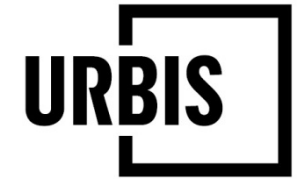


MATER MARIA COLLEGE GREEN TRAVEL PLAN

Prepared for the Catholic Schools Office (Diocese of Broken Bay)



APRIL 2021

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Urbis staff responsible for this report were:

Director	Graham McCabe
Associate Director	Alison Lee
Consultant	Paige Crowe and Lucas Biurra-Hoy

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1. INTRODUCTION

1.1 OVERVIEW

This Green Travel Plan (GTP) has been prepared by Urbis on behalf of the Catholic Schools Office (Diocese of Broken Bay). The GTP accompanies a Development Application (DA) to increase the approved student cap for Mater Maria College, Warriewood (the College).

1.2 PURPOSE

The purpose of this GTP is to identify strategies/targets to encourage staff, students and parents/caregivers to use non-car methods of travel for their journeys to and from the College. This behavioural change can have the following wider benefits as shown below.



REDUCTION IN PARKING DEMAND

Based on recent on-street parking surveys, it is estimated that there is currently demand for 46 parking spaces for students. The approved and proposed student caps have a similar demand (refer to TIA).

Reducing this parking demand can free up spaces in the surrounding streets for residential/playground parking demand and prevent the need for a new on-site school car park, which would be a poor outcome.



REDUCTION IN TRAFFIC

The UK experience has shown that school travel plans reduce "school run traffic" by an average of 8-15%, with some schools achieving more than 20% reduction¹.



IMPROVED STREET AMENITY AND SAFETY

Reducing school traffic and parking demand will improve safety for students walking and cycling to school. Many parents and carers cite traffic safety concerns as reasons they are unwilling to allow students to walk and cycle to school. Based on this misconception, they add to potential danger to other students walking and cycling to school by driving their own children. A culture which emphasises non-car school access will create an overall safety benefit to the school.



INCREASE IN PHYSICAL ACTIVITY

Creating a safer and attractive walking and cycling environment around the school increases incidental, daily physical activity in school students. The Australian Government's Department of Health recommends that children and young people should aim for at least 60 minutes of moderate to vigorous physical activity per day involving mainly aerobic activities². Only 12 percent of children and 2 per cent of adolescents met the physical activity guidelines in 2011-12³.

1) Cairns et al 2004, Cited in https://www.australasiantransportresearchforum.org.au/sites/default/files/2005_Peddie_Somerville.pdf

2) Australian Government, Department of Health, 2021, www.health.gov.au

3) Australian Government, Australian Institute of Health and Welfare, 2020, <https://www.aihw.gov.au/reports/risk-factors/insufficient-physical-activity/contents/insufficient-physical-activity>

2. BACKGROUND

2.1 THE COLLEGE SITE

Mater Maria College is located at the western edge of Warriewood, adjacent to bushland. The site contains undeveloped areas of native bushland to the west, north and south of the established building elements. Fern Creek traverses the southern portion of the site.

The terrain to the east of the site is relatively flat, making access to the school easier. It is steeper to the west and this is bushland and not an access point for the school.

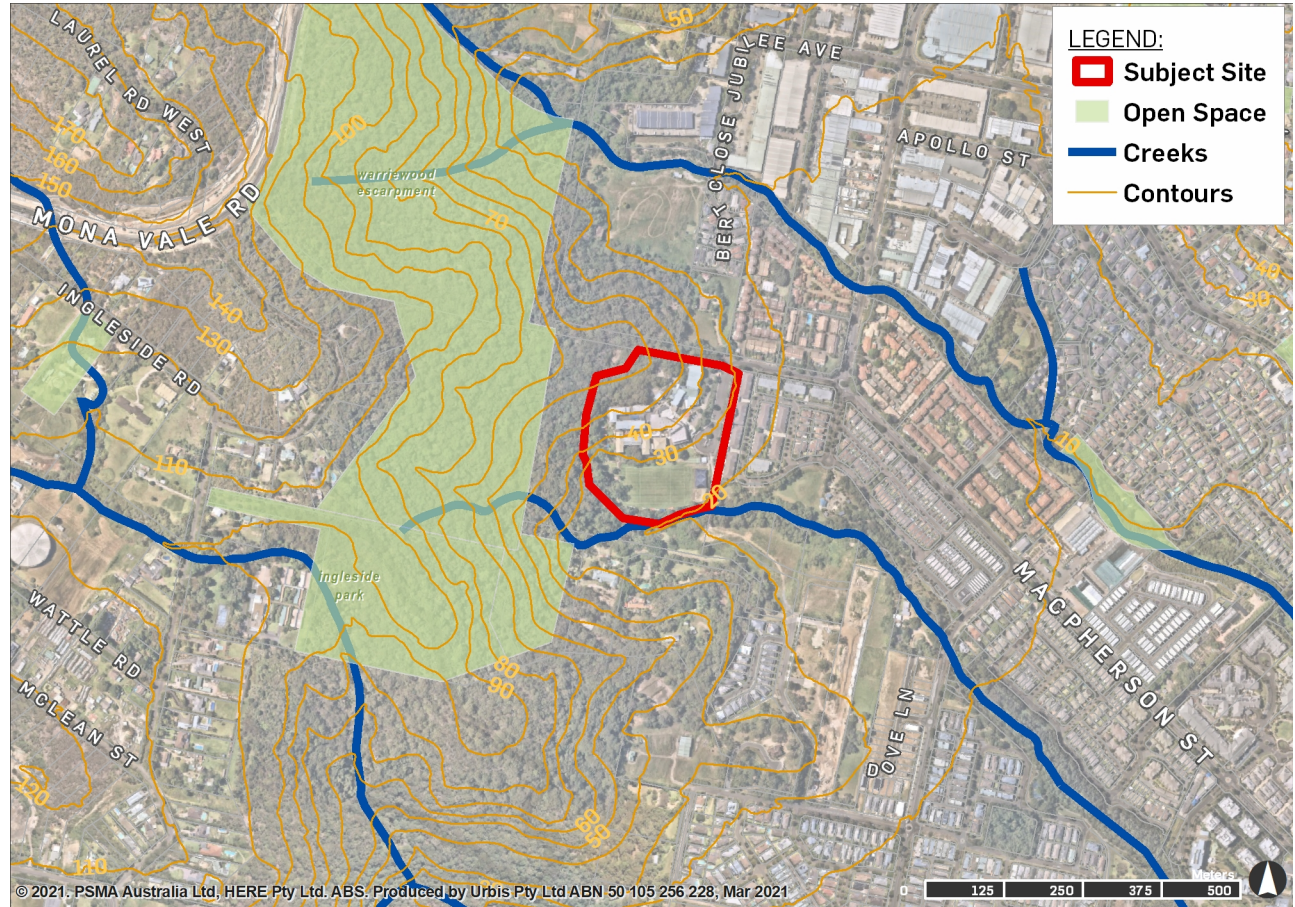
2.2 THE LOCALITY

The site is located within the Warriewood Valley Urban Land Release Area. The locality is characterised by a mix of residential, retail commercial, industrial, recreational and education land uses, much of which has been developed after the college was developed.

This area was identified in 1997 as being capable of accommodating more intensive urban development and has recently seen a significant increase in the number and density of residential dwellings.

Development to the east and north-east of the site is characterised mostly by two-storey medium density residential flat buildings, and two-storey single detached dwellings. Land to the west, south, and north of the site is comprised of native bushland. Further north and north-east are characterised by light industrial and commercial land uses.

