

# St Luke's Grammar School – Senior School Campus 800 Pittwater Road & 224 Headland Road, Dee Why Green Travel Plan



**VARGA TRAFFIC PLANNING** Pty Ltd  
Transport, Traffic and Parking Consultants



Suite 6, 20 Young Street, Neutral Bay NSW 2089  
PO Box 1868, Neutral Bay NSW 2089  
Ph: 9904 3224

Prepared for:  
**St Luke's Grammar  
School**  
9 June 2020  
Ref 19090

## Table of Contents

1. Overview .....	1
1.1 Introduction .....	1
1.2 Green Travel Plan Objectives .....	4
2. Existing Transport Planning Context .....	7
2.1 Strategic Directions .....	7
3. Existing Forms of Transport.....	13
3.1 Existing Public Transport Services .....	13
3.2 Existing Pedestrian Infrastructure .....	18
3.3 Existing Cycling Infrastructure .....	20
3.4 Existing Taxi Services.....	22
3.5 Existing Transport Modal Split .....	22
4. Travel Mode Targets .....	24
4.1 Objectives.....	24
4.2 Mode Share Targets .....	24
4.3 Methods of Encouraging Sustainable Transport .....	26
5. Monitoring and Implementation .....	29
5.1 Management/Monitoring.....	29
5.2 Remedial Actions .....	30
5.3 Consultation .....	30

## Tables

Table 3.1: Existing Bus Services along Pittwater Road .....	14
Table 3.2: Existing Transport Modal Split .....	22
Table 4.1: Target Transport Modal Split .....	25
Table 4.2: Green Travel Plan Actions.....	26

## Appendices

Appendix A: Transport Access Guide

Appendix B: School Bus Timetable

Appendix C: Warringah Cycling Map (South)

Appendix D: Travel Mode Survey

# 1. OVERVIEW

## 1.1 Introduction

St Luke's Grammar School (SLGS) proposes to expand its existing campus to incorporate 224 Headland Road as a *sports centre* (for all year groups), and 800 Pittwater Road as a designated *senior campus* for 600 senior school students Years 10, 11 and 12 only (Figures 1 & 2).

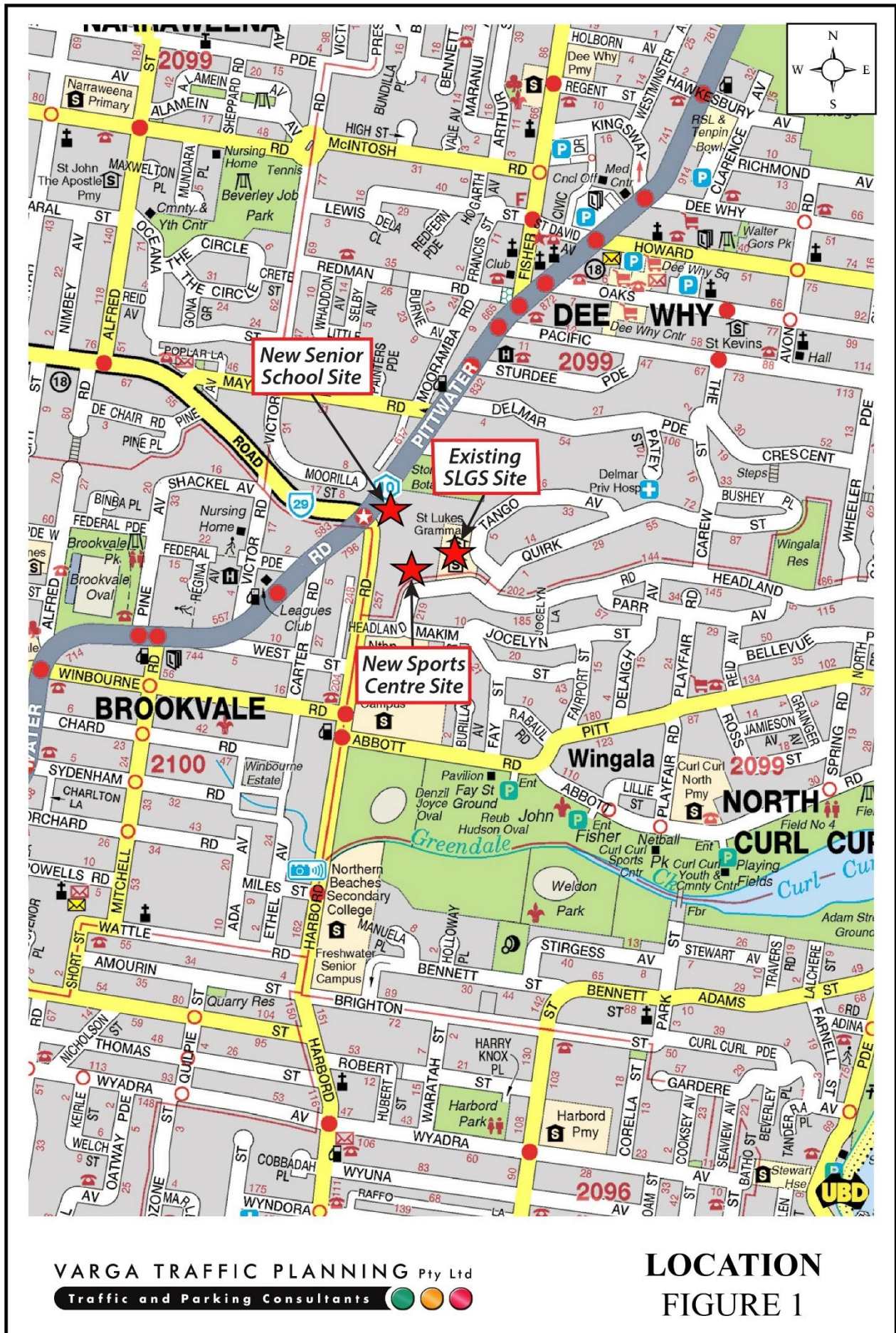
The new senior school campus at 800 Pittwater Road is to be developed in stages to provide a fully self-contained senior campus for Year 10 to 12 students and staff.

The proposed development will result in a *less intensive* use of the site in traffic terms as commercial tenants vacate the site to facilitate the proposed senior school campus. Surveys indicate that daily traffic flows will be reduced from more than 2931 vehicles per day to 740 vehicles per day after the senior school campus is fully developed. Car parking on the site will also be reduced as commercial tenants vacate the site, from 182 parking spaces at present to 131 spaces whilst Office Works remains on the site, and then down to 91 spaces when the senior school campus is fully developed.

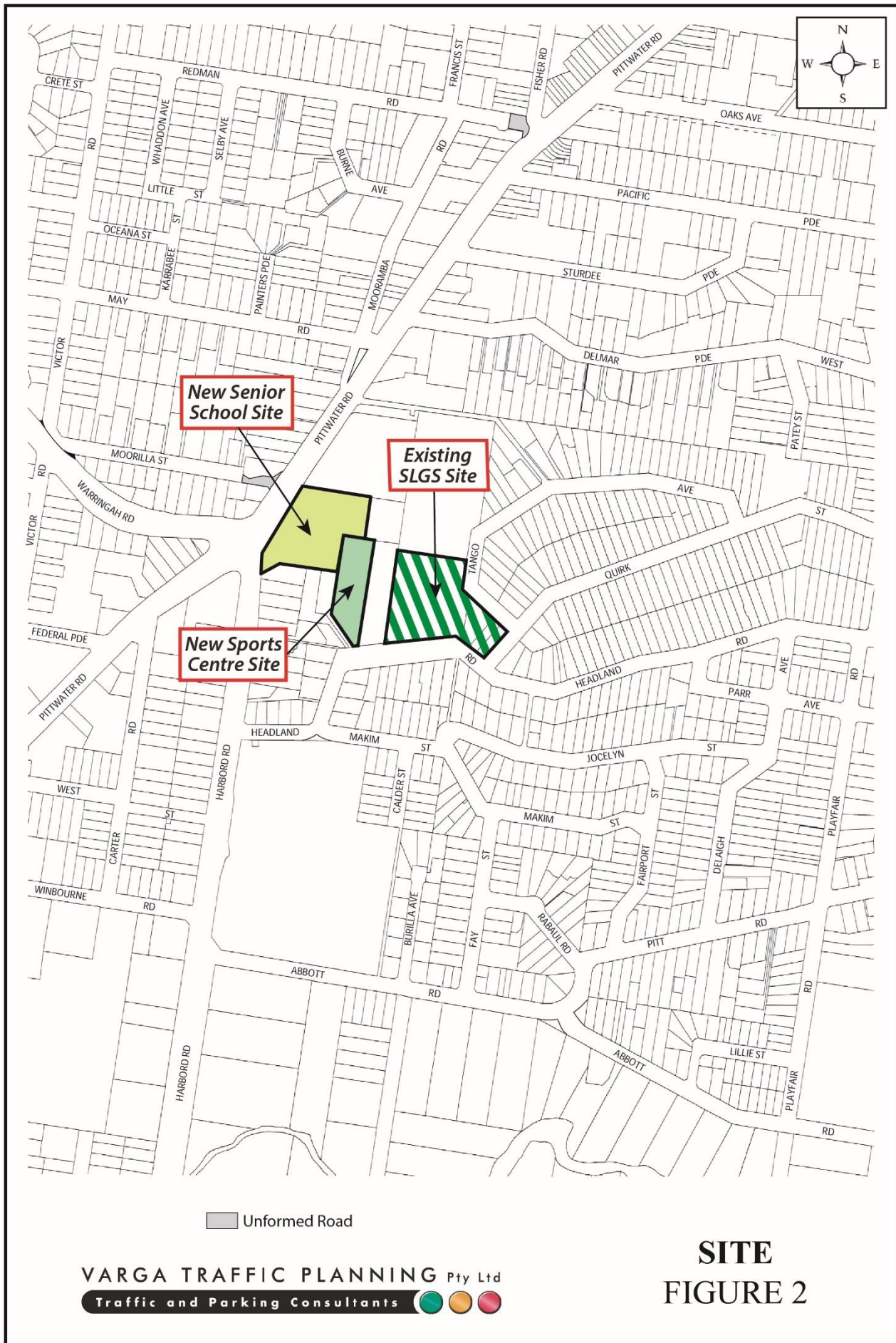
Bicycle parking is to be provided on the senior school campus for students and staff, and will be located adjacent to the drop-off/pick-up facilities. A total of 16 bicycle parking spaces are proposed in the south-western corner of the car parking area where the former car park ramp was previously located. End of trip facilities are to be provided on the level above, with separate change room facilities to be provided for students and staff adjacent to the swimming pool.

