



Barker College Operational Traffic and Access Management Plan

Prepared for:

Barker College

6 July 2026

The Transport Planning Partnership

Barker College

Operational Traffic and Access Management Plan

Client: Barker College
Version: V05
Date: 6 July 2026
TTPP Reference: 20443

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	13/03/2026	Sokan Chhoun	Dora Choi	Dora Choi	Final
V02	03/06/2026	David Yu	Dora Choi	Dora Choi	Revised Final
V03	05/06/2026	David Yu	Dora Choi	Dora Choi	Revised Final
V04	26/06/2026	James Johnson	David Yu	Dora Choi	2026 Draft Issue
V05	06/07/2026	James Johnson	David Yu	Dora Choi	2026 Revised Draft

Table of Contents

1	Introduction	1
1.1	Background.....	1
1.2	Study Process	2
1.3	School Population	3
2	Site Details.....	4
2.1	Pick-up/ Drop-off (PUDO) Location.....	4
2.2	Kiss and Ride Capacity	4
2.3	Pedestrian Access and Connectivity.....	5
2.4	Car Parking Arrangements.....	6
2.5	Delivery and Waste Collection	7
2.6	Bus Access Arrangements.....	8
2.7	Emergency Access.....	8
3	Traffic Management Measures.....	9
3.1	PUDO Management Measures.....	9
3.2	Gate Opening Times.....	9
3.3	Staggered Start and Finishing Times.....	10
3.4	Coordination of Student and Guardian Arrivals.....	10
3.4.1	Morning Drop-off (AM)	10
3.4.2	Afternoon Pick-up (PM)	11
3.5	Wayfinding Signage	11
3.6	Traffic Controllers and Site Personnel	13
3.7	Existing Public Transport Trip Management	14
4	Site Audit Findings	15
5	Monitoring of the Plan.....	18

Figures

Figure 2.1: Key Pedestrian Access Points.....	5
Figure 2.2: Traffic Controllers North of Senior PUDO Zone	6
Figure 2.3: On-site Carparks.....	7
Figure 2.4: Delivery and Waste Collection	8
Figure 3.1: Junior School Parents Cars Waiting for Teacher to Escort the Children	11
Figure 3.2: AM Signage Near Entrance	12

Figure 3.3: Signage Near Exit	12
Figure 3.4: PM Signage Near Entrance	12
Figure 3.5: PM Signage Near Entrance (After Peak Pick-up Period)	12
Figure 3.6: Middle School Drop-off/Pick-up	13
Figure 3.7: Junior School (PreK – Y2) Pick-up (PM Period)	14
Figure 4.1: Inbound Traffic Generation – 15-minute Profile	16
Figure 4.2: Comparison of AM Peak Maximum Queue Lengths	17

APPENDICES

A. TRAFFIC MANAGEMENT PLAN

1 Introduction

1.1 Background

The Barker College State Significant Development Application (SSD-31822612) has been approved by the Department of Planning, Housing and Infrastructure (DPHI) for the alterations and additions to Barker College and associated Stage 1 works (pedestrian infrastructure improvements).

The Transport Planning Partnership (TPPP), on behalf of Barker College, prepared an Operational Traffic and Access Management Plan (OTAMP) dated 13 February 2024 (Document Ref: 20443-R05V05-240213-TMP) to satisfy the consent conditions for the Occupation Certificate (OC) of the SSD-31822612, specifically Conditions E12 and E13.

These consent conditions have been reproduced in Table 1.1, which also references either the relevant sections of this report where each item is addressed or the status of the item.

Table 1.1: Summary of Relevant Consent Conditions Prior to OC

Consent Condition	Status / Report Reference
E12. The Applicant must prepare, an Operational Transport and Access Management Plan (OTAMP) for the PUDO area (following the physical mitigation works in this area) forming part of the Stage 1, an OTAMP must: (a) be prepared by a suitably qualified person, in consultation with Council and TfNSW; (b) be submitted to and approval obtained from the Planning Secretary;	The OTAMP dated 13 February 2024, which was approved on 27 March 2024
E13. The OTAMP required by Schedule 3 condition E12 must: (a) be consistent with Appendix A and B of the Traffic and Access Impact Assessment - Operational Traffic and Access Management Plan prepared by TPPP dated 10 October 2023; (b) include: (i) 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; (ii) include details confirming the staggered start and finish times of the school as identified in the Barker College – Traffic Response to Submissions prepared by TPPP dated 10 October 2023; (iii) the location of all car parking spaces on the school campuses and their allocation (i.e. staff, visitor, accessible, emergency, etc.); (iv) the location and operational management procedures of the pick-up and drop-off parking located within the school, including staff management/traffic controller arrangements; (v) delivery and services vehicle and bus access and management arrangements; (vi) management of approved access arrangements;	The OTAMP dated 13 February 2024, which was approved on 27 March 2024
	Section 2.3 and Section 3.3
	Section 3.3
	Section 2.4 and Section 2.7
	Section 2.1 and Section 3.6
	Section 2.5 and Section 2.6
	Section 3

(vii) 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 and drop-off;	Section 3 and Section 4
(viii) car parking arrangements and management associated with the proposed use of school facilities by community members; and	Section 2.4
(ix) a monitoring and review program.	Section 5

The SSD-31822612 consent conditions also require post-approval traffic monitoring to be undertaken post OC stage, as stipulated in Conditions A25, A27 and F4, which have been reproduced in Table 1.2. Sections of this report, where each item is addressed, are also outlined in Table 1.2.