Figure 1: Site Locality



2. BACKGROUND

2.3 THE COLLEGE COMMUNITY

The 2020 College community includes:

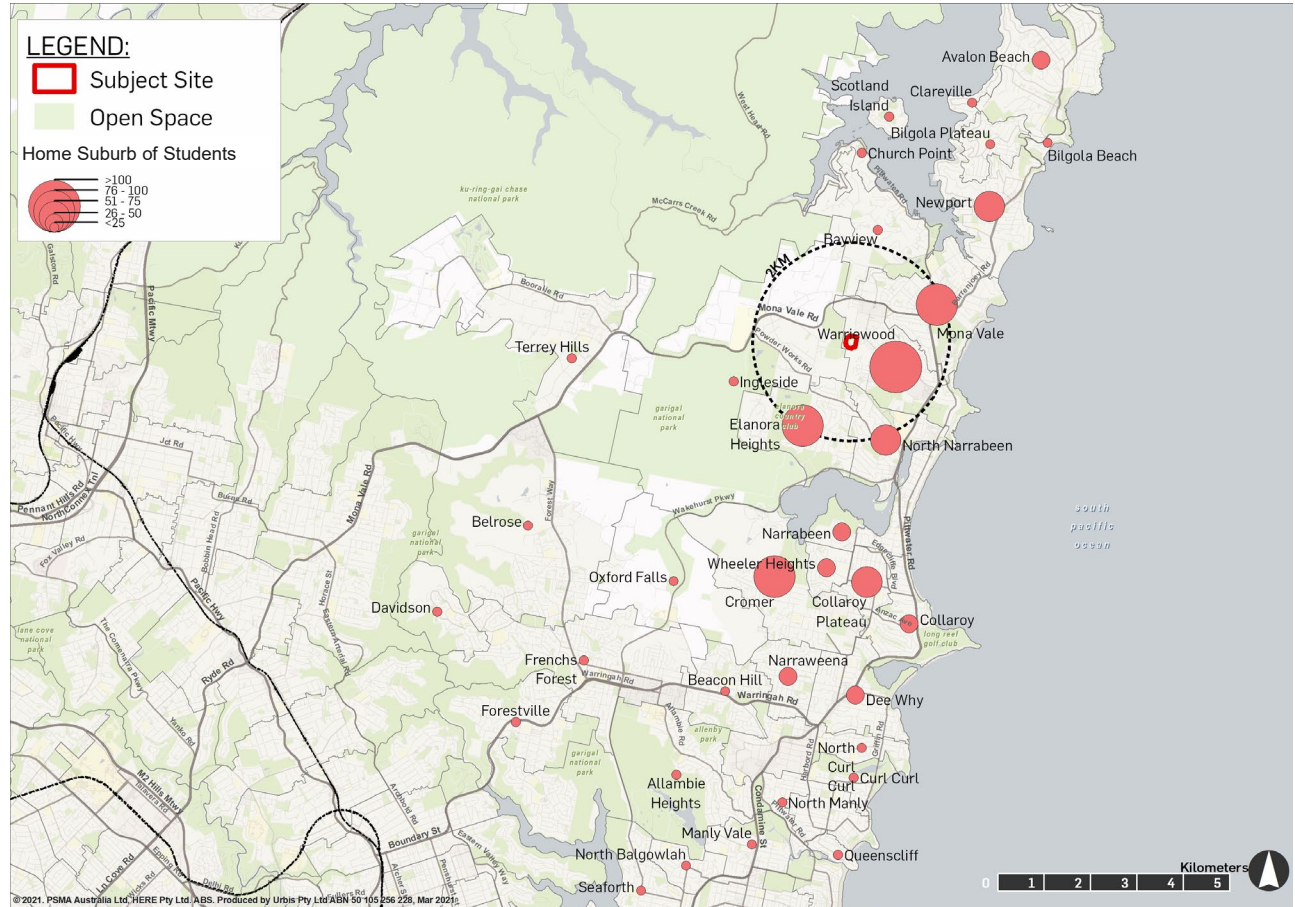
- 1,032 students
- 87 teachers
- 18 non-teaching staff

Students – suburbs of residence

Figure 2 shows the home suburb of students of the College.

The student population is spread out along the northern beaches suburbs between Avalon Beach (approx. 8 km north) and Seaforth (approx. 13 km south).

Figure 2: Student Home Suburb




2. BACKGROUND

2.3 THE COLLEGE COMMUNITY

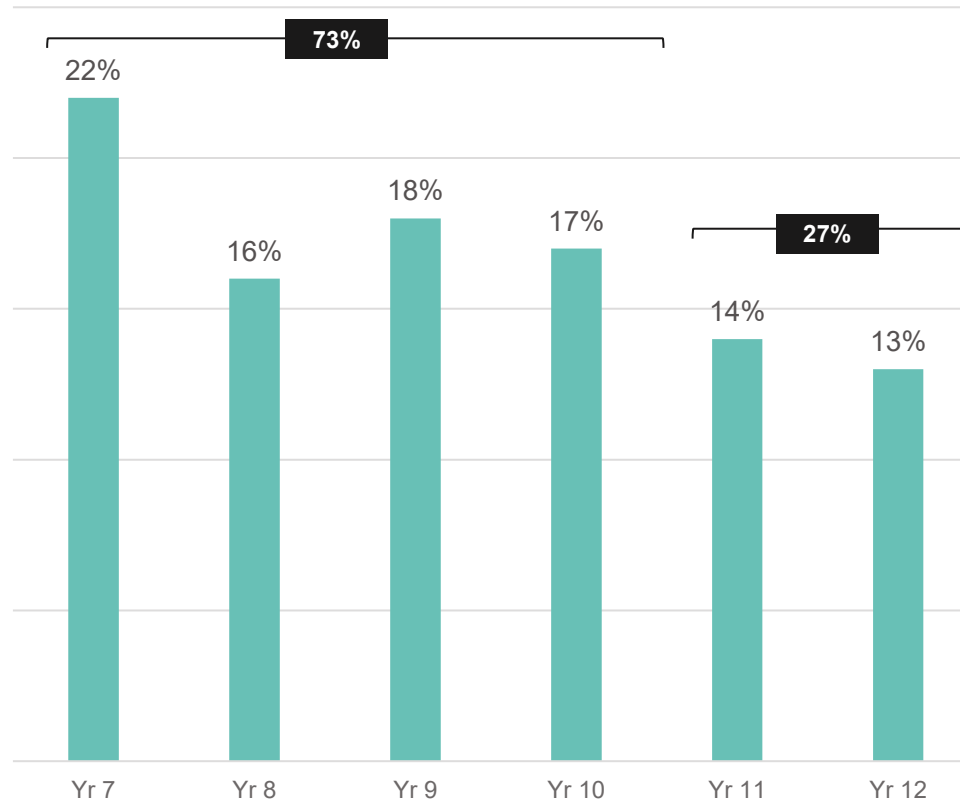
Students – Year Level Breakdown

27% of the total student population is in year levels 11 and 12. It is important to consider these students separately to those in other year levels as they are more likely to have a provisional drivers licence and drive themselves and others to the College.

 **INSIGHT**

Year 11 and 12 students are more likely to have provisional drivers licenses so initiatives should be designed that are specific to this group.

Figure 3: Breakdown of students, by year level (based on 2021 Numbers)



2. BACKGROUND

2.3 THE COLLEGE COMMUNITY

Staff - Suburbs of residence

Figure 4 shows the suburbs where staff travel from to get to the College. The staff catchment is slightly wider than the student catchment, with some residing up to 17 km from the school (radius).

As the 105 staff comprise only 9% of the school community, they will not be the focus of initiatives as they will not have the largest impact. However, they are still be considered in this report, particularly staff that live close to the school.