The sports centre proposed at 224 Headland Road will also result in a *less intensive* use of the site in traffic terms, with daily traffic flows expected to be reduced from 201 vehicles per day to 78 vehicles per day, with car parking on the site to be reduced from 45 parking spaces to 39 parking spaces.









The Secretary's Environmental Assessment Requirements (SEAR's) require a Green Travel Plan (GTP) to be prepared that outlines proposals to encourage sustainable travel choices and details programs for implementation.

The implementation this Green Travel Plan for SLGS is intended to be part of a suite of responses to ensure that sustainable travel behaviours are encouraged for the existing and future parents, students and staff. The information in this GTP can be disseminated to students and their parents in student enrolment packs, newsletters, school assemblies and to staff in employment information packs and staff email/noticeboards.

## **1.2 Green Travel Plan Objectives**

A GTP is a tool designed to address an organisation's travel needs and impacts. GTPs are frequently a requirement of Development Applications in NSW, as local governments are concerned with the intensification of land uses and their associated travel impacts on the surrounding communities' amenity and functionality.

GTPs for schools are specifically focussed on staff, students and the broader school community including parents and service providers. The plan provides a set of initiatives and measures in encouraging sustainable travel alternatives, a number of objectives are introduced to manage the travel demands, and are listed as follows:

- reducing dependence on private cars
- improving pedestrian and cycling facilities
- promoting public transport
- reducing congestion in the local area.

This Green Travel Plan encourages the use of transport modes that have a lower environmental impact, for example sustainable transport modes including walking, cycling, public transport and better management of car use.

The use of sustainable modes of transport will provide a range of public benefits including:

- improved personal health

- improved community connectivity
- reduced traffic congestion
- reduced competition for car parking
- reduced noise and air pollution
- potential cost savings.

This Green Travel Plan therefore aims to provide a package of coordinated strategies and actions to facilitate a shift towards sustainable modes of transport and reduce private vehicle trips.

To ensure that the Green Travel Plan meets its intended objectives, it has incorporated guidelines set-out within City of Sydney Council's, *'Guide to Travel Plans'*. The essential elements applicable to this GTP include:

- **Site audit and data collection:** a desktop audit has been undertaken in order to identify and document the existing issues and opportunities relevant to St Luke's Grammar School and its accessibility, particularly by sustainable forms of transport. Opportunities to improve amenity, incentivise non-private vehicle usage and remove barriers to the use of the sustainable transport modes such as buses are then dealt with under the site-specific measures later detailed in this report.
- **Actions:** this GTP provides a strategy to facilitate a shift towards sustainable forms of transport that reduces private vehicle travel by providing incentives to utilise the extensive public transport available.
- **Promoting and marketing:** an information/enrolment package will be provided upon registration of the students and staff, with a Transport Access Guide (TAG) included, informing the end users of the available sustainable forms of transport located in the vicinity of the site.
- **Commitment of resources:** cycling to/from St Luke's Grammar School would be promoted with secure off-street bicycle parking facilities available within the development, located in an easily accessible area. The school will inform the staff and

students of these facilities and ensure proper maintenance of the area to encourage further use.

- **Governance Support:** the development of relationships between the Proponent and various stakeholders (such as Council, RMS and TfNSW) will assist in delivering improved transport options.



## **2. EXISTING TRANSPORT PLANNING CONTEXT**

### **2.1 Strategic Directions**

Northern Beaches Council has recently adopted a transport plan, *Move – Northern Beaches Transport Strategy 2038*, which aims to provide real alternatives to help break the community's reliance on cars over the next 20 years.

The transport vision is to:

*“...enable freedom of movement to, from and within the Northern Beaches using a safe, smart, efficient, integrated and sustainable transport network.”*

The strategy prioritises the use of rapid buses along the Northern Beaches east-west and north-south transport corridors. These rapid public transport corridors will provide connections to Chatswood, Macquarie Park and the CBD, more ferries, investment in footpaths and dedicated cycleways and more walkable towns and villages are also on the agenda for the transport strategy.

This would support more options for walking and cycling between homes, centres and recreation areas, as well as improving our regional connections beyond this area to the Greater Sydney.

The Strategy sets ambitious targets for the Northern Beaches by 2038, as follows:

- a quarter of all trips by public transport
- double the active travel (walking and cycling) trips
- thirty percent reduction in trips by cars
- thirty percent reduction in carbon emissions from transport
- towards zero deaths on our roads.

Key priorities in the strategy include:

- partner with the NSW Government to implement a Bus Rapid Transit service by 2020 between Dee Why, Frenchs Forest and Chatswood; followed by services between Mona Vale and Macquarie Park
- expanding the footpath and shared path networks to improve connectivity and safety that make walking and cycling attractive alternatives to the car, providing a safe environment for all users
- prioritise smart, active travel network improvements through technology, end of trip facilities, and way-finding signage
- support the delivery of the Beaches Link Tunnel with the inclusion of public transport and minimising impacts on local residents
- create and enhance “Places for People” that are integrated with public transport, creating vibrant, connected places with wide footpaths, safe cycling options and where the car is not the first option
- develop local parking management plans for town and village centres.

The strategy plan does this through a set of seven action plans (walk, bike, parking, network, transport, deliver, safety) that will guide the delivery of the strategy and provide guidance for capital investment.

The responsibility for the provision of transport planning in Northern Beaches is shared between Council and the State government.

The shared responsibility for transport means that in delivering the strategy, Council has direct responsibility for some transport actions and policies, whilst in other instances it contains advocacy actions for issues beyond Council’s jurisdiction.

A summary of other relevant planning policies and their objectives is provided in the table below.

### ***Local Government***

<b>Policy/Strategy</b>	<b>Key Aims/Objectives/Goals</b>
<b><i>Bike Pittwater</i></b>	<p>Bike Pittwater is all about making cycling a normal part of life and offering greater transport and recreational options to the Pittwater Community. The Plan has five key strategies with a number of actions on how to achieve and delivering them across Pittwater.</p> <ul style="list-style-type: none"> <li>• To improve and maintain cycling infrastructure</li> <li>• To improve awareness and safety for cyclists</li> <li>• To promote cycling as a convenient and enjoyable travel option</li> <li>• To develop and maintain relationships with key organisations to promote and fund cycling projects</li> <li>• To facilitate opportunities for recreational cyclists.</li> </ul> <p>The site aligns with the objectives of the plan by providing a number of bicycle parking as well as end-of-trip facilities located within the new senior school campus. The proposed bicycle facilities along with St Luke's Grammar School's commitment in promoting cycling as an easy and fun transport choice will support the objectives of this plan.</p>

### ***NSW State Government***

<b>Policy/Strategy</b>	<b>Key Aims/Objectives/Goals</b>
<b><i>Future Transport Strategy 2056</i></b>	<p>Future Transport 2056 is an overarching strategy, supported by a suite of plans to achieve a 40-year vision for our transport system. The Strategy aims to increase the mode share of public transport services and reduce the use of single occupant vehicles. The Strategy also considers how active transport can play more of a role in our everyday journeys through providing better facilities and more extensive network of bicycle paths and safer networks for cyclists and pedestrians where they share road space with vehicles.</p>
<b><i>Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People</i></b>	<p>A Metropolis of Three Cities, the first regional plan prepared concurrently with Future Transport 2056 and the State Infrastructure Strategy, aligning land use, transport and infrastructure planning to reshape Greater Sydney as three unique but connected cities, enabling the majority of the people to commute to their nearest city within 30 minutes. The site is located in close proximity to sustainable forms of transports, with fourteen (14) existing bus services currently operating within the vicinity of the site along Pittwater Road and Harbord Road. This means students can have easy and convenient access to public transport</p>

*Sydney's Cycling Future,  
Cycling for Everyday  
Transport (NSW  
Government 2013)*

with a number of services located within their doorstep.