TTPP prepared an OTAMP (R08V03, dated 5 June 2026) that reports on the OTAMP review undertaken in 2025 to satisfy Conditions A25 and A27 of the SSD. This was approved by DPHI on 24 June 2026 (Reference SSD-31822612-PA-16).

TTPP has conducted a site audit on 4 June 2026 and prepared a revised OTAMP to satisfy the post-approval traffic monitoring requirements of the OTAMP and to assess the pick-up/drop-off (PUDO) management measures implemented by the School.

Table 1.2: Summary of Consent Conditions – Post Approval Traffic Monitoring

Consent Condition	Status / Report Reference
A25. A suitably qualified independent traffic consultant must undertake an audit of the PUDO zone, at 12 months of implementation of the OTAMP required by Schedule 3 condition E12 and rationalisation of the PUDO. The audit must:	Section 1.2 and Section 4
(a) include traffic counts at the PUDO zone during the AM and PM school peak periods; and	Section 4
(b) demonstrate that the proposed PUDO zone:	
(i) is adequate to cater for the school traffic;	Section 4
(ii) does not result in queuing across College Crescent and the adjoining intersections to the west of College Crescent; and	Section 4
(iii) does not impede the movement of passing vehicles or other emergency vehicles on College Crescent, Clarke Road and the surrounding roads.	Section 4
A27. The Applicant must submit to the Planning Secretary the results of the audits required by Schedule 3 condition A25 (and the necessary mitigations / management measures implemented, if relevant), within 6 months of undertaking the audit, to verify the success of the Green Travel Plan (GTP) required to be prepared under Schedule 3 condition E11.	This Plan No necessary mitigations/ measures are required at this stage.
F4. The OTAMP(s) approved under Schedule 3 condition Schedule 3 condition E12 (as revised from time to time) must be implemented by the Applicant for the life of the development.	This Plan

1.2 Study Process

Turning movement surveys were commissioned and undertaken on Thursday 4 June 2026 to capture the traffic movements at Gates 3 and 4 of Barker College during the AM and PM school peak periods. A comparison of the 2026 traffic survey has been undertaken against the 2025, 2023 and 2021 traffic surveys, which are discussed further in Section 4.

In accordance with Condition #A25, TTPP has also undertaken a site audit on Thursday, 4 June 2026, during the AM and PM school peak periods. During the site audit, the driver behaviour, operation and associated queue length of the PUDO arrangement located off College Crescent were observed during both peak periods. This is discussed further in Section 4.

The 2026 review found the PUDO to be operating adequately and can accommodate the school pick-up/drop-off traffic within the school internal road system. Our review suggests that ongoing monitoring by the school is required to ensure the PUDO continue to operate well.

Mitigation and management measures will be identified and implemented, as required, should the PUDO be found not to operate adequately in the future to accommodate school pick-up/drop-off traffic or to result in queuing onto the frontage roads or adjoining intersections. This is discussed further in Section 5.

1.3 School Population

The school student and staff population on 4 June 2026 was 2,160 students and 480 full-time equivalent (FTE) staff.

A breakdown of the staff and student numbers by Junior School, Middle School and Senior School 2026 is outlined in Table 1.3.

Table 1.3: 2026 Student and Staff Population

School Year		2026	
		Student	Staff
Junior School	Prep, K – Yr 6	656	480
Middle School	Yr 7 – Yr 9	702	
Senior School	Yr 10 – Yr 12	802	
Total		2,160	

It is noted that the number of students in 2026 is lower than the approved 2,850 students and 480 FTE staff as part of the SSD-31822612 (Document Ref: 20433-R01V06-221011-TIA).

2 Site Details

2.1 Pick-up/ Drop-off (PUDO) Location

The two driveways located off College Crescent provide access for the school drop-off and pick-up activities, as follows:

- entry via Aquatic Gate (Gate 3), and
- exit via Centenary Gate (Gate 4).

These access arrangements enable one-way circulation through the School, with access to the associated Kiss and Ride zones adjacent to the PUDO route. The entry gate at the Centenary access point is closed during drop-off and pick-up to prevent vehicular access into other areas of the school.

Three Kiss and Ride zones are provided adjacent to the PUDO route off College Crescent as follows:

- an indented bay on Robert Bland Drive for Years 7-12 (Senior School Kiss and Ride), on the corner of the Barker War Memorial Oval
- a coned section located within the painted vehicle turning circle, adjacent to the Barker College Prep School on Chapel Drive after the boom gate and adjacent to the staircase for years 3-6 (Middle School Kiss and Ride)
- in front of the pedestrian entrance at Kurrajong Prep car park for years Pre K-Y2 (Junior School Kiss and Ride).

A site layout of the TMP strategy is provided in Appendix A.

2.2 Kiss and Ride Capacity

The capacity of each Kiss and Ride zone reflects the volume of traffic generated by each year group.

The Kiss and Ride zone for Y7-Y12 students has a capacity of one vehicle pick-up/drop-off at any one time.

The Kiss and Ride zone for Y3-Y6 students has a capacity for two vehicles to undertake PUDO activities at any one time.