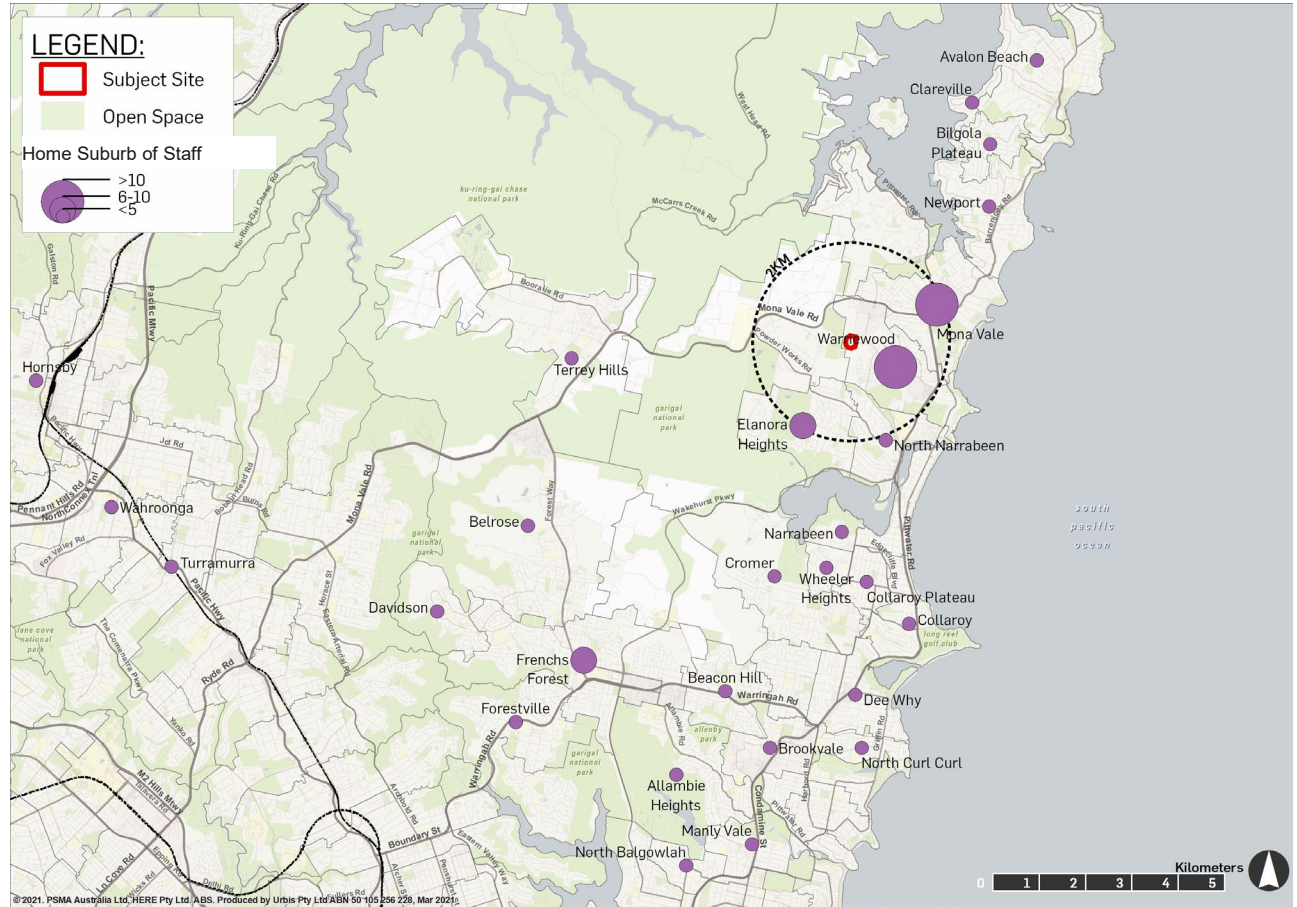
26 % of staff reside in suburbs that are within a 1.2 km walking and cycling catchment of the school. This is measured using the actual street network around Mater Maria College.



INSIGHT

26 % of staff live within a 1.2 km walking and cycling catchment of the school.

Figure 4: Staff Home Locations (Suburb)



2. BACKGROUND

2.4 WALKING AND CYCLING CATCHMENT

The winding street network is a barrier to walking and cycling around Mater Maria College. Even people who live relatively close to the school may have a relatively circuitous path to school.

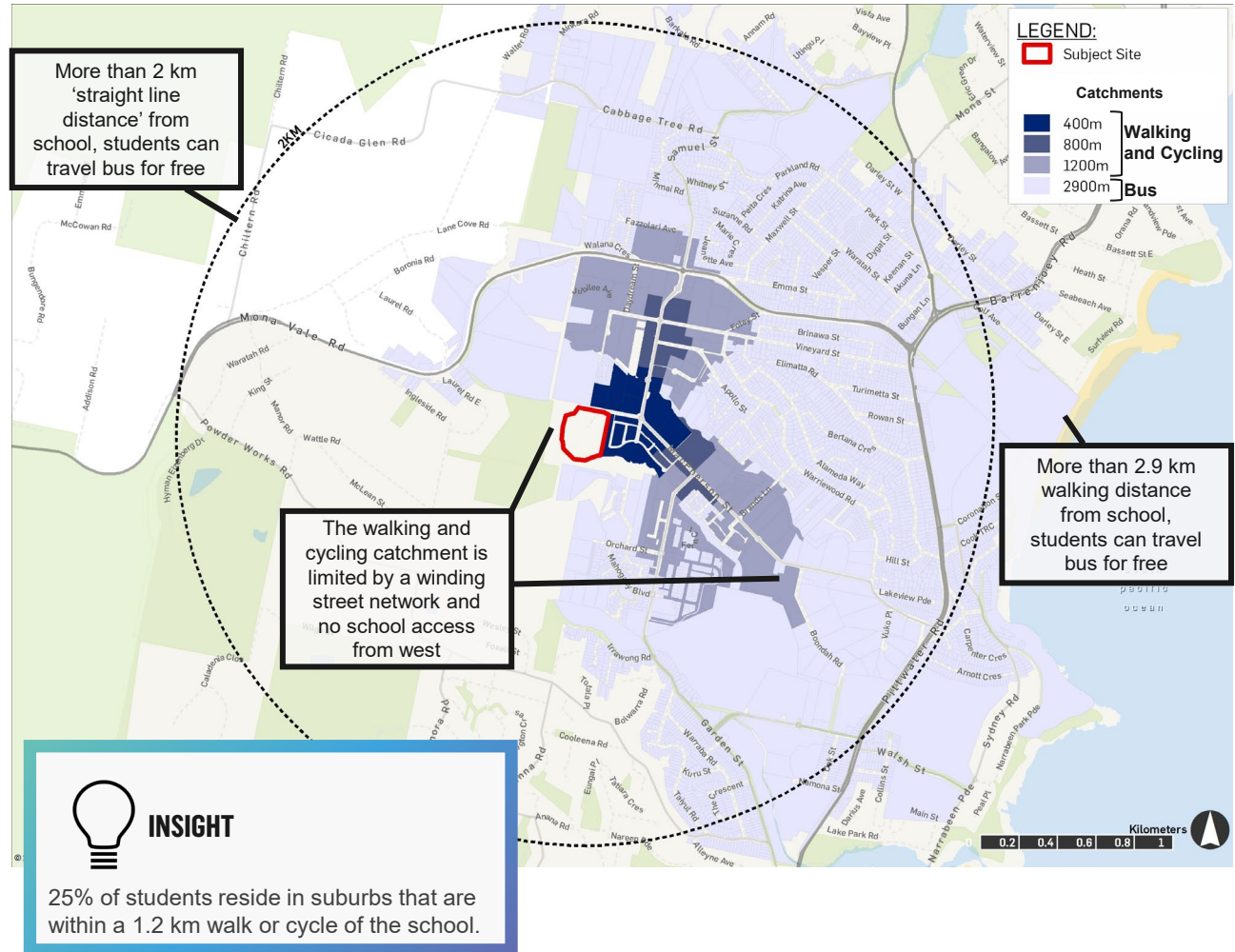
Figure 5 shows the walking and cycling catchments of the school recognising that different students and staff may feel comfortable walking and cycling different distances between 400 m and 1200 m. These catchments show the actual distances using the street network. The small catchment area is also exacerbated by the fact that the school is inaccessible from all but the eastern side due to bushland. This results in no-one living to the west of the school being within a reasonable walking or cycling distance.

25% of students reside in suburbs that are within a 1.2 km walk or cycle to the school.

2.5 BUS CATCHMENT

The School Opal card gives eligible school students free or subsidised travel on public transport between home and school on trains, buses, ferries and light rail in the Opal network. Students in secondary schools (years 7-12) are eligible for this card if they live outside a 2 km straight line distance or 2.9 km walking distance.

Figure 5: Walkable Catchment and Eligibility for School Opal Card (Subsidised Travel)



3. EXISTING TRAVEL OPTIONS

3.1 AVAILABLE TRAVEL OPTIONS



Active Transport:

- The local road network provides off-road shared paths as well as footpaths on both sides of the road.
- Pedestrian islands are available in all directions at the roundabout at the main intersection.
- The local footpath network, this facilitates pedestrian access between local housing and the local.
- Pedestrian (zebra) Crossings are limited with only one providing direct access to the College.
- The school has two bike rack areas on-site.



Car Parking:

- The on-site school car park consists of 97 spaces, with 91 of these available to staff (including disabled spaces).
- This car park is not available to student.
- There are 174 on-street parking spaces available on Forest Road, Casuarina Drive, Callistemon Way and Angophora Circuit.
- Most spaces (84%) have no time restrictions or have a four-hour limit.
- The abundance of unrestricted parking in the area is an attractor for students to drive and park at school.



