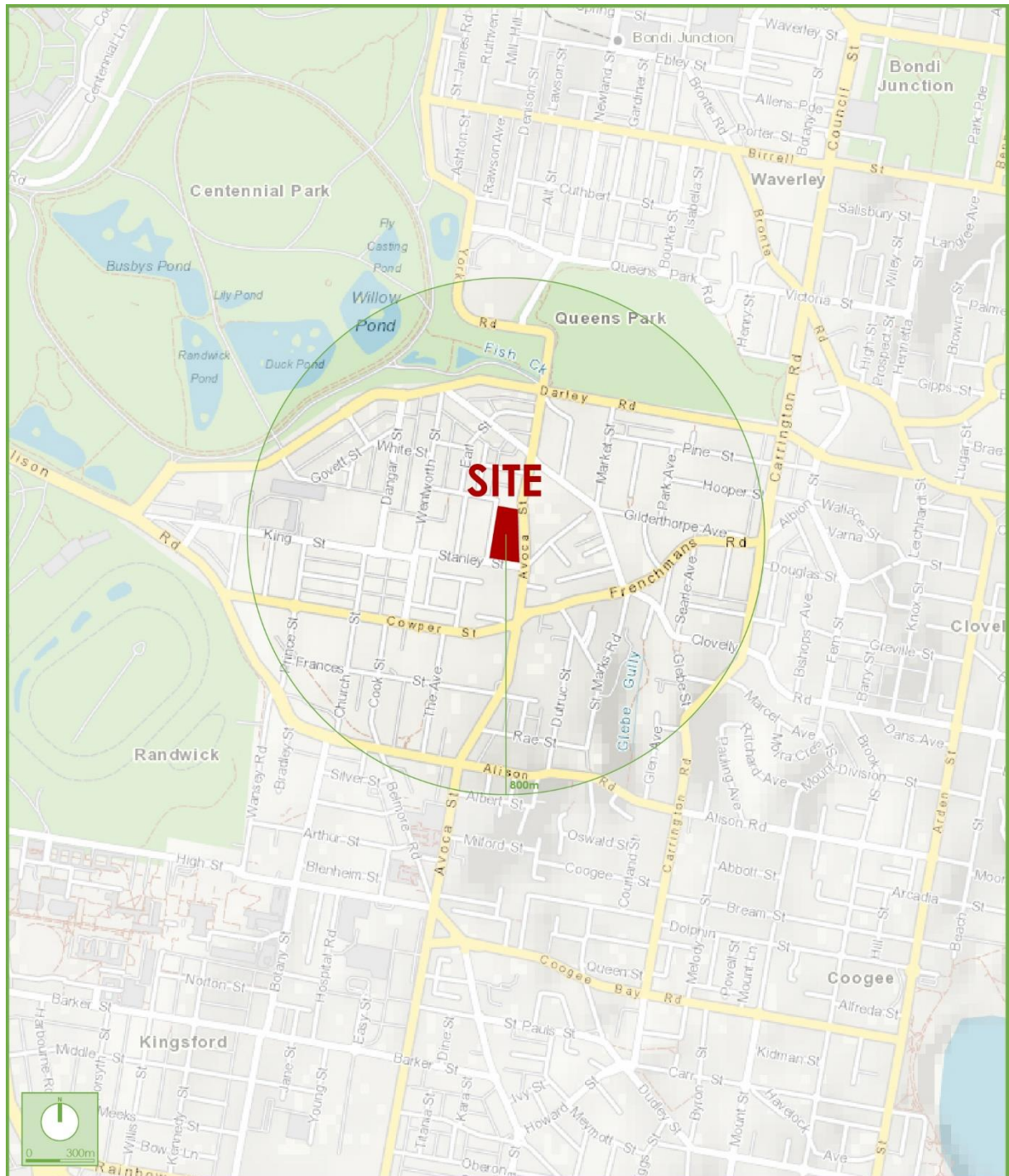


Figure 1: Location Plan



Figure 2: Site Plan



3.3 School Population

The school has an approved capacity for 138 full time equivalent staff and 920 students, with the hours of operation generally between 8:30am and 3:30pm during school days.

3.4 Sustainable Transport Options

3.4.1 Public Transport Services

The existing public transport network operating in the locality is shown in **Figure 3**. Standard transport planning guidelines state that a development is advantageously located to benefit bus services if it is within 400 metres walking distance of a bus stop. It is evident that the site benefits from excellent bus services with 12 bus stops located within 400 metres of the site. These services provide connections to Sydney CBD and the Eastern suburbs. The bus routes servicing the area are shown in **Table 1** below:

Table 1: Bus Routes

Route Number	Route Name	Route Number	Route Name
314	Coogee to Bondi Junction via. Randwick Junction	X39	Clovelly to City Martin Place (Express Service)
316	Eastgardens to Bondi Junction via. Randwick Junction	X40	Clovelly to City Museum (Express Service)
317	Eastgardens to Bondi Junction via. Randwick Junction and Beauchamp Road	348	Wolli Creek to Bondi Junction
338	Clovelly to Central Railway Square	357	Mascot to Bondi Junction via. Kingsford and Randwick
339	Clovelly to City Gresham Street	400	Bondi Junction to Sydney Airport

In addition to these services, Bondi Junction Railway Station is located approximately 1.9 kilometres north of the site. This station provides services on the T4 – Eastern Suburbs and Illawarra Line, providing connections to the Sydney CBD.