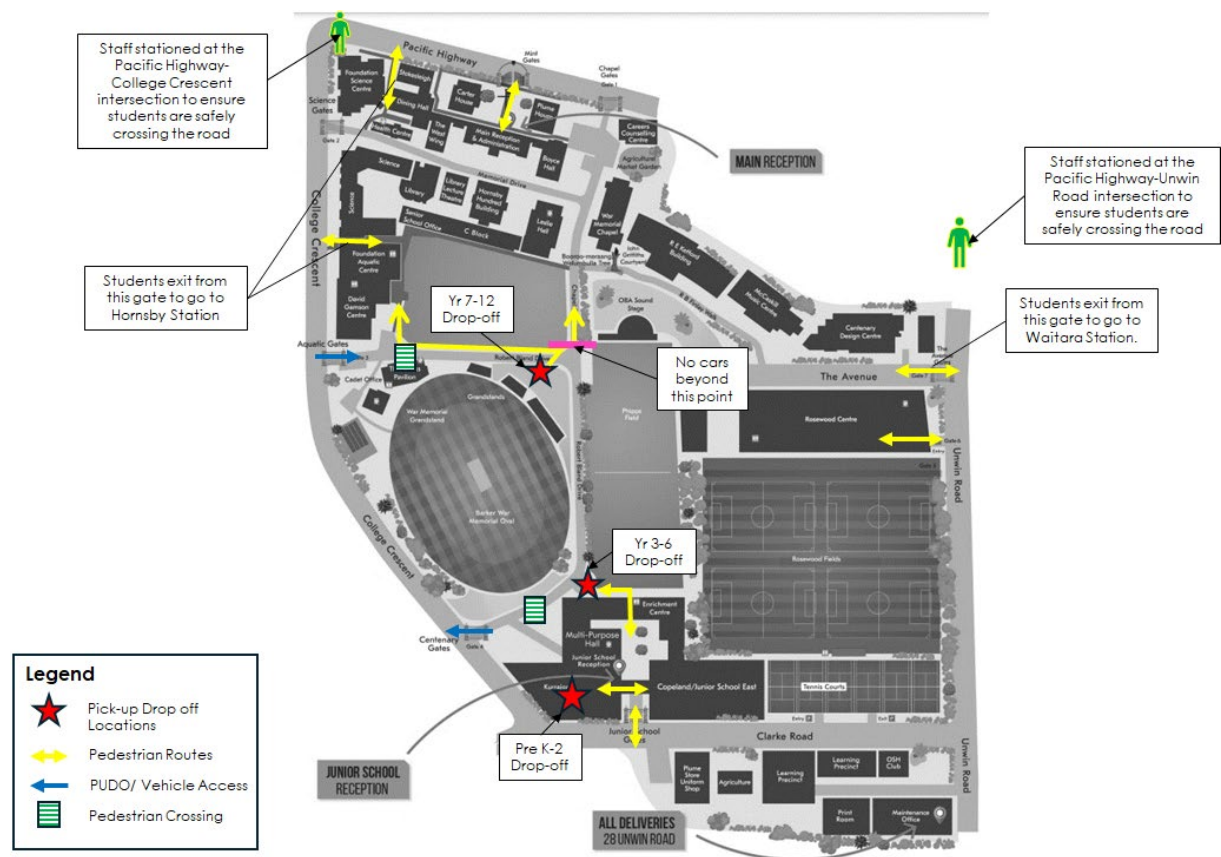
The Kiss and Ride zone for Pre K-Y2 students has capacity for three to four vehicles to undertake PUDO activities at a time, subject to the number of personnel on-site available to escort students to their cars.

2.3 Pedestrian Access and Connectivity

The site is generally closed to vehicular traffic outside of PUDO periods, to ensure the security and safety of students on-site. During PUDO periods, vehicular access is restricted to one-way circulation through Chapel Drive, as shown in the TMP in Appendix A.

Pedestrian access points are located directly adjacent to the PUDO zones, to prevent the need for students and PUDO vehicle traffic from overlapping during these PUDO periods. The pedestrian routes from the PUDO zones are shown in Figure 2.1.

Figure 2.1: Key Pedestrian Access Points



Outside the PUDO vehicular route through the school, the roads within the school have restricted traffic access, making them primarily pedestrian routes. This has been implemented by the closure of any vehicle gates that do not provide access to the PUDO zones, and the placement of signage and traffic controllers to direct traffic away from unintended routes, as shown in Figure 2.2.

Students catching public transport are directed to the pedestrian entrances located on College Crescent, Pacific Highway and Unwin Road. Students are instructed to use the entrance on College Crescent and Pacific Highway if they are catching a bus or going to Hornsby Station, and the entrance on Unwin Road if they are going to Waitara Station.

Figure 2.2: Traffic Controllers North of Senior PUDO Zone



2.4 Car Parking Arrangements

The school provides 438 on-site car spaces, with an additional 49 spaces available outside PUDO AM and PM peak times for staff and visitor parking, secured by access control.

