



UPDATED GREEN TRAVEL PLAN

Trinity Grammar School

PREPARED FOR:

Council of Trinity Grammar School

REFERENCE:

0998r01v03

DATE:

4/09/2024



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1. Introduction

1.1. Overview

PDC Consultants (PDC) has been commissioned by the Council of Trinity Grammar School to prepare an Updated Green Travel Plan (UGTP) relating to the school, Trinity Grammar School (TGS), located at 119 Prospect Road and 50 – 52 Seaview Street, Summer Hill. The preparation of this UGTP is required under Condition G15 of the State Significant Development (SSD) – 10371 (the Approval) and has been reproduced below for reference.

Green Travel Plan

G15. The Green Travel Plan required by Condition F11 of this consent must be updated annually and implemented by the Applicant for the life of the development unless otherwise agreed by the Planning Secretary.

Furthermore, this UGTP is to support the proposed staged increase of school capacity including:

- An additional 60 students (from 1,655 students to 1,715).
- An additional 44 staff (from 277 staff to 321).

With regard to the above, **Table 1** outlines the requirements under Condition F11 of the Approval. Additionally, **Table 1** shows where each requirement under Condition F11 has been addressed in this UGTP.

Table 1: Condition F11 of the Approval & PDC Responses

CONDITION NO.	DESCRIPTION	WHERE ADDRESSED
F11	<p>Prior to the issue of any occupation certificate, a Green Travel Plan (GTP) must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must:</p> <p>(a) be prepared by a suitably qualified traffic consultant in consultation with Inner West Council and (Sydney Coordination Office) Transport for NSW;</p> <p>(b) be updated prior to each staged increase in students and/or staff numbers;</p> <p>(c) include objectives and mode share targets (i.e. Site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;</p> <p>(d) include specific tools and actions to help achieve the objectives and mode share targets;</p> <p>(e) include details to demonstrate how bus services would be increased and accommodated to satisfy the additional demand likely to be generated by additional students;</p> <p>(f) include additional bicycle provisions as per the approved plans listed in condition C1;</p> <p>(g) include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and</p>	<p><i>Note that this UGTP relates to the annual update required under Condition G15 of the Approval, and not for Occupation Certificate.</i></p> <p>Refer to Appendix A for report author CVs</p> <p>Refer to Section 1.2 for details of consultation.</p> <p>This report</p> <p>Refer to Section 2.3 for objectives.</p> <p>Refer to Section 4.2 for targets.</p> <p>Refer to Sections 4.1 and 4.3 – 4.9</p> <p>Refer to Section 4.6</p> <p>Refer to Section 4.3</p> <p>Refer to Section 5</p>

CONDITION NO.	DESCRIPTION	WHERE ADDRESSED
	responsibilities for relevant employees involved in the implementation of the GTP; and (h) include details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development	Refer to Section 5

1.2. Consultation

In accordance with Condition F11(a) of the Approval, consultation is required to be undertaken with Inner West Council and (Sydney Coordination Office) Transport for NSW in preparation of this UGTP (ref: 0998r01v03). **Table 2** outlines the consultation undertaken by PDC.

Table 2: Key Consultation Timeline with Council and TfNSW

DATE	DESCRIPTION	WHERE ADDRESSED / RESPONSE
17 May 2024	PDC emailed TfNSW and Council outlining the intended consultation process which will incorporate the following steps: <ul style="list-style-type: none"> • PDC to prepare a draft UGTP. • PDC to issue the draft UGTP to TfNSW and Council for review and comment. • TfNSW and Council to provide PDC with comments (if any) for consideration. • PDC to consider comments and incorporate in the final UGTP. • The final UGTP will be issued to TfNSW and Council for endorsement. 	N/A
20 May 2024	TfNSW responded to PDC's email confirming the consultation process is acceptable. TfNSW advised the following: <i>"...I note that we worked with Street Level Strategies back in late June 2022. Yes your approach below looks fine, with a couple of changes:</i> <ol style="list-style-type: none"> <i>a) Depending on the GTP it may take more than one round of reviews between our teams; and</i> <i>b) Once our Travel Demand Management team have reviewed the final GTP and are satisfied with it – we will then send an email to endorse the plan.</i> 	Noted.
21 June 2024	Council responded to PDC's email confirming the consultation process is acceptable. Council advised the following: <i>"...I would like to ask if you could address in your draft the bus transport issue. How much bus activity has increased since the development to this stage and will there be further likely bus activity once the development is complete, as I am not aware of the additional student intake at this point of time under DA? Can you advise of the bus management program, bus routes, at what times buses service the schools and quantitative number of buses that operated before, now and when development with full intake of students is projected..."</i>	Refer to Section 4.6.



DATE	DESCRIPTION	WHERE ADDRESSED / RESPONSE
24 July 2024	<p>TfNSW has reviewed the UGTP and noted the following comments:</p> <p>Section 2.2 Policy Context: <i>Please update the reference from Future Transport Strategy 2056 to Future Transport Strategy (https://www.future.transport.nsw.gov.au/documents/future-transport-strategy) and it would be useful to reference the Active Transport Strategy also (https://www.future.transport.nsw.gov.au/future-transport-plans/active-transport-strategy)</i></p> <p>Car parking: <i>It is recognised that the school has taken a deliberate strategy to provide fewer car parking spaces that required in the Inner West Council DCP, and also have provided dedicated car pool spaces, and provision for EV. These car pool spaces should be monitored over time to ensure sufficient supply in the future.</i></p> <p>Mode share targets: <i>The TDM team appreciates that mode share targets have been set – both for students and staff. The TDM team support the mode share for students, but still consider a target of 73% for car as driver still rather high particularly given opportunities for active transport (“TSG has excellent access to the local bicycle network”, p24), and carpooling (car as passenger). This may be included in car based mode share, which could be separated out to car driver and car passenger in Table 8 Mode Share Targets by 2030.</i></p> <p>Bicycle parking and End of Trip Facilities (EoT): <i>The TDM team appreciates that EoT are understood to be provided for staff and students, and 16 bicycle parking spaces for staff and 80 bicycle parking spaces for students will be delivered in the future from the current 54 bicycle parking spaces. The TDM ask that both the bicycle parking and EoT will be monitored over time to ensure sufficient supply to encourage active transport. The bicycle parking should be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the cycway design toolkit.</i></p>	<p>Noted.</p> <p>Section 2.2 has been updated accordingly.</p> <p>Table 11 has been updated to include the monitoring of EV and car pool spaces and the provision adjusted accordingly to meet growing demand.</p> <p>Table 8 has been revised to separate ‘car-based’ transport into ‘car, as driver’ and ‘car, as passenger’ for staff. Staff ‘car, as driver’ targets has been reduced accordingly.</p> <p>Table 11 has been updated to include the monitoring of bicycle parking spaces and EoT and the provision adjusted accordingly to meet growing demand.</p>
26 August 2024	<p>Council has reviewed the UGTP and noted the following comments:</p> <p><i>It is viewed that the school bus activity be monitored and that the report entails the various bus route activity and management in the area. The number of bus movements, frequency and timetabled as current and forecasted once the development and student intake is complete should also be reported, particularly with the use of Hurlstone Avenue.</i></p> <p><i>Council should be able to enter discussions with the school if required to review any plan of management for Bus Activity in the area.</i></p> <p><i>No other comments are made or have been received with respect to traffic of Transport modes.</i></p>	<p>Table 11 has been updated to cover the monitoring of the Trinity bus services as requested by Council.</p> <p>It is noted that the ‘Plan of Management’ is related to the Operational Transport and Access Management Plan (OTAMP) which is a separate document.</p> <p>TGS welcomes discussion with Council relating to the school bus activity that will be discussed in the OTAMP when it is updated at the appropriate time (per Condition F12 and G7 of the Approval).</p> <p>Noted.</p>

A copy of the email consultation undertaken to date is included as **Appendix B** for reference. Having regard for the above, any additional feedback received would be incorporated into a revised version of this Plan.



1.3. Structure of this Report

This UGPT is based upon information provided by the project managers, Bloompark Pact, and the client, TGS, and should be read in the context of other documentation submitted separately. The remainder of this Plan is structured as follows:

- Section 2: Describes the benefits of a Green Travel Plan, policy context and objectives.
- Section 3: Describes the site and existing traffic and parking conditions in the locality.
- Section 4: Discusses the existing school site, travel behaviours and travel modes, and trends.
- Section 5: Discusses the initiatives and actions proposed under this UGPT.
- Section 6: Presents the overall study conclusions.