Sydney's Cycling Future's key Strategy is to improve cycling infrastructure. The Three Pillars of Sydney's Cycling Future include:

- **Connect:** Providing safe, connected networks
- **Promote:** Better use of existing infrastructure
- **Engage:** Policy and partnerships

The site aligns with the objectives of the plan by providing a number of bicycle parking as well as end-of-trip facilities located within the new senior school campus. The proposed bicycle facilities along with St Luke's Grammar School's commitment in promoting cycling as an easy and fun transport choice will support the objectives of this plan.

*Sydney's Bus Future –  
Simpler, faster, better bus  
services (December 2013)*

Buses are a key part of Sydney's growing and evolving public transport network. *Sydney's Bus Future* sets out step-by-step actions to deliver fast and reliable bus services for customers where and when they are needed.

A clear, three-tiered network will operate with each level delivering a defined level of service consistency and reliability.

**Rapid service routes** form the backbone of the new bus network, offering fast, reliable bus travel for customers between major centres. Rapid routes provide customers with mass transit level services between centres which are not linked by trains or light rail.

**Suburban service routes** and **Local service routes** build on this foundation to improve access to local, neighbourhood destinations.

Across metropolitan Sydney, **13 Rapid bus routes** will operate and **20 Suburban routes** have also been confirmed, with more to be added.

In particular, key actions for rapid bus routes traversing from Mona Vale – CBD include:

- Bus priority projects under development for Pittwater Road
- Further short-term action to extend bus lane operating hours and speed up services through wider stop spacing
- High capacity vehicles
- High quality interchanges with consistent wayfinding and signage
- Address pinch points with missing link bus priority treatments on:
  - Pittwater Road north of, and across, Narrabeen



*Sydney's Walking Future –  
Connecting People and  
Places (December 2013)*

Lakes

- Pittwater Road between Dee Why and Brookvale
- Military Road between The Spit and Neutral Bay
- In the longer term:
  - Complete investigation of Bus Rapid Transit for the Northern Beaches
  - New off-street bus interchange facility north west of Manly
  - New bus interchange facility at Neutral Bay Junction.

The site aligns with the objectives of the plan by provisions of direct and safe internal links between the Senior and Junior School Campus. The proposed development enables students and teachers to utilise the existing bus services traversing along Pittwater Road. Whilst the existing campus does allow them to use the services along Pittwater Road, the students and teachers would be required to walk around the local roads via longer loop, along Harbord Road and Headland Road to access the existing SLGS, which is considered to be less safe.

Walking is a fundamental part of an integrated transport system, with most public transport starting and ending with walking. The actions set out in *Sydney's Walking Future* will make walking the transport choice for quick trips under two kilometres and will help people access public transport. Increasing the number of people walking will also help reduce the burden of congestion on our major roads and free up capacity on key public transport corridors, including Pittwater Road and Warringah Road/Harbord Road.

There are 4 major factors that would encourage people to walk:

1. **Connectivity and reduced delays:** More direct routes that connect public transport and centres and create more pleasant trips
2. **Pedestrian Safety and Personal Security:** Increased safety and security built into infrastructure, such as slowing traffic in busy areas and good lighting
3. **Health and wellbeing benefits:** Programs to promote physical, emotional and social benefits of walking, such as travel behaviour and travel planning initiatives, particularly in settings such as schools, universities and workplaces.
4. **Supporting Facilities:** Better protection from the weather, more signage and more facilities at transport interchanges to support walking.

The site aligns with the objectives and major deciding factors that influence the students and staff on choosing walking as a mode of

transport.

The proposed separation of the Senior and Junior Schools as well as the provision of an internal passenger lift/stair access to connect the buildings will ultimately benefit the students and staff by allowing direct access to the bus services traversing along Pittwater Road; currently students would need to walk along Harbord Road and Headland Road to access the existing SLGS site.

The proposed development also allows provisions of new pedestrian entry points including dedicated pathways linking directly off the Pittwater Road/Harbord Road frontages. These dedicated entry points/pathways allow increased safety and security for the students & staff whilst also allowing better connectivity between the two campuses.



The typical service frequencies for bus services along Pittwater Road are summarised in **Table 3.1** on the following page.

Bus timetables can be found Online via:

[www.sysdneybuses.info/schools/school-services](http://www.sysdneybuses.info/schools/school-services)

[www.transport.info](http://www.transport.info)

[www.b-line.transport.nsw.gov.au](http://www.b-line.transport.nsw.gov.au)

**Table 3.1: Existing Bus Services along Pittwater Road**

Route Number	Bus Route Description	Typical Servicing Frequency		
		Weekday	Saturday	Sunday
<b>146</b>	Wheeler Heights to Manly	30min	30min	30min
<b>151</b>	Mona Vale to City QVB	30min	30min	30min
<b>158</b>	Cromer to Manly	1 service <sup>1</sup>	N/A	N/A
<b>169</b>	Manly to City Wynyard via Narraweena	30min	30min	60min
<b>178</b>	City Wynyard to Cromer Heights	30min	30min	30min
<b>180</b>	Collaroy Plateau to City Wynyard	30min	30min	30min
<b>185</b>	Mona Vale to Warringah Mall via Warriewood	30min	30min	30min
<b>188</b>	Mona Vale to City Wynyard	20min	30min	30-60min
<b>193</b>	Warringah Mall to Austlink via Frenchs Forest	30min	30min	30-60min
<b>199</b>	Palm Beach to Manly	15min	30min	30min
<b>E69</b>	Manly to City Wynyard via Narraweena (EXPRESS)	5-10min	N/A	N/A
<b>E78</b>	Cromer Heights to City Wynyard (EXPRESS)	15-20min	N/A	N/A
<b>E79</b>	Wheeler Heights to City Wynyard (EXPRESS)	15-20min	N/A	N/A

<sup>1</sup>Morning Service at approx. 7am and Afternoon Service at approx. 4pm

The location of the bus stops in the vicinity of the site are also illustrated on the Transport Access Guide in **Appendix A** which forms part of this *Green Travel Plan*.

In addition to the abovementioned bus services, the B-Line service also operates along Pittwater Road (Figure 3.1). The nearest B-Line bus stops are located near Howard Avenue, approximately 700m north of the pedestrian-only gate at the north-western corner of the senior campus Pittwater Road. The new bus shelter near Howard Avenue is shown in Figure 3.2 below along with a bus route map provided on the following page.