Special Needs:

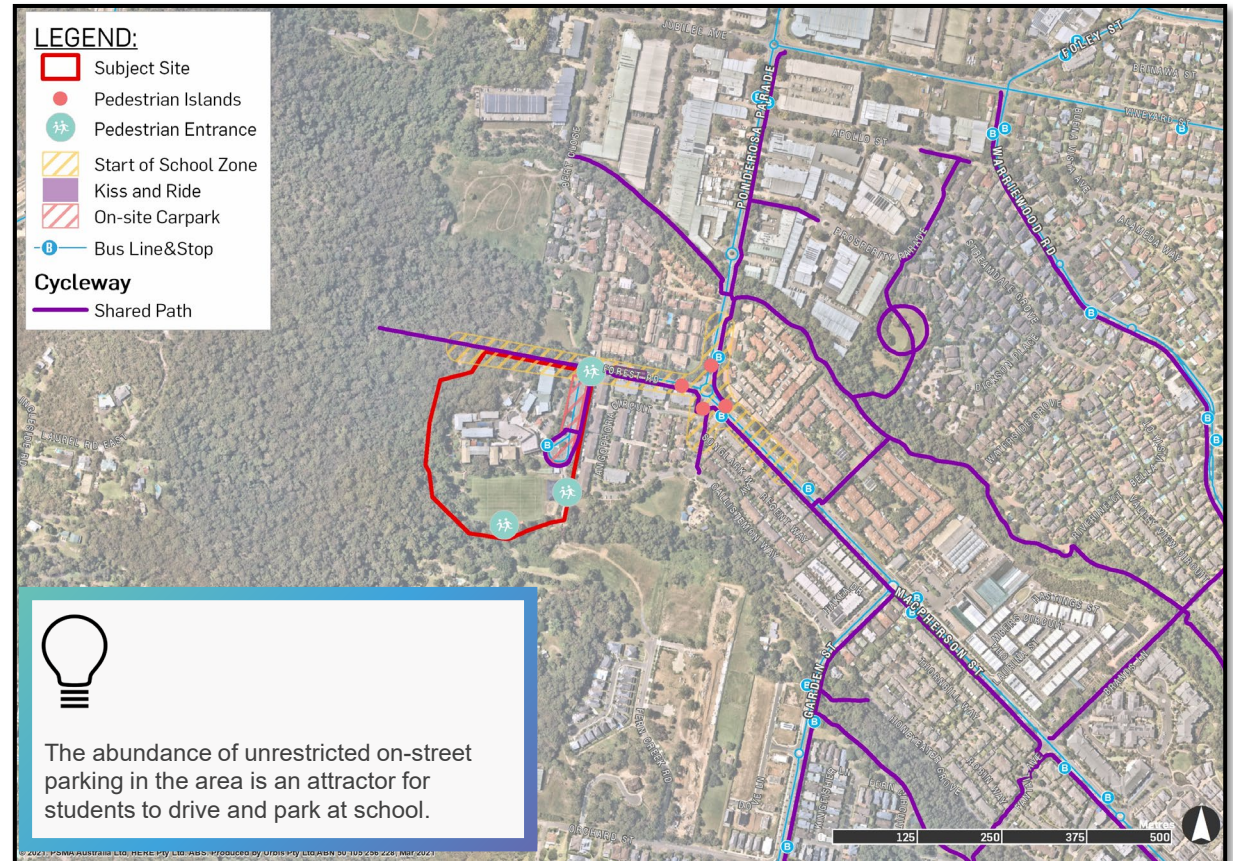
- The school has two special needs drop-off locations – the lower turning circle and outside the main college reception.
- There are six disabled car spaces provided in the on-site car park.



Kiss and Drop:

- The school drop-off and pick-up area is located on Forest Road and has six spaces.
- These spaces have a 2-minute parking restriction from 8:30 am to 9:00 am and 2 pm to 4 pm on school days.

Figure 6: Transport Options



3. EXISTING TRAVEL OPTIONS

3.1 AVAILABLE TRAVEL OPTIONS



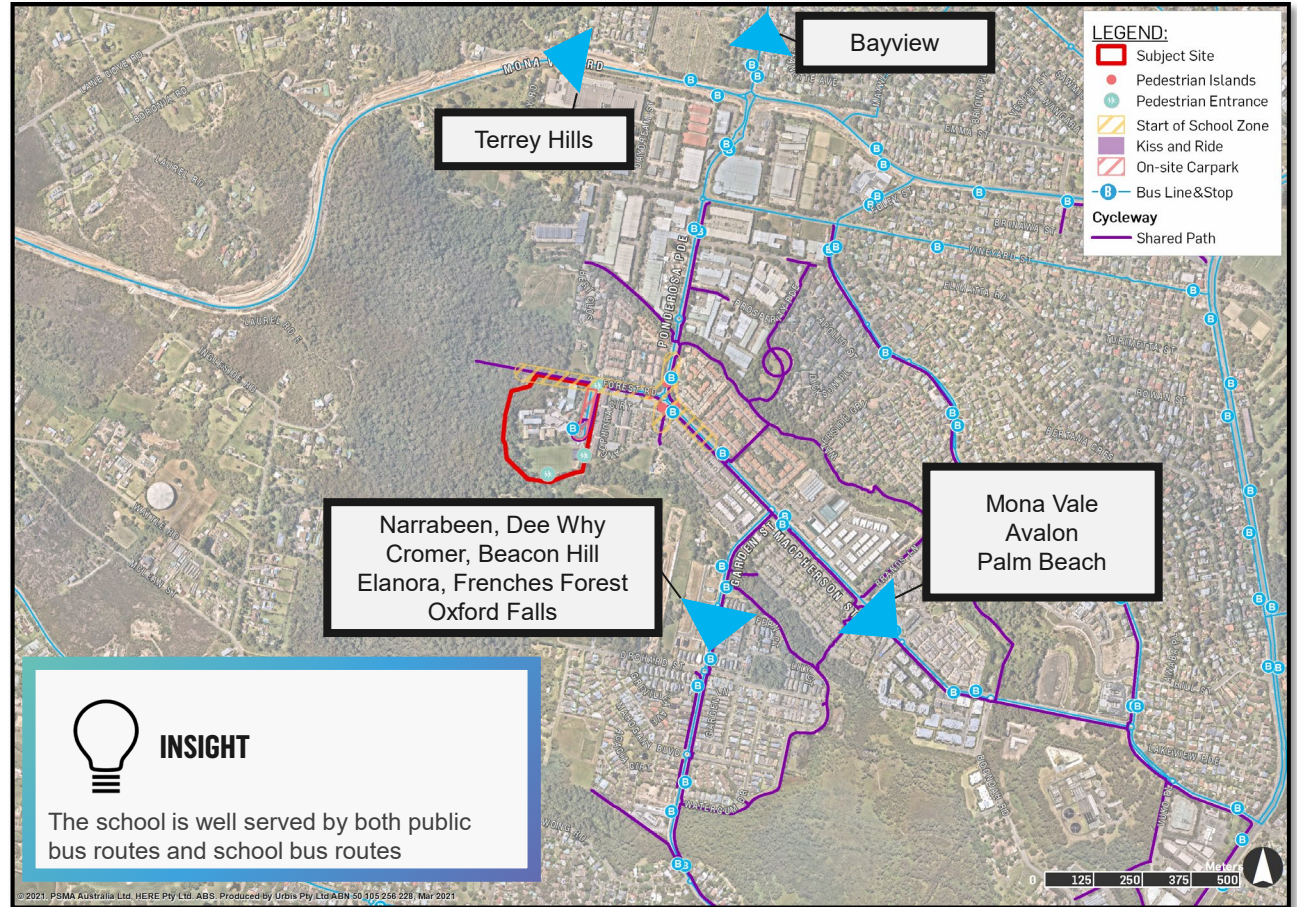
Public Transport:

- There are a number of bus services in the locality and several school services in the morning and afternoon peak periods providing access for north (Avalon), south (Manly) and east (Terrey Hills) residing students.

