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green  
travel plan;

Cranbrook School, Bellevue Hill

For Cranbrook School  
17th December 2018

**parking;  
traffic;  
civil design;  
communication;  
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Cranbrook School, Bellevue Hill, Green travel plan

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## 1. Introduction

ptc. has been engaged to prepare a Green Travel Plan (GTP) to accompany a State Significant Development Application (DA) to the Department of Planning and Environment for the redevelopment of the Cranbrook School Senior, Bellevue Hill.

The proposed redevelopment focuses on two main areas on campus:

- The Centenary Building
  - This involves the demolition of the existing War Memorial Hall and Mansfield Building, with the construction of a new five level, multi-purpose teaching facility.
  - The existing structures have a GFA of 1,500m<sup>2</sup>, while the new structures will have a total GFA of 6,710m<sup>2</sup>. This results in a net increase in GFA of 5,210m<sup>2</sup>.
- The Aquatic and Fitness Centre
  - The construction of a new 50 metre, 8 lane swimming pool, learn to swim pool, multi-purpose sports hall and fitness centre and modifications to the existing oval to accommodate this structure 'under' the school oval.
  - The construction of an underground parking facility for 124 vehicles and 20 bicycles.
  - The GFA of the Aquatic and fitness centre will be 4,278m<sup>2</sup>.

The development also proposes the relocation of the existing on-street 'Drop off / Pick up' facility from Rose Bay Avenue to the existing 'internal driveway' on the campus. This relocation will displace the existing 29 car spaces located in this area, therefore providing a net gain of 95<sup>1</sup> spaces as part of the redevelopment.

The current student enrolment cap for the Senior School is 1,115 and the current staff full time equivalent (FTE) population is 168. The redevelopment does not propose any significant increase to the staff FTE and no increase to the student population beyond the existing enrolment cap.

The core school start and finish times are; 8.15am to 3.20pm, with out of school activities running before and after school.

### 1.1 Recommended Condition of Consent

TfNSW reviewed the exhibited Environmental Impact Statement (EIS) supporting the proposed development and has recommended that the Department of Planning and Environment include the following condition of consent if the proposed development is to be approved:

Recommended Condition:

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

Reason:

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<sup>1</sup> New facility 124 spaces less displaced parking 29 spaces



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*To ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the*

- Future Transport 2056;
- Sydney's Bus Future 2013;
- Sydney's Cycling future 2013;
- Sydney's Walking Future 2013.

This report satisfies the above condition.

## 1.2 What is a Green Travel Plan?

A GTP is a document that outlines how the school intends to make travel to and from their campus safer and more sustainable for students, families and staff. The GTP addresses the local traffic issues around the school and encourages active, safe and sustainable travel methods, such as walking, cycling, scooting, public transport or car sharing. A GTP correlates with the school's overall aspirations and is a document that is monitored and reviewed annually.

A GTP is not just the installation bike racks or provision of end-of-trip facilities. A good GTP aims to promote and maximise the use of more sustainable modes of travel via a range of actions, promotional campaigns and incentives. The plan includes site management tools which encourage students, parents and staff to make more sustainable transport choices. A GTP requires ongoing implementation, monitoring and review. As such, nominating an individual or a team to oversee the implementation of a travel plan is a crucial component of success, as well as gaining support from the senior management.

An effective GTP can offer many benefits such as reduced parking costs, less congestions on the public road networks, health and environmental benefits which generally result a healthier and happier campus with fewer sick days for staff and students.

## 1.3 Why is a Green Travel Plan Required?

Development of a Green Travel Plan is widely accepted as one of the best ways to increase active travel around schools. A successful Green Travel Plan offers many benefits for the school community, including:

- improving social interaction by walking and/or cycling with other students;
- assisting schools to implement any health, fitness and wellbeing programs;
- improving safety around the school by reducing traffic and local road congestion;
- improving the environment by reducing air pollution from private vehicles;
- creating opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities; and
- providing student leadership opportunities.

It is likely that students with a good understanding of active and sustainable modes of transport will follow a healthy and active lifestyle in their adult lives. This will create a generation of professionals who will care about the environment and prioritise location and lifestyle over car ownership.

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## 2. Steps to Develop a School Green Travel Plan

The five (5) key steps to develop a Green Travel Plan are as follows.

### 2.1 Step 1 – Set up an Advisory Committee

- appoint an interested member of staff to coordinate specific actions and to track the progress of this work;
- develop a School Working Group that involves representatives from the whole school community (i.e. Principal/Assistant Principal, staff, parents, students etc.);
- in a meeting discuss current and potential school travel trends to identify the main issue/s to be addressed; and
- identify ways for the whole school community to be involved and informed of the work (e.g. regular articles in the school newsletter).

### 2.2 Step 2 – Data Collection & Review Existing Situation

A school audit will reveal the existing constraints and opportunities for active modes of transport including current crossing facilities and missing links, school facilities such as bicycle/scooter parking, car parking, drop off areas and key areas of concern etc.

Consultation should take place with students, teachers and parents to collect baseline travel data, their current and preferred travel habits, as well as possible barriers and incentives relating to the school travel journey. Using online survey tools is the best way to gather information on existing travel mode. Subsequently, the data can be analysed to provide a useful tool for benchmarking and developing a realistic and achievable travel plan.

The data should be updated on an annual basis, in addition to reviewing objectives and targets.

### 2.3 Step 3 – Prepare School Travel Plan

Based on the existing data, an overall vision for the school travel mode should be considered with establishment of clear objectives. The GTP is then prepared based on these objectives, notably to:

- build a school culture that supports active travel by motivating, encouraging and educating students and their families;
- set specific SMART (Specific, Measurable, Achievable, Relevant, Timed) targets for staff and students travelling to and from school other than by private vehicles;
- develop an action plan that lists activities and strategies that eliminates the school community's barriers to active travel to meet the objectives and targets (e.g. establish a calendar of regular active travel events at the school, deliver bicycle education to teachers and students, organise fun run and celebrate annual work to work day etc.);
- estimate the budget required to meet the objectives, identify funding source and develop implementation strategies; and
- review and consult the GTP with the school working group and school community.

### 2.4 Step 4 - Deliver & Implement

Once developed, the school should launch the GTP. Regular monitoring is part of the implementation strategy. Staff and student travel mode data should be collected and reviewed each term (minimum annually).