3.4.2 School Bus Services

- In addition to the numerous public bus services, the site is serviced by the 683E school bus which runs between Emanuel School and Watsons Bay.



The public transport and school bus services are shown in **Figure 3**.

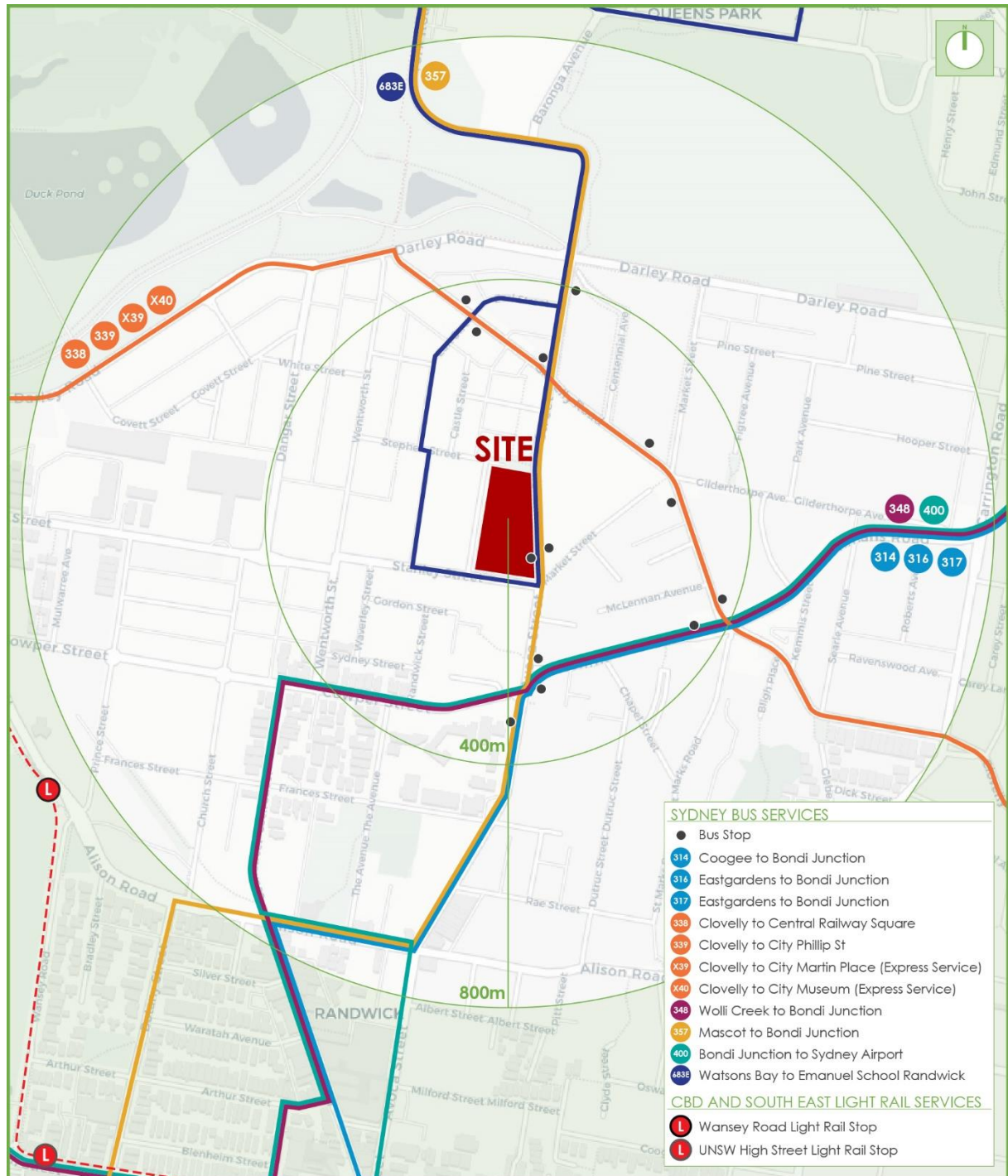


Figure 3: Public Transport



3.4.3 School Zones and Crossings

The school is located within 'School Zones' that are subject to 40km/h speed zoning at 8:00am-9:30am and 2:30pm-4:00pm on school days at the following approximate locations:

- Avoca Street between Stanley Street and Clovelly Road;
- Stanley Street between Monmouth Street and Avoca Street; and
- Stephen Street between Castle Lane and Stanley Street.

A pedestrian crossing is provided at along the site frontage. This is a 'Wombat Crossing' on Avoca Street, north of the intersection with Market Street. A pedestrian refuge is also provided on Stanley Street at the intersection with Avoca Street.

3.4.4 Pedestrian Accesses

The school provides two (2) student pedestrian entry and exit points, as summarised below:

- One (1) pedestrian access on Stanley Street near the intersection with Avoca Street;
- One (1) pedestrian access on Avoca Street; and
- One (1) pedestrian access on Chepstow Street.