1.4. References

In preparing this UGPT, reference has been made to the following guidelines / standards and reports:

- Trinity Grammar School Redevelopment – Development Consent – SSD-10371 issued by the Department of Planning, Industry and Environment dated 24 September 2021 (the Approval).
- Green Travel Plan (Revision) | Trinity Grammar School Summer Hill – Renewal Project prepared by Street Level Strategies dated 23 June 2022 (SLS GTP).
- Condition B6 Independent Audit Report (ref: 23.048r02v03) prepared by Traffix dated May 2024.
- Trinity Grammar School, Summer Hill Campus – The Renewal Project – Environmental Impact Statement, prepared by Willow Tree Planning dated April 2020 (EIS Report).



2. Green Travel Plan Benefits, Policy Context & Objectives

2.1. Benefits of a Green Travel Plan

This UGTP has been prepared in accordance with Condition F11 of the Approval which outlines a set of measures to reduce dependency on private cars by maximising the use of sustainable modes of travel such as walking, cycling, public transport, carsharing and carpooling. Generally, a Green Travel Plan should contain a series of complementary measures which will act in unison to discourage private car dependency.

The measures set out in this UGTP align with the commitment Inner West Council (Council) has to reduce private car usage by promoting sustainable forms of transport and seeks to bring about a mode shift away from single occupancy car use towards more sustainable modes for the benefit of residents, businesses, visitors and the greater community. Far-reaching benefits of Green Travel Plans include:

- Reducing demand for car parking, traffic congestion and noise pollution in the local area.
- Reducing greenhouse gas emissions and air pollution.
- Reducing costs associated with car parking, fleet maintenance and travel.
- Increasing physical activity, leading to greater productivity and improved health and wellbeing.
- Increased accessibility to a site.
- Improving corporate image.

TGS is committed to ensuring that the proposed development promotes the principles of transit-oriented development by limiting private vehicle use, whilst ensuring adequate car parking is provided for building users and visitors depending on the building's accessibility by public and active transport.

2.2. Policy Context

Green travel planning is underpinned by a framework of state-wide policy and strategy documents which define priorities and aspirations for development over the coming years, including:

- Future Transport Strategy.
- Active Transport Strategy.
- Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People.
- Sydney's Cycling Future: Cycling for Everyday Transport.



Planning and design outcomes pursued by Council include improvement of city access, minimisation of vehicle kilometres travelled, maximisation of public and active transport use, enhancing liveability, protection of the natural environment, and creating sustainable environments. These objectives are supported by the following local policies:

- Inner West Council Cycling Strategy 2023.
- Going Places: An Integrated Transport Strategy for the Inner West (March 2020).

These policy and strategy documents set the framework and underlying ambitions upon which this UGTP has been based.

2.3. Objectives

The main objective of this UGPT is to continue supporting the increase in students and staff by reducing the reliance on car-based modes of travel and increased sustainable travel including:

- Continuing the school's trend of a rising mode share toward Trinity bus services, public transport, cycling and walking to school trips.
- Provide adequate facilities on school grounds to enable staff, visitors and students to travel by sustainable and active transport modes.
- Reduce the number of car-based trips to and from the school, particularly in the AM peak; and
- Increasing travel by sustainable and active transport.

3. Existing School Travel Behaviours

3.1. The School Site

TGS is located at 119 Prospect Road, Summer Hill, being located approximately 1.3 kilometres south-west of Summer Hill Railway Station and 7.7 kilometres south-west of the Sydney CBD. TGS is bound between Seaview Street in the north, Prospect Road in the east and Victoria Street in the west. With reference to the EIS Report, TGS is currently described as follows:

The Summer Hill campus incorporates a junior, middle and senior school, accommodating students from Kindergarten to Year 12. Existing facilities contained within the campus include, but are not limited to, the following:

- *General learning facilities and specialised subject-specific facilities;*
- *Junior School;*
- *Assembly hall;*
- *Library;*
- *Administration facilities;*
- *Indoor sports centre;*
- *Centenary Aquatic Centre and swimming pools;*
- *Three (3) ovals and external basketball courts; and*
- *Underground carparking (located below Ovals Nos 2 and 3).*

The primary vehicular access to the campus is facilitated via Victoria Street, with vehicular access to the underground staff, student and visitor carparks (which also incorporate drop-off/pick-up facilities) provided via two (2) separate access points on Victoria Street. Limited vehicular access is also available via Prospect Road. The main pedestrian access to the School is from Prospect Road, where bus zones are located. Restricted pedestrian access is also available from Victoria Street and Seaview Street at certain times.

The campus has grown over time which is evident in the range of buildings across the Site. The Site consists of multiple built forms and landscape elements, and as a consequence, a grid-lock of buildings are created and connections between buildings became “ad hoc”. Many areas are not accessible and left over spaces in-between buildings are considered significant safety concerns. Another consequence of the close proximity of the buildings means many open spaces suffer from a lack of amenity, accessibility and are poorly designed/arranged.

*The School offers of a broad range of sporting activities supported by its three playing fields. Oval 1 faces onto Prospect Road and Yeo Park, Ovals 2 and 3 contains car parking below which is access off Victoria Street. **Figure 1** provides and appreciation of the site in a local context.*



Figure 1: School Site Plan

3.2. Student Catchment

Students who attend the school reside from all over the Sydney metropolitan area, as can be seen in **Figure 2**.

