

Operational Transport and Access Management Plan

Meriden Senior School

Prepared for Carmichael Tompkins Property Group

16 April 2025

221208

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Section 1 Introduction

Taylor Thomson Whitting (TTW) has been engaged by Carmichael Tompkins Property Group to provide traffic engineering consultancy services for Meriden Senior School. This Operational Transport and Access Management Plan (OTAMP) has been prepared to support the development and future operation of Meriden Senior School.

An OTAMP is a way to identify, and plan for, the regular transport and access requirements of a site. The aim of this document is to provide a clear plan of management for vehicle and pedestrian movements and develop strategies (if required) to assure smooth traffic flow and safe movement within and around a site. This OTAMP provides analysis of safe pedestrian movements, and investigates the management of campus car parking, pick-up and drop-off (PUDO) zones, as well as bus and delivery vehicle movements. This Plan assesses the need for various management processes to ensure the successful operation of the school and includes guidelines for the monitoring and reviewing of such processes.

This OTAMP has also been prepared to address the following items of Condition of Consent E13 (SSD 3905127).

Table 1: Response to the Condition of Consent E13

Items	Response
Prior to the issue of the relevant occupation certificate or the first increase in student numbers (whichever occurs earlier), an OTAMP must be prepared by a suitably qualified person, in consultation with Council and TfNSW, and submitted to and approved in writing by the Planning Secretary. The OTAMP must address the following:	CVs of Traffic engineers provided in Appendix A
(a) detailed pedestrian analysis including the identification of safe route options – to identify the need for management measures such as staggered school start and finish times to ensure students and staff are able to access and leave the Site in a safe and efficient manner during school start and finish;	Section 4 identifies safe options for priority pedestrian routes.
(b) the location of all car parking spaces on the senior school campus and their allocation (i.e. staff, visitor, accessible, emergency, etc.);	Section 8 & Section 2.5 specifies the location and capacity of each car park across the school campuses.
(c) the location and operational management procedures of the pick-up / drop-off parking located on Margaret Street, and also including staff management/traffic controller arrangements;	Section 6 contains details about the location, operation and management of all pick up and drop off zones, including Margaret Street. Section 6.5.4 discusses traffic marshal arrangements within pick up and drop off zones.
(d) the location and operational management procedures for the pick-up / drop-off of students by buses and coaches for excursions and sporting activities during the hours of bus operations along Margaret Street, including staff management/traffic controller arrangements;	Section 5 contains details about the location, operation and management of bus and coach activities. Section 5.4 discusses bus marshal arrangements within bus zones.
(e) delivery and services vehicle and bus access and management arrangements;	Section 7 details arrangements for delivery and service vehicle access and management.
(f) management of approved access arrangements;	Section 2.2, Section 3.2, Section 3.2.1, and Section

Items	Response
	3.2.2, detail arrangements for existing and approved access management.
(g) potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing pick-up / drop-off parking along Margaret Street;	Section 6.4 and Section 8.3 tabulates potential traffic impacts and mitigation measures, including the identified issue with queuing on Margaret Street.
(h) car parking arrangements and management associated with the proposed use of school facilities by community members; and	Section 8 outlines a car park audit strategy to deter students from driving to and from school and parking on-site.
(i) a monitoring and review program with targeted timeframes of monitoring and reporting back.	Section 10 contains recommendations for monitoring and reviewing of the OTAMP.

1.1 Objectives

The development and distribution of this Plan aims to improve traffic related issues around Meriden School. These objectives include:

- Reduce traffic congestion and queuing along local streets, particularly Vernon Street, Margaret Street and Redmyre Road
- Increase safety in travel to and from school for students, staff and the general public
- Encouragement of healthy travel to school

1.2 Roles and Responsibilities

The person responsible for the overall implementation and evaluation of this Plan shall be the Principal. The Principal is responsible for delegations or actions as necessary, which may include:

- Allocation of staff supervisors during school peak hours
- Liaison with students, parents and carers, and contractors
- Publication of transport related information and updates (such as newsletter information).
- Organisation of monitoring and reviewing of the Plan

1.3 Consultation with TfNSW and Strathfield Council

The Operational Transport and Access Management Plan was provided to TfNSW for comment. The items detailed in Table 2 were raised by TfNSW on April 9, 2025, and subsequently responded to within this report as detailed below.

Strathfield Council were provided with the report and had no comments.

Full correspondence with both TfNSW and Strathfield council can be found in Appendix B.

Table 2: TfNSW Comments

Items	Response
<ul style="list-style-type: none"> Figure 15 and 16 should be consistent. The only difference is Figure 16 illustrates the pick up and drop off zone. 	Figure 15 and Figure 16 updated. Kiss & Ride zone shown in blue in both figures. Kiss & Ride zone for Santa Maria del Monte Primary School (south of school) excluded from Figure 15 as not for Meriden School.
<ul style="list-style-type: none"> It would be beneficial to indicate the current locations of Delivery and Service Vehicles along with any proposed changes 	Figure 3 updated to indicate Delivery and Service vehicles described in Section 2.6.2. Section 3.5 adjusted to clarify no changes are proposed.
<ul style="list-style-type: none"> Is there any separate pick up and drop off area proposed for students with special needs? 	Accessible and special needs PUDO described in Section 6.2.
<ul style="list-style-type: none"> What is the proposed strategy for managing the que if it extends the designated drop off and pick up area? 	Queuing management strategy by Traffic Marshals are further described in Section 6.5.5.

Section 2 Background

2.1 Site Overview

2.1.1 Existing School

Meriden School is located in Strathfield within the local government area (LGA) of Strathfield Council, in the Inner West area of Sydney. It is located approximately 15 kilometres west (by road) of the Sydney CBD.

The site for the proposal is located at 12-16 Margaret Street, Strathfield, and the wider School comprises three campus sites including the Senior School, Junior School and Meriden Lingwood (prep school) Campuses.

The greater school site is bound by Redmyre Road to the north, Carrington Avenue to the south, The Boulevard to the east and Vernon Street to the west. Margaret Street runs in the east-west direction and separates the Senior School Campus from the Junior and Meriden Lingwood Campuses. Detached dwellings on individual residential lots abut the southern boundary of the site.

Figure 1 provides an aerial map of the site and its immediate surroundings. It is noted that the development relevant to this application is partially contained within the Meriden Senior School Campus.



Figure 1: School Location and Campus Sites

2.2 Access

2.2.1 Pedestrian Access

The school has several pedestrian access points across the three campuses including entry from Margaret Street, Redmyre Road and Vernon Street. These are described as follows and depicted in Figure 2:

Senior School Campus:

- Three pedestrian entries connecting with the northern footpath of Margaret Street
- Three pedestrian entries connecting with the southern footpath of Redmyre Road. Only the central access point into Meriden Lingwood Campus is active.

Junior School Campus:

- One pedestrian entry connecting to the southern footpath of Margaret Street
- Multiple pedestrian entries connecting with the eastern footpath of Vernon Street

Lingwood Campus:

- One pedestrian entry connecting with the southern footpath of Margaret Street

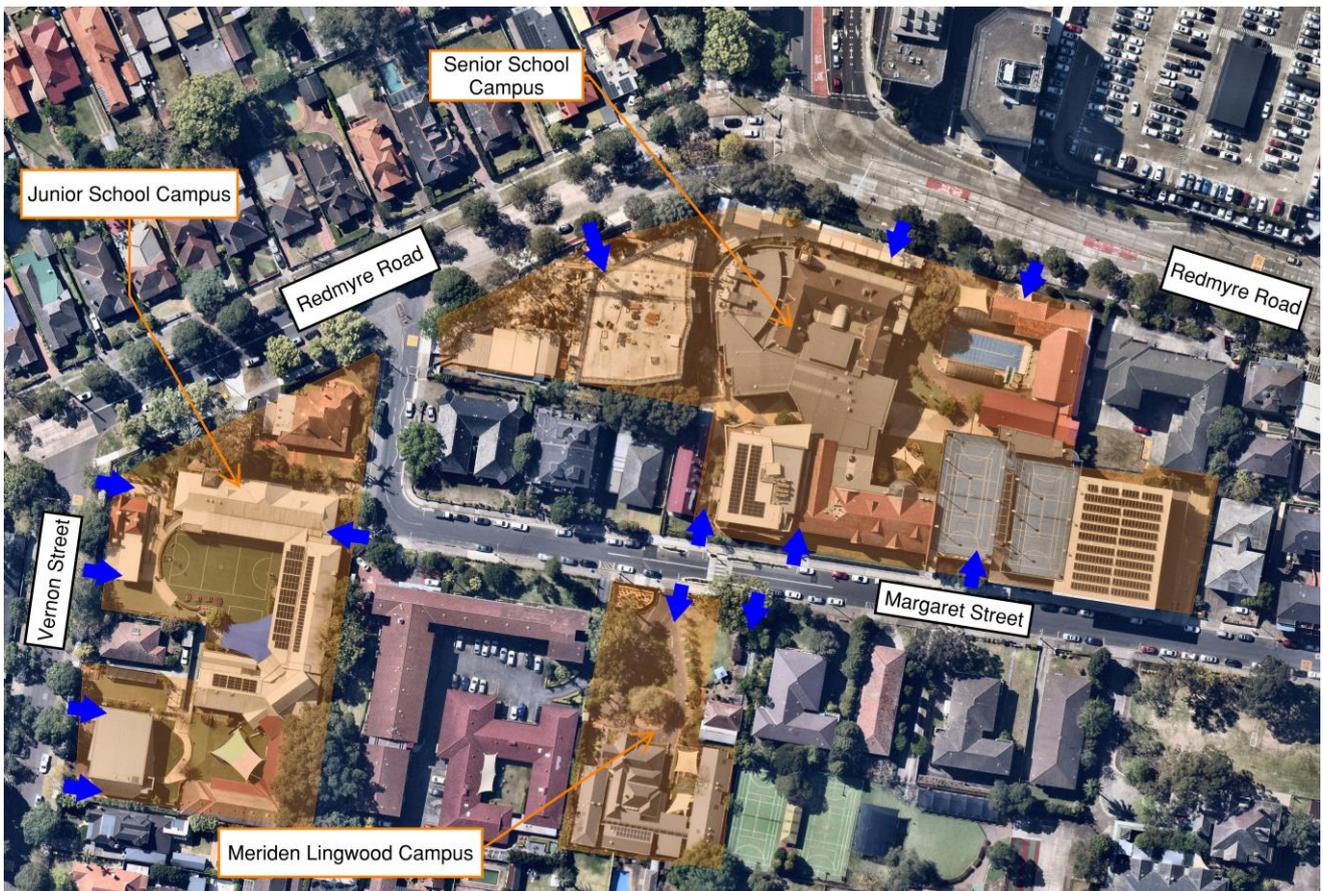


Figure 2: Locations of Meriden School Pedestrian Access Points

2.2.2 Vehicle Access

There are several vehicular access points available across each school campus, including entry from Margaret Street, Redmyre Road and Vernon Street. These are described as follows and depicted in Figure 3:

Senior School Campus:

- Two-way driveway at the eastern end of Margaret Street providing access to the underground car park
- Vehicular access point on Redmyre Road providing access to the DACA carpark

Junior School Campus:

- Two-way driveway on Margaret Street providing access to Junior School parking facilities
- Service vehicle access driveway on Redmyre Road
- Vehicular access point on Vernon Street providing access to a small car park outside the Blackman Auditorium
- Vehicular access point on Vernon Street providing access to Junior School

Lingwood Campus:

- Two-way driveway on Margaret Street providing access to Lingwood parking facilities



Figure 3: Locations of Meriden School Vehicle Access Points

2.3 Active Transport

2.3.1 Pedestrian Infrastructure

The school is well serviced by pedestrian facilities in the surrounding areas. There are concrete footpaths available along both kerbsides on Redmyre Road, Margaret Street, Vernon Street and The Boulevard. Margaret Street has wide footpaths up to 2.5 metres in width on both kerbsides along the frontage of both Senior and Prep School sites.

The majority of the intersections near the school contain pedestrian crossings or include signalled pedestrian crossings. Figure 4 indicates the key intersections along popular pedestrian routes between campuses and to the train station.



Figure 4: Key Pedestrian Intersections around the Site

Table 3 summarises the types of crossings along these popular pedestrian routes and should be read with reference to Figure 4. This analysis indicates that the main pedestrian routes to and from the school are adequately serviced by footpaths and road crossings, providing safe route options.

Table 3: Schedule of Pedestrian Crossings

Intersection Reference	Type of Crossing
1	Unsignalised zebra crossing with wide pedestrian median
2	Unsignalised zebra crossing
3	Unsignalised zebra crossing
4	Signalised crossing on western and northern intersection legs. Wide median provided on northern leg and narrow median on western leg
5	Signalised crossing on southern and eastern intersection legs / zebra crossing on western leg with median. Narrow median provided on southern leg.
6	Unsignalised zebra crossing
7	Pedestrian refuge across southern leg
8	No crossing infrastructure
9	Signalised crossing on western and northern intersection legs. Wide median provided on western leg and narrow median on northern leg.
10	Signalised crossing on southern and eastern intersection legs. Wide median provided on southern leg.
11	Unsignalised zebra crossing

2.3.2 Bicycle Infrastructure

The existing bicycle routes available in the Strathfield LGA are shown in Figure 5. The map identifies several local on-road cycling routes and the Bay-to-Bay route which is a 23-kilometre shared pathway track extending from Ryde to Botany Bay via Strathfield. As the figure indicates, the school does not contain nearby cycling routes, limiting the opportunity for students or staff to travel to and from school via bicycle.

The Strathfield Active Travel Plan prepared by GHD in 2016 includes a network map of the proposed bicycle routes for Strathfield Council. This network can be viewed in Figure 6. Redmyre Road is identified as a local on-road cycling route, and The Boulevard is proposed to be a shared path.

The new DACA building provides 12 new bicycle parking spaces near its entrance and end-of-trip facilities including two showers and eight lockers.

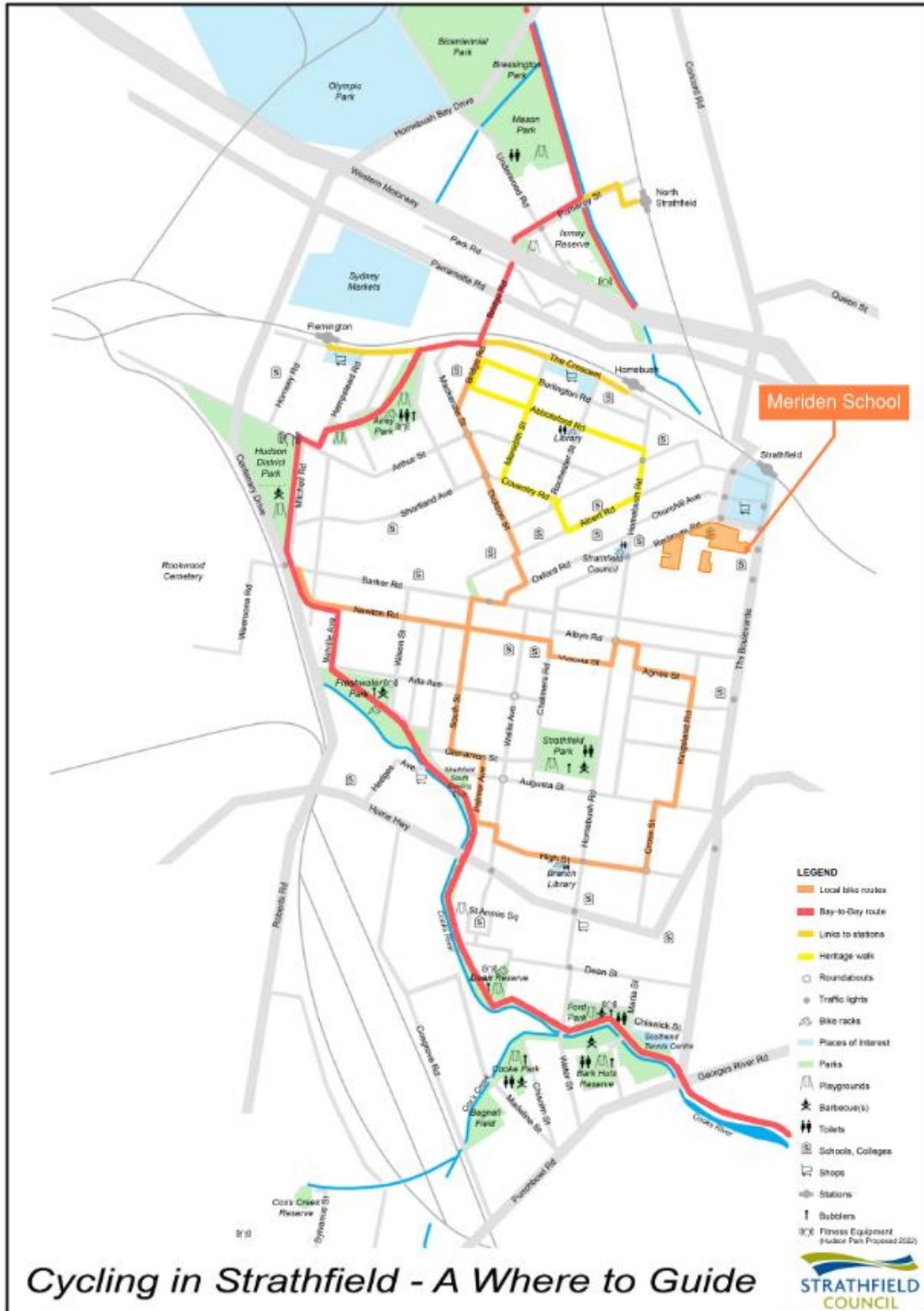


Figure 5: Strathfield Cycleway Map
Source: Modified from Strathfield Council, 2021



Figure 6: Proposed Bicycle Network

Source: Modified from Strathfield Active Travel Plan, 2016

2.4 Public Transport

2.4.1 Public Bus

The school is well serviced by public bus routes, with several bus stops within 400 metres of the school. These bus stops are located along Redmyre Road, The Boulevard, Albert Road and Strathfield train station, and can be seen in Figure 7.