Bus services servicing the school service the following key destinations:

Locality	Routes
Narrabeen	630n, 182, 641n, 163, 224
Mona Vale	632n, 636n, 633n, 646n, 162
Bayview and Terrey Hills	643n, 645n
Dee Why and Manly	642n
Avalon and Palm Beach	648n, 650n, 651n, 664n, 742n
Beacon Hill and Cromer	647n, 649n
Frenches Forest, Elanora and Oxford Falls	103, 137, 236, 248

Figure 7: Transport Options



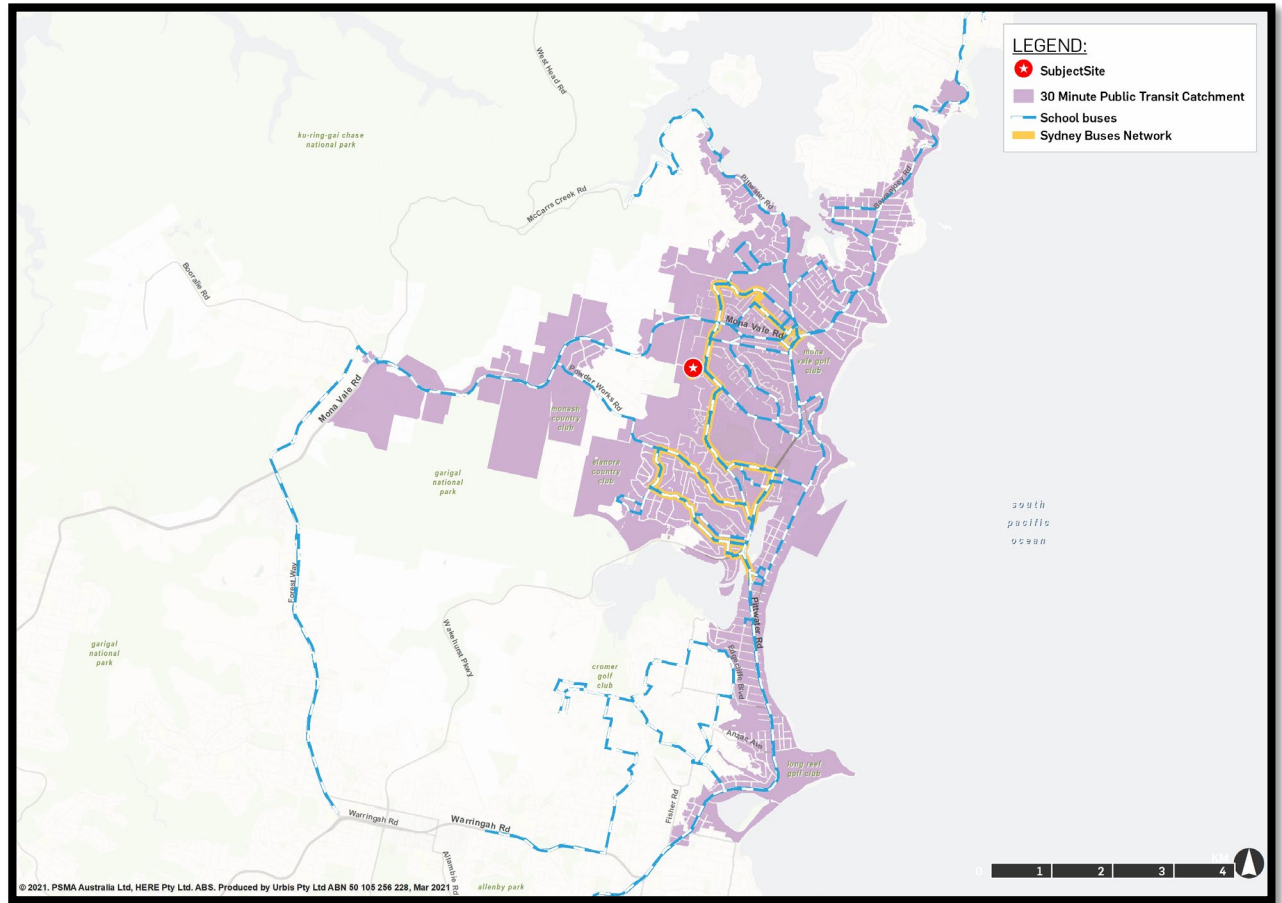
3. EXISTING TRAVEL OPTIONS

44 % of all students live within a 30-minute bus trip of the school by public transport. Given that school bus use is generally above this level (with the exception of Year 12) it is suggested that:

- Bus use is actually quite strong to the school;
- Many students are travelling for longer than 30 minutes by bus to get to and from school.

Despite the strong bus use culture to access Mater Maria college, there is a concerning drop-off of bus use, as students age, that will be discussed in the following page.

Figure 8: 30-minute catchment analysis



INSIGHT

The school is well served by both public bus routes and school bus routes. 44 % of students can access the school within 30 minutes by public transport (door to door).

Note: 30-minute catchment analysis presumes a walk speed of 1.3 metres per second.

3. EXISTING TRAVEL OPTIONS

3.2 TRAVEL OPTIONS USED

An online survey was conducted to understand the current travel behaviours of staff and students. There were 436 student respondents (42% representation of whole cohort) and 59 staff respondents (56% representation of whole cohort).

Students

The key findings were:

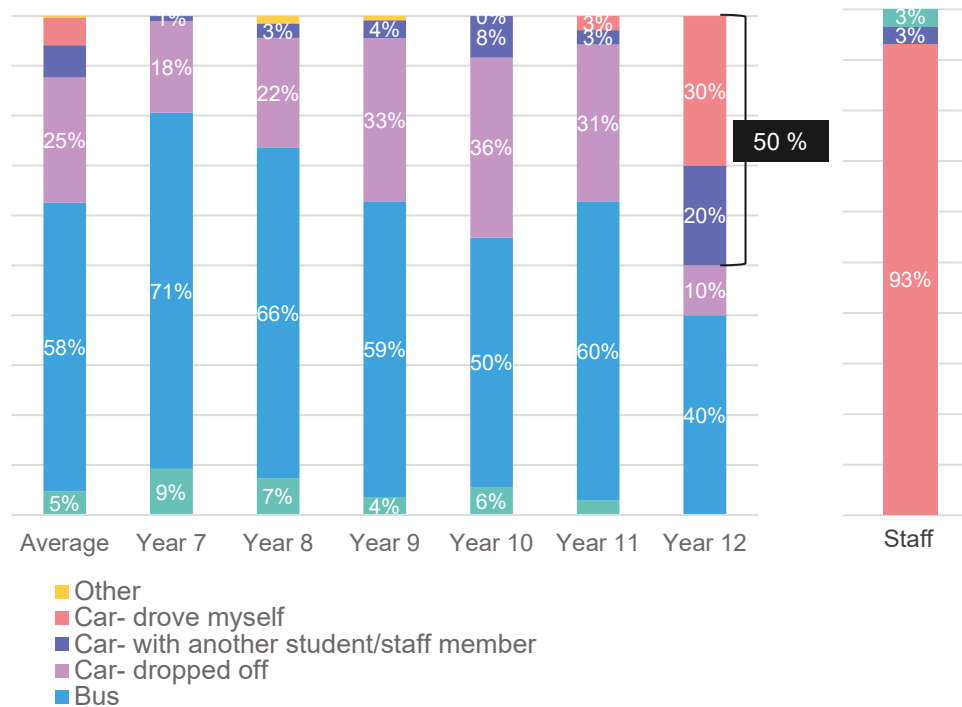
- No student respondents who completed the survey rode their bikes to school. If students are riding, they could be a very small cohort.
- Walking steadily declines from Year 7 onward, to the point it is not existent in Year 12. This is consistent with national data which suggests adolescent physical activity declines through the teen years.
- In Year 12, 50 % of students are either driving themselves or being driven by another student. This sees a decline in students being dropped off by a parent or carers but mostly it is at the expense of walking and bus use.

Staff

The key findings were:

- No staff respondents who completed the survey used public transport or cycled, and only 3% of staff respondents walked.
 - The vast majority of staff respondents drove themselves to the school or carpooled with another staff member.
- There are 87 staff members who drive. As there are 91 car parking spaces available on site it is unlikely that this behaviour will be changed without regulating access to this parking.

Figure 5: Transport Behaviour



INSIGHT

Unrestricted on-street parking attracts 50% of Year 12 students to drive to school despite them having adequate other options in previous years.

INSIGHT

Physical activity though walking to school declines year-on-year between Years 7 and 12. No students are riding bikes to school.

INSIGHT

The vast majority of staff members drove to school as there is adequate parking on-site for them, 26 % of staff living within a 1.2 km catchment of the school.