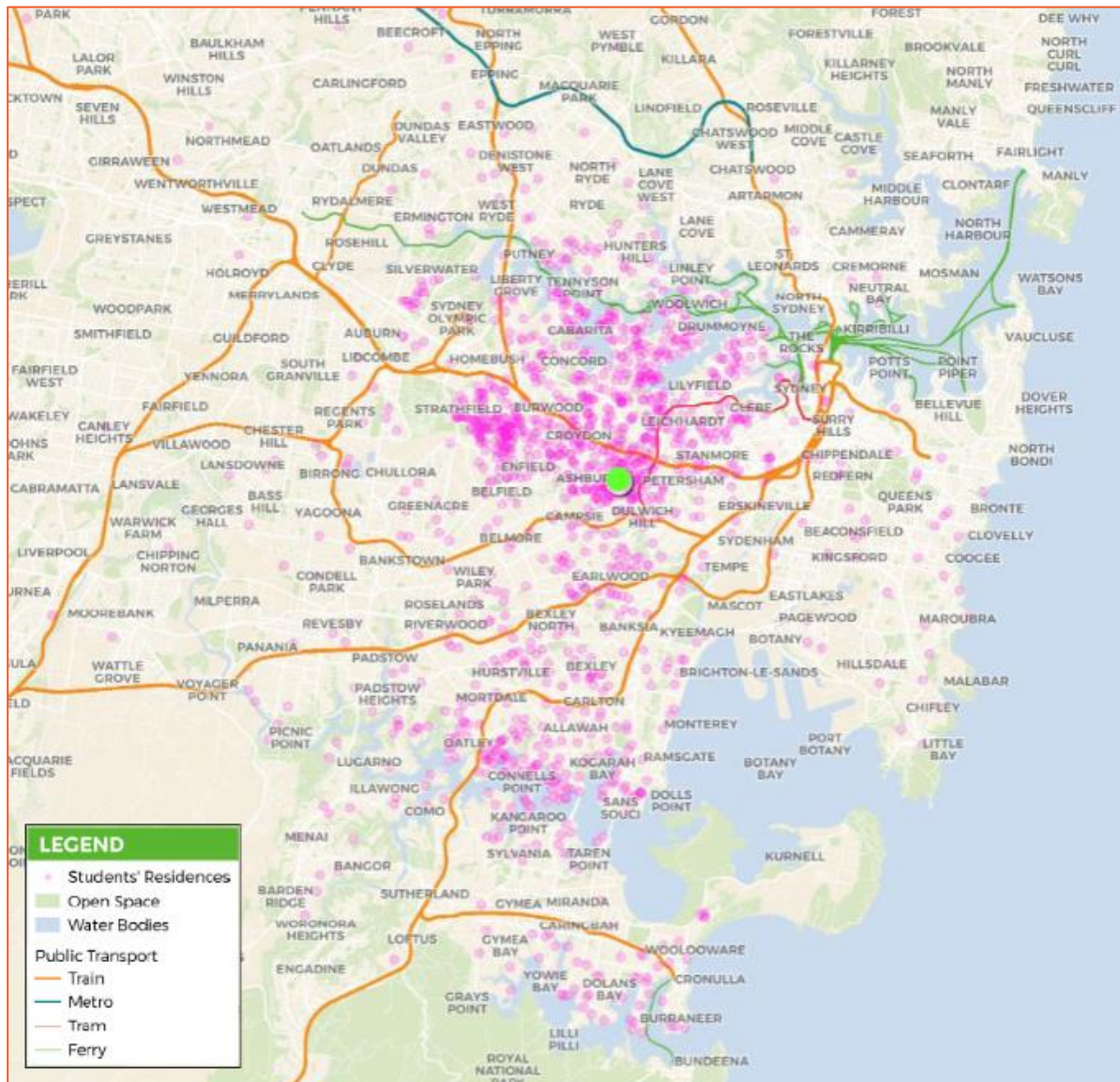


Figure 2: Heat Map of Trinity Grammar School (Summer Hill) Students (source: STS GTP)

However, most students live within a five kilometre radius of the school, and a slightly lesser proportion within 10 kilometres.

Table 3 presents a summary of the distance from school that students reside.

Table 3: Distance Students Reside from TGS

	DISTANCE (KILOMETRES)				
	0 – 5	5 – 10	10 – 15	15 – 20	> 20
Junior	50%	35%	11%	3%	0%
Middle	46%	33%	13%	7%	1%
Senior	41%	33%	18%	6%	3%
AVERAGE TOTAL	45%	33%	15%	6%	1%

The proximity of students to the Summer Hill campus, particularly for the Middle and Senior school, provides an excellent opportunity to increase access to school by active and public transport which will be addressed in the actions.

3.3. Existing School Travel Mode Share

3.3.1. 2024 School Travel Mode Share Questionnaire Surveys

Since 2013, TGS has continued to monitor travel mode share amongst its staff and students. In March 2024, student and staff travel mode questionnaire (TMQ) surveys were undertaken by Traffix including:

- A hands-up survey for school years, Kindergarten – Year 2.
- An online survey using SurveyMonkey for school years, Year 3 – 12.
- An online survey using SurveyMonkey for school staff.

Findings of the TMQ surveys are discussed in the sub-sections below:

3.3.2. Student Mode Share

Following an analysis of the TMQ survey results for 2024, the findings of the existing student mode share is shown in **Table 4** and illustrated in **Figure 3** overleaf.

Table 4: 2024 Student Mode Share Splits

TRANSPORT MODE		PERCENTAGE SPLIT	
Car – Based Modes	Car (passenger) - pick up / drop off	43%	52%
	Car (passenger) - with student / staff driver	3%	
	Car (driver) - park at school	6%	
Sustainable/ Active Modes	Light Rail	2%	48%
	Train	7%	
	Public Bus	10%	
	Trinity Bus	23%	
	Bicycle	1%	
	Walk	5%	
TOTAL		100%	100%

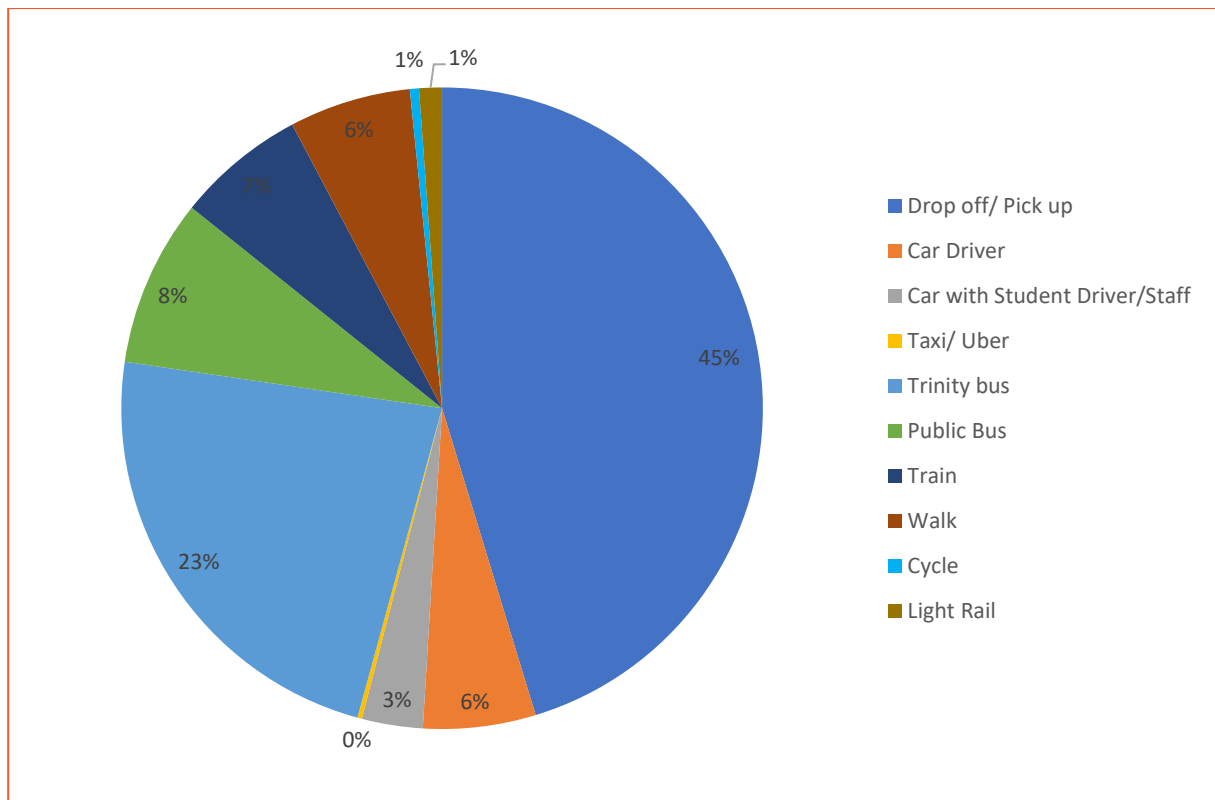


Figure 3: 2024 Student Mode Share Splits

From **Table 4** and **Figure 3**, it can be seen that there is generally an even split between the use of car-based (private car) and alternative transport modes amongst TGS staff. 52% of students utilise car-based transport whilst the remaining 48% utilise alternative transport modes including public bus services, Trinity bus services, walk, cycle, train and light rail. From further review of the survey results, it can be seen that the use of bus services (public transport or Trinity bus services) is well utilised by students, accounting for 33% out of the 48% active travel split.

3.3.3. Staff Mode Share

Table 5 and **Figure 4** shows the current travel mode splits for staff. From both the aforementioned table and figure, it can be seen that there is a high reliance on car-based transport, accounting for 85% of the total staff travel mode splits. Whilst only accounting for 1%, staff car pooling may be a promising travel mode to further improve upon as the survey results suggest there is some utilisation of this travel mode to and from the school.

In terms of alternative modes of transport used by staff, the results show that ‘walking’ is utilised by a substantial portion of staff, suggesting that staff considers it as a convenient means of travel (likely due to residing within a reasonable walking distance to the school).