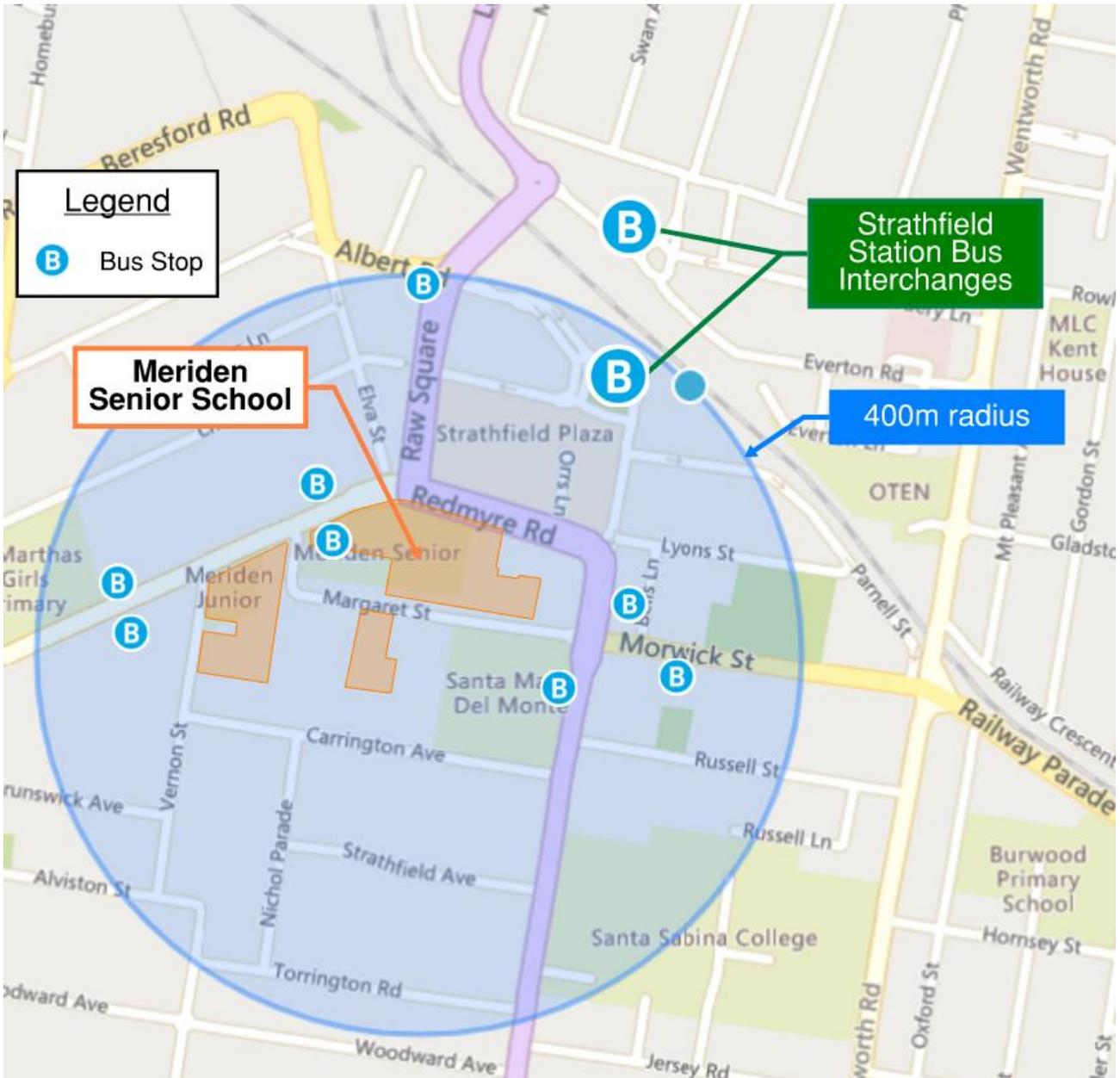


Figure 7: Locations of Nearby Bus Stops

There are four main bus providers operating from the bus stops surrounding the school:

- Transit Systems
- Transdev NSW
- Punchbowl Bus Company

A summary of the available bus routes from each operator are included in Table 4.

Table 4: Summary of Bus Routes

Bus Operator	Route Number	Bus Route	Frequency during Weekday AM and PM Peak
Transit Systems	407	Burwood to Strathfield	60 mins
	408	Rookwood Cemetery to Burwood via Flemington	60 mins
	415	Campsie to Chiswick	20 to 30 mins
	458	Ryde to Burwood	30 mins
	466	Cabarita to Burwood	20 to 30 mins
	480	Strathfield to Central Pitt St via Homebush Rd	20 to 30 mins
	483	Strathfield to Central Pitt St via South Strathfield	20 to 30 mins
	526	Burwood to Rhodes Shopping Centre	10 to 20 mins
Transdev NSW	913	Strathfield to Bankstown	60 mins
	914	Greenacre to Strathfield	30 mins
	m90	Burwood to Liverpool	10 to 15 mins
Punchbowl Bus Company	450	Strathfield to Hurstville	15 mins

A copy of the network maps for each of the bus providers are included below Figure 8, Figure 9 and Figure 10.



Figure 8: Transit Systems Bus Network Map
Source: Modified from Transit Systems, 2021



Figure 9: Transdev Bus Network Map
Source: Modified from Transdev NSW



Figure 10: Punchbowl Bus Company Bus Network Map
Source: Punchbowl Network Map, 2020

2.4.2 Meriden School Buses

The school has one school bus zone on Margaret Street, positioned out the front of the main entry to the Senior School Campus as shown in Figure 11. Students from the Senior School alight the bus at this area in the morning, whilst the Junior School students are dropped off within the Kiss & Ride zone outside the Junior School Campus. Junior and Senior School students both board the school buses at the designated school bus zone in the afternoon.



Figure 11: Meriden School Bus Zone

Meriden school buses typically arrive between 8:00am and 8:20am during the morning peak hour, and depart between 3:20pm and 3:30pm in the afternoon peak hour. The school also offers an evening bus service departing at 5:15pm which stops at Strathfield Park, Beverly Hills and Hurstville. The school bus services offered to students are summarised in Table 5 and shown in Figure 5.

Table 5: Meriden School Bus Services

Route Number	Route
1	Taren Point, Miranda, Sylvania, Blakehurst, Hurstville, Beverly Hills, Strathfield Park
2	Woolwich, Hunters Hill, Gladesville, Tennyson Point, Putney, Rhodes, Concord West
3	Illawong, Alfords Point, Padstow Heights, Oatley, Strathfield Park
4	Balmain, Rozelle, Leichhardt, Dulwich Hill, Summer Hill, Enfield
5	Drummoyne, Russell Lea, Five Dock, Canada Bay, Concord
6	Concord, Breakfast Point, Cabarita, North Strathfield
7	Carlingford, Ermington, Dundas, Dundas Valley, Newington, Wentworth Point, Sydney Olympic Park
8	Earlwood, Canterbury, Ashbury, Croydon Park, Campsie, Belmore, Belfield



Figure 12: School Bus Network Map
Source: Meriden School, 2021

2.4.3 Train

Strathfield Train Station is located approximately 400 metres walking distance to the north of the school. Based on the Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area (TfNSW), December 2013), the train services influence the travel mode choices of areas within 800 metres walk (approximately 10 minutes) of a train station. As the school is within 800 metres, it is located within acceptable walking distance from the Strathfield train station.

The station is serviced by T1 – North Shore and Western Line, T2 – Inner West & Leppington Line, and T9 – Northern Line with a frequency of approximately 5 to 10 minutes during commuter peak period in both directions of travel. The Sydney Trains network map for services offered from Strathfield station can be seen in Figure 13.



Figure 13: Sydney Trains Network Map
 Source: Modified from TfNSW, 2024

2.5 Parking

2.5.1 On-Site Parking

A total of 158 on-site parking spaces are currently available across all three campuses. Figure 14 outlines the location and number of spaces in each available car park and can be summarised as follows:

- **Car Park 1:** underground parking in the Sports Centre accessible via Margaret Street
- **Car Park 2:** ground level parking accessible via Margaret Street providing access to the Lingwood Campus
- **Car Park 3:** underground parking accessible via Margaret Street providing access to the Junior School Campus
- **Car Park 4:** ground-level parking accessible via Vernon Street, located outside Blackman Auditorium, providing access to the Junior School Campus.
- **Car Park 5:** underground parking accessible via Redmyre road, located underneath the DaCA centre within the Senior School Campus.



Figure 14: On-Site Car Parking Locations

Table 6 summarises the on-site car parking provisions, including the number of standard and accessible spaces available.

Table 6: On-Site Car Parking Allocation

Location	Total Number	Standard	Accessible
Car Park 1 – Sports Centre	60	58	2
Car Park 2 – Lingwood Campus	6	5	1
Car Park 3 – Junior School	36	36	-
Car Park 4 – Auditorium	3	2	1
Car Park 5 – DaCA Centre Parking	53	52	1
Total	158	153	5

2.5.2 On-Street Parking

Margaret Street, Redmyre Road and Vernon Street have some availability for time-restricted on-street parking. A study of the on-street parking restrictions can be shown in Figure 15 which indicates a complex network of varying time restricted parking opportunities in the surrounding road network. The notable on-street parking restrictions include:

- 2 hour parking (8am – 6pm, Monday – Friday) on Redmyre Road, Vernon Street, Brunswick Avenue, Carrington Avenue and sections of Margaret Street.
- ‘No Parking’ or ‘Kiss and Ride’ (8am – 8:45am and 2:30pm – 3:45pm school days) sections on the southern side of Maragret Road adjacent to the subject site and the Lingwood Campus



Figure 15: On-Street Parking Network

2.6 Current Operation

2.6.1 Pick-up and Drop-off

The school has several Kiss & Ride, 10-minute and 15-minute parking zones along Margaret Street, Vernon Street and Redmyre Road as identified in Figure 16. The Junior School has two Kiss & Ride zones, one on Vernon Street and one on Margaret Street. The Senior School has a Kiss & Ride zone positioned on Margaret Street near the main entry.