INSIGHT

Bus use dropping 31% between Years 7 and 12. The high level of bus use in Years 7 and 8 suggest

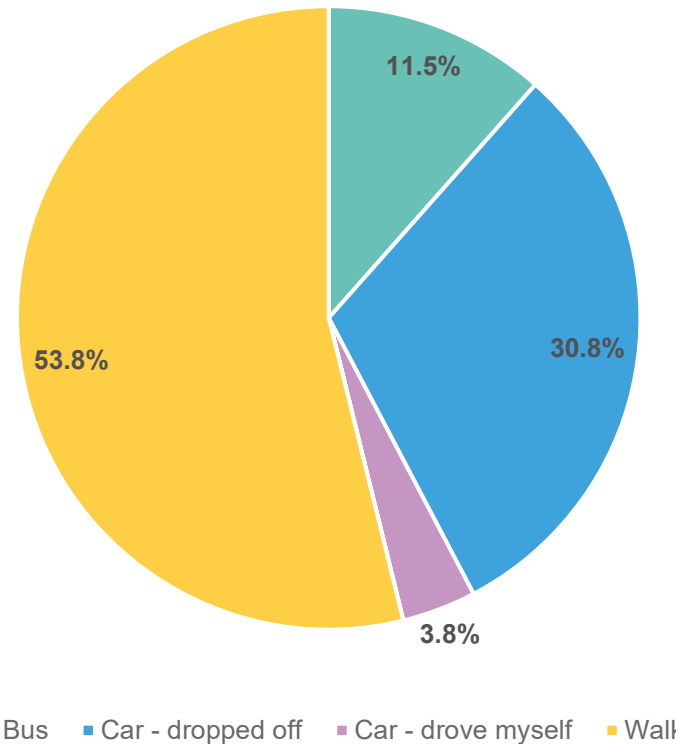
3. EXISTING TRAVEL OPTIONS


3.2 WARRIEWOOD STUDENTS

The students who live in close proximity to the school as these can be considered 'low hanging fruit' for behaviour change given the number of options available to them.

Of the students who live in Warriewood, notably 35% are dropped off or drive themselves. The suburb is divided by Narrabeen Creek and locations east of Pittwater Road are not in a walkable distance. It is possible that the availability of car parking and drop off skews preferences over walking.

Figure 6: Transport Mode of Students Living in Warriewood



 **INSIGHT**

35% of students who live in Warriewood either drove or were dropped off. At least some of these students will be within a walkable distance.

4. SUMMARY OF ISSUES



WALKING AND CYCLING

- 26 % of staff live within a 1.2 km walking and cycling catchment of the school. However only 3% of staff walk to school.
- 25% of students reside in suburbs that are within a 1.2 km walk or cycle of the school, but only 5% of students walk to school.
- 35% of students who live in Warriewood either drove or were dropped off, at least some of these students will be within a walkable distance.
- No students who completed the survey cycled to school. If there are students who cycle they are a very small number despite there being shared paths connecting the school which separate bike riders from traffic.
- Physical activity through walking to school declines year-on-year between Years 7 and 12. No students are riding bikes to school.

RESULTING IN

- Lack of physical activity and associated poor health outcomes.
- Walking and cycling infrastructure being an underutilised resource.



CAR USE

- Unrestricted on-street parking attracts 50% of Year 12 students to drive to school despite them having adequate other options in previous years.
- The vast majority of staff members drove to school as there is adequate parking on-site for them, 26 % of staff living within a 1.2 km catchment of the school.

RESULTING IN

- Traffic congestion (which can deter people from walking and cycling due to real and perceived safety issues).
- Parking congestion at on-street spaces around the school.



PUBLIC TRANSPORT








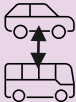









- The school is well served by both public bus routes and school bus routes. 44 % of students can access the school within 30 minutes by public transport (door to door).
- Public transport use is healthy in Years 7 and 8, suggesting that the school is well-served by bus services. However, from Year 9 bus use declines notably, with a shift towards car use (both getting dropped off, sharing a ride with another student or driving).

RESULTING IN

- Public transport being an underutilised resource.

5. TRAVEL BEHAVIOUR INITIATIVES

The following initiatives have been identified based on the analysis of available travel options, travel behaviour and travel issues. They are separated into three levels, with the intention to begin with encouraging/information initiatives and subsequently progress to intervening and penalising initiatives if necessary.

Level 1 Encouraging/Informing	Level 2 Intervening	Level 3 Penalising
Produce a Transport Access Guide (TAG) to inform students and staff of their travel options. 	Work with Council to identify priority walking infrastructure to the school. Ensure priority crossings around school. 	Work with Council to restrict parking in surrounding streets (consider 2P with residential parking permits exempt). 
Update the school website to ensure the TAG is accessible. 	Work with Transport for NSW/Council and potentially other schools to provide better service (timetabling or routes) for students. 	Work with Council to monitor and enforce parking restrictions at the Kiss-and-Drop spaces 
Use the TAG as part of the school enrollment pack to set expectations regarding school travel. 	Investigate the establishment of a park-and-ride agreement with the a local business with compatible peak/off-peak times, with the school minibus providing connections. 	Update the form which student are required to complete to allow them to drive to school. Include requirement for justification for driving (not as of right) and penalties which will apply if caught driving without permission. Refer to Appendix for existing form with proposed updates. 
Promote sustainable travel messages through the TAG and the school newsletter. 	Implement an opt-in car-pooling program for staff. 	Provide parking permits to be displayed and on-site parking monitored. 
Move the kiss-and-drop away from the school to encourage walking and remove vehicle congestion around school 	Signpost staff car park with- carpool only signs and staff-only parking signs 	
Install CCTV cameras at the bike parking areas to discourage bike vandalism and theft 	THE FOLLOWING INITIATIVES RELATE SPECIFICALLY TO CYCLING:	
	Work with Council to identify priority cycling infrastructure to the school. 	
	Investigate the possibility of a bike repair service to fix bikes course. 	

LEGEND

INITIATIVES UNDERTAKEN BY:

- MATER MARIA**
- MATER MARIA/COUNCIL**
- MATER MARIA/TFNSW/COUNCIL**

6. TRAVEL BEHAVIOUR TARGETS

5.1 DETAILED TRAVEL BEHAVIOUR TARGETS

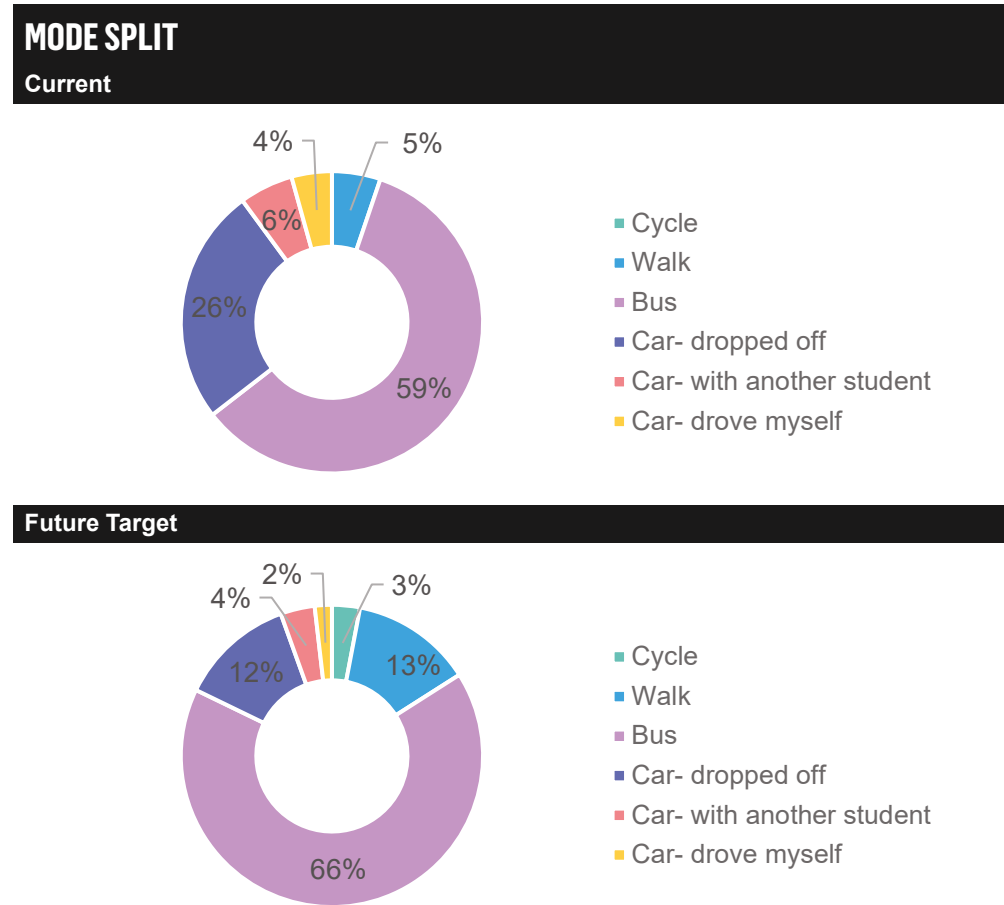
The primary objective of the school is to reduce car trips and support alternative travel options. The initiatives detailed in this report will bring about a change in travel behaviour as parking is tightened and other modes of transport become relatively more attractive to students.