## 2.5 Step 5 - Recognise Process

The successes of the GTP should be celebrated regularly, minimum annually but preferably at the beginning of School Term 1 & 3. The plan should be reviewed regularly and incorporate new ideas, targets and benchmarks.



### 3. Site Audit

A site audit has been undertaken as part of the parking and traffic assessment for the redevelopment which has been referenced in this GTP. The transport accessibility and existing pedestrian connectivity in close proximity to the school has been analysed. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggest that a 400m-800m catchment represents a comfortable walking distance.

#### 3.1 Public Transport

The locality has been assessed in the context of available forms of public transport that may be utilised by staff and students of the school.

##### 3.1.1 Public Bus Service's

The site is well serviced by buses that operate from the following 7 bus stops in close proximity to the site

- New South Head Road: Routes – 323, 324, 325 and L24, and
- Victoria Road: Route 326

These services are operated by Sydney Bus Network and the bus stop locations are shown in Figure 1:

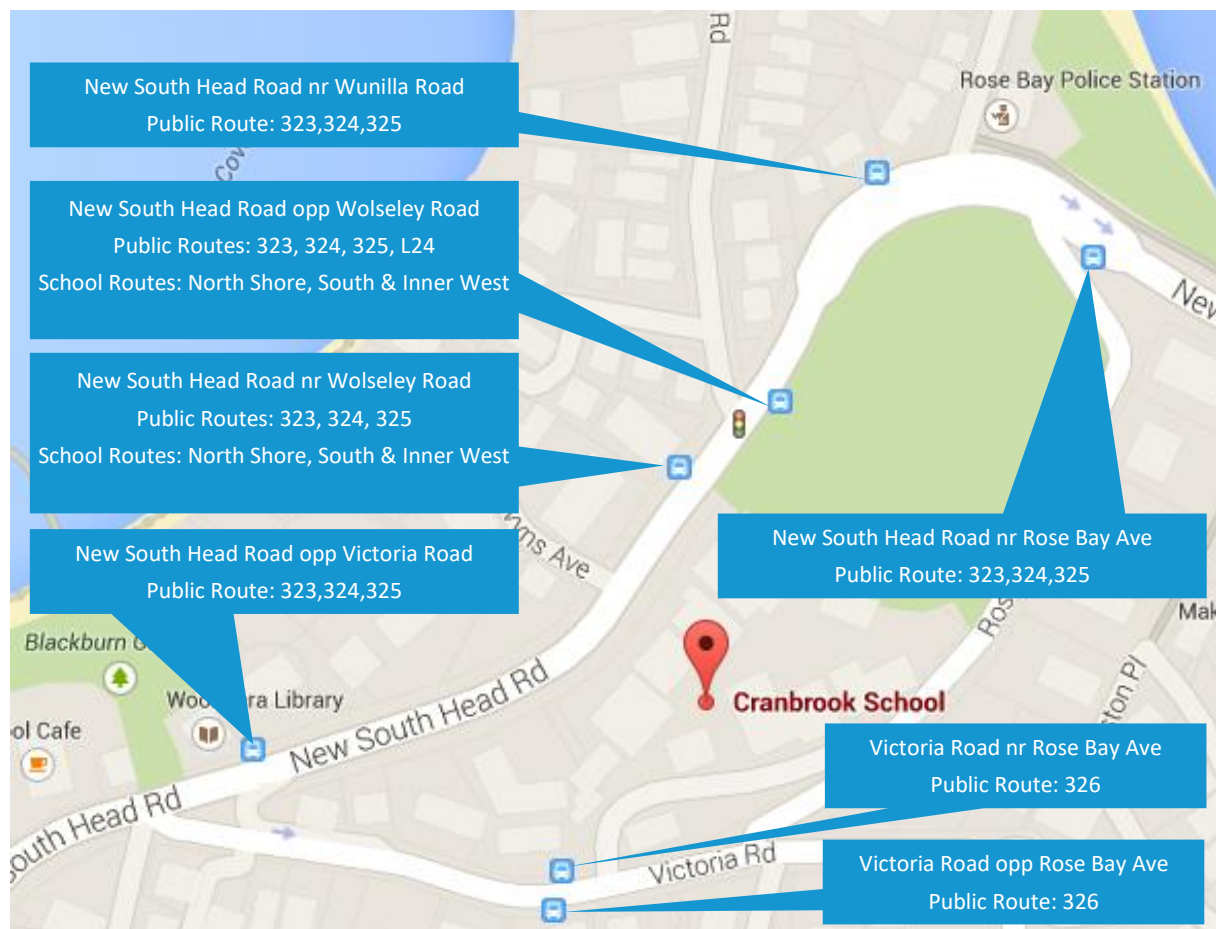


Figure 1 – Bus Services

These services run between 4:30am and 00:30am and provide access from the local area to the City at approximately 30 minute intervals, with additional services at peak times.

Therefore, bus transport will provide an attractive mode share option for school attendees serviced by these routes.

### 3.1.2 Ferry

The site is located a distance of approximately 1,200 metres from Double Bay Wharf.