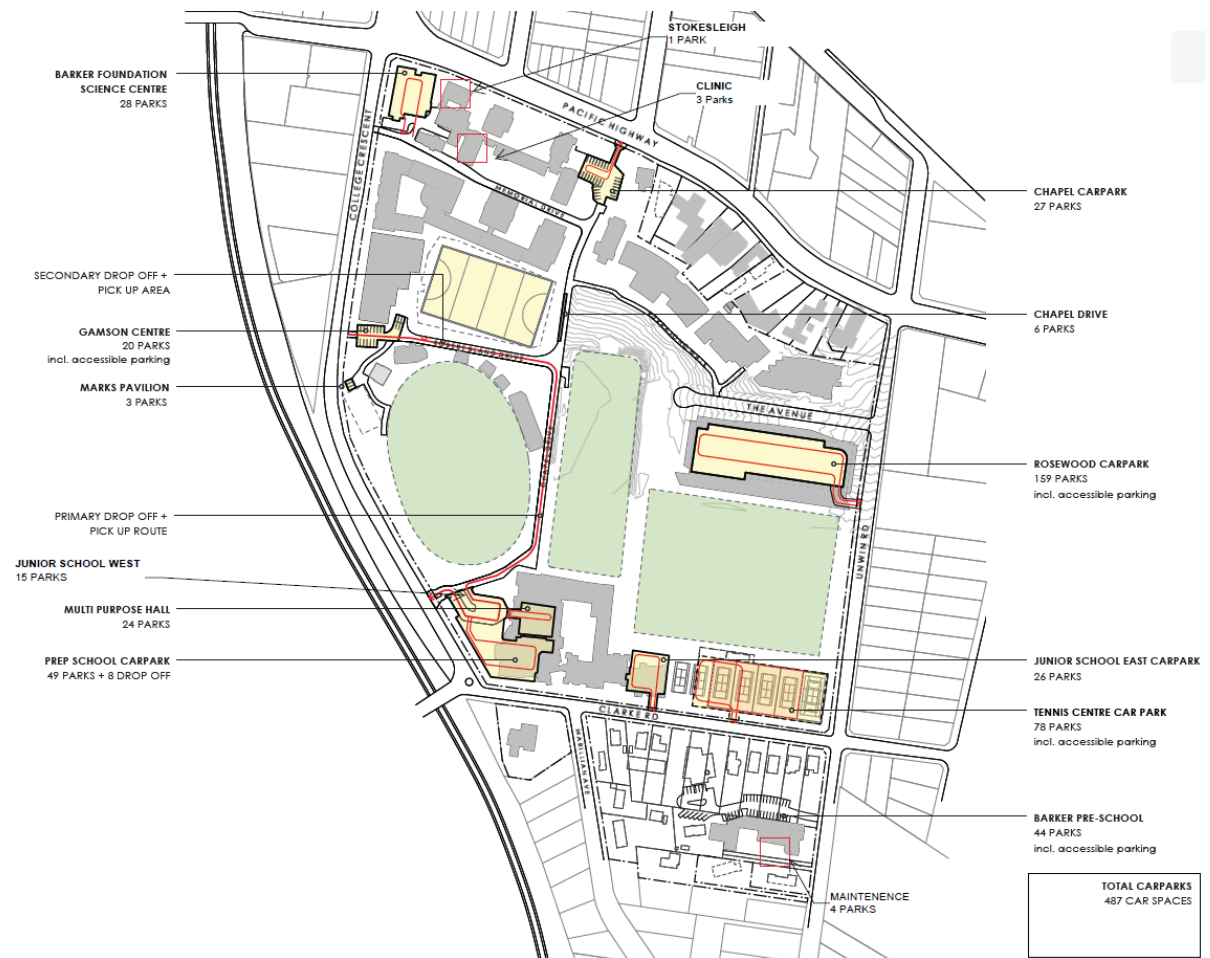
Visitor parking is available at:

- Chapel Car Park
- Junior School Car Park
- Kurrajong Prep Car Park

Outside of school operational hours, the Rosewood centre, Kurrajong Prep and tennis centre carparks would be accessible for visitors from various community groups.

The on-site car parks are shown in Figure 2.3.