All students are required to enter and leave the school through these accesses, which provide connections to the existing footpaths surrounding the school, as well as the designated drop-off / pick-up and bus stop areas along Stanley Street and Avoca Street.

3.4.5 Bicycle Facilities

The school provides a total of 15 bicycle parking spaces for staff and students within the school grounds. These spaces are connected to the surrounding pedestrian footpath network, noting that students are permitted to ride along pedestrian footpaths until the age of 16.

In addition to the above, the school is situated within the vicinity of various proposed cycle routes, as identified within the Randwick City Council's Bicycle Plan, with the closest route being along Darley Road. These bicycle routes therefore provide connections towards Moore Park and Kensington in the west and Clovelly and Bronte in the east. The relevant cycle infrastructure is presented in **Figure 4**.

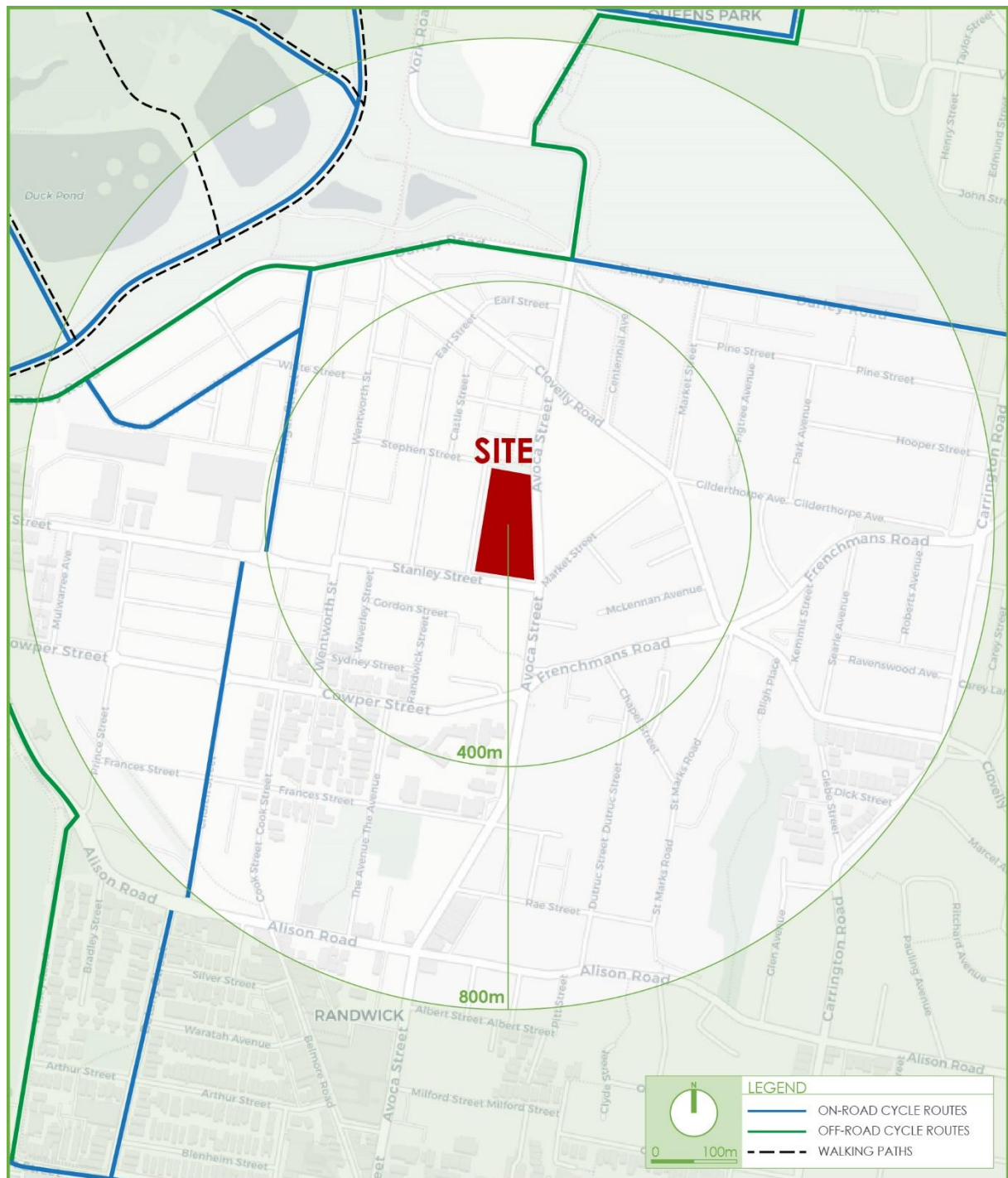


Figure 4: Nearby Cycle Infrastructure



4. SCHOOL TRAVEL MODES

4.1 Reference Travel Modes

In order to assess the existing travel characteristics of the school, online travel mode questionnaire surveys were prepared by TRAFFIX and distributed by the school to all staff, parents/guardian (ELC & K to Year 6) and students (Year 7 to 12). The online questionnaire was open for responses for an eight (8) day period from 23rd September 2019 to 1st October 2019. Whilst the surveys were undertaken in 2019, they completed prior to the COVID pandemic, and therefore considered an accurate pre-COVID 'snap-shot' of the school's normal travel characterises.