Figure 3.1 – B-Line Bus Route

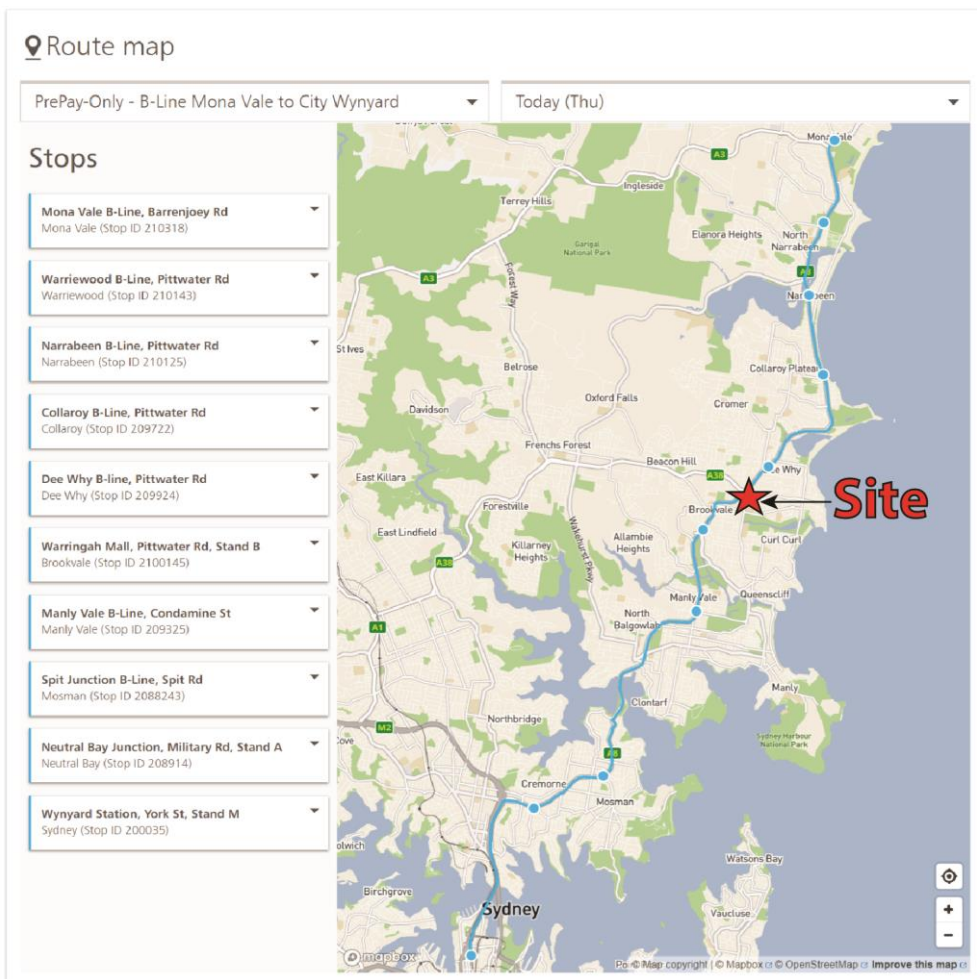


Figure 3.2 - Dee Why B-Line Bus Stop, image courtesy of Transport for NSW



The B-Line Program is an integrated package of service and infrastructure improvements designed to provide more reliable journeys between Mona Vale and the Sydney CBD, with the following key features:

- High Frequency ‘turn up and go’ bus service
- Reliable and high capacity services, and
- Easing congestion on roads along B-Line route

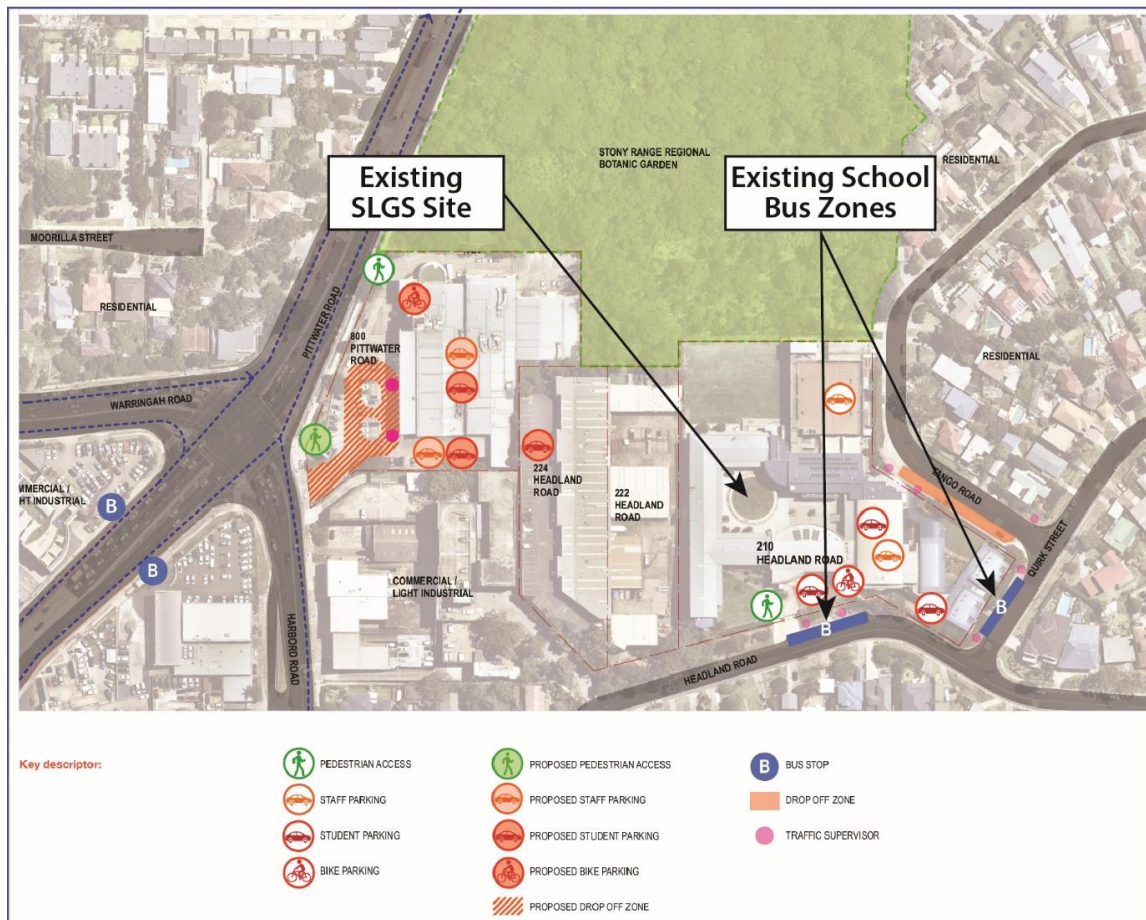
In Dee Why, all major works for the improvements to the road corridor and implementation of bus priority measures have been completed. These works included:

- a new citybound B-Line bus shelter on Pittwater Road, as mentioned above
- a new 24 hour citybound bus lane between Dee Why Parade and Oaks Avenue
- new line marking and adjustments to existing signage to designate a “bus only” lane for the existing Dee Why bus stop on Pittwater Road (southbound) between Howard Avenue and Oaks Avenue
- extension of the existing right turn lane from Pittwater Rd (northbound) into Oaks Ave
- 121 dedicated commuter car park spaces constructed as part of the Dee Why PCYC.

The new B-Line service will primarily benefit senior campus students who can independently access the B-Line bus stops in Pittwater Road near Howard Street using the *pedestrian only* gate located at the north-western corner of the site. It should be noted that this *pedestrian only* gate and the public footpath in Pittwater Road is separated from road traffic on Pittwater Road by a 2.0m high concrete embankment topped by a pedestrian fence which restricts all pedestrian access to the public footpath only.

In addition to the abovementioned regular bus services and B-Line bus services, there are also dedicated *school bus* services which stop directly outside the existing *St Luke’s Grammar School* campus in Headland Rd or in Quirk St, as illustrated on Figure 5.1 below.

**Figure 3.3 – Access and Movement Analysis of existing/proposed SLGS site, extracted from Tonkin Zulaikha Greer’s Architectural Design Report (October 2019)**



The school buses serving the existing St Luke’s Grammar School are provided by the NSW State Government and are listed on the Transport for NSW website as detailed below:

- 668N – St Luke’s Dee Why to Balgowlah Heights
- 669N – St Luke’s Dee Why to Manly Wharf
- 670N – St Luke’s Dee Why to Bantry Bay
- 671N – St Luke’s Dee Why to Skyline Shops
- 672N – St Luke’s Dee Why to Collaroy Plateau
- 677N – St Luke’s Dee Why to Warriewood Square
- 678N – St Luke’s Dee Why to Newport
- 684N – Collaroy Plateau to Balgowlah Boys’ High
- 702N – Frenchs Forest to St Pauls
- 732N – Allambie & Rodborough Roads to Manly High School
- 759N – North Curl Curl to North Curl Curl Public School
- 784N – St Luke’s to Frenchs Forest
- 787N – St Luke’s Grammar to Avalon

Timetables for the *school bus* services are reproduced in **Appendix B**.