Figure 2.3: On-site Carparks

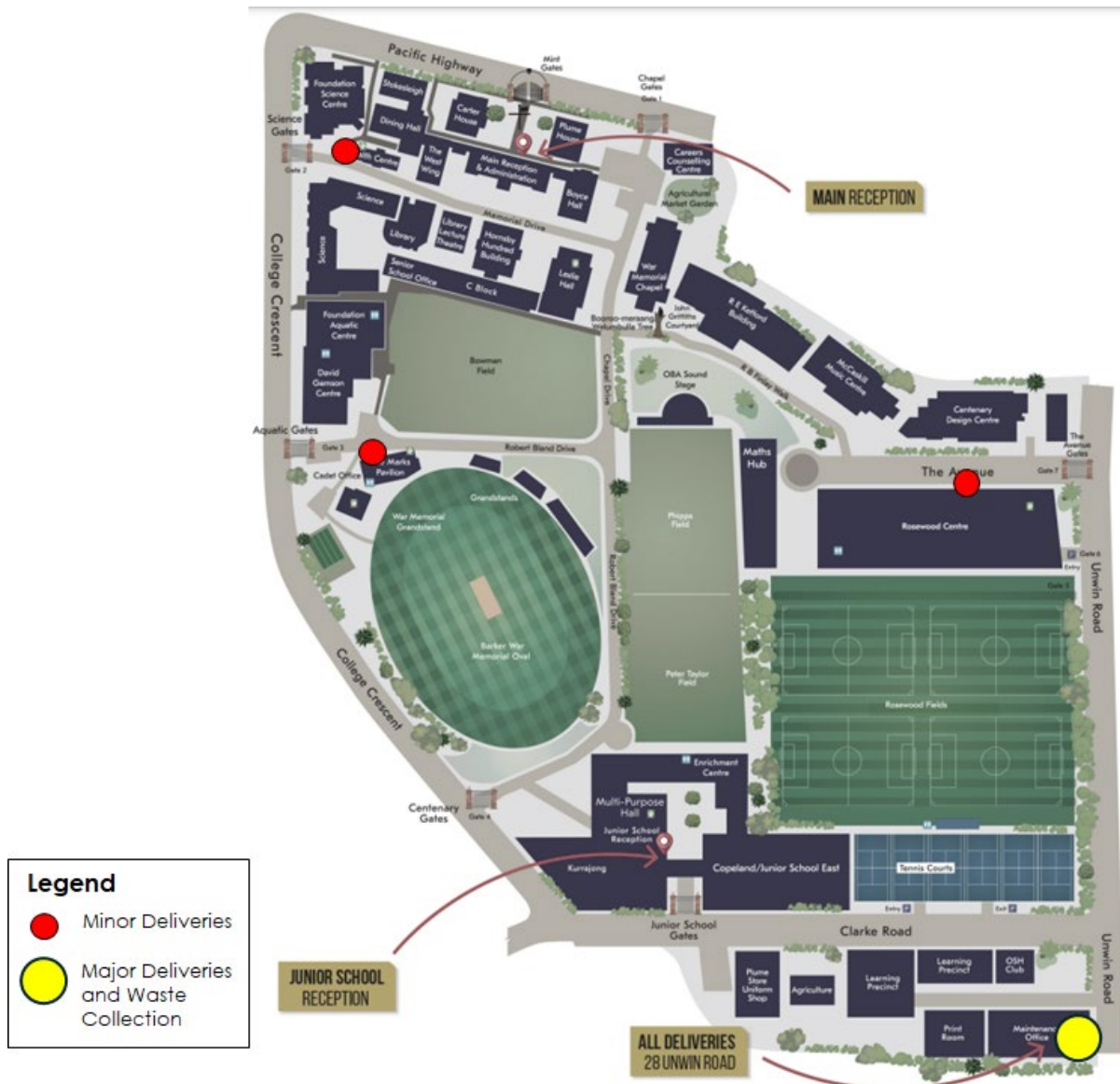


2.5 Delivery and Waste Collection

The bulk of the deliveries are made at 28 Unwin Road (marked in yellow), with other minor deliveries taking place in the locations marked in red as shown in Figure 2.4.

Waste collection is undertaken at 28 Unwin Road by the appointed Waste Contractor. Barker College's maintenance team typically collects waste from various locations across the school and store it at 28 Unwin Road for collection.

Figure 2.4: Delivery and Waste Collection



2.6 Bus Access Arrangements

All pick-up and drop-off activities for school buses are undertaken on the surrounding streets, including Pacific Highway, College Crescent, and Clarke Road. The school buses do not enter the school premises at any time.

2.7 Emergency Access

All vehicular and pedestrian access points may be used for emergency access during the event of emergency.

3 Traffic Management Measures

3.1 PUDO Management Measures

Several traffic management measures have been implemented on-site and are still operational to ensure the efficiency of the PUDO operation. The key management measures are summarised as follows:

- PUDO gates are open earlier than the bell times for all year groups to enable traffic to enter the site immediately and minimise the traffic and on-street parking impact on the surrounding streets
- student start and finish bell times are staggered by year group
- traffic is diverted into two lanes throughout the PUDO route for access to different Kiss and Ride zones associated with each year group
- wayfinding signage and traffic cones are installed to direct traffic along the PUDO route
- traffic controllers/ site personnel are stationed at the PUDO route to direct traffic through the site, including at each Kiss and Ride points to assist with student pick-up/ drop-off activities
- for Pre K to Y6 year group, guardians are required to put up their names on the windscreen of their cars to enable staff to get the student ready for pick-up and prevent the need for guardians to get out of their car, which helps minimise delays.
- Radar Activated Speed Sign (RASS) has been placed on approach to turns and Kiss and Ride Zones throughout the PUDO route.

No additional changes have been implemented for the PUDO arrangements since the OC stage.

3.2 Gate Opening Times

During the AM peak, the bulk of the drop-off traffic arrives between 7:45am and 8:15am, with some arrivals even earlier. The vehicular gates at College Crescent are typically open from 7am to prevent queuing within the surrounding streets.

During the PM peak, the pick-up traffic is more spread out, with some students staying back for the after-school sports and activities. As such, the vehicular gates at College Crescent are typically open from 2:25pm and stay open till 6pm. After 6pm, parents are expected to park at the surrounding on-street parking.

3.3 Staggered Start and Finishing Times

Barker College has staggered starting and finishing time, which spreads the peak times over a longer period. The school times are as follows:

- Pre K to Year 2 – 8:25am-2:45pm
- Year 3 to 6 – 8:25am-3:00pm
- Year 7 to 12 – 8:20am-3:20pm

It is noted that Year 12 students have a 'Focus Day' on every second Wednesday. During this particular day, Year 12 students may be undertaking assessment or study on campus, however, can leave school when they are finished. This could be well before the typical 3:20pm finishing time.

In addition to the above finishing times, each year group is further staggered, with siblings dropped-off and picked-up together. Younger children are picked-up and dropped-off with their siblings in Year 7-12 within the Y7-Y12 Kiss and Ride. Year 3-6 with siblings in Pre K -2 are dropped-off and picked-up at the Kurrajong Prep car park (i.e. Junior School Kiss and Ride).

The above arrangement ensures that Pre-School to Year 2 students, which generate the most traffic, are managed early and well before the older students finish school. It also ensures that parents and guardians do not need to linger around to collect multiple students from different year groups.