Table 5: 2024 Staff Mode Share Splits

TRANSPORT MODE		PERCENTAGE SPLIT	
Car – Based Modes	Car (passenger) - pick up / drop off	2%	85%
	Car (passenger) - with staff driver	1%	
	Car (driver) - park at school	82%	
Sustainable/ Active Modes	Light Rail	1%	15%
	Train	3%	
	Public Bus	0%	
	Bicycle	1%	
	Walk	8%	
	Trinity Bus	2%	
	TOTAL	100%	100%

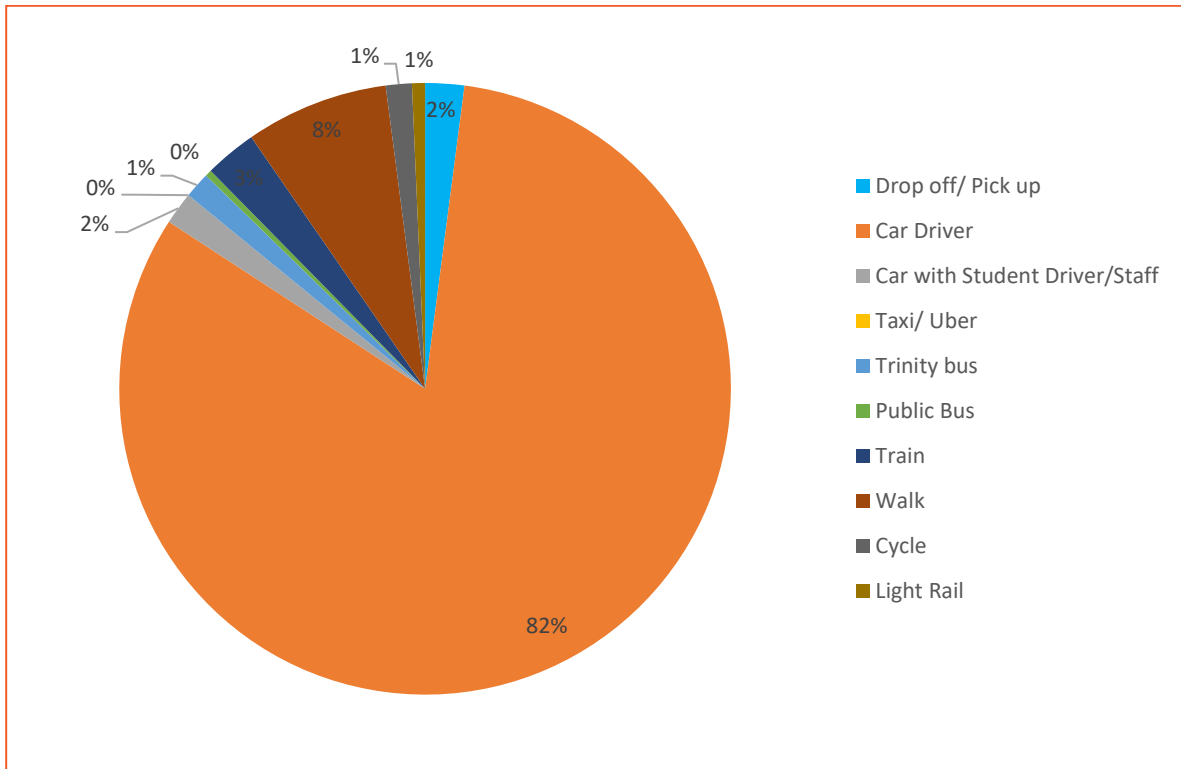


Figure 4: 2024 Staff Mode Share Splits

3.4. Current Trends

In the context of past travel mode splits, **Table 6** and **Figure 5** summarises the results for prior school years for students.

When compared to the results for 2020, it can be seen that there is a minor shift in travel modes with car-based transport having increased by 5% and alternative transport modes having decreased by the same amount. More specifically, it can be seen that much of shift in car-based transport is a result of an increase in pick-up and drop-off (PUDO) by parents (+4%). Conversely there has been a reduction in using Trinity bus services (-5%).

Whilst the travel mode splits surveyed in 2024 show a countertrend, whereby there is an increase in car-based transport, it is important to contextualise the results with the global pandemic, COVID-19, and aftermath following. Health concerns surrounding COVID-19 have made the general population hesitant to use public transport due to close proximity to others. This could be attributed to the responses by the NSW Government during 2020 – 2022, whereby the state has seen several health measures implemented to combat the spread of COVID-19, including social distancing, lockdowns, stay-at-home restrictions for persons testing positive for the virus, and alternate working measures to limit travelling to and from the workplace (e.g. work from home (WFH) arrangements).

In the context of schools, staggered start and end times were implemented with encouragement for students to avoid social crowding and public transport as a means to minimise COVID-19 transmission.

Table 6: Past and Present Travel Mode Splits - Students

TRAVEL MODE		2013		2016		2018		2020		2024	
Car – Based Modes	Drop off/ Pick up	49%	55%	47%	53%	48%	54%	39%	47%	43%	52%
	Car Driver	4%		4%		5%		5%		6%	
	Car with Student Driver	3%		2%		1%		3%		3%	
	Taxi/ Uber	0%		0%		0%		0%		0%	
Sustainable/ Active Mode	Trinity bus	24%	45%	23%	47%	27%	46%	28%	53%	23%	48%
	Public Bus	8%		10%		10%		9%		10%	
	Train	6%		8%		2%		7%		7%	
	Walk	4%		4%		6%		7%		5%	
	Boarders	2%		2%		1%		0%		0%	
	Cycle	0%		1%		0%		0%		1%	
	Light Rail	0%		0%		0%		2%		2%	

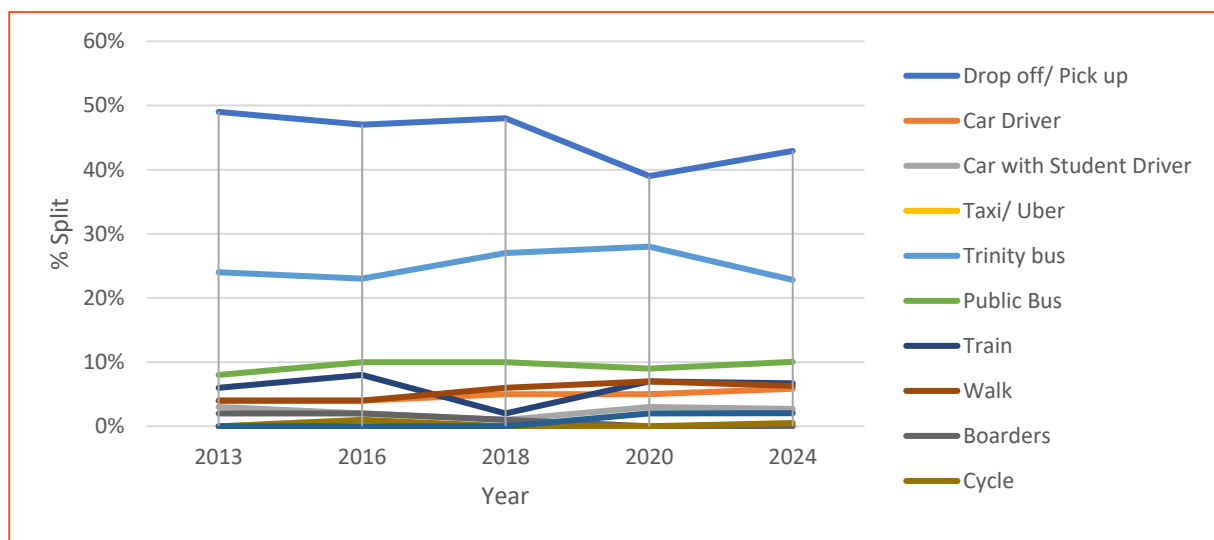


Figure 5: Student Travel Mode Share Distribution from 2013 to 2024



With regard to changes to the workplace setting as a result of the COVID-19 response, there has been an increase in flexible working conditions including flexible office hours, WFH arrangements and remote working, to name a few. These flexible working conditions have continued to persist even after the end¹ of the COVID-19 pandemic in Australia.

With parents, whose workplaces offer the abovementioned incentives, they are able to offer their children to drop-off or pick-up them up to and from school and particularly. Accordingly, students are presented with an alternate transport option for journeys to and from school which may not have been a viable option previously. These observations would correlate with the reduced use of the Trinity bus services (5% reduction).

In consideration of the above, it can be seen that the base-line travel mode scenario, which has been well established for the school prior to COVID-19 (since 2013 where TQM surveys have commenced) has shifted. With the pandemic having ended; travel modes and behavioural shifts towards traditional workplace arrangements have normalised (i.e. more employees opting to WFH) and so, it is not appropriate for the 2024 travel mode splits to be directly compared to previous years without taking into consideration pre- and post-pandemic transport and travel conditions.