The travel modes used detailed in Figure 7 together with travel mode targets. The following principals underlie the travel targets:

- **Active Travel (walking and cycling):**
 - 16 % of students should be using active travel to get to school.
 - This is a relatively conservative target considering that 25% of students are within a 1.2 km walk/cycle to the school.
 - Currently 5 % of students use active transport to get to school.
- **Bus Use:**
 - The peak of bus use is in Year 7 (71 % of students).
 - Currently this drops by 31% between years 7 and 12, at which point it accounts for just 40 % of travel.
 - A less dramatic decline throughout the year levels is put forward of just 10% decline between Years 7 and 12.
- **Car Use:**
 - No more than 18 % of students should be being driven or driving themselves to school (noting mode shift will occur by maintaining bus use levels from Years 7/8 and increasing active transport use).
 - Currently 35 % of students are driven or drive to school.
 - It is recommended that the largest gains can be made in students being dropped off at school, and in Year 12, limiting students driving themselves.

A full breakdown by year level is provided in Appendix A.

Figure 7: Transport Mode Current and Targets

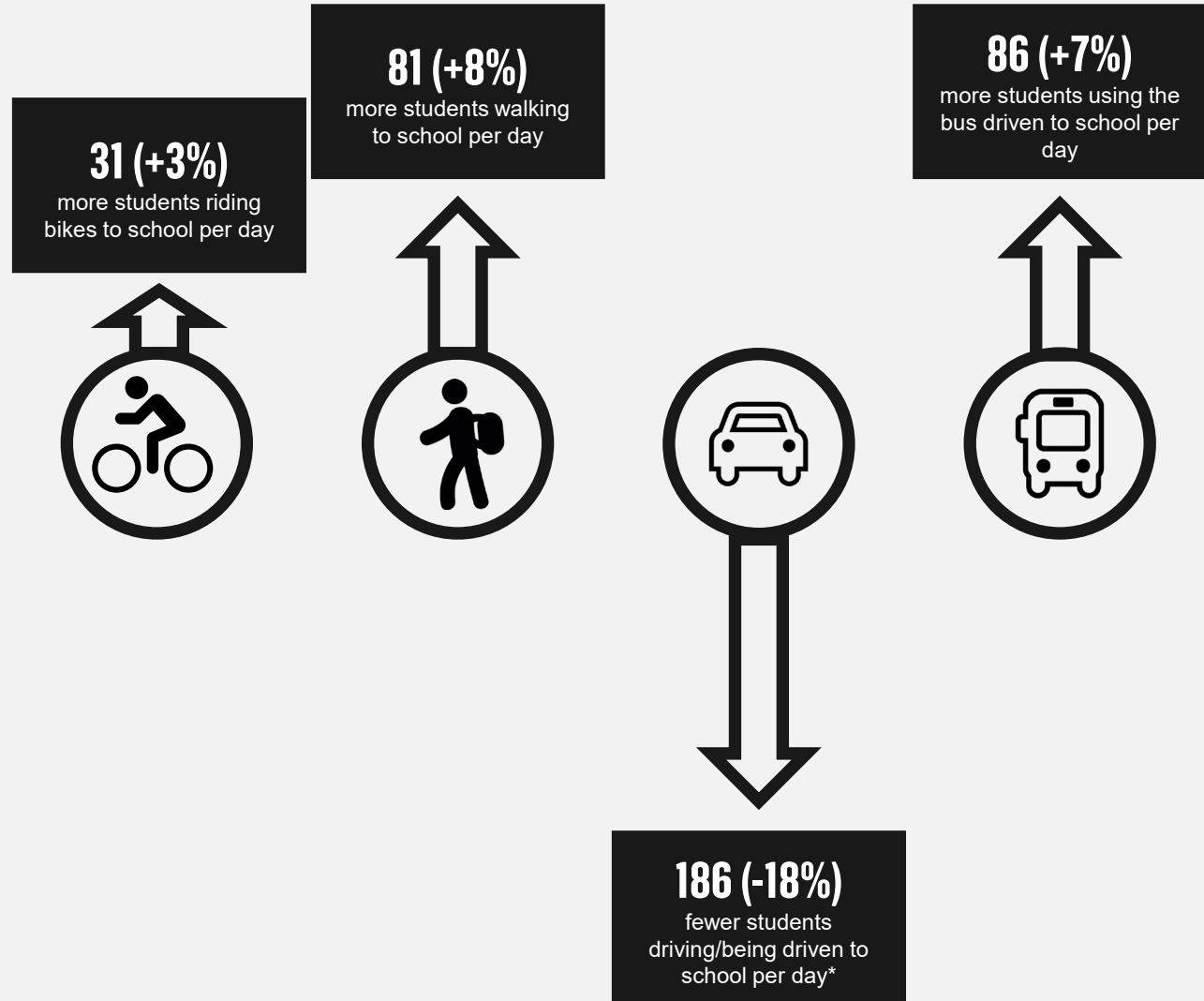


Note: No detailed modelling has been undertaken for this task, however these adjusted mode splits are based on professional judgement of what is considered reasonable when undertaking a suite of changes to adjust student travel preferences.

6. FUTURE TRAVEL

5.1 KEY FIGURES

Achievement of the Green Travel Plan targets contained in this report will bring about significant shifts in school travel as depicted on this page.



7. MONITORING AND REPORTING

Monitoring

- To maintain an understanding of what student and staff travel behaviour is, a travel survey of a similar manner that was used to inform this Green Travel Plan will be undertaken annually.
- Annual monitoring will assist in tracking the travel behaviours and trends of each year group as they progress through high school as well as initial travel habits of new year 7 student cohorts.
- Annual surveys will inform future decision making when reviewing interventions.

Responsibility

A designated staff member will be responsible for the Green Travel Plan administration and monitoring. This staff member will also be the key contact for liaison with Council, TfNSW and any other stakeholders.

APPENDIX A

DETAILED MODE SPLIT TARGETS

DETAILED MODE SPLIT TARGETS, BY YEAR LEVEL

The following is provided to be read in conjunction with Section 5 – Mode Split Targets.

	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	TOTAL	% Change
Current student population (no.)								
Cycle							0	-
Walk	21	12	7	10	4	0	53	-
Bus	162	109	110	88	86	54	609	-
Car- dropped off	42	36	61	63	45	13	261	-
Car- with another student	2	5	7	15	4	27	59	-
Car- drove myself	0	0	0	0	4	40	44	-
Other	0	2	2	0	0	0	4	-
TOTAL	227	165	186	175	144	134	1031	-
Current student mode split (%)								
Cycle	0%	0%	0%	0%	0%	0%	0%	-
Walk	9%	7%	4%	6%	3%	0%	5%	-
Bus	71%	66%	59%	50%	60%	40%	59%	-
Car- dropped off	18%	22%	33%	36%	31%	10%	25%	-
Car- with another student	1%	3%	4%	8%	3%	20%	6%	-
Car- drove myself	0%	0%	0%	0%	3%	30%	4%	-
Other	0%	1%	1%	0%	0%	0%	0%	-
TOTAL	22%	16%	18%	17%	14%	13%	100%	-
Future student mode split (%)								
Cycle	2%	2%	5%	5%	2%	2%	3%	3%
Walk	13%	13%	13%	13%	13%	13%	13%	8%
Bus	71%	69%	67%	65%	64%	61%	66%	7%
Car:	14%	16%	15%	17%	21%	24%	18%	
<i>Car- dropped off</i>	13%	15%	14%	11%	13%	8%	12%	-13%
<i>Car- with other student</i>	1%	1%	1%	6%	7%	6%	4%	-2%
<i>Car- drove myself</i>	0%	0%	0%	0%	1%	10%	2%	-2%
Other	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	100%	

APPENDIX B

EXISTING STUDENT DRIVE TO SCHOOL FORM

STUDENT TRAVEL TO SCHOOL FORM

The following form is based on the existing permission form but has been adjusted (yellow highlighted areas) to ensure students need to justify their driving to school as part of their permission application.