For the purposes of this assessment, the morning (AM) and afternoon (PM) data was averaged for both staff and students travel modes. These reference travel modes are outlined in **Table 2** and **Table 3** below.

Table 2: Reference Travel Modes - Staff

Travel Mode	Staff (%)
By Car (as driver)	85.7%
By Car (as passenger – dropped off/picked up)	1.4%
By Car (as passenger – carpool with other staff who park at/near school)	0%
Public Transport - Bus	5.3%
Public Transport - Other	1.9%
Cycle	1.9%
Walk	3.8%

Table 3: Reference Travel Modes - Students

Travel Mode	ELC & K to Year 6 (%)	Year 7 to 12 (%)
By Car (as a passenger – dropped off by parent/guardian)	73.4%	38%
By Car (as driver)	0%	4.4%
By Car (as passenger – car pool with other student driving)	0.7%	2.4%
School Bus	17.1%	31.6%
Public Transport - Bus	4.2%	13.2%
Public Transport - Other	0%	0.6%
Cycle	0.6%	1.6%
Walk	3.5%	8.2%



It can be seen from **Table 2** the primary travel modes for staff comprised car driver at 87.1%, and public transport (bus) travel at 5.3%. As summarised in **Table 3**, students between ELC to Year 6 predominantly utilised cars (passenger dropped off by parent/guardian) with 17.1% using a school bus and 4.2% using public buses. Students in Years 7 to 12 primarily utilise cars, with 38% being dropped off as passengers and only 4.4% driving themselves to school. 31.6% of students between these years utilised the school bus and 13.2% utilised public buses.

4.2 Suggested Travel Modes

4.2.1 Staff Targets

The travel mode targets for staff at the school have been separated into a medium-term target of 5 years and a long-term target of 10 years. These suggested targets are summarised in **Table 4**, with justifications for the main travel modes discussed thereafter.

Table 4: Suggested Travel Mode Targets for Staff

Travel Mode	Reference		Targets for Staff			
	%	No. Staff	5-Year	No. Staff	10-Year	No. Staff
By Car (as driver)	85.7%	118	80.7% (-5%)	-7	75.7% (-10%)	-14
By Car (as passenger – dropped off/picked up)	1.4%	2	1.4% (±0%)	±0	1.4% (±0%)	±0
By Car (as passenger – carpool with other staff who park at/near school)	0%	0	1.0% (+1%)	+1	2.0% (+2%)	+3
Public Transport - Bus	5.3%	7	6.3% (+1%)	+1	7.3% (+2%)	+3
Public Transport - Other	1.9%	3	2.9% (+1%)	+1	3.9% (+2%)	+3
Cycle	1.9%	3	2.9% (+1%)	+1	3.9% (+2%)	+3
Walk	3.8%	5	4.8% (+1%)	+1	5.8% (+2%)	+3

A brief methodology for establishing the main targets for a total of 138 staff are provided below:



- **Car Driver**

The primary aim of this GTP is to gradually reduce the reliance on private vehicle usage to a target of 75.7% (decrease of 10%), which equates to approximately 14 staff in 10 years. This is considered achievable through the use of the strategies and initiatives discussed in **Section 5**.
- **Public Transport**

The above reduction in car driver usage would subsequently result in increases to the other travel modes, with public transport usage targeted at 11.2% or an additional six (6) staff in 10 years.
- **Active Travel**

An increase for active travel (walking and cycling) is also envisaged with a target of 9.7% or an additional six (6) staff in 10 years. This is considered realistic given the location of the site with respect to the various walking and cycling routes in the locality.
- **Carpool**

Staff will also be encouraged to carpool with targeted increases of 1% or one (1) staff and 2% or three (3) staff in 5 and 10 years, respectively.

4.2.2 Student Targets - ELC & K to Year 6 Students

The travel mode targets for students at the school have been separated into a medium-term target of 5 years and a long-term target of 10 years. These suggested targets are summarised in **Table 5** for ELC to Year 6 students, with justifications for the main travel modes discussed thereafter.



Table 5: Suggested Travel Mode Targets for ELC & K to Yr 6 Students

Travel Mode	Reference		Targets for Students			
	%	No of Students	5-Year	No of Students	10-Year	No of Students
By Car (as a passenger – dropped off by parent/guardian)	73.9%	278	69.9% (-4%)	-15	65.9% (-8%)	-30
By Car (as driver)	0.0%	0	0% (±0%)	±0	0% (±0%)	±0
By Car (as passenger – car pool with other student driving)	0.7%	3	1.2% (+0.5%)	+2	1.7% (+1%)	+4
School Bus	17.1%	64	18.6% (+1.5%)	+6	20.1% (+3%)	+11
Public Transport - Bus	4.2%	16	5.2% (+1.5%)	+4	6.2% (+2%)	+8
Public Transport - Other	0.0%	0	0% (±0%)	±0	0% (±0%)	±0
Cycle	0.6%	2	1.1% (+0.5%)	+2	1.6% (+1%)	+4
Walk	3.5%	13	4.0% (+0.5%)	+2	4.5% (+1%)	+4

A brief methodology for establishing the main targets for a total of 376 students between ELC and Year 6 are provided below:

- **Drop-off/Pick-up** The aim of this GTP is to reduce the dependency on private vehicle usage, however for primary school aged students, the primary travel mode is envisaged to be parents/guardians dropping off or picking up their children. Accordingly, a gradual decrease in car usage is considered appropriate with a target of 65.9% for primary school aged students in 10 years which would result in a decrease of 30 students dropped off to school by car.
- **School and Public Bus** The above reduction in car drop-off/pick-up would subsequently result in increases to the other travel modes, with 20.1% and 6.2% targets for the school bus and public bus services. This results in an increase of 11 students travelling by school bus in the 10 year target and an increase of eight (8) students travelling to school by public bus in the 10 year target.