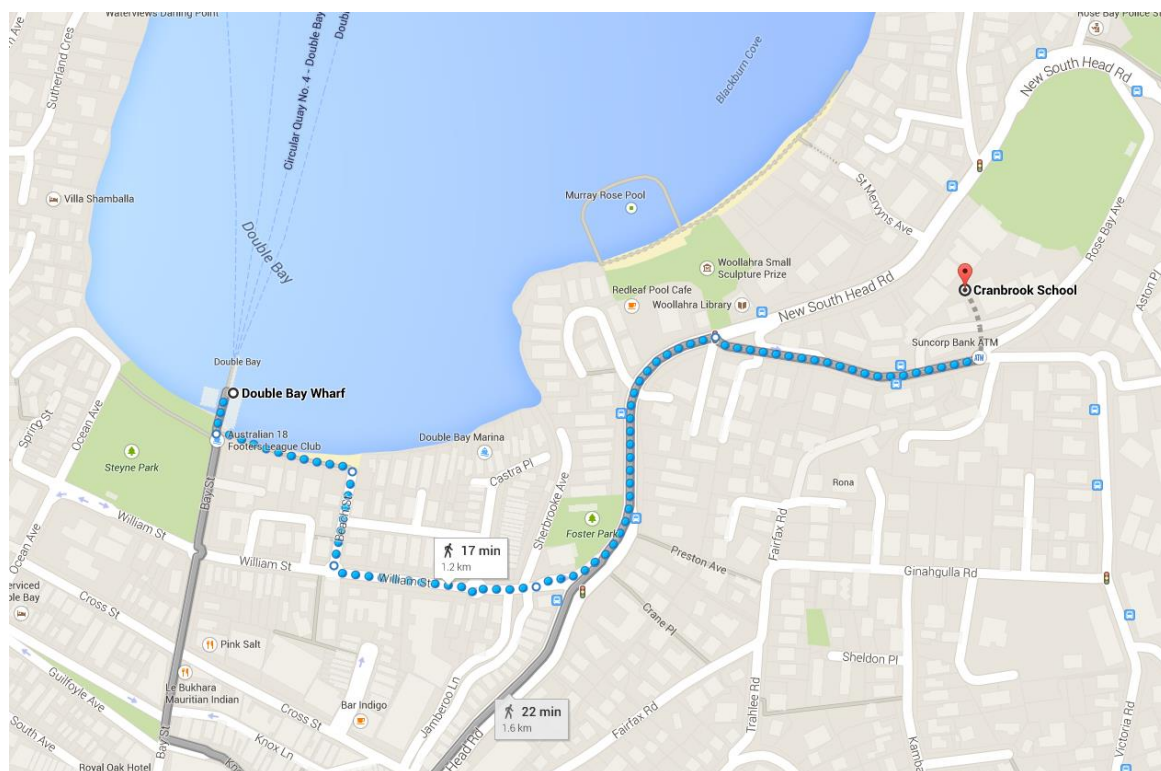


Figure 2 – Ferry Services

Double Bay Wharf is operated by Sydney Ferries and operates the F7 Eastern Suburbs service between Circular Quay and the Eastern Suburbs which is summarised as follows;

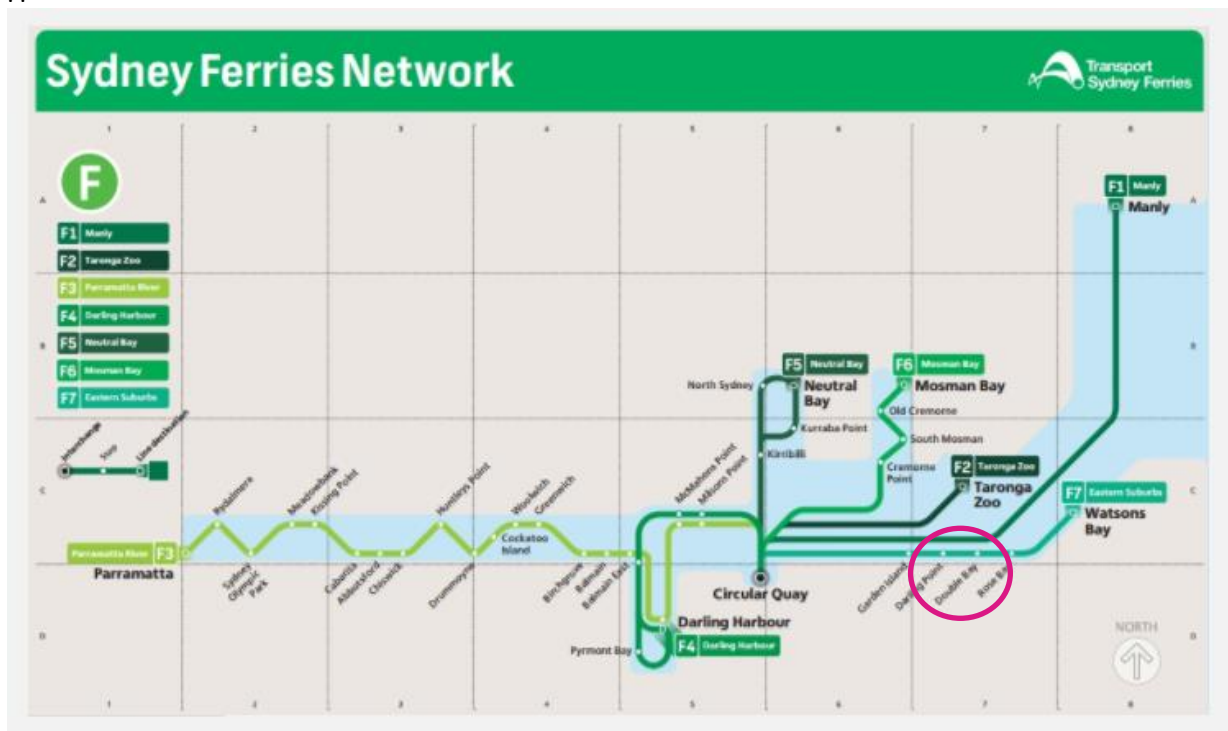


Figure 3 - Sydney Ferries Network<sup>2</sup>

#### F7 Eastern Suburbs:

- Circular Quay to Double Bay – approximately 30 minutes intervals between 7:00am and 9:00pm
- Double Bay to Circular Quay – approximately 30 minute intervals between 6:50am and 7:20pm

### 3.2 School Bus Service

In addition to the STA bus routes services Cranbrook School operates the following subsidised private services;

- Eastern Suburbs Senior School Service;
- North Shore Bus Service; and
- Inner West Service.

The services drop off and pick up students at the STA bus stop located on New South Head Road at the corner of Wolseley Road. The services timetables are summarised in Table 1, Table 2 and Table 3

<sup>2</sup> Source: <https://transportnsw.info>

Table 1 - Eastern Suburbs Senior School Service


**CRANBROOK  
SCHOOL**

## 2018 Bus Schedule

### Eastern Suburbs Senior School Only\*

#### MORNING TIMETABLE (MONDAY-FRIDAY)

7.15am	The Avenue Randwick	Outside 9 The Avenue, Randwick
7.20am	Randwick	Carrington Rd near Coogee St
7.22am	Coogee	Corner of Arden St and Alison Rd (outside 122 Arden Street)
7.25am	Clovelly	Bus stop opposite 25 Arden Street
7.28am	Bronte	Cnr Evans St & Gardyne St (opposite 45 Evans Street)
7.32am	Tamarama	Alfred St near Birrell St
7.35am	Bondi	Outside 47 Bennet Street
7.40am	Bondi Beach	Glenayr Ave near Blair St.
7.45am	Cranbrook Junior School	STA Bus Stop New South Head Rd near Kent Rd
7.50am	Cranbrook Senior School	STA Bus Stop New South Head Rd opposite Wolseley Rd
8.05am	Ascham School	Edgecliff Station on New South Head Rd