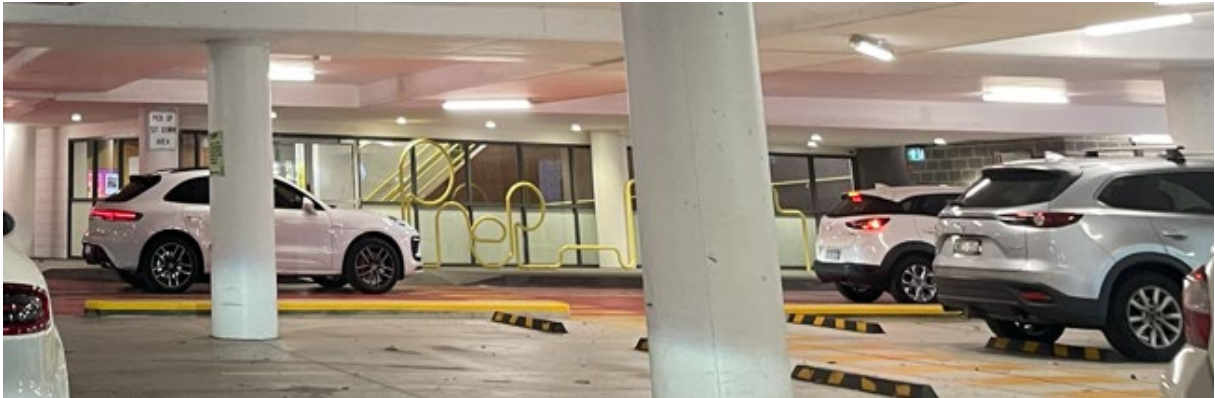
3.4 Coordination of Student and Guardian Arrivals

To prevent the need for parents and guardians to park or get out of their cars, the morning (AM) and afternoon (PM) drop-off and pick-up period is to be coordinated with the following procedure at the Junior School Kiss and Ride:

3.4.1 Morning Drop-off (AM)

- parents and guardians display signs of their child's name on the front windscreen of their car
- parents and guardians wait at the designated drop off point located within the junior school car park.
- School staff will open the door of the parent/guardian's car, before then escorting the child to the door of the junior school.

Figure 3.1: Junior School Parents Cars Waiting for Teacher to Escort the Children



3.4.2 Afternoon Pick-up (PM)

- parents and guardians display signs of their child's name on the front windscreen of their car
- parents are to go directly to their allocated pick-up location at their allocated time
- a staff member is to announce the name in advance of arrival using a megaphone at each pick up point, and
- students waiting inside or behind pedestrian barriers are to be escorted by staff members to their respective cars.

3.5 Wayfinding Signage

Several wayfinding signs are placed throughout the school, in addition to traffic cones, to direct traffic. The following temporary signage is erected during each PUDO period:

- **AM Peak:** Upon entry from College Crescent, which directs Junior School traffic to the left lane and Middle School and Senior School traffic to the right lane, as shown in Figure 3.2.
- After the Years 3-6 PUDO area, there is a wayfinding sign directing traffic to the Pre K-2 drop-off/pick-up entry, and the exit as shown in Figure 3.3.
- **PM Peak:** Upon entry from College Crescent, which directs junior school sibling's pick-up to use the left lane and Pre K-Y6/ Middle School students to use the right lane, as shown in Figure 3.4.
- Following the peak pick-up period, the sign is replaced with the "Prep Ignite/ Junior Music - Use left lane" as shown in Figure 3.5

Figure 3.2: AM Signage Near Entrance



Figure 3.3: Signage Near Exit



Figure 3.4: PM Signage Near Entrance



Figure 3.5: PM Signage Near Entrance (After Peak Pick-up Period)



In addition to the above temporary signage, the following permanent signage and traffic management measures are provided on-site:

- 10km/h shared zone signage installed at various locations throughout the PUDO route.
- "Entry Only", "One way" and "No Entry" or "No Exit" signage, throughout the site, including Robert Bland Drive, Chapel Drive and Pre K car park to direct traffic.

- A “Pick-up/ Set-down area” sign is installed within the Kurrajong Prep car park along with red pavement parking, in front of the building entrance for PUDO activities outside of the peak hours.
- Digital speed radars are located at the eastern end of Robert Bland Drive (after the Y7-Y12 School Kiss and Ride area) and at the boom gate prior to the Middle School Kiss and Ride area, which displays the speed at which an oncoming vehicle is travelling.
- Low-profile painted speed hump on entry onto Chapel Drive and several painted speed humps throughout Chapel Drive.

3.6 Traffic Controllers and Site Personnel

Traffic controllers/ site personnel are used to manage and direct traffic flow throughout the PUDO route and associated pedestrian crossings. The indicative locations of the traffic controllers are shown in Appendix A.

A traffic controller is stationed at the corner of Robert Bland Drive and Chapel Drive to direct traffic into the correct positions into the Senior pickup, away from the north of Chapel Drive and around the bend (shown in Figure 2.2).

At the Y3-Y6 Kiss and Ride zone, there is one traffic controller in the AM and PM peak period to assist with guiding and directing vehicles.

Similarly, at the Pre K – Y2 Kiss and Ride zone, there are three to six site personnel assisting with the PUDO operation, including directing drivers and escorting students between the school buildings and their respective cars.

Figure 3.6: Middle School Drop-off/Pick-up



Figure 3.7: Junior School (Pre K – Y2) Pick-up (PM Period)



3.7 Existing Public Transport Trip Management

There are two train stations within walking distance from the school, namely Waitara Station which is located approximately 450m from the school and Hornsby station which is approximately 800m away. Both train stations provide frequent rail services to other suburban hubs within Greater Sydney Area.