There are also 10-minute parking zones available near the Junior School on Vernon Street and Redmyre Road. These parking zones are in place during school day peak hours between 8 – 9:30am and 2:30 – 4pm on Redmyre Road, and between 8 – 9am and 2:30 – 3:30pm on Vernon Street.

A 15-minute parking zone is available on Margaret Street. This parking zone is in place during school days between 8-9.30am and 2.30-4pm.



Figure 16: Pick Up and Drop Off Zones

2.6.2 Delivery and Service Vehicles

Emergency vehicles can access the school site via the vehicle access point on the north-western side of the Senior School Campus. Emergency vehicles can access the other campuses via the various access driveways (shown in Figure 3) or on-street if possible.

Deliveries occur at the Senior School Campus. Some loading activities are undertaken within the driveway to the Sports Centre on Margaret Street as marked out by yellow star in Figure 3.

Section 3 Recently Completed Works

3.1 New Design and Creative Arts Building

The newly completed development included alterations and additions to Meriden Senior School, accommodating 1,224 students. A detailed description of the works completed is as follows:

- Demolition of existing buildings (including 30-32 Redmyre Road) and removal of a swimming pool;
- Construction of:
 - A new three-storey Design and Creative Arts building, with bridge link to existing Wallis building, roof terrace, two levels of basement car parking; and
- Alterations to the existing Administration building;
- Increase in students from 1,080 students to 1,224 students, plus an allowance for this capacity to exceed up to a maximum 20 additional students to allow for unanticipated enrolment fluctuations on a temporary basis
- Replacement vehicle and pedestrian access from Redmyre Road;
- Associated works including tree removal, landscaping and play areas;
- Change of use of 30-32 Redmyre Road to educational use; and

The completed works at Meriden Senior School are shown in Figure 17.



Figure 17: Site Plan – Ground Floor

Source: Architectus

3.2 Site Access

3.2.1 Pedestrian Access

The development included an additional pedestrian access point onto Redmyre Road to the west of the new driveway into the Design and Creative Arts Building.

3.2.2 Vehicle Access

The DaCA building utilises the existing vehicle access driveway on Redmyre Road to the northwest of the site. This driveway has been widened to 6 metres to provide suitable two-way access to the basement car park. This vehicle access point is only accessible via a left turn from Redmyre Road due to the median at the roadway centreline. Similarly on departure, vehicles are required to make a left turn only onto Redmyre Road.

A 7-metre extension to the existing median on Redmyre Road has been constructed to prevent vehicles turning right from the driveway.

3.3 Pedestrian Infrastructure

No changes to pedestrian footpaths or crossings in the local transport network have been made.

3.4 Bicycle Infrastructure

The DaCA building contains bicycle storage and end-of-trip facilities on the first level of the basement car park as highlighted in Figure 18. This includes twelve bicycle parking spaces within a bicycle storage area, as well as two showers and eight lockers.

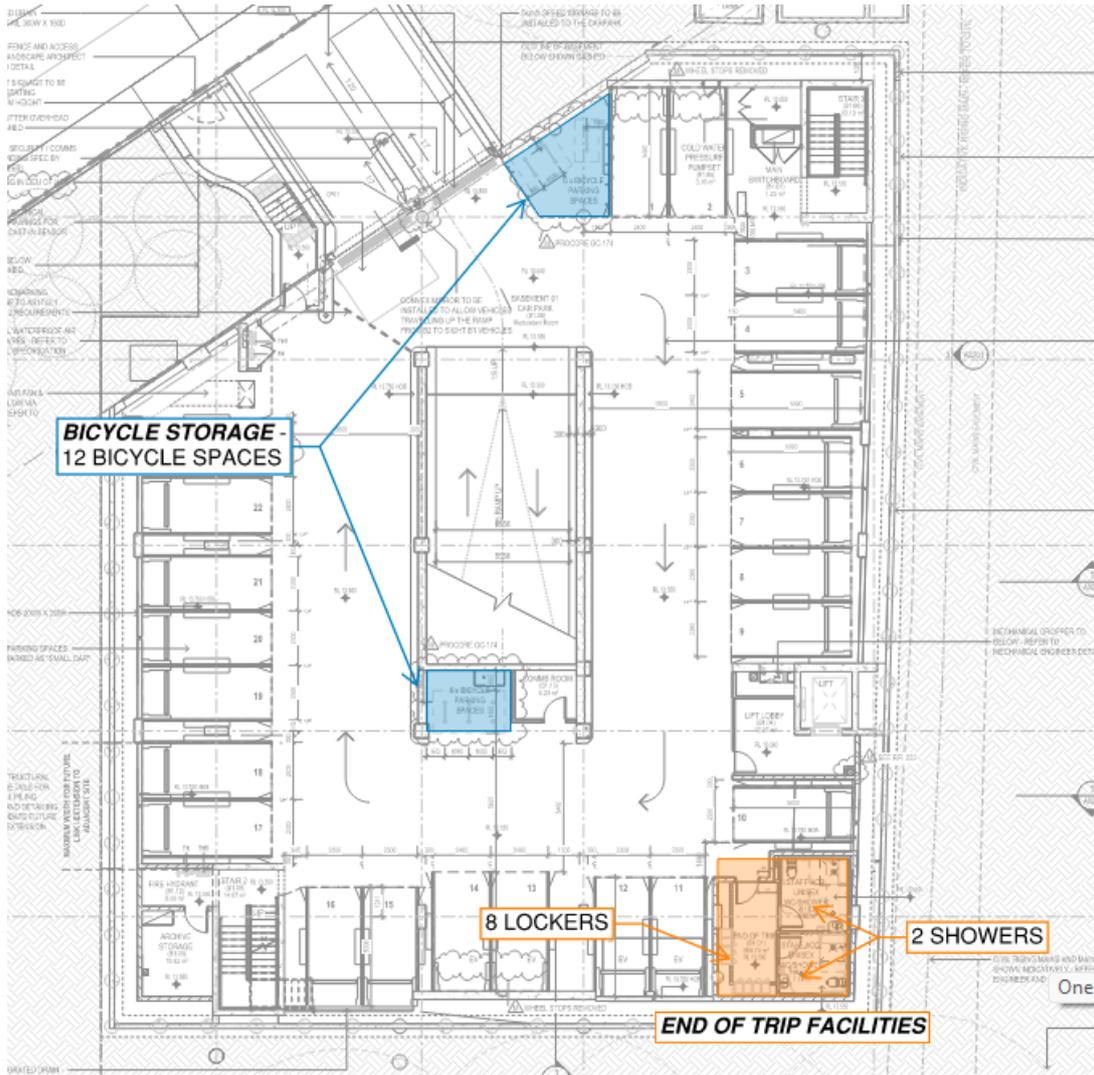


Figure 18: Bicycle Storage and End-of-Trip Facilities

Source: Modified from Architectus (220343-A0101, 03/03/2025 [Issue M])

3.5 Service and Delivery

No changes will result from the completed works. Service and loading activities will continue to operate as described in Section 2.6.2 and shown in Figure 3 from the Sports Centre car park driveway. This is shown on the architectural drawings in Figure 19. Service and loading vehicles access this point via Margaret Street which is in line with the current situation.