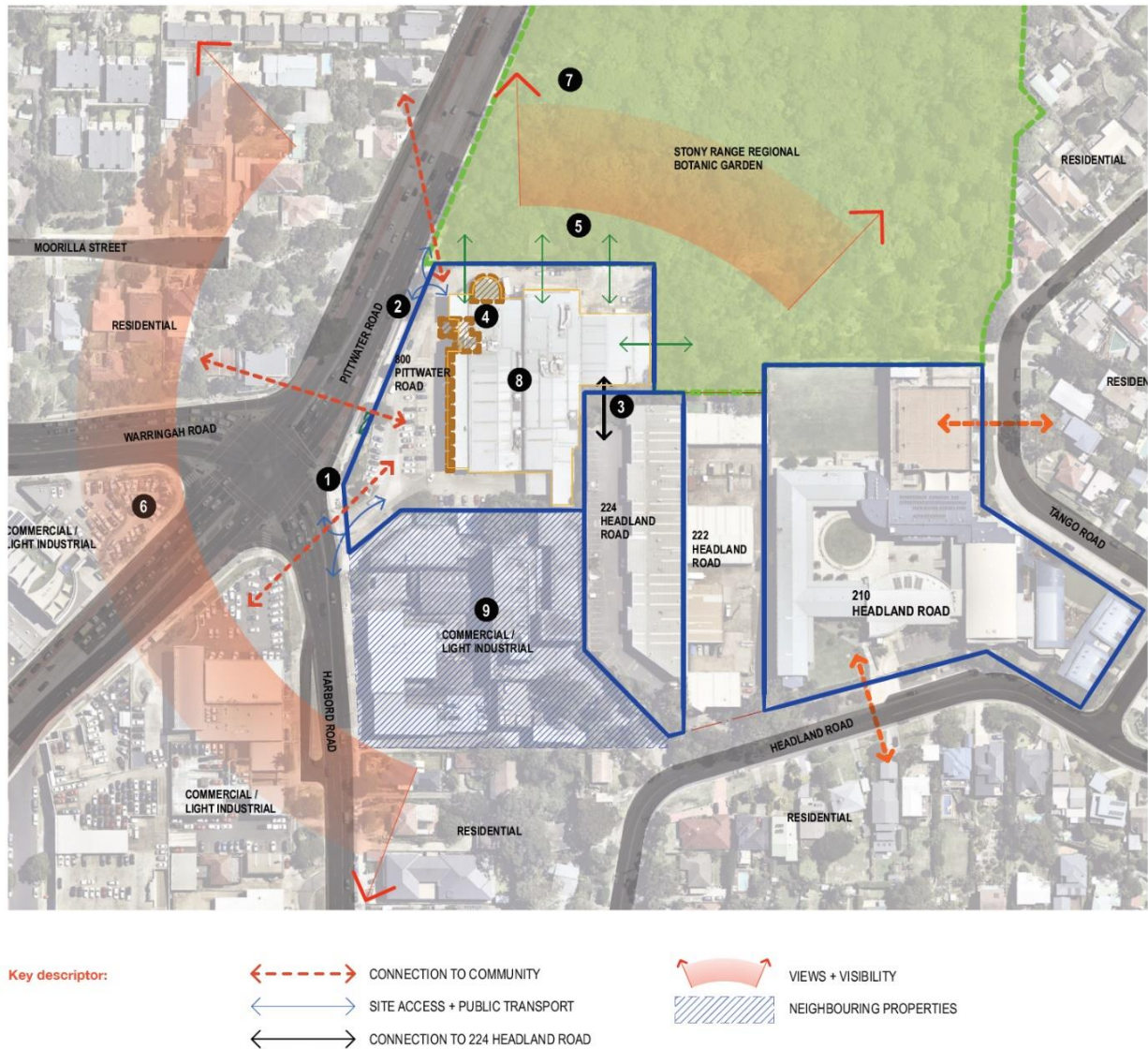






link will allow a safe and direct pedestrian movement between the proposed senior campus, the proposed sports centre and the existing SLGS campus located at 210 Headland Road.

**Figure 3.5 – Access & Movement Plan**



In addition, off-road shared paths are also provided along the eastern side of Pittwater Road and Harbord Road which run directly along the site frontage, as shown on Figures 3.6 & 3.7 below.



Figure 3.6 – Shared Path on Pittwater Road looking southbound



Figure 3.7 – Shared Path on Harbord Road looking northbound

### 3.3 Existing Cycling Infrastructure

The existing cycling network in the vicinity of the St Luke's Grammar School are illustrated in Council's cycling map, *Warringah Cycling Map South*. An extract of the Council's cycling map is provided on Figure 3.8 below and the complete map is provided in **Appendix C**.

The bicycle routes are readily accessible from the SLGS site, particularly the new senior school campus site located at 800 Pittwater Road, and provide *staff and students* a direct, connected set of routes through the local area and the surrounding suburbs. The local cycling network also connects to the coastline via the John Fisher Reserve, which is an off-road cycle route.



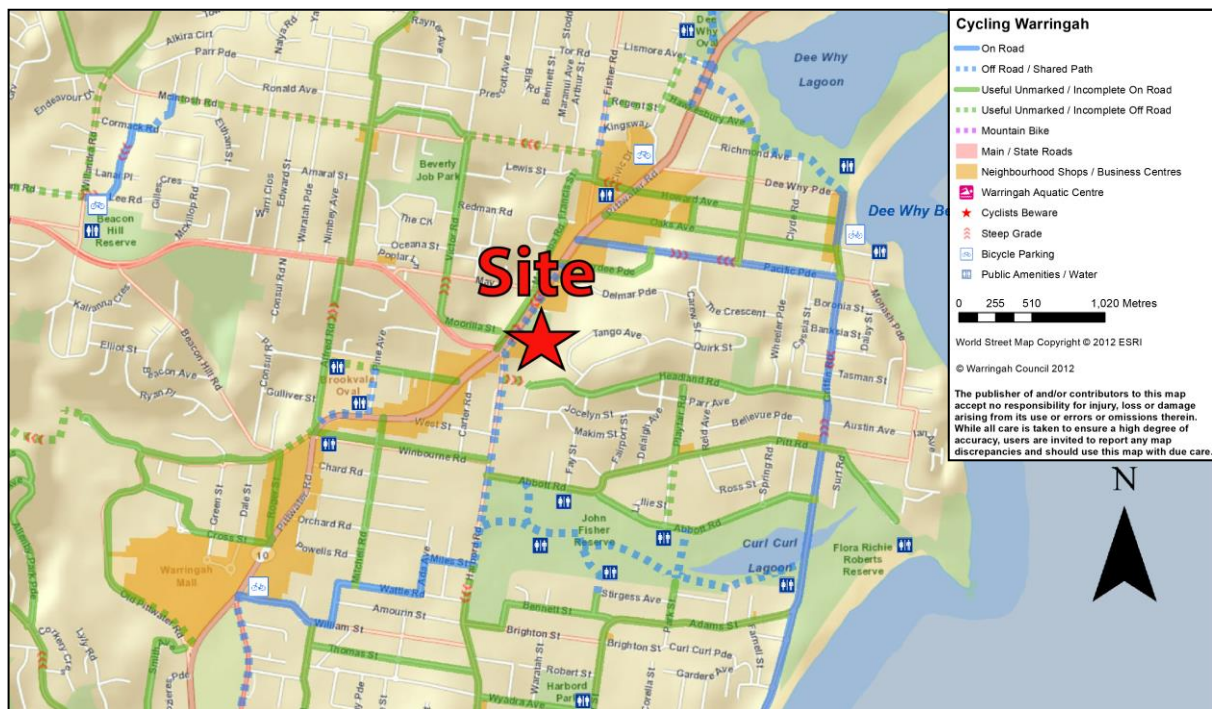


Figure 3.8 – Extract from the Warringah Cycling Map South

A smart phone app “*Bike Citizens - Bicycle GPS*” is available for download, designed to help cyclists in urban areas and provides the following features:

- **Routing Profile** - the route navigation feature can adapt to suit personal needs and cyclists are able to choose between leisurely, fast or convenient route.
- **Bicycle Type** - the route navigation feature takes the cyclists type of bicycle into account. For example, if a person is riding a road bike, roads with tram tracks or cobblestones are avoided.
- **Gradient Profile** - *Bike Citizens* always highlights the route with the most suitable gradient. More or less tolerance will be allowed depending on the routing profile.
- **Surfaces** - the cycling app searches for the most suitable route in accordance with the type of bicycle that is selected and avoids surface features such as cobblestones or unsurfaced routes.

- **Offline Map Material** – once the map material has been downloaded, cyclists do not need an internet connection to use the navigation tool. This means that the phone battery will last longer and avoiding potential high roaming charges.

The *Bike Citizens* app can be downloaded via the following links:

- Link to App Store: <https://itunes.apple.com/app/bikecityguide/id517332958>
- Link to Google Play: <https://play.google.com/store/apps/details?id=org.bikecityguide>

### 3.4 Existing Taxi Services

Due to the site's proximity to the airport, the area is readily accessible by taxi. The following taxi services are available in the area and can be contacted on:

- Premier Cabs – 1300 795 608 – [www.premiercabs.com.au](http://www.premiercabs.com.au)
- Taxis Combined – 133 300 – [www.taxiscombined.com.au](http://www.taxiscombined.com.au)
- Silver Service – 133 100 – [www.silverservice.com.au](http://www.silverservice.com.au)

### 3.5 Existing Transport Modal Split

The existing transport modal split of students and staff for *St Luke's Grammar School* was obtained from the September 2019 surveys, and is summarised in **Table 3.2** below.