To distribute pedestrian movements walking to either train station and minimise patronage at each station, students are allocated to a designated train station based on their year groups.

Staff members are positioned at the College Crescent and Unwin Road intersections at Pacific Highway to direct students to the correct train station and help ensure students are utilising the signalised crossings safely.

4 Site Audit Findings

As discussed above, a site audit was undertaken on Thursday 4 June 2026 during the AM and PM school peak periods to observe the PUDO operation, queue length, driver behaviour, etc. The observation indicated that the school has undertaken some changes to its PUDO operation based on the findings and PUDO operation documented in the 2025 version of this OTAMP.

The changes and relevant site observation include but are not limited to the following:

- Reduction in the number of traffic controllers used to operate the PUDO route and pick-up/drop-off areas
- Some drivers picking up and dropping off students in the Pre K – Y2 kiss and ride zone were observed to occasionally park in the middle aisle, blocking other vehicles from passing.
- Traffic queue is always contained within the school with no overspill onto the College Crescent frontage road (maximum queue lengths shorter than 2025).
- The AM junior school drop-off queue was observed to have been delayed from between 7:45 am and 7:55 am, as school staff were not present at the drop-off area when the PUDO gates were opened.

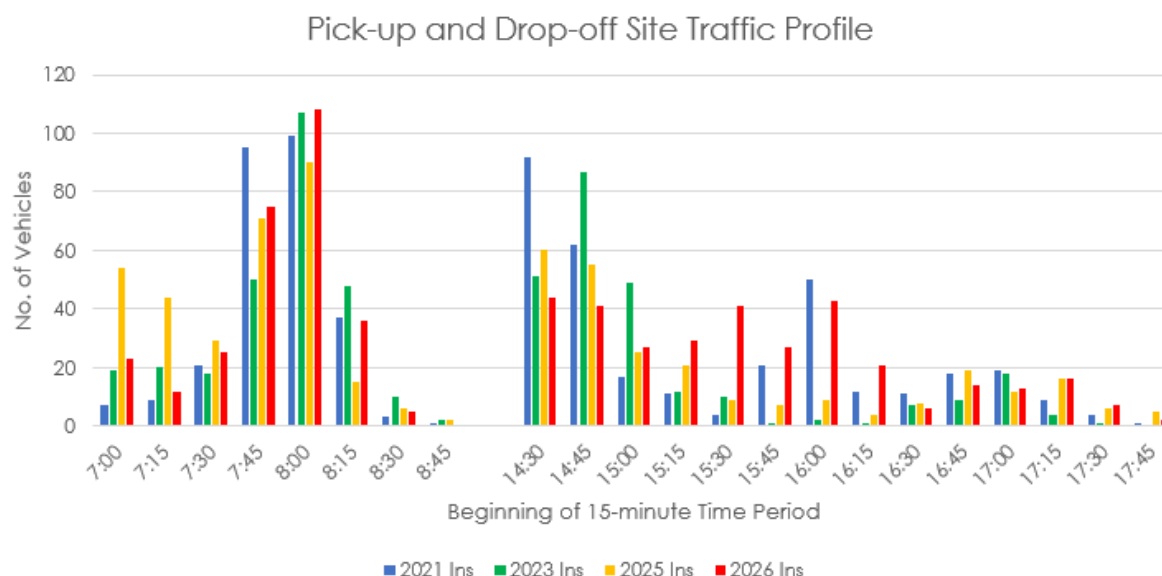
Due to the implementation of the traffic management measures, the following benefits were observed during TTPP's site audit:

- In the morning, the bulk of students arrived between 7.45 am and 8.15 am. After this traffic and queueing dropped significantly.
- Due to the staggered finishing times across year groups, the queue was observed to be contained within the school at all times with no overspill onto College Crescent, although the pick-up period extends over a longer period.
- Most vehicles were travelling through the Kiss and Ride areas quickly, with students being dropped off and picked up within 15-20 seconds of arrival.
- The dwell time of vehicles within the school was dependent on the time it took for vehicles to exit the school onto College Crescent rather than the time spent at the Kiss and Ride areas, where traffic was continuously moving.
- Some students were dropped off well before the AM drop-off peak period and picked up well after the PM pick-up peak period. This is due to pre-school and after-school activities, including sports, music sessions, and other extracurricular activities.

As discussed in Section 1.3, the student and FTE staff population in 2026 are lower than the student and FTE staff numbers in 2025, 2024 and 2023. As noted in the 2025 OTAMP, the 2024 OTAMP noted that the 2023 student number was somewhat consistent with the 2021 student number.

A comparison of the traffic generation (inbound traffic) of the school between the year 2021, 2023, 2025 and 2026 is presented in Figure 4.1.