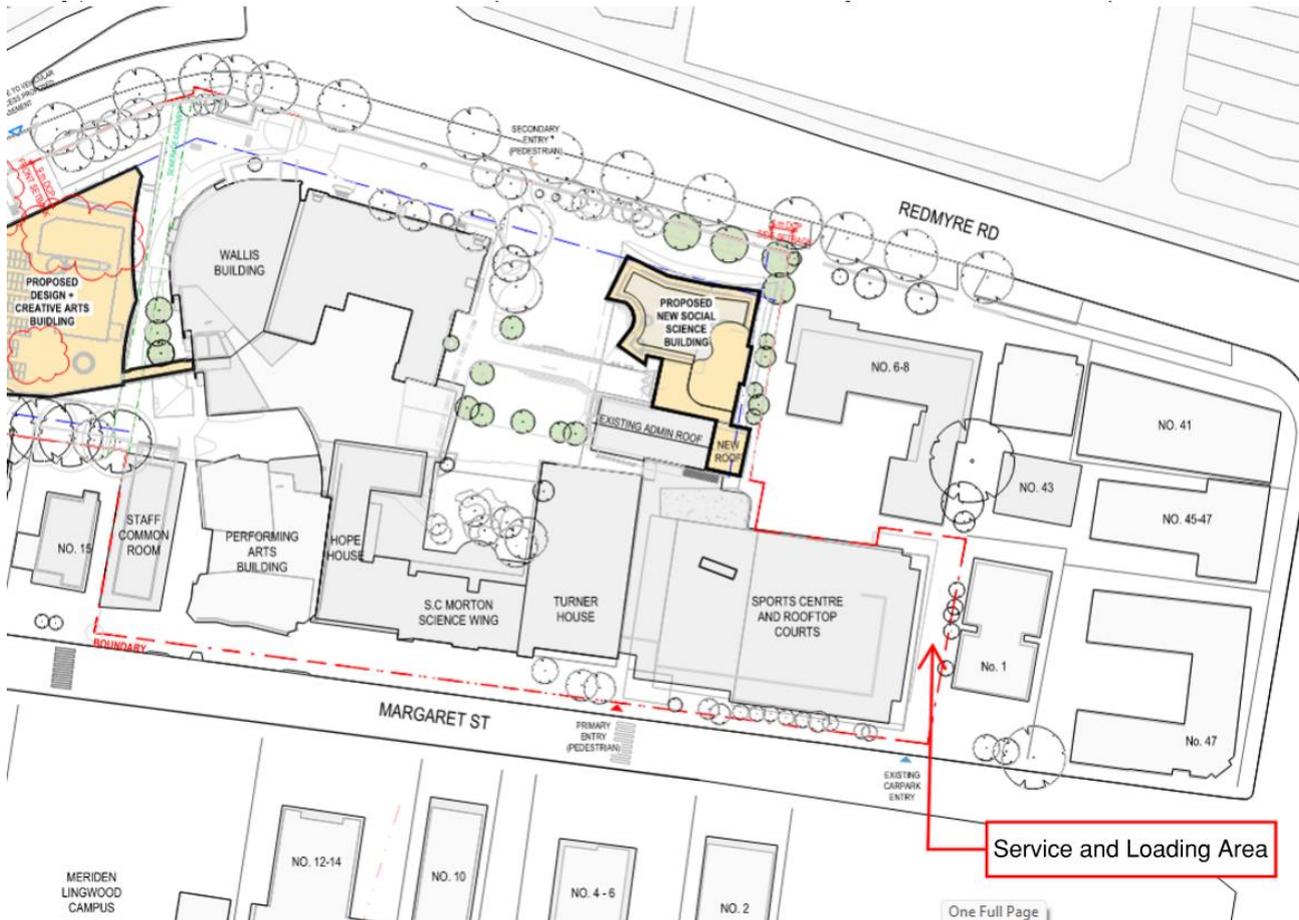


Figure 19: Service and Loading

Source: Architectus (DA-00-0003, 08/12/2023 [Issue H])

Section 4 Pedestrian Management

4.1 Priority Routes

Figure 20 presents Priority Routes 1 and 2 in the context of the nearby pedestrian facilities to illustrate safe route options for those walking between junior school campus, the senior campus and to and from the train station. As discussed in Section 2.3, the intersections along the main pedestrian routes to and from the school are adequately serviced by safe road crossings. Pedestrian Priority Routes are further described below:

- **Priority Route 1:** students move between campuses during operational school hours which involves the crossing of Margaret Street. Margaret Street is well serviced by pedestrian facilities including a zebra pedestrian crossing and 2.5-metre-wide concrete footpaths on both kerbsides.
- **Priority Route 2:** many Senior School students and staff walk to and from Strathfield train station from the school site. Whether walking via Raw Square or The Boulevard, there are adequate pedestrian facilities available to provide safe walking routes between the station and the school.

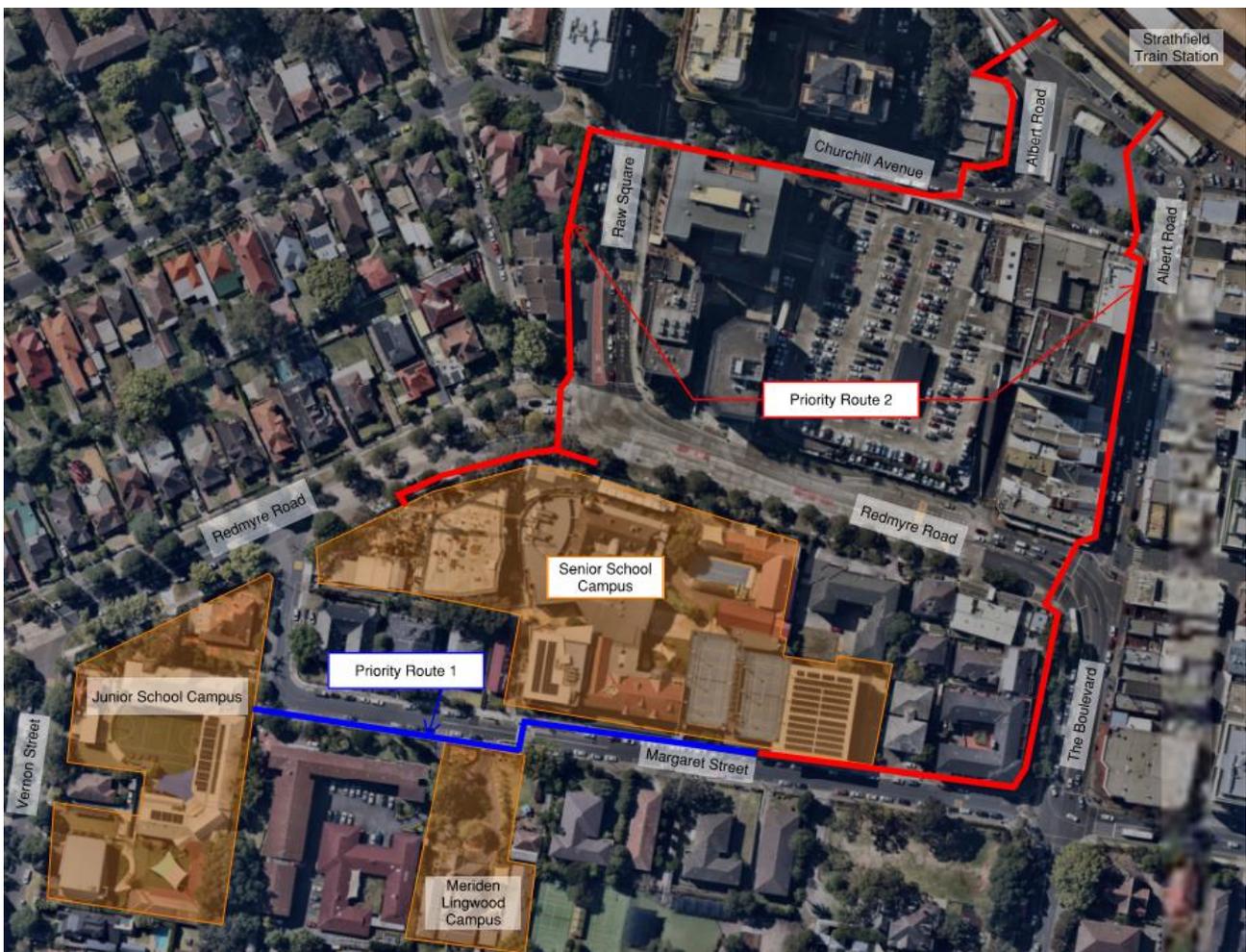


Figure 20: Safe Pedestrian Route Options

Other important pedestrian movements include students or staff walking to and from private vehicles during pick up and drop off. This includes those being picked up or dropped off at Margaret Street.

4.2 Procedures

4.2.1 Ingress Route

There are several pedestrian access points located at the Senior Campus sites as outlined previously in 2.2.1. It is anticipated that many of these accesses are utilised by students being dropped off by private vehicle or bus. Students and staff travelling to school via the train are to utilise the pedestrian gates along Redmyre Road towards the north of the Senior School Campus.

Students travelling to the Senior Campus from the Junior or Lingwood Campuses are to exit to the southern Margaret Street footpath and travel along the footpath, cross the wombat crossing, walk along the northern Margaret Street footpath to find the Senior Campus site access. Student movements are to be supervised by school staff to ensure they do not leave the footpath and enter the roadway.

Those students being dropped off in the Margaret Street pick up and drop off zone are to exit via the left-hand side of the vehicle and onto the pedestrian footpath. From here, students and staff can walk along the footpath to the Senior Campus entry.

4.2.2 Egress Route

Senior School students who travel home via school bus may exit the site, walk along the footpath to the bus stop at the northern side of Margaret Street, and wait for the arrival of the bus. Senior School students who travel home via public bus may exit the school, walk to the bus stop at the southern side of Redmyre Road and wait for the bus.

Students being picked up by private vehicle on Margaret Street are to wait in supervised waiting areas within the school grounds. These students will exit the school via the gate near the waiting area when their lift arrives.

Similar to the ingress route, it is assumed that students and staff travelling via the train would exit the school from the access points along Redmyre Road towards the north of the Senior School Campus.

4.3 Management Strategies

4.3.1 Crossing Guard

Currently, the zebra crossing on Margaret Street is controlled by a Crossing Guard from the school staffing body during school pick up and drop off times. This is to ensure pedestrian safety during high volume traffic conditions, and to maintain a suitable flow of traffic to ease congestion. Stationing a Crossing Guard at the crossing during school peak hours should be continued during future operations.

4.3.2 Junior School Escort System

Primary school aged students are currently required to be escorted by a staff member when walking between the Junior and Senior School Campuses. Typically, a group of students are accompanied by a supervisor, including usage of the pedestrian crossing on Margaret Street, to attend other campuses for co-curricular activities or to the bus marshalling area in the afternoon. It is recommended that this system is maintained to ensure student safety during the future operations of the school.

4.3.3 Sign Out System

Senior School students are required to participate in a sign out system prior to escorting themselves to the Junior Campus for co-curricular activities to manage the movements of each individual student and ensure their safety.

4.3.4 In-Class Public and Active Travel to School Education

Students should be educated about safe public transport and active travel to school. Not all students may be aware of different travel modes, particularly families new to the area or school. In-class education should be held for students to discuss public and active travel to school. Students are also to be provided with the Green Travel Plan to help educate on these different travel modes.

4.3.5 Walking School Bus

In a Walking School Bus program, students walk to and from school in a group supervised by parents, with a specified route and pick-up points similar to that of a school bus. This supervised and organised system is considered to provide improved safety for students walking to school, which is an encouragement to children and their parents/carers. It is recommended that this system be put in place for primary school students.