➤ Active Travel

An increase for active travel (walking and cycling) is also envisaged with a target of 6.1% in 10 years for primary school aged students which would result in an increase of 23 students walking or cycling to school. This is considered achievable given the school's bicycle facilities, as well as the surrounding pedestrian footpaths and cycle network.

4.2.3 Student Targets – Year 7 to Year 12

The travel mode targets for students at the school have been separated into a medium-term target of 5 years and a long-term target of 10 years. These suggested targets are summarised in **Table 6** for Year 7 to Year 12 students, with justifications for the main travel modes discussed thereafter.

Table 6: Suggested Travel Mode Targets for Year 7 to Year 12

Travel Mode	Reference		Targets for Students			
	%	No of Students	5-Year	No of Students	10-Year	No of Students
By Car (as a passenger – dropped off by parent/guardian)	38.0%	184	33.0% (-5%)	-24	28.0%	-48
By Car (as driver)	4.4%	21	3.4% (-1%)	-5	2.4%	-10
By Car (as passenger – car pool with other student driving)	2.4%	12	1.4% (-1%)	-5	0.4%	-10
School Bus	31.6%	153	33.6% (+2%)	+10	35.6%	+19
Public Transport - Bus	13.2%	64	14.2% (+1%)	+5	15.2%	+10
Public Transport - Other	0.6%	3	0.6% (±0%)	±0%	0.6%	±0%
Cycle	1.6%	8	3.6% (+2%)	+10	5.6%	+19
Walk	8.2%	40	10.2% (+2%)	+10	12.2%	+19

A brief methodology for establishing the main targets for a total of 484 students between year 7 and 12 are provided below:

➤ Pick-up/Drop-off

The aim of this GTP is to reduce the dependency on private vehicle usage. For secondary students, a reduced target of 10% is envisaged in 10 years and is considered achievable



through strategies discussed in **Section 5**. This is equivalent to a reduction of 48 students travelling to school by car.

➤ Driving to School

As above, the primary aim of this GTP is to reduce the dependency on private vehicle usage for secondary students. A target of 2.4% car drivers is envisaged in 10 years and is considered achievable. This is equivalent to a reduction of 10 students driving to school.

➤ School and Public Bus

The above reduction in car drop-off/pick-up would subsequently result in increases to the other travel modes, with 35.6% and 15.2% targets for the school bus and public bus services, for secondary students respectively. This is equivalent to an increase of 19 student catching the school bus and an increase of 10 students catching a public bus in the 10-year strategy.

➤ Active Travel

An increase for active travel (walking and cycling) is also envisaged with a target of 17.8% in 10 years for secondary school aged students. This is considered achievable given the school's bicycle facilities, as well as the surrounding pedestrian footpaths and cycle network. This would be equivalent to an increase of 39 students travelling to school by active transport.



5. STRATEGIES AND INITIATIVES

5.1 Transport Access Guide

To assist in promoting the use of alternative travel modes, a Transport Access Guide (TAG) has been prepared for the school, which will be distributed to staff and parents/carers of students via the school newsletter and/or online website. This TAG will assist in encouraging sustainable travel modes by providing details and information about the available public transport services within proximity of the site, as well as local bicycle and walking routes.

The provision of this information to staff and students at Emanuel School will assist them to make an informed decision on how to travel to site based on the available services connecting to or near their place of residence. The TAG has been included in **Appendix A** for reference.

5.2 Parking Arrangements

The school provides a total of 19 off-street parking spaces including 11 spaces under the science block and eight (8) spaces adjacent the Kormehl Centre (pre-school). Accordingly, this reduced provision will assist in reducing the dependency on private vehicle usage. These parking spaces are proposed to be managed by the school.

5.3 Student Drivers

It is noted that Condition 24, which relates to the preparation of the Operational Traffic Management Plan states that *“this OTMP is to require the school to have no students driving to school Monday to Friday.”* The school has sought legal advice regarding this condition which concludes that it would be impossible for the school to enforce this condition on a practical level, noting the school has no legal jurisdiction to impose the means by which each student travels to school. The full legal advice letter can be viewed in **Appendix B**.

Nevertheless, the school will continue to encourage students to utilise alternative modes of transport to/from the school through the introduction of the Travel Access Guide.

5.4 Car-Pool Programme

The school will implement a car-pool scheme for staff and parents/carers of students involving a physical on-site notice board and a web-based notice board via Facebook or another similar



form of social media. These message boards will provide a way for staff and parents/carers to coordinate travel and schedules with their respective colleagues and classmates, where practical.