#### AFTERNOON TIMETABLE (MONDAY-FRIDAY)

3.15pm	Ascham School	STA Bus Stop New South Head Rd
3.30pm	Cranbrook Senior School	STA Bus Stop New South Head Rd before Wolseley Rd
3.35pm	Cranbrook Junior School	STA Bus Stop New South Head Rd near Vickery Av
3.40pm	Bondi Beach	Glenayr Ave near Blair St.
3.45pm	Bondi	Opposite 47 Bennet Street
3.48pm	Tamarama	Alfred St opposite Belgrave St
3.52pm	Bronte	Opposite Evans St & Gardyne St (outside 45 Evans Street)
3.55pm	Clovelly	Opposite Bus stop 25 Arden Street
3.58pm	Coogee	Corner of Arden St and Alison Rd (opposite 122 Arden Street)
4.00pm	Randwick	Carrington Rd near Bream St
4.05pm	The Avenue Randwick	Opposite 9 The Avenue, Randwick

\* The Eastern Suburbs service is for 7-12 students only.

All timings are subject to change due to traffic conditions. However, every endeavour will be made to keep to this schedule.

Table 2 – North Shore Bus Service

## Bus Schedule – North Shore

MORNING TIMETABLE		
7.00am	Seaforth	Sydney Rd north side at STA Bus Stop (front of BELLE Property)
7.05am	Spit Bridge	Spit Bridge Bus Stop (just after the bridge on the city side)
7.08am	Beauty Point	Spit Rd STA Bus Stop (opposite Medusa St lights)
7.10am	Mosman	Stanton Rd STA Bus Stop cnr Stanton Rd and Spit Rd
7.11am	Mosman	Spit Rd STA Bus Stop west of Awaba St (near shops)
7.13am	Spit Junction	STA Set Down Stop Spit Rd and Clifford St
7.15am	Cremorne	Military Rd and Spofforth St (at main entrance to Cremorne Town Centre)
7.20am	Neutral Bay	Falcon St and Watson St outer STA bus stop (Shed B)
7.25am	North Sydney Oval	STA Bus Stop on Miller St before Ridge St (in front of North Sydney Oval)
7.30am	North Sydney Station	Blue St (at Greenwood Plaza Rail entrance)
7.50am	Ascham School	STA Bus Stop on New South Head Rd (just past lights prior to gates to Ascham School)
8.00am	Cranbrook Senior School	STA Bus Stop New South Head Rd cnr Wolseley Rd
8.15am	Cranbrook Junior School	New South Head Rd near Kent Rd
AFTERNOON TIMETABLE		
3.30pm	Cranbrook Junior School	STA Bus Stop New South Head Rd near Kent Rd
3.35pm	Cranbrook Senior School	STA Bus Stop New South Head Rd opposite Wolseley Rd north side
3.40pm	Ascham School	Edgecliff Station on New South Head Rd
4.05pm	North Sydney Station	Blue St south side at STA Bus Stop (near train station entry)
4.07pm	North Sydney Oval	North Sydney Oval STA Bus Stop
4.10pm	Neutral Bay	STA Bus Stop (at Big Bear Shopping Plaza)
4.15pm	Cremorne	STA Bus Stop (opposite Cabramatta Rd)
4.18pm	Spit Junction	STA Bus Stop on Spit Rd after Military Rd turn (at Priceline Pharmacy)
4.20pm	Mosman	STA Bus Stop Spit Rd at Awaba St
4.21pm	Mosman	STA Bus Stop Spit Rd at 7 Eleven Service Station
4.23pm	Beauty Point	STA Bus Stop Spit Rd at Medusa St
4.31pm	Seaforth	STA Bus Stop Sydney Rd
SECOND AFTERNOON TIMETABLE (FROM MONDAY TO THURSDAY)		
5.30pm	Cranbrook Junior School	STA Bus Stop New South Head Rd near Kent Rd
5.32pm	Cranbrook Senior School	STA Bus Stop New South Head Rd opposite Wolseley Rd
5.35pm	Ascham School	Edgecliff Station on New South Head Rd
6.00pm	North Sydney Station	Blue St south side at STA Bus Stop (near train station entry)
6.02pm	North Sydney Oval	North Sydney Oval STA Bus Stop
6.05pm	Neutral Bay	STA Bus Stop (at Big Bear Shopping Plaza)
6.10pm	Cremorne	STA Bus Stop (opposite Cabramatta Rd)
6.13pm	Spit Junction	STA Bus Stop on Spit Rd after Military Rd turn (at Priceline Pharmacy)
6.15pm	Mosman	STA Bus Stop Spit Rd at Awaba St
6.16pm	Mosman	STA Bus Stop Spit Rd at 7 Eleven Service Station
6.18pm	Beauty Point	STA Bus Stop Spit Rd at Medusa St
6.26pm	Seaforth	STA Bus Stop, Sydney Rd

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Table 3 – Inner West Bus Service


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## Bus Schedule — Inner West

MORNING TIMETABLE		
6.40am	Woolwich	Corner of The Point Rd, between Mayfield Ave and Hunter St
6.42am	Woolwich	STA Bus Stop on the corner of Woolwich Rd and Tiree Avenue
6.45am	Hunters Hill	Church St Bus Stop near Herberton Ave
7.05am	Birchgrove	STA Bus Stop Rowntree St at Cameron St
7.08am	Balmain	Rowntree St at Darling St
7.10am	Balmain	Darling St at Elliott St
7.12am	Balmain	STA Bus Stop Mullens St at Reynolds St (Wednesdays only)
7.16am	Leichhardt	STA Bus Stop Moore St near Catherine St
7.20am	Annandale	STA Bus Stop Booth St near Young St
7.35am	Ascham School	STA Bus Stop New South Head Rd
7.45am	Cranbrook Senior School	STA Bus Stop New South Head Rd cnr Wolseley Rd
8.00am	Cranbrook Junior School	Kent Rd, inside School Grounds
AFTERNOON TIMETABLE		
3.35pm	Cranbrook Junior School	Kent Rd, inside School Grounds
3.45pm	Cranbrook Senior School	STA Bus Stop New South Head Rd opposite Wolseley Rd north side
3.50pm	Ascham School	Edgecliff Station on New South Head Rd
4.20pm	Annandale	STA Bus Stop Booth St near Young St
4.23pm	Leichhardt	STA Bus Stop Moore St near Catherine St
4.28pm	Balmain	STA Bus Stop Mullens St at Reynolds St (Wednesdays only)
4.30pm	Balmain	Cnr Darling St and Elliott St
4.32pm	Balmain	Darling St at Rowntree St
4.35pm	Birchgrove	STA Bus Stop Cnr Rowntree St at Cameron St
4.47pm	Hunters Hill	Church St Bus Stop opposite Herberton Ave
4.50pm	Woolwich	Corner of Tiree Ave and Woolwich Rd
4.53pm	Woolwich	Corner of The Point Rd, between Mayfield Ave and Hunter St

These services supplement the public bus routes and provide an attractive mode share option for students travelling to and from these areas.