Notwithstanding the above, it can be seen from **Table 6** and **Figure 5** that aside from Year 2024, a positive trend in lower car-based transport showing the effectiveness of a Green Travel Plan. It is the aim of TGS that despite the 2024 TQM survey results showing a countertrend, the school will continue to implement this UGPT to encourage behavioural change to reach the Year 2030 travel mode targets.

¹ On 20 October 2023, the Australian Chief Medical Officer declared that COVID-19 was no longer a Communicable Disease Incident of National Significance (CDINS) and ended all national emergency response and coordination, shifting COVID-19 management to a more general infectious disease framework.

4. Green Travel Plan Initiatives & Actions

4.1. Overview

A summary of the proposed initiatives and actions committed to be implemented by TGS is shown in **Table 7**. Consistent with the STS GTP, the following timeframes for implementation have been adopted

- Short-term: within two years.
- Medium-term: within three to six years.
- Ongoing: annual or recurring.

It is noted that the initiatives and actions in **Table 7** are from the previously approved STS GTP with each item provided with commentary from TGS as to the general progress on its implementation. In this regard, the following key has been adopted:

- Action or initiative implemented: Table row coloured in **green**.
- Action or initiative ongoing or in progress: Table row coloured in **yellow**.
- Action or initiative not yet commenced: Table row coloured in white.

Most actions are short term to be able to achieve the mode share targets for this UGTP. It is noted that there are actions that are recurring / ongoing that do not have a foreseeable end-date. The school is actively pursuing the initiatives to support the target travel split modes and shift toward more active travel methods.

Table 7: Summary of Green Travel Plan Actions and Initiatives

NO.	ACTION	FOCUS	TIMEFRAME	RESPONSIBILITY	TGS COMMENTARY
Increase travel by Active Transport					
1	Provide end of trip facilities on campus	Students and Staff	Existing	Head of Operations	End of trip facilities are available to all staff, students and visitors, and are easily accessed.
2	Advocate to the Local Council and other relevant authorities for improved public or active transport services and infrastructure such as cycleways, as relevant	Students and Staff	Ongoing	Head Master / Deputy Head Master	We are in the process of establishing relationships with local bike organisations to build mutual support opportunities. This is to ensure any suggested changes to infrastructure are appropriate for the area.
3	Promote and participate in National Walk and Cycle to School / Work Day	Students and Staff	Ongoing	Head of Operations	The School is planning to promote and participate in this event in 2024, now that our facilities are able to cope with the event.
4	Continue to provide the mandatory Year 9 bike rider training to all students to build cycling skills and confidence	Students	Ongoing	Head of Operations	Field Studies Centre Program continues to provide Year 9 students with the opportunity to gain bike riding skills.
5	Deliver 96 bicycle parking spaces on campus as part of the Renewal Project	Students and Staff	Short	Head of Operations	CP 2 12 Bike parking spots and 42 spaces located in the Centenary Centre Bike racks under cover. Additional racks will be installed as part of the current building works.
6	Advocate to Transport for NSW for pedestrian crossing facilities across Old Canterbury Road to improve access to Arlington light rail stop	Executive	Short	Head Master/ Deputy Head Master	Pedestrian Crossing Supervisor engaged for Prospect Road. For student safety, students are required to cross Old Canterbury Road using the pedestrian lights currently available. Crossing Supervisor Application NSW RMS - Included in Inner West Council Plan for an additional supervisor for the crossing on Victoria St.
7	Consult with parents, students and staff to establish a 'bike bus' program to increase cycling to school especially for younger students	Students	Short – Medium	Head of Operations	Consultation process scheduled to commence next term
8	Consult with students and staff to understand barriers to walking and cycling, including any infrastructure gaps or	Students and Staff	Short – Medium	Head of Operations	Consultation process scheduled to commence next term

NO.	ACTION	FOCUS	TIMEFRAME	RESPONSIBILITY	TGS COMMENTARY
	safety concerns, and plan a course of action (may include providing infrastructure/ services or advocacy)				
9	Provide information on bike parking facilities on the Trinity app	Students and Staff	Short – Medium	Head of Operations	Information provided through the App.
10	Set up a Bicycle User Group (BUG) program	Students and Staff	Short – Medium	Head of Operations	Consultation is underway with staff who cycle to and from school, to establish a BUG.
11	Include opportunities for staff to salary sacrifice the purchase of a bicycle and insurance, and negotiate discounts with local cycle dealers	Staff	Medium	Head of Operations	Confirmed opportunities available - Southgate Salary Packaging.
12	Provide a bi-annual mobile bike mechanic service at the school to encourage cycling	Students and Staff	Medium	Head of Operations	Ashfield Bike Shop to provide this service to the school.

Increase travel by Public Transport

13	Increase morning and afternoon peak shuttle services to/ from Ashfield, Summer Hill and Sydenham train stations with a potential later afternoon service to Ashfield	Students and Staff	Ongoing	Head of Operations	Additional services have been provided. Please see link to Bus transport information.
14	Integrate information on public transport services, walking and cycling routes on the Trinity app	Students and Staff	Short	Head of Operations	Information provided through the App.
15	Provide staff within a public transport catchment with incentives to use public transport	Staff	Short	Head of Operations	Staff are provided with incentives for using active and sustainable travel.

Increase use of Trinity bus services

16	Deliver an increase in Trinity bus services when service capacity threshold reached using existing processes	Students	Ongoing	Bursar	Assessed and Review Annually with Bursar / Bus Company
17	Provide a service on the Trinity app to request additional Trinity bus services or to report issues including crowding	Students	Short	Head of Operations	Addition to the App and monitored through info@trinity.nsw.edu.au

Reduce number of Car Trips



NO.	ACTION	FOCUS	TIMEFRAME	RESPONSIBILITY	TGS COMMENTARY
18	Provide orientation of the GTP to all incoming students as part of their start at Trinity Grammar School	Students	Ongoing	Head of Operations	Enrolments Pack include information
19	Capturing information from prospective incoming students to inform the student's travel planning and service planning for Trinity buses	Students	Ongoing	Head of Operations/ Enrolments	Addresses are used to heat map and plan possible additional services and route changes.
20	Continue to implement flexible learning timetables for Senior students to learn remotely	Students	Ongoing	Head of Operations	Explored/reviewed and discussion paper created. Year 12 students have a remote learning day per cycle/fortnight.
21	Implement a remote working program for support staff	Staff	Ongoing	Head of Operations	Implemented with selected departments with non student facing employees.
22	On promotional materials encourage visitors to the school for meetings or events to travel by public transport, walk or cycle before driving	Visitors	Ongoing	Marketing and Communications	An example of an invitation is attached in Appendix C
23	Investigate and encourage parents/ families to carpool	Students	Short	Head of Operations	Parents and families are encourage to car pool via the use of their various social groups and social media platforms
24	Implement a carpool scheme for staff and consider incentives to join	Staff	Short	Head of Operations	Available to staff through the implementation of a new Ride Share App called Liftango. Incentives are provided and further information is attached in Appendix D

Engagement and Governance

25	Allocate budget annually to fund the implementation and monitoring of the GTP	Executive	Ongoing	Bursar/ Head Master	Budget allocated annually.
26	Carry out annual online travel surveys with all students and staff to track performance against mode share targets and analyse the effectiveness of actions	Students and Staff	Ongoing	Head of Operations	Transport survey conducted bi-annually.
27	Report to the School Executive each Term on progress against the GTP targets and actions, with a remedy plan if/ as required	Executive	Ongoing	Head of Operations	There is no requirement to report Termly to this team. An update is provided annually.



NO.	ACTION	FOCUS	TIMEFRAME	RESPONSIBILITY	TGS COMMENTARY
28	Carry out an annual review of the GTP and report to the School Executive and School Council on progress against targets	Executive	Short	Head of Operations	An update is provided annually.
29	Annually review campus attendance and incoming students' place of origin and increase Trinity bus services as required	Students	Short / Ongoing	Bursar/Head of Operations	Addresses are used to heat map and plan possible additional services and route changes.

4.2. Targets

In a Green Travel Plan, targets for the various modes of sustainable and active transport must be realistic but ambitious and must be time-bound so that progress can be assessed against targets.

Consistent with the approved STS GTP, the school will continue to adopt the 2030 mode share targets as outlined in **Table 8**. The rate of change in these targets is consistent with the mode shift that is already occurring at the school to maintain this ambition and be achievable.