Accordingly, these notice boards will assist in encouraging an alternate mode of transportation to and from the school with the main objective of reducing personal vehicle trips for both staff and students.

5.5 Student Transport Schemes

5.5.1 School Student Transport Scheme

The school will promote the School Student Transport Scheme (SSTS), which enables eligible students to have free/subsidised travel to and from school. Accordingly, the eligibility of students are summarised as follows:

- All students in Kindergarten to Year 2 are eligible for this scheme; and
- Year 3 to Year 6 students are required to reside more than 1.6km away from the school (straight line distance) from school, or 2.3 km or more by the most direct practical walking route to the nearest entry point to the school.

5.5.2 School Term Bus Pass

In regard to student's ineligible for the above SSTS, the school will promote School Term Bus Pass, which provides discounted bus travel between home and school for \$55 (including GST) per school term. This pass can be applied for online via the NSW Transport website.

5.6 Active Travel and Walking Schemes

Walking and cycling provide an alternative choice for staff and students to be more active and reduce reliance on private vehicles and congestion around school sites. The objective of highlighting walking and cycling routes to staff and students is to promote active travel and to encourage a mode shift in journey to work travel methods. The school will promote the various walking routes surrounding the school which have been provided within the TAG, as well as potentially promoting events such as 'National Walk to Work Day' for staff.



5.7 Bicycle Facilities

The school will benefit from a total of 15 bicycle parking spaces and associated end-of-trip facilities for staff and student use. Furthermore, in accordance with the Randwick City Council cycling and walking map, the school is situated within the vicinity of various bicycle routes with the closest being along Darley Road. As such, the school is well placed to take advantage of these bicycle routes that provide connections to Kensington and Moore Park in the west and Coogee, Clovelly and Bronte in the east. In addition to the above, the school could consider implementing the following initiatives to further encourage bicycle usage:

- Bicycle educational programs for students;
- Ride to Work Day for staff;
- Ride to School Day for students; and
- NSW Bike Week for the school.

Finally, it is also recommended that the school undertake bicycle educational programs (e.g. Bike Ed) for all students (Kindergarten to Year 6). This in turn would assist in establishing bicycle usage at an early stage, which could carry over to high school.



6. MONITORING AND REVIEW

6.1 Travel Coordinator Role

The school will assign an existing staff member to the travel coordinator role. The travel coordinator will be responsible for communicating any issues between external stakeholders, Council, parents/caregivers and the school.

The responsibilities of this role include:

- Communicating transport options to staff and students.
- Collaborating with internal and external stakeholders and monitoring.
- Evaluating the progress of the targeted and actual mode shares.

6.2 Evaluation Plan

The school will engage an external consultant to review the GTP annually, which would include annual travel mode surveys of staff and students. This external consultant would be tasked with reviewing and evaluating the progress of targets as documented in Table 2 and Table 3, as well as refining and updated the GTP, as appropriate.

This annual evaluation will provide a reliable overview of areas in which the GTP is operating effectively and which areas that require more attention. It is envisaged that the target travel modes be achievable in 10 years however, it is noted that these targets are primarily indicative and will require on-going evaluation and fine-tuning.

6.3 Communications Plan

A TAG has been provided and included in **Appendix A** that communicates and promotes the use of alternative travel modes. This TAG will be distributed to staff and parents/carers of students via the school newsletter and/or online website in order to assist in encouraging sustainable travel modes by providing detailed information about the available public transport services and local bicycle/walking routes in the locality.



7. CONCLUSION

In summary, it is considered that this GTP for Emanuel School allows for staff and students to travel to and from the school via sustainable modes of travel, thereby reducing the dependency on private vehicles.

APPENDIX A

Travel Access Guide

TRAVELLING TO SCHOOL



CAR

By Car Pool: Car Pooling is a great way to reduce traffic congestion. Please consider your co-workers and other students when attending the school to arrange your schedules.

By Taxi: Taxi services are available by contacting the following company: 13 CABS by calling 13 22 27 or visiting their website <http://www.13cabs.com.au>.

By Uber: Offers car rideshare services available through the Uber app on your smartphone or tablet.



BUS

By Bus: The closest existing bus stops are located along Avoca Street along the site frontage, which provides services between Mascot, Bondi Junction and Watsons Bay. Information concerning service frequencies for all services throughout the week may be obtained via the Transport Info website at: <http://transportnsw.info>.



BIKE AND WALKING

By Bicycle and Walking: Safe and accessible bicycle and walking infrastructure is provided in the vicinity of the school, staff and students would be able to take advantage of the various facilities at Emanuel School. Additional bicycle and walking routes will be updated as additional infrastructure becomes available.

For alternative cycling and walking routes please visit <http://www.rms.nsw.gov.au/roads/bicycles/cycleway-finder.html> for more information.