4.3.6 Learn to Cycle Programs

Students could be encouraged to use bikes through learning to cycle programs at school as practical skill development or as a co-curricular activity. The option for students to share or loan a bike could be applied while taking the program.

Section 5 Bus and Coach Management

5.1 Priority Routes

A bus zone is located on the northern side of Margaret Street outside the entrance to the Senior School Campus. The priority routes for buses include the route from Redmyre Road to Margaret Street, as well as the route from Margaret Street to The Boulevard.

It is considered that the following bus routes will remain with the proposal and students will utilise the pedestrian routes identified in Section 4 to travel between the three campuses and the bus zones.

5.2 Morning Procedures

Management During Disembarking

Meriden School buses arrive between 8:00am and 8:20am. School buses use the public bus zone on Redmyre Road to set down Senior School students in the morning. Students disembark the bus onto the footpath which allows them to safely walk to a school entry point and avoid any interaction with the road. The bus then proceeds to Vernon St and drops off Junior School students. They disembark the bus under the supervision of Junior School staff and are escorted into the Campus.

Egress Route

The bus egress routes are outlined in Figure 21. The buses will depart from the public bus zone in a western direction along Redmyre Road.



Figure 21: Priority Egress Routes for Morning Buses

5.3 Afternoon Procedure

5.3.1 Prior to Arrival

Currently, four buses are scheduled to arrive at the Senior School Campus bus zone before the time that students are to begin boarding to ensure boarding can be completed as quickly as possible.

Prior to boarding, students are to wait within the supervised bus marshalling area outside the main entry to the Senior School Campus.

A second group of four buses arrive in Margaret St as the first group moves off.

5.3.2 Ingress Route

The priority ingress route for the afternoon school buses is from Redmyre Road onto Margaret Street where the school bus zone is located outside the Senior School Campus, as shown in Figure 22.



Figure 22: Priority Ingress Routes for Afternoon Buses

5.3.3 Management During Boarding

Prior to the arrival of the afternoon buses, students assemble in the bus marshalling area to wait for their respective buses. The school buses arrive in two fleets of four buses, the first is scheduled to depart at 3:20pm to create space for the second fleet to arrive and depart by 3:30pm. These activities are supervised by a member of staff to ensure student safety and encourage prompt boarding of buses.

5.3.4 Egress Route

The priority egress route for the afternoon buses is shown below in Figure 23, which shows the bus departing from the school bus zone on Margaret Street and turning left onto The Boulevard, as this is a left only turn.



Figure 23: Priority Egress Routes for Afternoon Buses

5.4 Management Strategies

5.4.1 Provide Operational Traffic and Access Management Plan

Strategies detailed within this OTAMP including the staggering of bus fleet arrival times, the priority bus routes, and the management of students should be communicated to bus drivers.

5.4.2 Scheduled Bus Fleets

The afternoon buses are scheduled to depart from Margaret Street within 10 minutes of each other, at 3:20pm and 3:30pm. Furthermore, the first fleet of buses are scheduled to be waiting at the bus zone so that students can board promptly. These measures are implemented with the intention to minimise congestion on Margaret Street. If buses did not arrive in separate fleets, the second fleet would obstruct Margaret Street until the first fleet departed.

5.4.3 Designated Bus Marshalling Areas

Junior and Senior School students would assemble at the Senior School within a designated bus marshalling area to safely wait for their bus to arrive. This allows for students to be accounted for and prepared to board their bus in a timely manner. It is intended to still maintain a designated bus marshalling area.

5.4.4 Bus Marshals

Currently, school staff act as bus marshals in the afternoon period to supervise those students waiting for their bus to arrive and to ensure student safety. These supervisors assist students in reaching their respective buses safely and promptly.

Section 6 Pick Up and Drop Off Management

6.1 Priority Routes

There are three main Kiss & Ride zones servicing the school and the routes to access these are as follows:

- **Vernon Street:** approach from the east-bound or west-bound direction on Redmyre Road and turn onto Vernon Street. Depart via the south-bound direction on Vernon Street.
- **Margaret Street (Senior School):** approach from the east-bound or west-bound direction on Redmyre Road and turn onto Margaret Street. Depart to the east along Margaret Street before turning left only onto The Boulevard.
- **Margaret Street (Junior School):** approach from the north-bound direction on The Boulevard and turn left onto Margaret Street. Depart towards Redmyre Road and turn left onto Redmyre Road (no right turn onto Redmyre Road during school peak hours).

Therefore, the priority pick up and drop off routes are from Redmyre Road to Vernon Street and Margaret Street and vice versa. Also, the left-turn into Margaret Street from The Boulevard and the left-turn out of Margaret Street to The Boulevard. The final priority route is the south-bound direction on Vernon Street. Figures illustrating these routes are included at Figure 24 and Figure 25.

6.2 Accessible Pick-Up and Drop-Off

There is one accessible car parking space within proximity to the school that will be available for PUDO use. This on-street accessible space is located on Margaret Street. Location is show in yellow on Figure 15. The main entry and exit to the Senior Campus has accessible facilities (ramp). Senior school parking can be used in afternoons for special needs pick up if required.

6.3 Procedure

6.3.1 Prior to Arrival

Parents/carers will be required to display the name(s) of who they are picking up to provide advanced warning to supervisors.

6.3.2 Ingress Route

Vehicles picking up or dropping off students are to arrive via The Boulevard or Redmyre Road to access the Kiss & Ride zones on Margaret Street, or via Redmyre Road to access the Kiss & Ride zone on Vernon Street, as can be seen in Figure 24.



Figure 24: Priority Ingress Routes for Drop Off

6.3.3 Management Upon Arrival

As currently implemented, there is a Crossing Guard managing the zebra crossing on Margaret Street to ensure student safety and maintain a suitable traffic flow. Furthermore, supervisors are to be stationed at the Junior School Kiss & Ride zone to ensure students make their way directly from the vehicles to the school grounds on arrival. These supervisors will also encourage drivers to move along in a timely fashion to minimise the length of the queue.

6.3.4 Management Before Departure

Prior to afternoon pick up, Prep School and Junior School students must assemble in the designated waiting areas within the school campus where they are supervised by a staff member. Other members of staff are stationed at the roadside to communicate back to the supervisor on campus via radio when a student's lift arrives at the Kiss & Ride zone. The student is then escorted out to their respective vehicle by a supervisor.

Parents/carers are not to arrive prior to school pick up times to reduce congestion on local roadways.

6.3.5 Egress Route

Vehicles picking up or dropping off students from the Vernon Street Kiss & Ride zone are to depart toward the south-bound direction and continue along Vernon Street or turn left into Carrington Avenue. Vehicles at the Margaret Street Junior School Kiss & Ride zone are to depart towards Redmyre Road and turn left as there is no right turn available during morning and afternoon school peak hours. Vehicles at the Senior School Kiss & Ride zone are to proceed towards The Boulevard and turn left as this is a left turn only. These priority routes are shown in Figure 25.



Figure 25: Priority Egress Routes for Pick Up

6.4 Traffic Impact

The completed development will generate additional trips associated with pick up and drop off activities. As mentioned in Transport and Accessibility Impact Assessment (SSD-39005127), an additional 54 students in the morning, and 35 in the afternoon are estimated to be picked up or dropped off. The travel mode survey indicated that about 82% of morning drop off activities occur during the identified peak hour between 7:45 and 8:45am. In the afternoon, 75% of pick up activities occur between 3:00 and 4:00pm. Furthermore, an occupancy rate of 1.4 students per vehicle has been applied. Overall, it is estimated that 31 additional trips will occur during the morning peak hour, and 19 additional trips in the afternoon peak. The additional trips in traffic generation are considered to have minimal impact to the current traffic and can be mitigated. The school currently has and will continue to have traffic marshals on Margaret Street to manage the flow of traffic and ensure the safety of school students. Additional mitigation measures to the increase in the number of traffic are further detailed in Section 6.5.

6.5 Management Strategies

6.5.1 Inform of Alternative Transport Methods

To reduce reliance on private vehicles and reduce the numbers of vehicles utilising the pick up and drop off zones, parents/carers will be provided with the school's Green Travel Plan and Transport Access Guide to make them aware of the public and active transport options available to them.

6.5.2 Provide Operational Traffic and Access Management Plan

Strategies detailed within this OTAMP including the vehicular routes to be taken, pick up and drop off locations and other travel considerations should be communicated to parents/carers and students prior to their journey to the school.

6.5.3 Website, Email and Newsletter Communication

As one of the major areas of potential road safety concerns and traffic issues, good management of the pick up and drop off areas relies on a good understanding of the correct operation by parents and carers. The school website, email communications and newsletter will be kept up to date with current advice and direction on usage of the pick up and drop off area. For example, it may be beneficial to request parents/carers to recirculate if the queue at Vernon Street is causing traffic delays on Redmyre Road.

6.5.4 Traffic Marshals

Traffic marshals are to be present during pick up and drop off activities to supervise the waiting areas at the various campuses and to direct students to and from the Kiss & Ride zones. Supervising staff members are to be stationed both within the school grounds in the waiting areas, and outside the school beside the Kiss & Ride zone. The traffic marshals will communicate to each other via radio to signal when a student's parent/carer has arrived in the Kiss & Ride zone so the student can safely leave the school campus. Stationing traffic marshals is likely to encourage sensible user behaviours. Any unsafe student behaviour or reckless driver behaviour can be reported to the school principal for further investigation.