**Table 3.2: Existing Transport Modal Split**

Main Method of Travel	Modal Split (Teachers)		Modal Split (Students Years 10-12)		Modal Split (Students Years K-9)	
	Number of Trips	% of Total Trips	Number of Trips	% of Total Trips	Number of Trips	% of Total Trips
Vehicle - Driver	118	94.4%	47	15.5%	N/A	N/A
Vehicle - Passenger	2	1.6%	68	22.4%	305	42.4%
Bus	3	2.4%	50	16.5%	94	13.1%
Bicycle	N/A	N/A	16	5.3%	N/A	N/A
Walk	2	1.6%	122	40.3%	320	44.5%
<b>TOTAL</b>	<b>125</b>	<b>100%</b>	<b>303</b>	<b>100%</b>	<b>719</b>	<b>100%</b>



The surveys reveal that a substantial proportion of students walk to school (some 40%). Approximately 22% of senior school students and 42% of primary/middle school students are dropped-off by parents/carers, whilst some 16% of senior students and 13% of primary/middle school students travel to school by bus.

## 4. TRAVEL MODE TARGETS

### 4.1 Objectives

The following objectives are set out to achieve the vision of this Green Travel Plan to encourage a shift towards sustainable modes of transport:

- **Accessibility** – Improve access, safety, amenity and convenience of sustainable transport modes for travel to and from the site.
- **Incentives** – Provide incentives for staff when they travel to work via public transport, car pool or cycle and establish a culture of active and public transport use.
- **Restrict** – Continue to limit the convenience of car access to the site to encourage other, more sustainable modes of transport.

### 4.2 Mode Share Targets

The aim of the GTP is to encourage modal shift away from private cars, by implementing measures that influence the travel patterns of the existing/future students and staff. To ensure that the GTP is having the desired effect, the implementation of the GTP would need to be regularly monitored. The success of the GTP is measured by attaining a desired modal shift towards sustainable transport by identifying the measures and actions that have the greatest impact.

A summary of the transport modal split targets for St Luke's Grammar School site is provided in **Table 4.1** below. These targets have been developed for the proposed expansion of SLGS to 1,600 students, with up to 600 students in Years 10-12. The targets anticipate a reduction in car usage and an increase in bus usage to take advantage of extensive bus services that are readily available in the vicinity of the site.

The results of the surveys conducted in 2019 indicate that the car driver mode shared for staff is 94%. Given that most teaching staff need to take teaching materials to and from the school, the mode split for vehicle drivers amongst teachers is relatively inelastic.

Notwithstanding, targets have been set to reduce staff vehicle drivers to 90% and to increase vehicle passengers to 5% through car pooling and the provision of improved pedestrian access to regular bus routes traversing nearby Pittwater Road.

The GTP targets a reduction in the vehicle driver mode to 11% for students at the senior school campus (as at the end of Term 3) as well as a reduction in vehicle passengers (students dropped-off and picked-up).

An increase in bus usage by senior students is being targeted through the provision of improved pedestrian access to regular route buses to the south of the senior campus in Pittwater Road, and to the B-Line Express Bus services to the north of the school campus in Pittwater Road which stop in the Dee Why Town Centre.

Improved use of *school bus* services has also been targeted for all students through improved information to be provided to parents and students about the routes and times of those *school bus* services.

**Table 4.1: Target Transport Modal Split**

Main Method of Travel	Modal Split (Teachers)		Modal Split (Students Years 10-12)		Modal Split (Students Years K-9)	
	Existing Modal Split	Target Modal Split	Existing Modal Split	Target Modal Split	Existing Modal Split	Target Modal Split
Vehicle - Driver	94.4%	90%	15.5%	11%	N/A	N/A
Vehicle - Passenger	1.6%	5%	22.4%	18%	42.4%	40%
Bus	2.4%	3%	16.5%	18%	13.1%	15%
Bicycle	N/A	N/A	5.3%	6%	N/A	N/A
Walk	1.6%	2%	40.3%	47%	44.5%	45%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### 4.3 Methods of Encouraging Sustainable Transport

A series of actions are recommended in this Green Travel Plan which form the strategies and initiatives that can be implemented to achieve the desired transport modal split targets towards an increase in trips made using sustainable modes. It is pertinent to note that these actions should be regularly monitored and updated as required to reflect current transport conditions.

This includes the proactive release of the *School Student Transport Scheme (SSTS)* which provides subsidised travel for eligible NSW school students on metro, rail, bus, ferry and long-distance coach services.

- **School Opal Cards** provides free school travel, and can be used as a School Term Bus Pass, for travel within the Opal Network. Apply through the School Student Transport Scheme (SSTS) website - <https://apps.transport.nsw.gov.au/ssts/schoolTravelPasses#/>
- **School Travel Pass** provides free travel on *NSW TrainLink Regional* services and long-distance coach services for boarding school students
- If you don't qualify for free travel to and from school, you may be eligible to purchase a School Term Bus Pass.

**Table 4.2: Green Travel Plan Actions**

Strategy	Objectives	Actions	Resources
<b>1. Promoting Public Transport</b>			
1.1 Travel Pass	Encourage greater public transport usage.	Consider subsidy for staff travelling via public transport, provide Opal Travel Cards to staff for any work-related travels during their shift.	School
1.2 Transport information notice board	Encourage greater public transport usage.	Provision of a transport information notice board in the school building foyer to assist in making	School



		staff and students more aware of the alternative transport options available at the site. The information to be provided includes the TAG and is to comprise detailed timetable information, estimated costs and route maps for all the bus services identified on the Transport Access Guide.	
<b>2. Managing Car Use</b>			
2.2 Car Pooling	Encourage reduced single occupancy cars	Establish an on-line car pooling system to reduce single occupancy cars, with priority parking for carpooling.	School
2.3 Time-restricted on-street parking	Encourage reduced private car usages	Council could consider the implementation of time-restricted parking in the vicinity of the school which would inevitably reduce the options available for student car drivers.	Council
<b>3. Promoting Cycling and Walking</b>			
3.1 End of Trip Facilities	Encourage cycling and walking.	Providing end-of-trip facilities in the building such as change rooms, showers and secured bicycle parking. All staff and students to be aware of the location of these facilities.	School
3.2 Cycling & Walking Groups	Encourage cycling and walking.	Establish walking & cycling groups for students within the student group with associated online forums.	School Travel Plan Coordinator

3.3 High Quality Cycling Infrastructure	Encourage cycling	Provide bicycle storage racks as part of the development.	School
3.4 Cycling Skills Course	Encourage cycling and ensuring safety of riders	Running a bike skills course as part of the curriculum.	School
3.5 Walk & Ride to School Day	Encourage cycling and walking.	Participation in Ride-to-school day, with incentives for the winner.	School
<b>4. Other Incentives</b>			
4.1 Travel Access Guide	Provide up to date and easy to access information on existing transport options on day one of occupation.	Provide Travel Access Guide to staff and students as part of induction package and regularly review / update to ensure information are up to date.	School Travel Plan Coordinator

## 5. MONITORING AND IMPLEMENTATION

### 5.1 Management/Monitoring

The *Green Travel Plan* and *Transport Access Guide* are living documents which will need to be updated on a regular basis.

It is important that the *Green Travel Plan* is reviewed regularly, ideally every 6 months, to monitor the progress of targets as documented in **Table 4.1** and also to ensure contact details/websites of the various alternative transport providers are up to date or if any additional providers/schemes have entered the marketplace.

The monitoring of the GTP would require travel mode surveys to be undertaken, refer to **Appendix D**, with a focus to establish travel patterns including mode share of trips to and from the school.

The implementation of the GTP will require a *Travel Plan Coordinator* (TPC) who will have responsibility for the ongoing monitoring and development of the *Green Travel Plan* and the *Transport Access Guide*. The TPC may be a staff member of the St Luke's Grammar School or an independent expert/volunteer.

The key tasks of the *Green Travel Plan* Coordinator will include:

- undertake regular surveys to identify the travel modes of students and staff
- maintain and update the information provided in the Transport Access Guide as well as encouraging carpooling
- set new travel mode targets on an ongoing basis
- to respond to online queries through the intranet
- to respond to student/staff queries through school emails/noticeboards.

A monitoring and review process for the Green Travel Plan will be set out by the school management to ensure that the information contained within reflects any changes to the transport conditions and building facilities. The TCP will monitor and assess the modal-split for staff and students, and will revisit the proposed targets if necessary.

## **5.2 Remedial Actions**

A continuous review will take place to identify remedial actions should the modal share targets not be achieved. At this stage, the following measures are proposed both as discrete measures (e.g. car share) and those being proposed as part of the expanded St Luke's Grammar School site.