Figure 4.1: Inbound Traffic Generation – 15-minute Profile



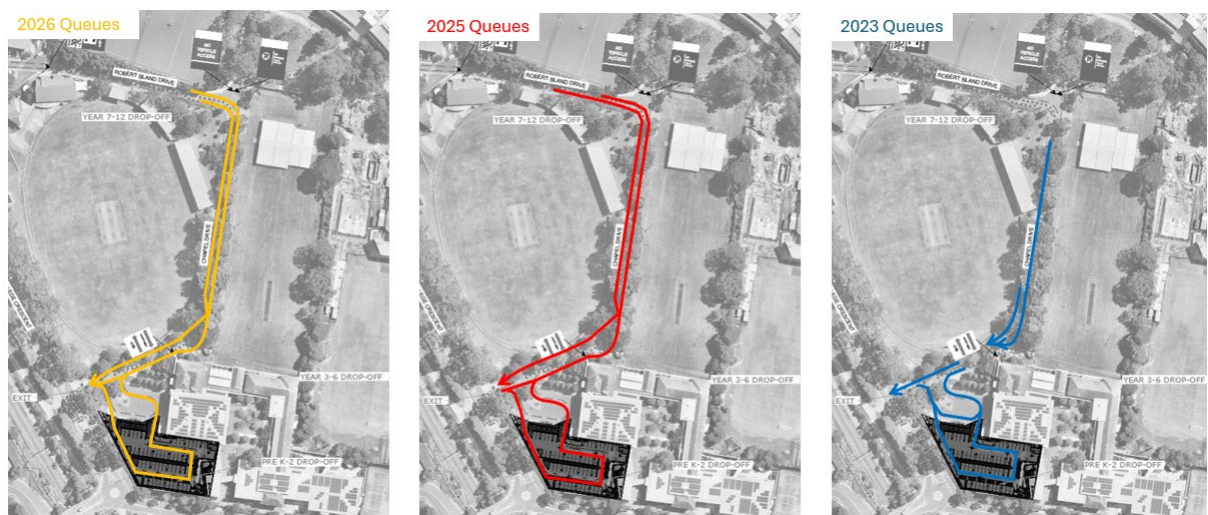
The following key points have been interpreted from Figure 4.1.

- The traffic generation during the peak two-hour periods changed between the traffic generation in 2021, 2023, 2025 and 2026, with the following breakdown:
 - 272 vehicles entering over a two-hour morning peak and 269 vehicles entering over a two-hour afternoon peak in Year 2021,
 - 274 vehicles entering over a two-hour morning peak and 213 vehicles entering over a two-hour afternoon peak in Year 2023,
 - 311 vehicles entering over a two-hour morning peak and 190 vehicles entering over a two-hour afternoon peak in Year 2025, with an increase to vehicles entering in the morning peak and a reduction of vehicles entering in the PM peak periods when compared to 2021 and 2023, and
 - 284 vehicles entering over a two-hour morning peak and 273 vehicles entering over a two-hour afternoon peak in Year 2026, with a decrease to vehicles entering in the morning peak and an increase of vehicles entering in the PM peak periods when compared to 2025. When compared to 2021 and 2023, there is an increase in the vehicles entering during the morning and afternoon peak periods.
- The traffic generation in 2026 is closer to the 2021 and 2023 profiles than the 2025 profile, with some students dropped off at the school earlier and the afternoon peak notably spread out until 6pm.

- Given that the total number of traffic generation in 2026 is slightly higher than the traffic generation in 2023 and 2025, the queue was observed to be also slightly longer than 2023 during both peak periods. However, the 2026 queues were somewhat in line with the queue observed in 2021 and 2025, both of which are still contained within Robert Bland Drive.
- A comparison of the observed maximum queue lengths between 2023, 2025 and 2026 is shown in Figure 4.2.

On the basis that no traffic queue was observed to overspill onto the surrounding streets (i.e., College Crescent and Clarke Road), no further improvements or management strategies are required at this stage. If further mitigation measures are required in the future depending on the future site audit, this OTAMP will be updated, as required.

Figure 4.2: Comparison of AM Peak Maximum Queue Lengths



5 Monitoring of the Plan

In line with the Condition #F4, this OTAMP is to be regularly monitored and updated from time to time to ensure that it reflects any changes in traffic conditions and associated management and mitigation measures implemented by the School.

The update of this plan has been completed as part of the monitoring and management procedure of the Green Travel Plan (GTP).

The responsibility of the subsequent OTAMP updates will, therefore, fall under the appointed Travel Plan Co-ordinator (TPC), who will be responsible for developing, implementing and monitoring the GTP.

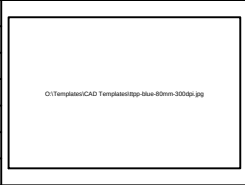
Appendix A

Traffic Management Plan



File Name: 20443CAD005-260625-TMP.dwg Date: 25 June 2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JJ	DY	DC	5/06/26



PROJECT

BARKER COLLEGE, HORNSBY

TITLE

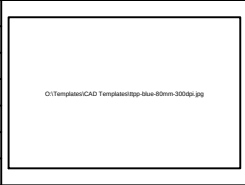
TRAFFIC MANAGEMENT PLAN - AM PEAK

DWG No. 20443CAD005 FIGURE 1		
DATE STAMP 5 JUNE 2026		
PROJECT No. 20443	SCALE NTS	REV. A



File Name: 20443CAD005-260625-TMP.dwg Date: 25 June 2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JJ	DY	DC	5/06/26



PROJECT	BARKER COLLEGE, HORNSBY		
TITLE	TRAFFIC MANAGEMENT PLAN - PM PEAK		

LEGEND	
—	YEAR 7-12 TRAFFIC FLOW
—	YEAR 3-6 TRAFFIC FLOW
—	PRE K-2 TRAFFIC FLOW
—	PEDESTRIAN BARRIERS
●	TRAFFIC CONES
	SIGNPOST
	TRAFFIC CONTROLLER/STAFF
	STAFF WITH MICROPHONE

DWG No.		20443CAD005 FIGURE 2	
DATE STAMP		5 JUNE 2026	
PROJECT No.	SCALE	REV.	
20443	NTS	A	

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@tpp.net.au

www.tpp.net.au