Table 8: Mode Share Targets by 2030

	TRANSPORT MODE	Current (2024)		TARGET (2030)	
		No.	Percentage Split	No.	Percentage Split
STUDENTS	Car – Based	861	52%	777	37% (- 15%)
	Sustainable / Active	794	48%	1,323	63% (+ 15%)
	TOTAL:	1,655	100%	2,100	100%
STAFF	Car-Based : Car, as Driver	227	82%	201	63% (- 19%)
	Car-Based: Car, as Passenger	8	3%	29	9% (+ 6%)
	Sustainable / Active	42	15%	91	28% (+ 13%)
	TOTAL:	277	100%	321	100%

Note: Staff 'Car, as Passenger' transport mode also includes 'Drop-Off / Pick-Up and 'Taxi / Uber' mode shares.

Given behavioural change takes time and effort, it is unreasonable to place a time burden to achieve these targets beyond what is sustainable; so in this regard, we propose the school should aim to achieve these targets over the remaining six-year period with an approximate 3% shift towards sustainable modes occurring year on year.

4.3. Cycling

As illustrated in **Figure 6**, TGS has excellent access to the local bicycle network.

From **Figure 6**, it can be seen that the school has immediate access to cycle paths along two of its frontages including:

- An on-road cycle path to the east, along Prospect Road.
- An off-road cycle path / circuit to the south, within Yeo Park.

These cycle paths allow connections to the broader cycle network. The survey results show that there is a 1% of cycling modes share amongst students. Compared to 2020 where the cycling mode share was reported to be 0%. Cycling is a promising option as an alternative to car-based transport and with effective communication to increase awareness of available cycle paths near the school, cycling should be encouraged to high school students (and staff). The Trinity App has integrated cycling (and walking) routes to inform staff, students and parents of active transport links to and from the school and shown in **Appendix E**.

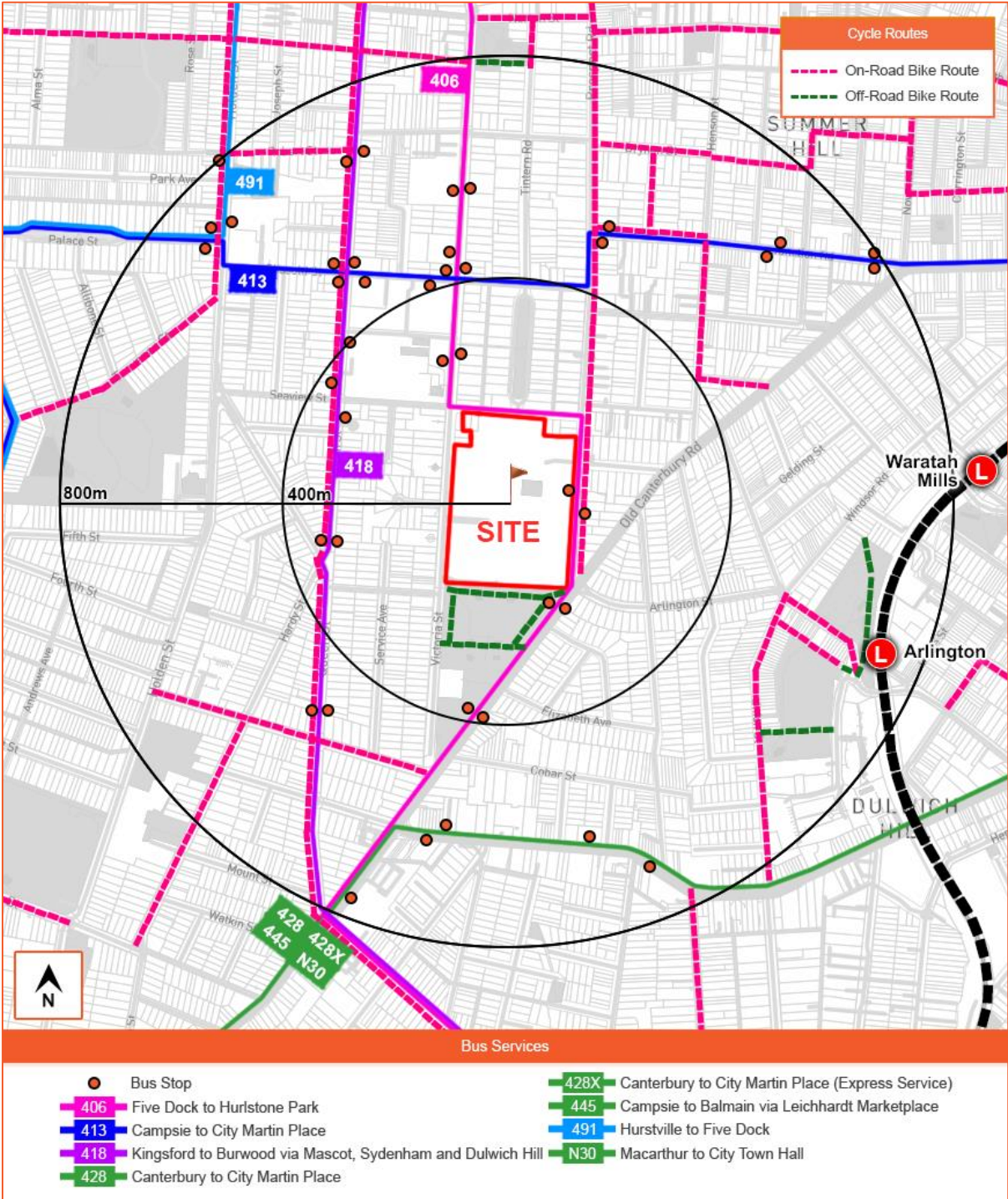


Figure 6: Active and Public Transport Services

As outlined in **Table 7**, a total of 96 bicycle spaces will be delivered including 80 student and 16 staff spaces. Currently, a total of 54 bicycle spaces are provided as shown on **Figure 7**. Additionally, **Figure 7** shows locations of designated end-of-trip facilities for staff and students.

Figure 8 shows the envisioned bicycle network for the Inner West Council local government area (LGA).

From **Figure 8**, it can be seen that there is a projected bicycle network throughout the LGA to support the adoption of cycling as a means of travel. Delivery of these cycling links will support the TGS objectives to reduce car-based transport as cycling becomes a more convenient means of travel to and from school.

It is noted that cycling guidelines generally do not contain requirements to provide bicycle parking for students up to Year 4. Where appropriate, students should be encouraged to cycle to school from a young age. This will also assist in embedding in students the benefits of active living. For young students, adult supervision is required. Initiatives such as parent-run 'bike buses', where parents and younger students ride in a convoy together are an effective way of promoting cycling and maintaining safety.

The school also continues to provide a mandatory bike riding training in Year 9 to encourage students to cycle to school.