- Increased cycle parking
- Increased / improved end-of-facilities
- Increased use of public bus services

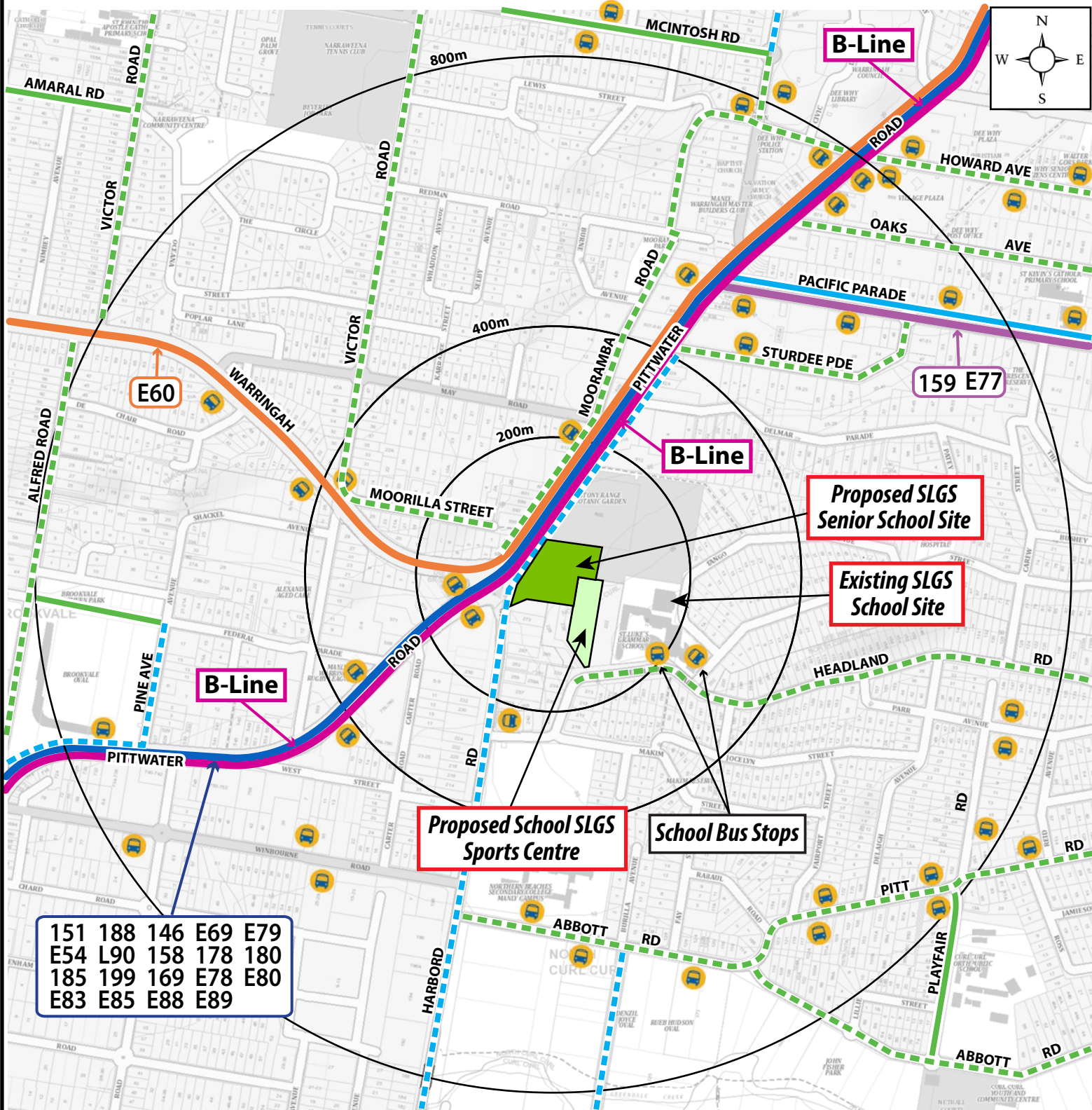
## **5.3 Consultation**

The results of the Green Travel Plan will be communicated with students and staff via emails and newsletters on the St Luke's Grammar School website.

As such, it is recommended that a summary newsletter is produced presenting the travel mode survey results within one month of undertaking of the surveys. The newsletter may be linked to the GTP to ensure a shift in the desired transport modal split towards sustainable modes of transport.



## **Appendix A: Transport Access Guide**



### Bus Routes

- 146— Wheeler Heights to Manly
- 151— Mona Vale to City
- 158— Cromer to Manly
- 169— Manly to City Wynyard via Narrabeena
- 178— Cromer Heights to City Wynyard
- 180— Collaroy Plateau to City Wynyard
- 185— Mona Vale to Warringah Mall via Warriewood
- 188— Mona Vale to City
- 199— Palm Beach to Manly
- E54— Mona Vale to Milsons Point
- E60— Mona Vale to Chatswood
- E69— Manly to City Wynyard via Narrabeena
- E76— Dee Why to City Wynyard via North Curl Curl
- E77— Dee Why to City Wynyard via Wingala
- E78— Cromer Heights to City Wynyard
- E79— Wheeler Heights to City Wynyard

- E80— Collaroy Plateau to City Wynyard
- E83— North Narrabeen to City Wynyard
- E85— Mona Vale to City Wynyard via Warriewood
- E88— North Avalon Beach to City Wynyard
- E89— Avalon Beach to City Wynyard
- L90— Palm Beach to City Wynyard

### Cycle Routes

- On-Road Bicycle Routes
- Off-Road Shared Path
- Useful Unmarked/Incomplete On Road
- Useful Unmarked/Incomplete Off Road

Bus Zone

## TRANSPORT ACCESS GUIDE 800 Pittwater Rd, Dee Why

## **Appendix B: School Bus Timetable**

# SCHOOL BUS Timetable



ST LUKE'S  
GRAMMAR SCHOOL

Effective 12 February 2019

***All students wait to be called  
on the Bennett Quad***

TANGO AVENUE

***Quirk Street Stop***

669 Manly Wharf (3.34 pm)

QUIRK STREET

## ***Headland Road Stop***

- 668 Seaforth Shops / The Buff (3.37 pm)
- 670 North Balgowlah / Bantry Bay (3.36 pm)
- 671 Skyline Shops (3.35 pm)
- 678 Newport (3.26 pm)
- 672 Collaroy Plateau (3.32 pm)
- 677 Narrabeen (3.40 pm)
- 784 Frenchs Forest (3.33 pm)
- 787 Avalon / Clareville (3.25 pm)

HEADLAND ROAD





## Morning Buses

631	8:05 am	Manly Wharf (Gilbert Park)	<u>FROM MANLY</u>
	8:11 am	Stella Maris Manly	Dep. Stand F Gilbert Park Via Belgrave, Pittwater, Collingwood Route 136, Harbord, Abbott, Pitt, Playfair, Parr, Headland, Quirk
	8:20 am	NBSC Manly Campus	
	8:24 am	St Luke's Grammar School	
668	7:42 am	Balgowlah Heights [Ernest Street]	<u>FROM BALGOWLAH HEIGHTS</u>
	7:51 am	Panorama & Ponsonby Pdes	
	7:59 am	Seaforth - Dudley St	
	8:02 am	Balgowlah Shops	
	8:07 am	Manly Vale Shops	
	8:11 am	Warringah Mall - Pittwater Rd	
	8:16 am	NBSC Manly Campus	
	8:19 am	St Luke's Grammar School	
675	7:37 am	Balgowlah Heights [Ernest Street]	<u>FROM BALGOWLAH HEIGHTS</u>
	7:49 am	Balgowlah Shops	Via Woodland, Abbott, Lewis, Ernest, Beatrice, Seaview, Upper Beach, Maretimo, Violet, Wanganella, Sydney, Condamine, Pittwater, Mitchell, Winbourne, Harbord, Headland
	7:54 am	Manly Vale Shops	
	7:58 am	Warringah Mall [Pittwater Rd]	
	8:04 am	NBSC Manly Campus	
	8:08 am	St Luke's Grammar School	
702	7:45 am	Rabbett St & Forest Way	<u>FROM FRENCHS FOREST</u>
	7:52 am	Skyline Shops	Via Rabbett, Warringah, Wakehurst Parkway, F. Forest East (Skyline Shops), Warringah, Harbord, Headland Quirk, Tango
	7:56 am	Warringah & Willandra Roads	
	8:01 am	Moorilla St at Victor Rd, Dee Why	
	8:06 am	St Luke's Grammar School	
673 Express  from Mona Vale	7:33 am	Pittwater High	<u>FROM MONA VALE</u>
	7:38 am	Mona Vale Junction	Via Mona, Bassett, Barrenjoey, Route 190, Harbord, Headland Rd
	7:46 am	Narrabeen [Pittwater Rd]	
	7:51 am	Collaroy	
	7:58 am	Dee Why [Howard Ave]	
	8:02 am	St Luke's Grammar School	
673n All Stops  from Avalon	7:29 am	Careel Head Road	<u>FROM AVALON</u>
	7:34 am	Avalon	Via Barrenjoey, Route 190, Harbord, Headland
	7:39 am	Newport [Neptune Road]	
	7:44 am	Newport Hotel	
	7:51 am	Mona Vale Junction	
	7:57 am	Narrabeen [Pittwater Road]	
	8:01 am	Collaroy	
	8:07 am	Dee Why [Howard Ave]	
	8:10 am	St Luke's Grammar School	
677	7:55 am	Warriewood Square	<u>FROM WARRIEWOOD</u>
	8:01 am	Narrabeen [Pittwater Road]	Via Jacksons, Pittwater Harbord, Headland
	8:04 am	Collaroy	
	8:10 am	Dee Why [Howard Ave]	
	8:15 am	St Luke's Grammar School	