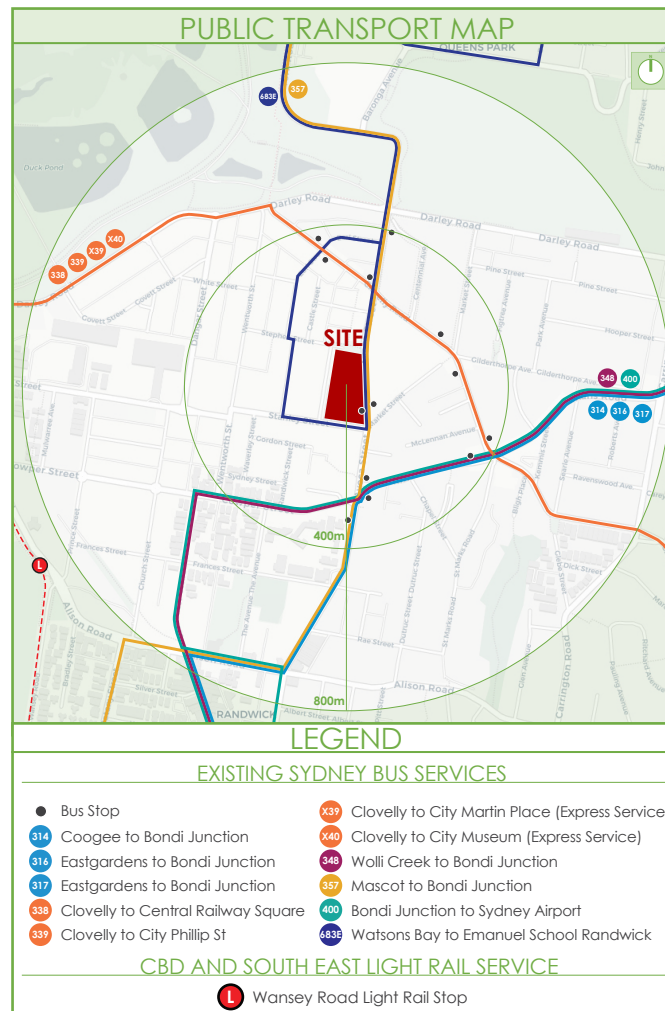
For further public transport information go to www.transportnsw.info or call 131 500

TRANSPORT GOALS

This Travel Access Guide (TAG) provides information to staff and students on how to travel to and from Emanuel School by active transport, reducing reliance on private vehicles.

The School supports active travel as its benefits include:

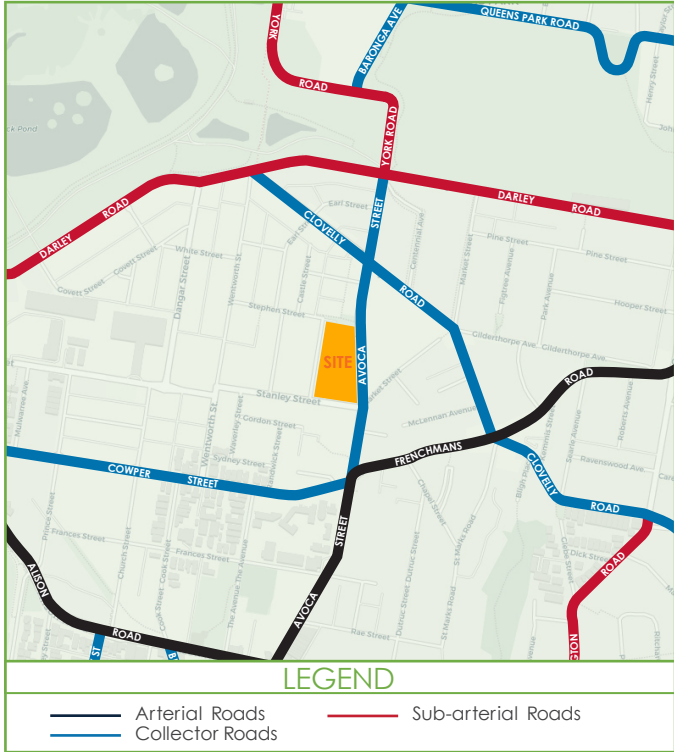
- Minimising car use
- Reduced carbon emissions and improved air quality
- Less traffic congestion
- A safer, more pleasant urban environment
- Opportunities for staff and students to be healthier, improve their wellbeing and increase their daily physical activity



TRANSPORT ACCESS GUIDE

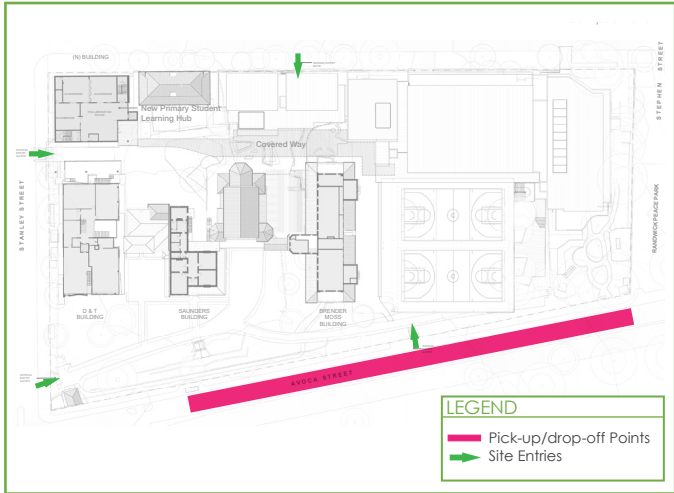
Emanuel School
20 Stanley St, Randwick NSW

LOCAL AND REGIONAL ROAD NETWORK



SITE ENTRIES

See the diagram below for information relating to bicycle parking, building entries and pick-up and drop off spaces.