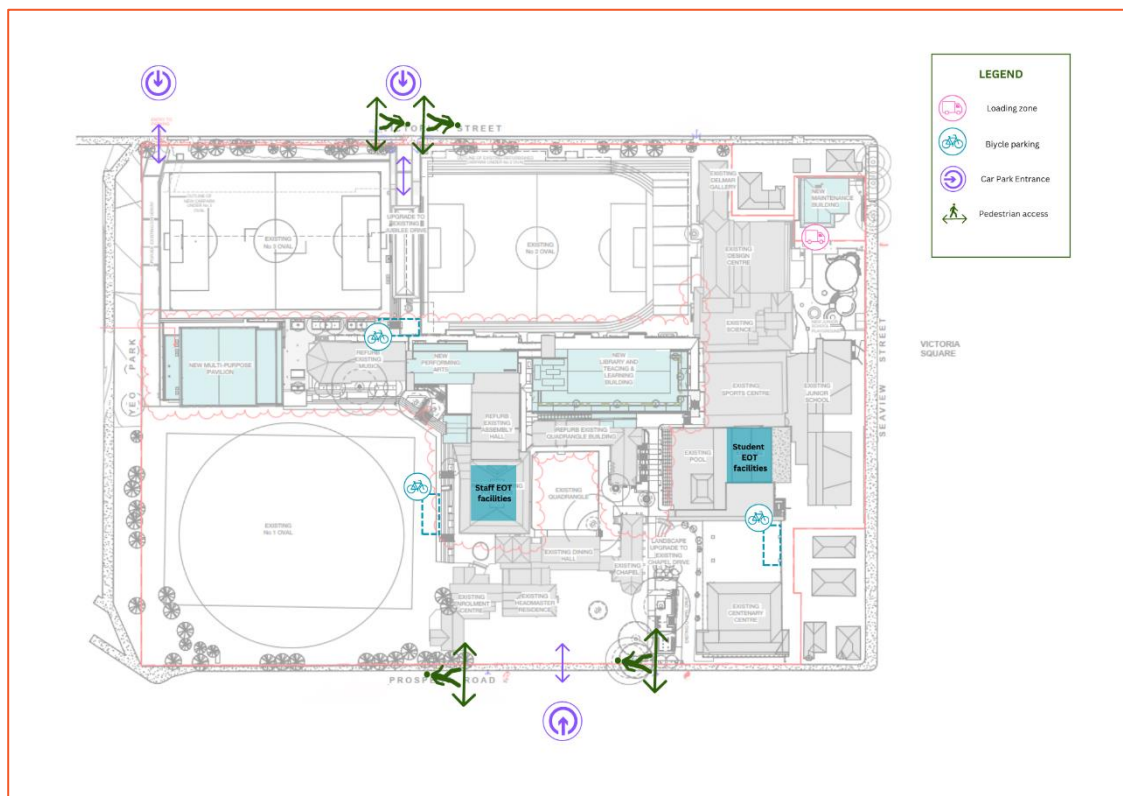


Figure 7: Indicative location of Bicycle Spaces & End-of-Trip-Facilities

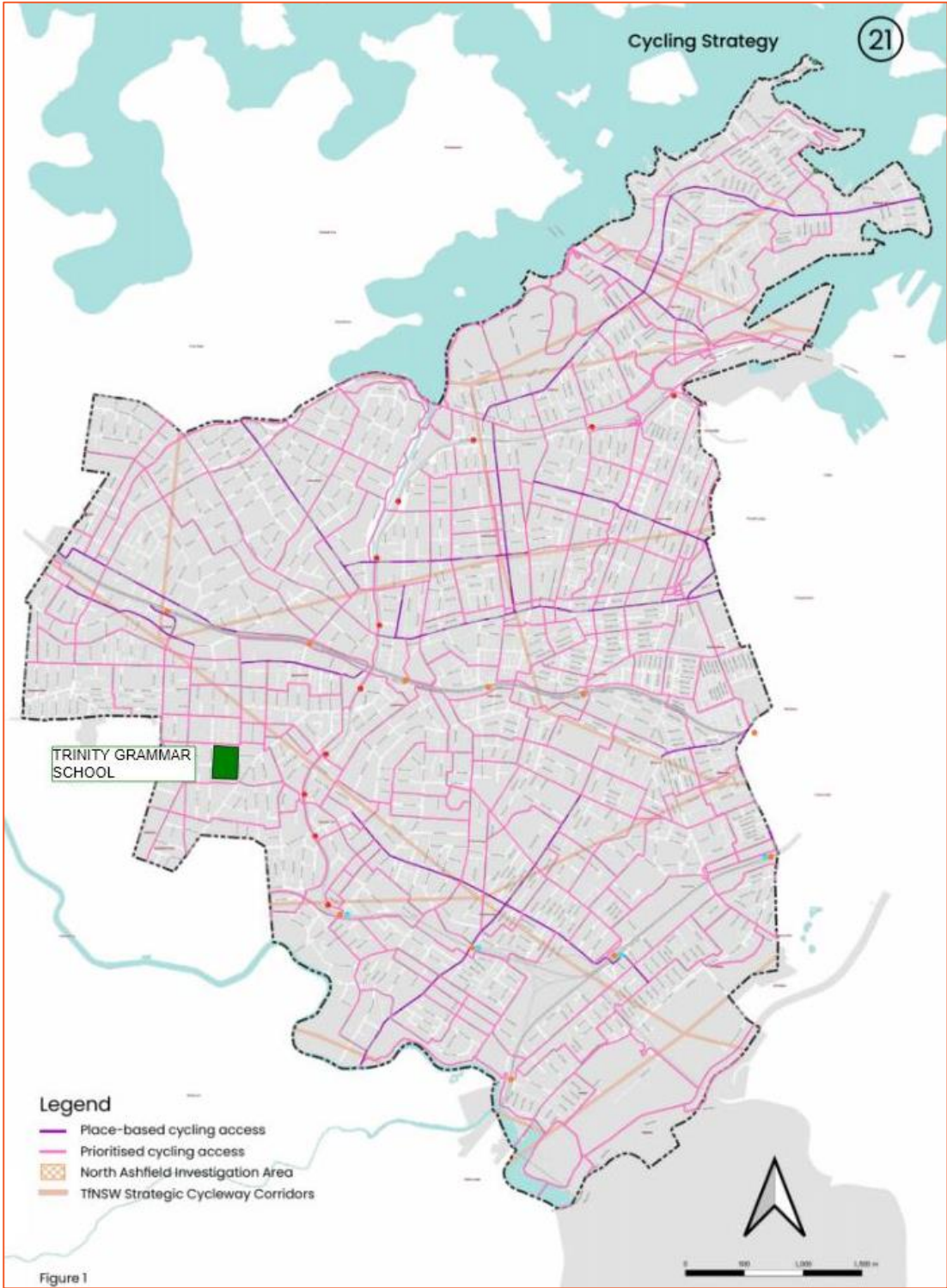


Figure 8: IWC Strategic Bicycle Network (source: Inner West Council Cycling Strategy)

4.4. Walking

Along all street frontages, the school is provided with concrete footpaths. Several pedestrian infrastructure and facilities are provided within proximity to TGS including:

- A raised wombat crossing along Prospect Road, in front of the school, between Hurlstone Avenue and Old Canterbury Road.
- A raised wombat crossing, across the northern approach of the Victoria Street / Harland Street intersection.
- A signalised pedestrian crossing along Old Canterbury Road, between Hampstead Road and James Street.
- A signalised pedestrian crossing along Old Canterbury Road, between Elizabeth Avenue and Cobar Street.
- An at-grade pedestrian crossing across the northern approach of the Henson Street / Herbert Street intersection.
- A pedestrian refuge across the northern approach of the Queen Street / Seaview Street intersection.
- A pedestrian refuge across the north-eastern approach of the Armstrong Street / Queen Street / Hardy Street intersection.
- A pedestrian refuge across the eastern approach of the Queen Street / Harland Street intersection.

Figure 9 illustrates the aforementioned pedestrian crossing facilities in the context of the school site.

Travel Survey data reveals 14% of students live within two kilometres of the school. Walking to school is a viable option for these students. Sydney's Walking Future is a strategy that recognises walking's place as an active, sustainable and enjoyable transport mode, and encourages people to walk for transport, especially for trips under two kilometres. The strategy aims to increase walking trips to school to reduce pressure on the road network. Currently only 5% of students walk to school. There is opportunity for the number of students using this mode to increase (or alternatively, a proportion of these students to consider cycling). The Trinity App has integrated walking (and cycling) routes to inform staff, students and parents of active transport links to and from the school and shown in **Appendix E**.