Traffic marshals will assist drivers with queueing in an orderly fashion in the designated Kiss & Ride areas, without obstructing driveways or inhibiting the flow of traffic. Traffic marshals can assist drivers in locating spare Kiss & Ride spaces and to direct drivers to spaces that help maximise the capacity of the Kiss & Ride zone. This is particularly important for the Vernon Street Kiss & Ride zone which spans across multiple driveways and has potential to queue back onto Redmyre Road. However, there are no parking zones in operation during school peak hours around the Redmyre Road/Vernon Street intersection, so through traffic should be able to navigate around queueing cars and flow freely.

On-street parking rules and restrictions should be followed by parents/carers wishing to pick up and drop off their children at the school. When "No Parking" and "No Stopping" parking restrictions are violated during the school peak hours, the traffic marshals should clearly notify the driver of their misconducts and advise the driver to vacate the space.

6.5.5 Queuing Management

In cases where the queuing extends past designated PUDO area, this will be managed by traffic marshals who organise and monitor vehicular flow as described in Section 6.5.4. Multiple staff are stationed as traffic marshals and at least one has a certificate in traffic management. The traffic staff will monitor the length of the queue and request that vehicles circle around the block if the traffic queues get too long.

Section 7 Delivery and Service Vehicle Management

7.1 Priority Routes

Deliveries occur within the Senior School sports hall car park driveway. The sports hall car park contains a boom gate that requires delivery vehicles to contact the school office prior to entry.

7.2 Management Strategies

7.2.1 Provide Operational Traffic and Access Management Plan

Strategies detailed within this OTAMP including the scheduling of service and delivery times, the priority routes and the management of students and other vehicles, should be communicated to all service and delivery vehicle drivers.

7.2.2 Delivery Schedules

All regular service and delivery vehicle arrivals to the site should be scheduled to minimise vehicular movements around the site and to avoid any conflicting activities. To ensure improved safety and management of loading areas, delivery times should be adjusted where possible to ensure an even spread across the day. Overlap of bookings and the presence of multiple delivery or service vehicles should only occur when strictly necessary. School deliveries should be scheduled outside school peak hours to ensure pedestrian safety at crossover points and to reduce local congestion.

Section 8 Car Parking Management

8.1 Priority Routes

There are five main car parking locations available on-site. These have been outlined previously in Section 2.5.1 and the routes to and from each car park are as follows:

- **Sports Centre:** accessible via Margaret Street, with vehicles approaching from Redmyre Road or The Boulevard. On exiting, vehicles may depart towards Redmyre Road to turn left or right (no right turn during school peak hours) or towards The Boulevard to turn left (left turn only).
- **Lingwood School** as above
- **Junior School:** as above
- **Auditorium:** accessible via Vernon Street, with vehicles approaching via Redmyre Road from the north or Vernon Street from the south. On exiting, vehicles may depart towards Redmyre Road to turn left or right, or along the south-bound direction of Vernon Street.
- **DaCA Building:** accessible via Redmyre Road or The Boulevard. On exiting, vehicles are to turn left to depart to Redmyre Road.

Therefore, the main priority routes for accessing the on-site car parks are to and from Redmyre Rd, to and from Margaret Street via Redmyre Road and The Boulevard, and to and from Vernon Street via Redmyre Road or south Vernon Street.

8.2 Procedure

8.2.1 Allocation of Spaces

Parking is reserved for staff members. The school has a policy of restricting students from driving to and from school.

8.2.2 Ingress Route

The three car parks accessible from Margaret Street have the same ingress routes, from either direction of Redmyre Road onto Margaret Street, or from the north-bound lane of The Boulevard. The identified route to the small car park located outside the Junior School auditorium is accessible via either direction of Redmyre Road, or from the north-bound lane of Vernon Street. The new car park at the DaCA building is accessible via Redmyre Road. These priority ingress routes are shown in Figure 26.



Figure 26: Priority Ingress Routes for Car Park Access

8.2.3 Egress Route

As with the ingress routes, the three car parks accessible from Margaret Street have the same egress routes, departing towards Redmyre Road to turn left or right (no right turn during school peak hours), or towards The Boulevard to turn left (left turn only). The egress routes from the auditorium car park are towards Redmyre Road to turn left or right, or along the south-bound lane of Vernon Street. Additionally, car can turn left to exit from DaCA building to Redmyre Rd for the egress route. These routes are outlined in Figure 27.



Figure 27: Priority Egress Routes for Car Park Access

8.3 Traffic Impacts

8.3.1 Staff Car Parking

The completed development is expected to generate 23 additional full-time equivalent staff members. The travel mode survey indicates that 76% of staff drive to and from work, or 17 additional staff vehicle trips.

The basement car park in the DaCA building has a capacity of 53 parking spaces and accommodates those staff members who previously were parking off-site.

The travel mode survey indicates that only 32% of staff arrive during the identified peak hour (7:45 – 8:45am) and 22% depart during peak hour (3:00 – 4:00pm). Therefore, the overall additional trips generated by staff driving to school are 20 trips in the morning peak hour and 14 in the afternoon peak. The increase in the number of trips from staff is considered negligible and thus will not have an impact to the current traffic. Additionally, staff travelling to / from DaCA building are required to utilise and access the building via Redmyre Road which does not affect the pick up and drop off activities along Margaret Street.

8.4 Management Strategies

8.4.1 Inform of Alternative Transport Methods

To reduce reliance on private vehicles, staff will be provided with the Green Travel Plan and Transport Access Guide to make them aware of the public and active transport options available to them.

8.4.2 Provide Operational traffic and Access Management Plan

Strategies detailed within this OTAMP including the preferred vehicular routes to be taken, location of car parking space allocations and other travel considerations should be communicated to staff and students prior to their journey to the school.

8.4.3 Website, Email and Newsletter Communication

The school website, email chain and newsletter should be kept up to date with current advice, changing traffic conditions and parking instructions. Communication with parents/carers and students should enforce the school's policy of restricting students from driving to and from school and using the car parks.

8.4.4 Car Park Audit

To ensure students are complying with the School's policy of restricting students from driving to school, a car park audit strategy should be implemented. Staff would receive a school parking pass to display on their dashboard in order to use the on-site car parks. An audit conducted regularly (e.g. once a term) would determine if any students are suspected to be breaching the policy.

Section 9 Special Events

9.1 Parking

For a special event, all parking throughout the school car park is available to be used. Additionally, nearby on-street parking is also available to be used. In case of large special event, attendees to these events is encouraged to use other transport modes, including: carpooling, public buses, trains, and walking. Attendees will also be provided with the Green Travel Plan prior to events.

9.2 Access

The majority of car parks are located with access from Margaret Street. Therefore, most vehicles associated with special events would be using the vehicular access points along Margaret Street, the exception being the small car park outside the Blackman Auditorium on Vernon Street.

9.3 Management Strategies

9.3.1 Inform of Alternative Transport Methods

To reduce reliance on private vehicles, event attendees should be provided with the Green Travel Plan and Transport Access Guide to make them aware of the public and active transport options available to them.

9.3.2 Provide Operational Traffic and Access Management Plan

Strategies detailed within this OTAMP including the vehicular routes to be taken, location of car parking space allocations and other travel considerations should be communicated as part of the event.

Section 10 Monitoring and Reviewing

10.1 OTAMP Management

This OTAMP is to be maintained by the school and shall be distributed to all the concerned logistic personnel and managers. The school is also responsible for distributing appropriate information to staff, school families and contractors as necessary. A copy of the OTAMP is always to be held on-site and available for review.

This OTAMP will be reviewed regularly and updated as required. An initial review will take place following six months of operation. This review will include detailed observations of the transport operations of the site and adjustments to procedures where necessary.

Following this initial review, a review will take place every two years or after any major development to the school site. To ensure that the ongoing review of this OTAMP is carried out as expected, responsibility for this task has been allocated to a specific staff member – Richard Arkell (Head of Operations).

The review process will include the following methods of evaluation:

- Meeting with PUDO marshals to discuss how they observe the PUDO is functioning and PUDO demand
- Reviewing any feedback from students/teachers/staff on how PUDO is operating.

The staff member will then prepare report. This may be a simple dated statement indicating that the review has taken place and operational changes are required. However, If the OTAMP requires change, the changes will be listed in a statement with OTAMP updated accordingly.

10.2 External Authorities

If external authorities are required to be contacted (such as for enquiries, suggestions, or local traffic issues), the school will liaise with Strathfield Council.

Contact details for Council's nominated representative are:

- Name:
 - John Inglese
- Role:
 - Traffic Manager
- Phone:
 - 9478 9999
- Email:
 - John.Inglese@strathfield.nsw.gov.au

Section 11 Conclusion

This OTAMP provides a framework for the operation and management of Meriden School in relation to activities concerning pedestrians, pick up and drop off arrangements, buses, private vehicle and service and delivery vehicles. The aim of this Plan is to analyse the school's operation and provide strategies to prevent traffic related impacts such as congestion and increase road safety for all users across the school's campuses.

The intent of this Plan is that it is not a static document, rather this Plan will be subject to change and revision biannually. Any future works that will impact this Plan will require modifications to the strategies discussed. Should there be any suggested improvements or additional strategies once this Plan is in operation, these should be included in future revisions of the Plan.