TRANSPORT INITIATIVES

Learning how to travel to school using active transport is a learning and resilience opportunity for students. We encourage parents to get involved in using active and public transport with your child.

CONFIDENT CITY RIDER COURSE — CYCLE SKILLS COURSES

'Pedal Set Go' offer practical courses for the Randwick community which educate the community about NSW Road Rules and guidelines for safe cycling.

The course refreshes bicycle control skills and provides guidance and support whilst learning about correct lane positioning and communicating with other road users.

RANDWICK CITY COUNCIL CYCLING AND BIKE MECHANIC COURSES

Council offers free Randwick City Cycling and Basic Bike Mechanics courses at Heffron Park (Matraville) and the Randwick Community Centre.

For more information go to:
http://www.randwick.nsw.gov.au/About_Randwick/Whats_on.



THE SCHOOL STUDENT TRANSPORT SCHEME (SSTS)

The School Student Transport Scheme (SSTS) is an initiative that provides eligible school students with free or subsidised travel between their place of residence and school on public transport during the school term.

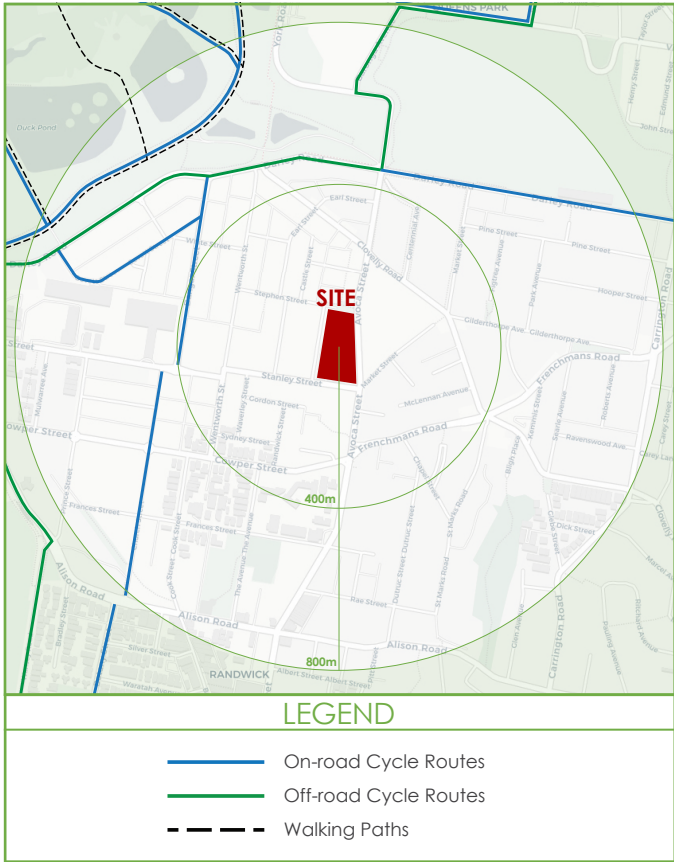
The eligibility requirements for primary school aged students are described as follows.

To be eligible for a free school travel pass the student must be a resident of NSW, at least 4 years and 6 months of age and enrolled as one of the following:

- An infant student (K-2) regardless of the distance between their home and school
- A primary student (Years 3-6) who lives more than 1.6 km (straight line distance) from school, or 2.3 km or more by the most direct practical walking route to the nearest entry point to the school

To Apply for the SSTS Scheme please visit
<https://apps.transport.nsw.gov.au/ssts>.

CYCLE NETWORK



APPENDIX B

Legal Advice Letter

20 May 2021

Our Ref: ANA:2204869

Mr Andrew Watt
Principal
Emanuel School
20 Stanley Street
RANDWICK NSW 2031

Dear Sir

Emanuel School – Randwick Council Determination
File Ref: F2012/00032

I understand Randwick Council is considering including a condition of building approval that students are forbidden to drive to school. From my perspective, this would be impossible to enforce on a practical level and not an appropriate condition to be included.

My reasoning includes the fact that the roads the students will drive on legally are public thoroughfares and the school has no jurisdiction over those nor the surrounding streets. Furthermore, the jurisdiction surrounding streets would be a mix between the State Government and different Councils and potentially not just solely Randwick Council but, potentially, Waverley Council or other Councils.

While I understand Council's apparent concern is probably in relation to parking rather than driving, this could be addressed in other ways, such as restricted parking which has recently been implemented in surrounding areas and furthermore, from my understanding, the Building Application does not provide for any increase in numbers of students attending the school, so there would be no increase in traffic than existing in any event.

The school has no jurisdiction over the students when they are outside the school's grounds (with limited exceptions such as organised sporting events and the like), so does not have any legal jurisdiction to impose the means by which each student comes to the school, whether by public transport, walking, by bike, drop off from a friend or parent or, when old enough and able to do so, by driving. Of course, the capacity to drive is limited to a small amount of the students, being those who have the appropriate licence to drive and access to a car.

Yours faithfully



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