### 3.3 Bicycle Network

Woollahra Municipal Council has developed the Woollahra Bicycle Strategy 2009, which reviewed the 'Woollahra Waverly Bike Plan 2000' and set out to develop a bicycle strategy for future implementation.

The key elements of the bicycle strategy are;



- Completing major (regional) routes that provide regional connectivity;
- Every Street a Cycling Street – promoting and facilitating cycling on all local roads with minimum new construction;
- Recreational routes for safe and family-friendly cycling in the vicinity of parks and reserves;
- Developing cycle facilities at/to public transport Interchanges and urban villages;
- Integrated policies and planning instruments – inclusion of cycle facilities and considerations within road construction and maintenance programs as well as in development planning; and
- Targets to provide a balance between civil works and encouraged programs, including a ride-to-school strategy to develop sustainable travel habits and cycling confidence from a young age.



Figure 4 – Local Bicycle Network (Source:Woolahra Municipal Council)

As shown in Figure 4, the school is served by an existing on-road cycle route along Victoria Road and a proposed off-road route along New South Head Road. These routes provide access to the local cycle network and links to the greater Sydney cycle network.

We also note the redevelopment provides for additional bike parking spaces to meet statutory code requirements (118 in total).

### 3.4 Pedestrian Network

The existing pedestrian connectivity in close proximity to the school has been analysed. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggest that a 400m-800m catchment represents a comfortable walking distance. Almost all roads and streets within this radius of the School typically have footpaths on both sides.

There are four pedestrian access points into the School (2 off New South Head Road North West of the School, 1 off Victoria Road to the South of the School and 1 off Rose Bay Avenue South East of the School).

Due to the School's location in a low density residential area, there are excellent pedestrian networks around the school including footpaths on both sides along all the roads bordering the school (New South Head Road, Victoria Road and Rose Bay Avenue). Other major roads in the area include Wolseley Road and Wunulla Road to the North of the School, both of which have footpaths on both sides of each road. **ptc.** notes that while both Victoria Road and Rose Bay Avenue are at a gradient, they are not so steep as to prove difficult for any reasonable fit student or staff.

For students and staff travelling via ferry (refer section 3.1.2), there are connected footpaths on both sides along Bay Street, William Street and New South Head Road all the way to and from Double Bay Wharf to the South West of the School.

To the North, there are two signalised pedestrian crossings on either side of the intersection between Wolseley Road and New South Head Road.

To the West, there is a signalised pedestrian crossing at the intersection of Victoria Road and New South Head Road.

To the South, near the main entrance to the School, there is a pedestrian crossing on Victoria Road.

Whilst there is a pedestrian access into the School off Rose Bay Avenue South East of the School, there are no pedestrian crossing facilities on this road.

The existing footpaths and crossing facilities near the School are shown in Figure 5.

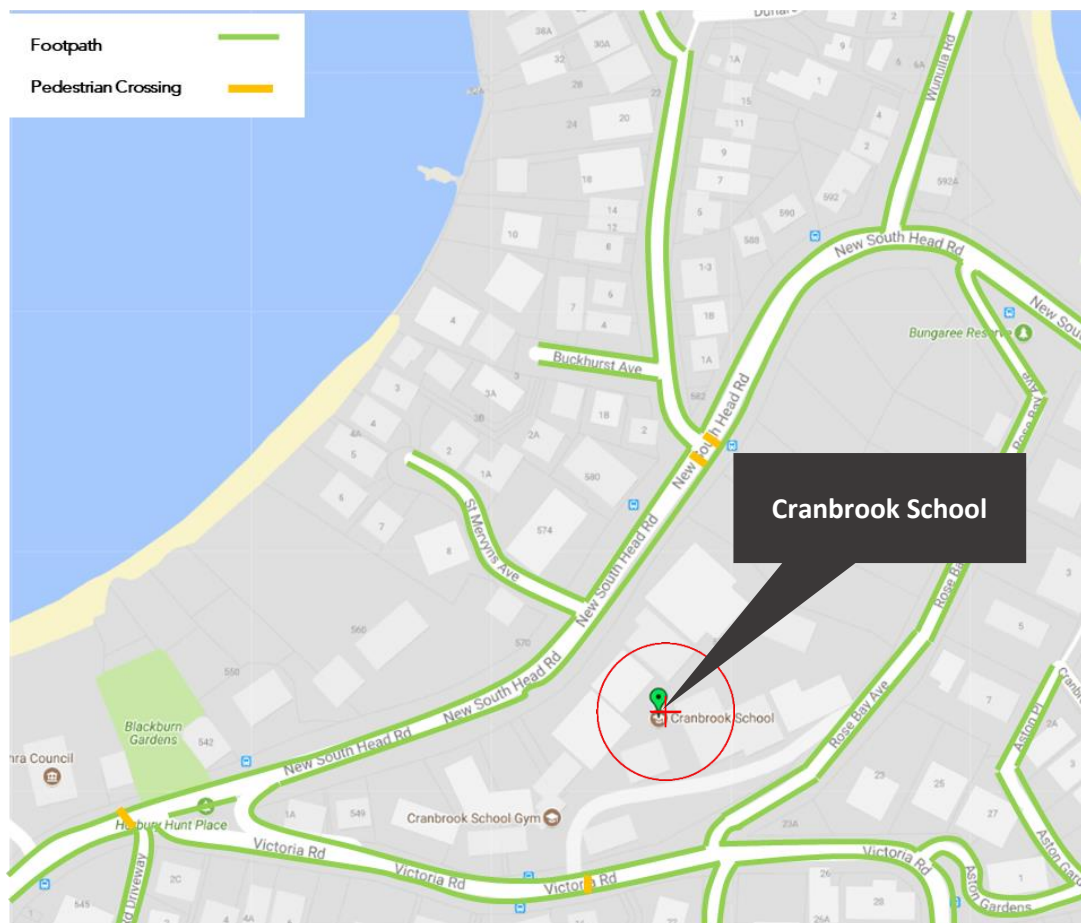


Figure 5 - Existing Footpaths and Pedestrian Crossing

### 3.5 Car Parking

Current and proposed (post development) on-street parking is available in the vicinity of the school as summarised below:

Table 4 – Existing On Street Parking Provisions

Parking Restriction	Current Approximate Number of Spaces	Proposed Approximate Number of Spaces	Change
Un-Restricted	98 spaces	106 spaces	+8 spaces
10P Parking (8am to 8pm mon to fri)	3 spaces		-3 spaces
Drop off & Pick Up (8am to 9am and 2.30pm to 4pm mon to fri)	16 spaces	18 provided on campus	+2
Restricted parking (9am to 2.30pm and 4pm 8am mon to fri, 24 hours sat and sun)	16 spaces (Drop off & pick up spaces between 8am to 9am and 2.30pm to 4pm mon to fri)		-16 spaces
Loading Zone (9am to 2.30pm mon to fri)		2 spaces (15m)	+2 spaces
School Bus Zones (Schools Days Only)		2 spaces (20m)	+2 spaces
Restricted parking (2.30pm to 9 am mon to fri, 24 hours sat and sun)		6 spaces (Loading Zone between 9am to 2.30pm mon to fri)	+6 spaces
Restricted Parking (non-school days)		6 spaces (school bus zone, school days)	+6 spaces

#### 3.5.1 Summary of Changes to On-Street Parking

- Net gain of 5 un-restricted parking (including the existing 10P parking)
- Net loss of 4 restricted parking spaces
- The proposed changes are located on Rose Bay Ave. There are no proposed changes to the parking restrictions on Victoria Road.
- In addition to the 18 drop off and pick up spaces, a total of 124 parking spaces will be provided on site as part of the redevelopment. This represents an additional 95<sup>3</sup> spaces.

<sup>3</sup> New spaces 124 – Lost spaces 29 = 95 spaces

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## 4. Recommended Green Travel Plan

### 4.1 Review of policies and planning documents

A GTP is not a one-off document – it is a process of ongoing implementation, review and improvement. As such, setting out the objectives and targets are the first step in preparation of a GTP. When developing objectives, site context is important.

Targets must be specific, reasonable and achievable, and should be associated with a measurable improvement in mode share. They need to be realistic but ambitious and must be time-bound so that progress can be assessed against targets.

Objectives and targets should also consider any overarching State Government or Woollahra Council policies or plans such as the State Government's mode share target in the area.

The proposed objective of this travel plan is to reduce single occupant private vehicle trips and encourage the adoption of sustainable transport modes aimed at reducing congestion and emissions and promoting the health and wellbeing of the school community.

### 4.2 Role of travel plan coordinator/committee

The next step would be to nominate a Travel Plan Coordinator or form a Committee for GTP activities. This might be a single person who can act as a Travel Plan Coordinator, or a Committee of people who can work together to implement the travel plan. Appointment of an external Travel Coordinator has also proven to be effective (such as the recent appointment of external Travel Coordinators by Pendle Hill and Northmead High Schools). The Coordinator or Committee will be required to oversee the implementation of the actions of the travel plan. The responsible person/s must be an enthusiastic and high-quality communicator/s in order to promote measures that will encourage students, parents and staff members of the school to think about sustainable mode of travel other than a single occupancy car driving. The key responsibilities of the Co-ordinator/Committee are as follows:

- conducting surveys or other data collection processes to measure progress;
- communicating the travel plan with the stakeholders;
- coordinating implementation efforts;
- coordinating events to promote awareness of the plan and associated initiatives; and
- coordinating marketing and promotional programs.

The Coordinator/Committee will also be responsible for monitoring, reviewing and updating the travel plan over time. It is likely that the Coordinator/Committee will require assistance from 'champions' to promote specific actions and encourage the uptake of initiatives.

The GTP will require funding to support implementation. As such, senior level support and commitment are essential. Commitment of resources, including financial support and human resources to allow for implementation, monitoring, review and continual improvement of the travel plan are the key components for success of the GTP.

### 4.3 Benchmark for future analysis

To determine the current travel statistics of Cranbrook School we have reviewed the results of an online survey of students and staff undertaken during April 2015. The mode share results are summarised below:

Table 5 - Current mode share staff and students

	Staff	Students am	Students pm
Car/Motor bike scooter as driver	80%	5%	5%
Car as passenger	2%	41%	24%
Bus	11%	39%	54%
Walk	2%	14%	16%
Cycle	3%	1%	1%
Live on campus	4%		

This information represents a benchmark for future data analysis to monitor progress. Surveys should be ongoing using paper or online tools (e.g. SurveyMonkey, SurveyGizmo etc.). A sample survey form for Cranbrook School is shown in Attachment 1.

#### 4.4 Target Mode Share

The target mode share for staff and students, over a five year period, is as follows:

Table 6 - Target mode share

	Staff	% change	Students am	% change	Students pm	% change
Car	70%	-10%	5%	no change	5%	no change
Car as passenger	2%	no change	31%	-10%	14%	-10%
Bus	16%	+5%	44%	+5%	59%	+5%
Walk & cycle	10%	+5%	20%	+5%	22%	+5%
Live on campus	2%	no change	-	-	-	-

#### 4.5 Proposed Action Items

In developing the GTP, it may not be possible implement all action items at the same time therefore a staged implementation should be considered. There may be some crucial actions that can be implemented immediately, while others might take longer to plan and develop.

Before implementing any actions, relevant stakeholders must be consulted and relevant senior management must approve the changes.