684	7:35 am	Collaroy Plateau	<u>FROM COLLAROY PLATEAU</u>  Via Hall, Veterans, Rose, Kirkstone, Heather, Ambleside, Sth Creek, Toronto, Route 173 to Cromer Heights, Route 173 to Carawa, Fisher Road North, Lynwood, Fisher, McIntosh, 180 degree turn at Victor Road roundabout, McIntosh, Fisher, St Davids, Pittwater, Harbord, Headland
	7:45 am	Cromer Heights	
	7:51 am	Carawa & Caroola Roads	
	8:02 am	Dee Why [Howard Ave]	
	8:05 am	Cnr Headland & Harbord	
	8:07 am	St Luke's Grammar School	

## Afternoon Buses

669	3:34 pm	Departs <b>Quirk St</b> Stand	<u>TO MANLY</u>  Via Quirk, Tango, Quirk, Headland, Harbord, Brighton, Bennett, Oliver, Lawrence, Dowling
	3:37 pm	NBSC Manly Campus	
	3:47 pm	Crown & Dowling [Queenscliff]	
	3:51 pm	Queenscliff Bridge	
	3:58 pm	Manly Wharf	

668	3:37 pm	Departs <b>Headland Rd</b> Stand	<u>TO SEAFORTH (via Manly Wharf)</u>  Via Tango, Quirk Headland, Harbord, Windborne, Pittwater, Belgrave, West Esplanade, Commonwealth, Lauderdale, White, Woodland, Lower Beach, Bungalow, New, Curban, Ernest, Woodland, Abbott, Lewis, Ernest, Beatrice, Seaview, Upper Beach, Maretimo, Sydney, Ross, Panorama, Ponsby, Palmerston, Alan, Salisbury, Ponsonby, Seaforth, Princes
	3:41 pm	NBSC Manly Campus	
	3:46 pm	Brookvale Shops	
	3:47 pm	Brookvale Depot	
	3:53 pm	Manly Lagoon [P'water & E'bin Ave]	
	3:59 pm	Manly Wharf	
	4:03 pm	Condamine St & White St	
	4:11 pm	Balgowlah Heights [Ernest St]	
	4:18 pm	Seaforth Shops	
	4:23 pm	The Bluff	

670	3:36 pm	Departs <b>Headland Rd</b> Stand	<u>TO SEAFORTH</u>  Via Quirk, Headland, Harbord, Miles, Ada, Orchard, Pittwater, Condamine, Route 132, Woodbine, Hunter, St Paul's, Bangaroo, Brook, Frenchs Forest, Wakehurst Parkway/Judith
	3:39 pm	NBSC Manly Campus	
	3:46 pm	Warringah Mall	
	3:56 pm	Kitchener Road & Wanganella St	
	4:00 pm	North Balgowlah	
	4:09 pm	Seaforth Oval [Wakehurst & Judith]	

671	3:35 pm	Departs <b>Headland Rd</b> Stand	<u>TO FRENCHS FOREST (End Skyline Shops via Allambie Heights)</u>  Via Winbourne Road, Pittwater Road, Old Pittwater Road, Kentwell Road, Allambie Road, Aquatic Dive
	3:40 pm	NBSC Manly Campus	
	3:44 pm	St Augustines Brookvale	
	3:49 pm	Brookvale Depot	
	3:54 pm	Condamine St & Kentwell Road	
	4:00 pm	Allambie Heights Shops	
	4:05 pm	Warringah Aquatic Centre	
	4:08 pm	Skyline Shops	

784	3:33 pm	Departs <b>Headland Rd</b> Stand	<u>TO FRENCHS FOREST (End Forest Way Shops)</u>  Via Quirk, Carew, Headland, Wheeler, The Crescent, Pacific, Pittwater, Warringah, French Forest Rd East (Skyline Shops), Wakehurst Parkway, Warringah, Forest Way, Naree, Rabbett
	3:49 pm	Warringah & Willandra Roads	
	3:54 pm	Skyline Shops, Frenchs Forest	
	4:01 pm	Frenchs Forest	
	4:06 pm	Forest Way & Rabbett St	

## Afternoon Buses

672	3:32 pm	Departs <b>Headland Rd</b> Stand	<u>TO COLLAROY PLATEAU</u>  Via Headland, Griffin, The Strand, Howard, St Davids, Fisher, McIntosh, Alfred, Route 173, House, McNamara, Badcoe, Truman, Toronto, South Creek, Ambleside, Rose, Veterans, Telopea, Fuller, Hall
	3:40 pm	Dee Why [Howard Ave]	
	3:45 pm	Narraweena [McIntosh & Alfred]	
	3:50 pm	Carawa & Caroola Roads	
	3:55 pm	Cromer Heights	
	4:04 pm	Collaroy Plateau	
677	3:40 pm	Departs <b>Headland Rd</b> Stand	<u>TO NARRABEEN</u>  Via Headland Road, The Strand, Howard Avenue, Pittwater Road, Waterloo Narrabeen
	3:48 pm	Dee Why [Howard Avenue]	
	3:57 pm	Collaroy	
	4:03 pm	Narrabeen [Waterloo Street]	
678	3:26 pm	Departs <b>Headland Rd</b> Stand	<u>TO NEWPORT</u>  First set down Mona Vale. Via Headland, Harbord, Wheeler, The Crescent, Pacific, Avon, Howard, Pittwater, Route 187 Via Newport Hotel Loop
	3:52 pm	Mona Vale Junction	
	4:01 pm	Newport Hotel	
	4:07 pm	Newport [Neptune Road] First set down Mona Vale	
787	3:26 pm	Departs <b>Headland Rd</b> Stand	<u>TO AVALON</u>  Via Headland Road, Harbord, Abbott, Pitt, Playfair, Parr, Headland, Wheeler, The Crescent, Pacific, Avon, Howard, Pittwater, Barrenjoey, Beaconsfield, Kalinya, Gladstone, Barrenjoey, Plateau, Bilwara, Lower Plateau, Wandeen, Hudson, Avalon
	3:33 pm	NBSC Manly Campus	
	3:35 pm	Freshwater Senior Campus	
	3:48 pm	Dee Why [Howard Ave]	
	3:55 pm	Collaroy	
	3:59 pm	Narrabeen [Pittwater Road]	
	4:09 pm	Mona Vale Junction	
	4:15 pm	Newport Hotel	
	4:20 pm	Newport [Neptune Road]	
	4:24 pm	Plateau and Barrenjoey Roads	
	4:27 pm	Bilgola Plateau Shops	
	4:31 pm	Taylors Point	
	4:34 pm	Clareville [Hudson and Hilltop]	
	4:39 pm	Avalon	

BUS TIMETABLES ONLINE:

[www.sydneybuses.info/schools/school-services](http://www.sydneybuses.info/schools/school-services)

[www.transport.info](http://www.transport.info)

[www.b-line.transport.nsw.gov.au](http://www.b-line.transport.nsw.gov.au)

Locate "ST LUKE'S GRAMMAR SCHOOL" in the "Select School" option and identify the routes available.

Timetable Correct as of **12 February 2019**

## **Appendix C: Warringah Cycling Map (South)**







## **Appendix D: Travel Mode Survey**

# St Luke's Grammar School (SLGS) – Travel Mode Survey

## 1. What is your position / profession at SLGS?

- ☐ Student
- ☐ Teaching Staff
- ☐ Other Staff

## 2. How do you typically travel to SLGS?

- ☐ Car driver
- ☐ Car passenger (carpooling with colleague/friend)
- ☐ Picked-up/dropped-off
- ☐ Bus directly to/from School
- ☐ School Bus directly to/from School
- ☐ Bus + Walk to/from School
- ☐ School Bus + Walk to/from School
- ☐ Walk only
- ☐ Cycle
- ☐ Other

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

- ☐ Within SGLS car park
- ☐ Off-campus (i.e. on-street)
- ☐ Other (Please specify) \_\_\_\_\_

## 4. How frequently do you drive to School?

- ☐ Monday
- ☐ Tuesday
- ☐ Wednesday
- ☐ Thursday
- ☐ Friday
- ☐ Weekend
- ☐ Other (Please specify) \_\_\_\_\_