A10 STUDENT TRAVEL TO AND FROM SCHOOL

Mater Maria is well serviced by a network of government and private bus services which provide transport to and from the College.

To & From School

Students should always remember that they represent the College when travelling to and from the College and often this is the only contact the community has with the College. Full College uniform should be worn well, with pride and respect, whilst travelling to and from the College. Students are to travel directly to and from school. They are not permitted to congregate at stops or shopping centres waiting for friends.

Arriving / Leaving the College

Designated pedestrian and cycle pathways must be used by students when entering and exiting the College grounds and moving around the bus turning bay area. No student is to enter or exit the College through the staff car park or via any vehicle access roads. Students must cross at the pedestrian crossing in the staff car park and on the top road.

School Student Transport Scheme

- The Principal of a school has a responsibility to ensure students travel to and from school safely.
- The specific route of each bus service is available from the College website.
- Under the School Student Transport Scheme (SSTS) eligible school students are issued with a school Opal card. If students lose their card they should complete the appropriate form available at transportnsw.info/school-students. They will be liable for a replacement fee.
- Students are expected to comply with NSW Transport regulations. The SSTS outlines a code of conduct expected of all students travelling on public transport under this scheme and the penalties for offensive and dangerous behavior. The College may also take action under our own Student Management Policy.
- In addition to the Opal Card the College provides student bus information on their Student Campus Card. The purpose of this is to avoid overcrowding and to monitor students' travel home. If a student requires an additional pass to travel to another destination they need to apply in writing to the Assistant Principal. The Campus Card must be produced on boarding the correct bus along with their travel pass.
- Students should wait in the Courtyard (Years 10, 11 and 12) and Outdoor Court (Years 7, 8 and 9) until their bus is called by the supervising teacher. Upon hearing this call they may move in an orderly manner to the bus boarding area. Following the teacher's instructions, students should enter buses in an orderly manner, presenting their College Campus Card to the supervising

teacher as they board. Student must tap on/tap off using their Opal Card. On other buses, students should allow the public to enter and be seated first.

Driving to School

Only students who have completed the 'Application to Drive To and From the College' form are allowed to drive a vehicle to and from the College. Only those with a genuine need will be granted permission to drive to school and this privilege may be withdrawn if a lack of care in driving is shown. No student may drive another student's car or be a passenger in another student's car without filling in the form. Drivers and passengers must obtain permission from:

- A parent or caregiver;
- The Pastoral Coordinator; and
- The Principal.

Students are not to enter the College car park. It is hoped that students will respect our neighbours in Forest Road and Angophora Circuit and park respectfully. Students should not be pressured into driving other students. Any reports of students who are pressuring drivers for lifts can have their ability to obtain a lift through the 'Application to Drive To and From the College' form revoked.

- Brothers and sisters of the driver may be driven to and from school.
- Other senior students may be driven to / from school, if the College is provided with written permission from the parents of the driver and the passenger. No other student is permitted to be driven by a senior student.
- Students must surrender their keys to the front office once arriving at school. Keys can be obtained during the day with a valid reason and the Pastoral Coordinators permission.
- Only a parent or other specified responsible adult may drive a student to and from school. It is expected that "responsible adults" would be parents themselves.
- Students may not use their cars as a means of transport on school excursions. Exceptions to this rule may be made for excursions out of school hours, the excursion organiser will have informed parents in the letter home after discussing it with the Assistant Principal.
- The College reserves the right to withdraw the privilege of driving to / from school from any student who:-
 - o does not comply with the above.
 - o shows that he/she is not a responsible driver.

Being Picked Up by a Parent

Parents may only drop students in the 'Kiss and Drop' area signposted in the recessed car bays along Forest Road. Parents may not enter the College grounds to drop off or pick up their children and are not to stop at the entrance gate to the College. It is not safe and impedes the flow of traffic, especially school buses and consequently place students and other vehicles entering the College in danger. All parents are asked to please respect the rights of everybody to a safe entry to the College.

Cyclists

All cyclists must wear safety helmets whilst travelling to and from the College. This is the Law. Once at the College, bicycles should be stored and locked on the bicycle racks located near the Ducker

STUDENT TRAVEL TO SCHOOL FORM

Building. All bicycles are out of bounds to all students, including their owners, until the end of the day.

Contact Person

The person responsible for the implementation of this policy is the Assistant Principal.

Related Policies

Policies which relate to this policy are extensive and include

- A06 Induction of New Students
- A46 Record Retention of College documents
- A79 Student Information, Administration and Access
- A99 Delegations Policy
- P08 Student Code of Conduct

Catholic Schools Office Policies (available from CuriaNet)
Diocesan Systemic Schools Student Attendance Guideline

Policy Review

This policy will be reviewed periodically and no less frequently than once in every three years from the date of implementation or in the event of any information, incident, injury, or illness that would demonstrate the need for a review, or resulting from any legislative or organisational change that would warrant a review.



MATER MARIA CATHOLIC COLLEGE
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APPLICATION TO DRIVE TO/FROM THE COLLEGE

Years 11 and 12 students may apply to drive a vehicle, carry passengers or be a passenger in another Year 11/12 student's vehicle if they have completed the form below. This permission would entitle students to drive to and from out of school activities. The College reserves the right to withdraw these privileges.

STUDENT DETAILS

Student's Name Mentor Group

Student's Address

Suburb Postcode

Date of Birth

REASON FOR NEEDING TO DRIVE TO SCHOOL

There is no viable public transport, walking or cycling option.

I need to carry equipment (such as a large musical instrument).

I have a physical impairment.

I have a commitment after school (evidence to be attached).

Other (specify)

WHICH DAYS DO YOU NEED TO DRIVE TO SCHOOL

Monday Tuesday Wednesday Thursday Friday All days

LICENCE DETAILS

Licence Number Licence Class

Date of issue of Licence Licence Expiry

VEHICLE DETAILS

Vehicle #1 Vehicle #2

Vehicle Owner Vehicle Owner

Make Make

Model Model

EXISTING STUDENT TRAVEL TO SCHOOL FORM CONTINUED

Year _____ Year _____
 Vehicle Colour _____ Vehicle Colour _____
 Registration Plate Number _____ Registration Plate Number _____

PASSENGER DETAILS

Permission to carry passengers Yes No
 Number of passenger the student may carry _____
 Permission to carry other students Yes No
 Permission to carry siblings Yes No
 Sibling's Name _____ Sibling's Year/Roll _____
 Sibling's Name _____ Sibling's Year/Roll _____

TRAVEL IN OTHER STUDENTS' VEHICLES

Please indicate the name of students whom your child has permission to travel with to or from the College

Student's Name _____ Vehicle Registration _____
 Student's Name _____ Vehicle Registration _____
 Student's Name _____ Vehicle Registration _____
 Sibling's Name _____ Vehicle Registration _____

I/we agree to sign this application on the following understandings:

- I understand that whilst driving, I am still representing the College and that this is a privilege which can be withdrawn if I drive in a dangerous or inappropriate manner to or from the College or other school venues.
- I understand that as a driver I must conform to the New South Wales road rules at all time.
- I will not access my car during College hours (i.e. during periods, at recess or lunch) without the permission of my Year Coordinator or the Assistant Principal.
- I will only allow students who have obtained permission from his/her parent/guardian to be a passenger in my child's vehicle.
- I will obey the College's request not to park in the College car park or along access roads. I will also not park in Forest Road as requested. I will be mindful of local residents when parking in and around Angophora Circuit. Permission to drive may be withdrawn if these requests are not adhered.
- I will only drive vehicles to/from the College which I have applied for permission to drive.
- The security of the vehicle is the responsibility of my child.
- I will indemnify and keep indemnified the College and Catholic Schools Office from and against all claims, demands, actions, suits, proceeding, loss and damage of any nature which my child may suffer in connection with:
 - a. Loss of life, personal injury or damage to property arising out of the student driving to/from the College or parking the vehicle at or near the College grounds.
 - b. All loss and damage to the vehicle as a result of the student driving to/from the College or parking the vehicle at or near the College grounds.

Student Signature: _____ Date: _____
 Parent's Name: _____
 Parent Signature: _____ Date: _____

Please return completed forms to the College Administration drop box (located outside the College Administration Office) or scan/email to studentservices@dbb.catholic.edu.au

Copies of this form are to be entered into Edumate/SAS and scanned to the student's individual file
 Surname>first initial>student number>_reference>calendar_year>

Permission to carry passengers Yes No Permission to drive Yes No

Approved by _____
 Version 1.4 (October 2015)