The flowing travel mode hierarchy is proposed for this GTP:



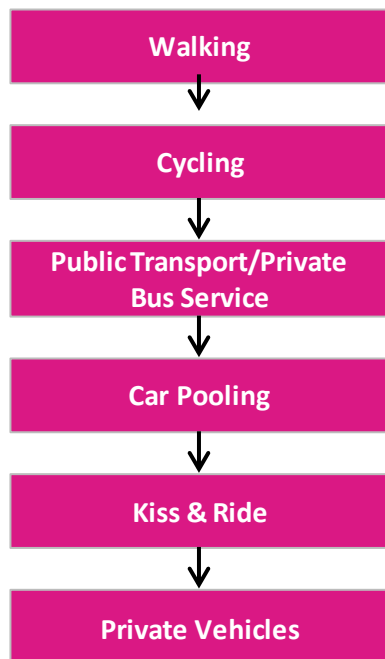


Figure 6: Mode Hierarchy

#### 4.5.1 Walking

As stated in section 3.4, the existing pedestrian connectivity is generally good in all direction. Concerns were raised in the school survey with respect to crossing New South Head Road although we note there are three signalised crossings in close proximity to the campus. Concerns were also raised with respect to walking along Rose Bay Avenue. With the relocation of the pickup drop off facility from rose Bay Avenue to an on campus location we would expect pedestrian amenity to improve.

The following tasks are recommended to increase walk trips to/ from the school:

- staff and students living within 1km of the school campus could be targeted to walk/ scooter to the campus;
- a working partnership could be established with Woollahra Council to provide a direct, comfortable and safe pedestrian access between the school campus and all transport hubs (e.g. Double Bay Ferry wharf etc.) as per Disability Discrimination Act (DDA) requirements;
- staff could be encouraged to walk by implementing a '10,000 steps per day initiative'. This involves providing staff with trackers that measure the step number they have walked. Staff members who have achieved the 10,000 steps goal over 80% days of a month could be awarded with free/ discounted gym membership. Collaboration with Fitness Passport could be considered (<https://www.fitnesspassport.com.au/>);
- 'Walk to Work' day could be celebrated by the school community (staff and students) on an annual basis (<http://www.walk.com.au/wtw/homepage.asp> )

#### 4.5.2 Cycling

As stated in section 3.3, the existing on-road bicycle route runs along Victoria Road and there is a proposed off-road route along New South Head Road. A Ride to School Strategy is also a key element of the Woollahra Council Bicycle

Strategy, 2009. A recent change in the law in NSW<sup>4</sup> now allows children up until the age of 16 to legally ride a bike on the footpath which should also increase the attraction of cycling.

As part of the school redevelopment, the following bicycle facilities will be provided on campus:

- 20 bicycle spaces in the new car park, 100 elsewhere on campus;
- bicycle lockers for teaches and unisex shower facilities which comply with the requirements;

To increase the bicycle usage to the campus, the following measures could be considered:

- a working partnership could be established with Woollahra Council and the RMS & TfNSW to build the additional cycling infrastructure within the vicinity of the campus.
- a fully featured Cycling Map of the area could be printed and placed at prime locations on campus;
- information regarding appropriate cycling routes to the school campus could be provided to the staff members and parents to better inform about the many dedicated cycling facilities in the precinct;
- a bicycle buddy scheme could be considered to assist new cyclists taking up cycling to and from the school campus; and
- the existing way finding signage for the cyclists could be reviewed and discussed with Woollahra Council.

#### 4.5.3 Public Transport/Private Bus Services

The campus is well connected by public transport within a reasonable walking distance and supplemented by a private bus service for students. As part of the school redevelopment, an additional school bus zone is proposed on Rose Bay Avenue.

To increase the public transport uptake by the staff members, students and parents, the following measures could be considered:

- a comprehensive map of the available public transport network and private bus services could be prepared showing the nearby bus stops and ferry terminal with appropriate walking routes. We note the school website has a page dedicated to the private bus schedules with a link to the TfNSW Transport Information website ;
- parents could be notified that the public transport is free of charge for school children to/ from the school;
- a significant proportion of students (28%) identified the car as their preferred method of transport due to lack of a convenient bus/train stop close to home or a lack of public transport services. The route and patronage of the private bus services should be reviewed to maximise take up and to determine if any additional services or route modifications are feasible;
- a significant proportion of staff (31.9% of responses) and students (31% of responses) identified the car as their preferred method of transport due to heavy bags/bulky items to carry. The school could consider providing additional secure storage areas on campus for these items to minimise transporting to and from school;
- improved wayfinding signage between the school campus and the ferry stop could be discussed with Woollahra Council; and

<sup>4</sup> [https://www.bicyclenetwork.com.au/newsroom/2018/07/23/footpath-riding-law-change-in-nsw/?utm\\_medium=email&utm\\_campaign=In+the+Loop+%E2%80%93+NAT+NSW+FRIENDS+2+August+2018&utm\\_content=bicyclenetwork.com.au%2Fnewsroom%2F2018%2F07%2F23%2Ffootpath-riding-law-change-in-nsw%2F&utm\\_source=www.vision6.com.au](https://www.bicyclenetwork.com.au/newsroom/2018/07/23/footpath-riding-law-change-in-nsw/?utm_medium=email&utm_campaign=In+the+Loop+%E2%80%93+NAT+NSW+FRIENDS+2+August+2018&utm_content=bicyclenetwork.com.au%2Fnewsroom%2F2018%2F07%2F23%2Ffootpath-riding-law-change-in-nsw%2F&utm_source=www.vision6.com.au)

- eligible staff members could be considered for opal card concession.
- Encourage increased use of the NSW buses on demand bus service.

#### 4.5.4 Travel Share

A significant proportion of the staff (40%) that identified the car as their preferred method of transport did so due to lack of a convenient bus/train stop close to home or a lack of public transport services. Of those that travelled by car only 1.5% travelled as a passenger.

A carpooling forum could be developed to encourage staff members to travel in groups. This type of forum would provide a platform for staff travelling on the same route to the school campus finding each other and forming groups. Existence of the forum could be provided in school annual reports, other brochures and social media which is an effective publishing tool in modern days. Few on campus parking bays could be dedicated to car pool vehicles.

#### 4.5.5 Car Share Vehicles

One car share vehicle could be considered within the campus (e.g. GoGet, Flexicar, Popcar) which could be used by the staff members to attend external meetings and/or for emergencies.

#### 4.5.6 Private Vehicles

The redevelopment will provide 124 off-street car parking spaces within the campus. Of these spaces, a proportion could be allocated for Small/ Hybrid/ Electric vehicles which would contribute to low carbon emission to the environment.