Prepared by

TTW (NSW) PTY LTD



MICHAEL PARTADINATA

Traffic Engineer

Approved by

TTW (NSW) PTY LTD



GRACE CARPP

Associate

Appendix A

Traffic Engineer CVs



Michael Partadinata

Traffic Engineer

BE(Hons) in Civil Engineering

michael.partadinata@ttw.com.au

Experience

2024 – current
Traffic Engineer
TTW (Sydney)

2023 – current
Graduate Traffic Engineer
TTW (Sydney)

2022 - 2023
Graduate Engineer
Dunnings Consulting Engineers

2021 – 2022
Engineering Intern
Dunnings Consulting Engineers

Michael is a traffic engineer with experience working for both public and private clients. Michael has worked on a variety of traffic engineering projects spanning across different sectors, including but not limited to car park design, and traffic and parking analysis. He is proficient in programs such as Auto CAD, AutoTURN, and SIDRA that enable him to make a great quality traffic assessment.

Michael has a passion for sustainability and is actively involved in developing Green Travel Plans and School Transport Plans to promote active transport modes and sustainable urban mobility.

Education

The King's School
Melrose Park High School
Katoomba High School
Neutral Bay Public School
Gables High School

Health

John Hunter Hospital Seismic Restraint
Westmead Children Hospital Carpark

Residential + Accommodation

28 Heeley Street
Villawood Residential
Uniting Belrose

Public Infrastructure

Toowoomba Courthouse
Millthorpe Station

Mixed development

Ryde Civic Centre
National Gallery of Victoria Contemporary
St Mary's Cathedral

Sports + Recreation

Barton Park
Epping Aquatic Centre



Grace Carpp

Associate

BE(Hons) Road Safety Auditor (Level 1)

grace.carpp@ttw.com.au

Experience

2021 – Current
Associate, TTW

2019 – Current
Senior Traffic and Civil Engineer, TTW

2015 – 2019
Traffic and Civil Engineer, TTW

Grace is part of TTW's Senior Management team and is experienced in both civil and traffic engineering as well as Road Safety Auditing, leading to solutions that are integrated and consider user safety in all aspects of design. Her experience extends across a number of sectors and regions with a particular focus on Education and Health projects. With a focus on project planning, Grace works collaboratively with the consultant design team to establish key design criteria early in the project planning process prior to these becoming critical items.

Hospitals

Cowra Hospital Redevelopment
Bathurst Hospital Redevelopment
Hornsby Ku-ring-gai Hospital Redevelopment
Lismore Base Hospital
Goulburn Hospital and Health Services Redevelopment
Bulli Aged Care Centre of Excellence
Campbelltown Hospital Multi Storey Car Park
Wyong Hospital

Aged Care

Uniting Edinglassie ILU and RACF
Schofields Age Exclusive Village
Uniting Epping ILU and RACF
Sir Moses Montefioe Jewish Home
Opal Fernleigh

Schools

St Vincents College
Meriden School
Edmondson Park High School
Brigidine College
Oxford Falls Grammar School
Knox Preparatory School
Wee Waa High School
St Catherines School
Murrumbidgee School
Willoughby Public School
Willoughby Girls High School
Russell Lea Infants School
Loreto Normanurst Early Learning Centre
Ravenswood
Barker College Master Plan

Arts & Culture

Australian Museum Master Plan
Museum of Applied Arts and Sciences
Western Sydney Performing Arts Centre
Mosman Civic Centre

Public Infrastructure

Macquarie Park Innovation Precinct
Edmondson Park North and South Commuter Car Parks
Leppington Commuter Car Park
Bondi Surf Bathers Life Saving Club
Brookvale Oval
City of Sydney Small Parks
Wombeyan Caves Precinct Plan
Young Street Plaza
Mittagong Station Transport Access Program
Hughes Street Car Park
Edgecliff Station Transport Access Program
T Way Cycleway Stage 2
Kevin Betts Stadium

Universities

TAFE Gosford Campus
CSU Port Macquarie
UOW Molecular Life Sciences Building Master Plan
UOW Arts and Social Sciences Building
UNSW Electrical Engineering Building Capital Renewal and Modernisation Project
UNSW Sciences and Engineering Building

Commercial

MADE Marrickville
Wicks Park Mixed Use
Rosenthal Avenue Redevelopment

Residential

Wahroonga Estate
Lotus Apartment
Elara Medium Density Stages 10 and 11
9A 9B Green Square
Spencer Street Rose Bay

Appendix B

TfNSW and Council Correspondence

From: Development CTMP CJP <[REDACTED]@transport.nsw.gov.au>
Sent: Wednesday, 9 April 2025 3:01 PM
To: Sophie Slade
Cc: Grace Carpp; Rosie Selby; Sophia Grieve; Development Sydney; Muriel Maher
Subject: RE: SYD24-00556 | SSD-39005127 GTP & OTAMP RE: 3 Margaret Street Strathfield - Meriden School

Some people who received this message don't often get email from development.ctmp.cjp@transport.nsw.gov.au. [Learn why this is important](#)

[External Email]: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Sophie,

Please see a few comments on the OTAMP below:

- Figure 15 and 16 should be consistent. The only difference is Figure 16 illustrates the pick up and drop off zone.
- It would be beneficial to indicate the current locations of Delivery and Service Vehicles along with any proposed changes
- Is there any separate pick up and drop off area proposed for students with special needs?
- What is the proposed strategy for managing the que if it extends the designated drop off and pick up area?

Regards,

Maryam Yadak

Precinct Manager
Operations Planning
Coordinator-General Division
Transport for NSW

M [REDACTED] | E [REDACTED]@transport.nsw.gov.au
[transport.nsw.gov.au](mailto:[REDACTED]@transport.nsw.gov.au)



**Transport
for NSW**



(optional) I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

From: John Inglese <[REDACTED]@strathfield.nsw.gov.au>
Sent: Monday, 14 April 2025 9:19 AM
To: Sophie Slade; Grace Carpp; Jack Griffiths
Cc: Devon Claremont; Edwina Wang
Subject: RE: Meriden - Updated Green Travel Plan

[External Email]: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Sophie,

Sorry for not responding sooner Draft OTAMP is considered to be statolatry, Please advise Meriden that have always managed their pedesrtian and vehicle assess very well.

Council very rarely receives any complaints from neighbouring properties.

Regards



John Inglese | Senior Traffic and Transport Engineer
P [REDACTED] M [REDACTED]
65 Homebush Rd, Strathfield NSW 2135
www.strathfield.nsw.gov.au



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The banner features the Strathfield Council logo on the left. In the center, a hand holds a smartphone displaying the StrathfieldHub app interface with icons for 'Service Requests', 'Issue a Report', 'Request a Bin', 'My Properties', and 'My Account'. To the right of the phone, the text reads 'Download StrathfieldHub' in large white font, followed by 'The easiest and fastest way to request a service on your schedule, day or night.' Below this text are two buttons: 'Download on the App Store' and 'GET IT ON Google Play'.

From: Sophie Slade <[REDACTED]@ttw.com.au>
Sent: Monday, 14 April 2025 9:02 AM
To: John Inglese <[REDACTED]@strathfield.nsw.gov.au>; Grace Carpp <[REDACTED]@ttw.com.au>; Jack Griffiths <[REDACTED]@strathfield.nsw.gov.au>
Cc: Devon Claremont <[REDACTED]@ctpg.com.au>; Edwina Wang <[REDACTED]@ttw.com.au>
Subject: RE: Meriden - Updated Green Travel Plan

Hi John,

Hope your weekend was nice!

Just checking in to see if you had any comments on the Meriden OTAMP I sent below.

Thanks!

Best,



Sophie Slade | Senior Traffic Engineer

+ [REDACTED] | [REDACTED]@ttw.com.au

[TTW Engineers](#) | Sydney

[Read our latest news here](#)

From: Sophie Slade <[REDACTED]@ttw.com.au>

Sent: Tuesday, 1 April 2025 2:44 PM

To: John Inglese <[REDACTED]@strathfield.nsw.gov.au>; Grace Carpp <[REDACTED]@ttw.com.au>; Jack Griffiths <[REDACTED]@strathfield.nsw.gov.au>

Cc: Devon Claremont <[REDACTED]@ctpg.com.au>; Edwina Wang <[REDACTED]@ttw.com.au>

Subject: RE: Meriden - Updated Green Travel Plan

Hi John,

Thanks for your quick response on the below. Additionally, please see attached the Draft OTAMP prepared for Meriden School. If you could kindly review in reference to Condition of Consent E13 for the SSD – 39005127 as we are required to prepare in consultation with Council.

Thank you!

Best,

From: John Inglese <[REDACTED]@strathfield.nsw.gov.au>

Sent: Tuesday, 25 March 2025 2:14 PM

To: Grace Carpp <[REDACTED]@ttw.com.au>; Jack Griffiths <[REDACTED]@strathfield.nsw.gov.au>

Cc: Devon Claremont <[REDACTED]@ctpg.com.au>; Edwina Wang <[REDACTED]@ttw.com.au>; Sophie Slade <[REDACTED]@ttw.com.au>

Subject: RE: Meriden - Updated Green Travel Plan

[External Email]: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Grace,

Yes thanks for asking, Hope you are well too.

I did review an earlier version back in 2023, Please note that the green travel plan Rev1 is considered to be satisfactory.

PS I don't think our contactors have installed the Bus Zone signage on Redmyre Road as yet, I will chase them up today 😞.

Regards.



John Inglese | Senior Traffic and Transport Engineer

P [REDACTED] M [REDACTED]
65 Homebush Rd, Strathfield NSW 2135
www.strathfield.nsw.gov.au