### 4.6 Promotion and Marketing Strategy

Once the plan has been adopted, it is essential to maintain interest in the scheme. Each new initiative in the plan will need to be publicised with effective marketing. Actions are the core of a GTP. Therefore, the GTP needs to have a variety of actions that guide strategies relating to promotion, facilities and policies to create incentives for sustainable travel behaviour. If actions are to be staged, a staging strategy should be outlined in the plan.

Strategic promotion of travel plans and associated initiatives tend to result in higher uptake of sustainable travel modes. It is imperative to ensure that all staff, students and parents are aware of the initiatives. From time to time, assistance should be sought from Woollahra Council, Bicycle NSW, Pedestrian Council Australia, RMS, TfNSW and other stakeholders.

The information provided within the GTP could be provided to staff and parents in the form of a package of easy to understand travel information known as a Travel Access Guide (TAG). This should be included in the information pack provided to students and staff as part of their school orientation in advance of day one of term. If necessary, the TAG should provide customised travel information for parents to/ from a particular area. The TAG should be available for pick up at various locations of the school campus such as front entrance, library, cafeteria etc.

Another way to promote non-vehicle mode of transport is to print a map on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site specific as possible. If instructions are too complex, staff members or parents are likely to ignore them.

Connecting parents via the social media may provide a platform to informally pilot new programs or create travel-buddy networks and communication.

## 4.7 Monitoring & Review Strategy

A travel plan should not simply be a list of actions. Monitoring and reviewing a travel plan is one of the most critical components of the travel planning process. It is crucial to understand whether and how the travel plan is having an impact on the mode share. As required by the recommended condition of consent, an annual review of the GTP is required with demonstration on how mode share has changed over time (refer to section 1.1). This will assist in understanding whether progress is being made.

The monitoring strategy should ensure that the GTP is achieving the desired benefits. As stated in section 4.3, it is essential to use the initial data collected of the existing mode share as a benchmark from which to measure results. Surveys will help to identify which actions are having an impact on occupant's travel behaviour and whether some are more effective than others. It may also help to identify ongoing or unresolved issues and barriers that are preventing greater improvement.

The overall success of the GTP will depend on good communication. It will be necessary to explain the reason for adopting the plan, promote benefits and provide information about alternatives to driving. It will also be necessary to provide feedback to students/ parents and staff members to ensure that they can see the benefits of sustainable transport.

Once data are updated, the targets and actions of the travel plan will need to be reviewed. The review should consider:

- Are the targets still realistic? Are they still ambitious? Should they be updated?
- is the school struggling to achieve particular targets? What are the likely reasons for this?
- are there any gaps with regards to actions?
- what is preventing further improvement on mode share and how can this be addressed?

The steps outlined above should not be considered as a linear process, rather as an ongoing cycle. Travel planning requires regular review and adjustment which may reveal the need to reconsider objectives or targets or to add new actions to create greater incentives for the uptake of sustainable transport choices.

## 5. Conclusion

This GTP has been prepared for the redeveloped Cranbrook School, Bellevue Hill to encourage promotion of non-car mode of travel for its staff, parents and students. The school will accommodate up to 1,115 Year 7 to Year 12 students. As such, the guidelines outlined in this GTP will be an important component of the school's transport management.

There are many benefits of non-motorised traffic to/ from the school. In summary, more staff and students actively travelling to school means:

- less vehicles around the school;
- more active students and staff;
- healthier students and staff;
- improved student concentration at school; and
- minimised impact on the environment.

## Attachment 1 Sample Survey Questions



# Cranbrook School Travel Survey

## Introduction

---

This survey is being undertaken to determine the transport characteristics of the Cranbrook School.

The survey should take around 3 minutes to complete and your feedback will greatly assist the School in managing its transport needs.

All responses are completely anonymous.

Thank you in advance for your time.

## (untitled)

---

1. What is your position / Profession at the school? \*

- ☐ Student
- ☐ Academic Staff
- ☐ Professional Staff
- ☐ Parent
- ☐ Other, please specify

## (untitled)

---

[Load](#) Show/hide trigger exists.

## 2. How do you typically travel to the school? \*

- ☐ Car driver
- ☐ Car passenger (car-pool with another person travelling to the campus)
- ☐ Picked up / Dropped off (by driver not attending to the school)
- ☐ Train + Bus (Sydney Bus Services)
- ☐ Train + Bus (Cranbrook School)
- ☐ Bus (Sydney Bus Services) direct to the school
- ☐ Bus (Cranbrook School) direct to the school
- ☐ Ferry + Bus
- ☐ Walk only
- ☐ Cycle
- ☐ Scooter
- ☐ Other, please specify

(untitled)

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**LOGIC** Show/hide trigger exists. Hidden unless: #2 Question "How do you typically travel to the school?" is one of the following answers ("Car driver")

3. If you are a car driver, where do you generally park your car? \*

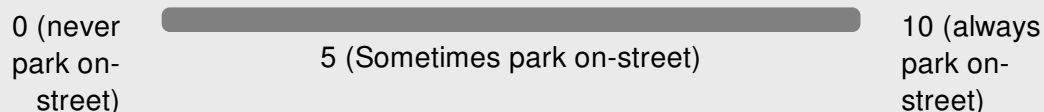
- ☐ Within the campus car park
- ☐ Adjacent street, please specify street name
- ☐ Adjacent car park, please specify car park location
- ☐ Other, please specify

(untitled)

---

**LOGIC** Hidden unless: #3 Question "If you are a car driver, where do you generally park your car?" is one of the following answers ("Adjacent street, please specify street name")

4. Out of 10 instances, how often do you park on-street? (Please indicate your answer by moving scale point left or right)



(untitled)

---

5. In a typical week, when do you attend school: \*

	Mon	Tue	Wed	Thu	Fri
All day	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mornings Only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Afternoons Only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(untitled)

---

6. How many hours do you generally spend at the school campus per week?

- ☐ 0-8 hours
- ☐ 8-16 hours
- ☐ 16-24 hours
- ☐ 24+ hours

(untitled)

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**LOGIC** Hidden unless: #2 Question "How do you typically travel to the school?" is one of the following answers ("Car driver")

7. If you are driving to campus alone, what prohibits you to use other mode of sustainable transports?

(untitled)

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8. Do you have any thoughts and ideas to reduce car dependency to the school campus?

**Thank You!**

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Thank you for taking our survey. Your response is very important to us.