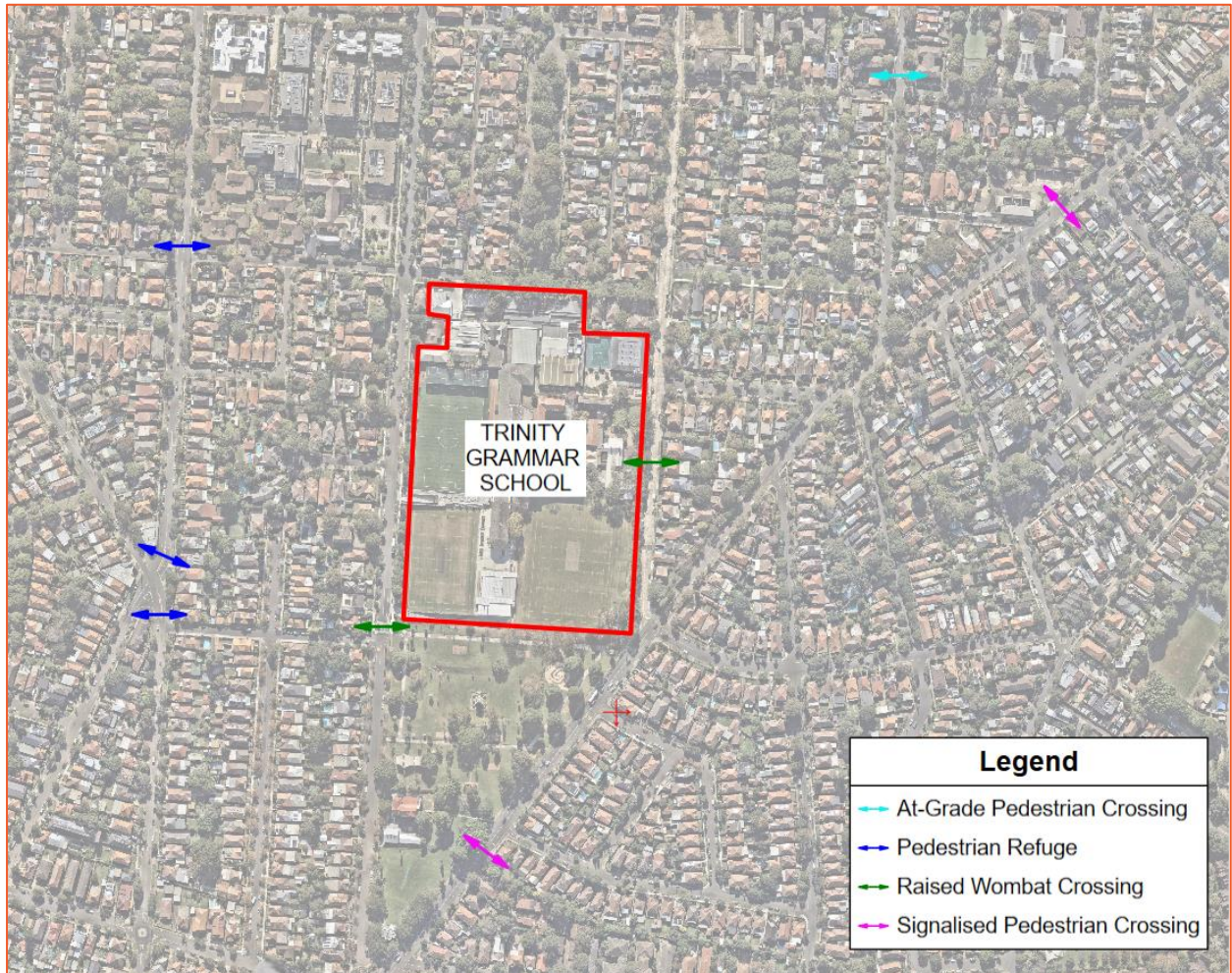


Figure 9: Pedestrian Facilities Near the School

4.5. Public Transport

The school is serviced by the public bus network, heavy rail and light rail. Currently, 19% of students that utilise alternative transport for journeys to and from school; do so by these services including 10% by 'public bus', 7% by 'train' and 2% by 'light rail'.

Based on the TQM survey, the majority of students who travel by train access Ashfield or Summer Hill stations. The walk between these stations and the school are between 1.5 – 2.0 kilometres and take between 15 – 25 minutes. Given the walking time from these stations to the school (and vice-versa) it has been observed that the Trinity bus services act as a 'last-mile' service, offering a convenient link for students and staff that utilise these train services.

The light rail stop at Arlington is approximately 800 metres from the school which is a short walk. The TQM survey confirms that the 2% travel mode split for 'light rail' has been retained since 2020. There is an opportunity to increase the mode share for light rail, particularly for students and staff travelling from Leichhardt, Lilyfield, Abbotsford and Glebe areas.

4.6. Trinity Bus Services

4.6.1. Overview

The school operates a substantial bus network to meet the needs of its students noting 23% of students use this service for journeys to and from school. This service has a charge per trip that is invoiced each Term. The network for this service is shown in **Figure 10**.

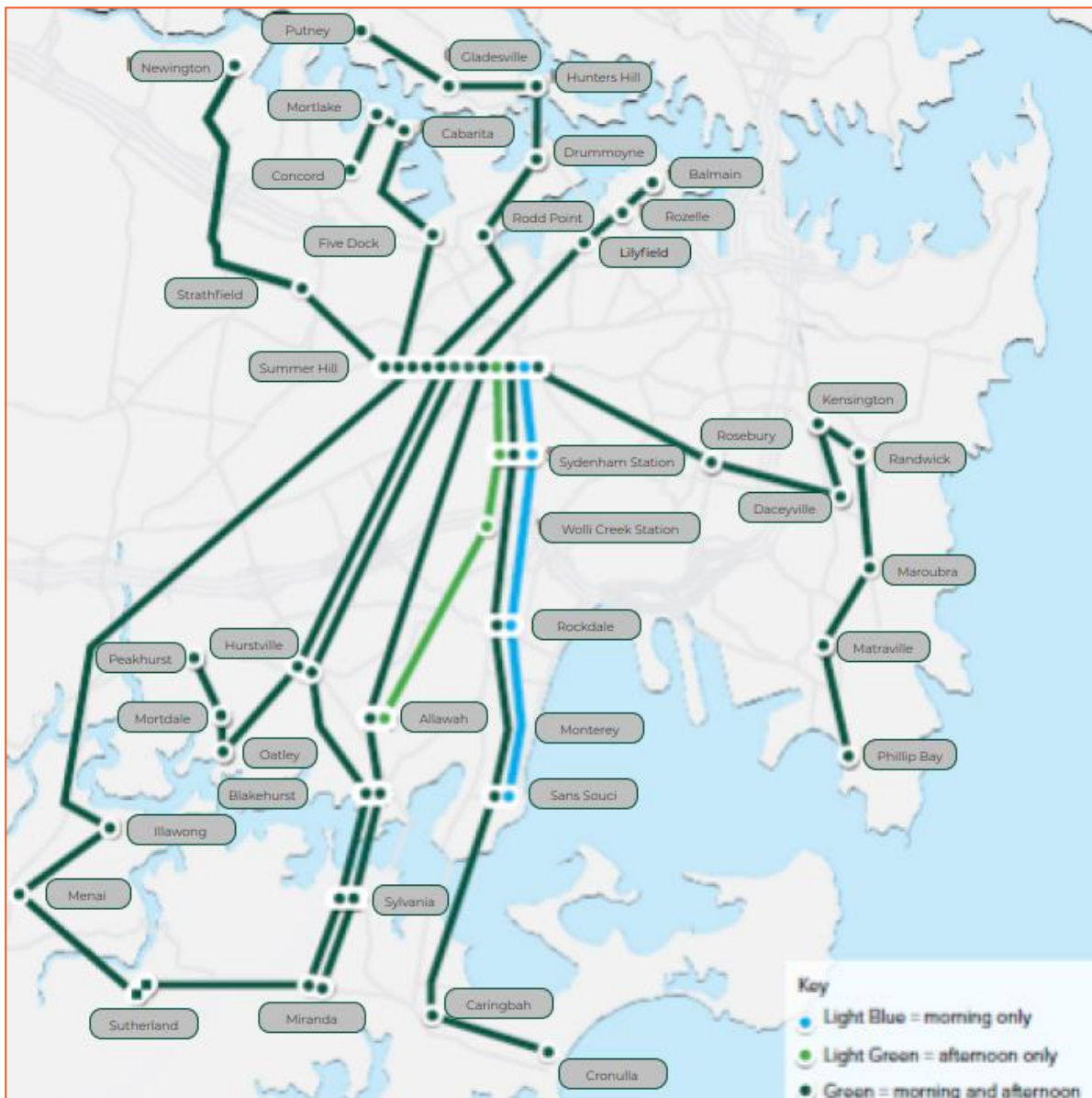


Figure 10: School Operated Bus Network



The bus services are operated by Kinetic, on behalf of the school with all routes, stops, frequencies available online².

Table 9 and **Table 10** summarises the Trinity bus services during a typical morning and afternoon, as displayed by Kinetic. The specific route for each bus service is available in the link, on the footer of this page.

Table 9: Trinity Bus Service – AM Services

ROUTE NAME	FROM	TO	DEPARTURE TIME (from 1 st stop)	ARRIVAL TIME (to Trinity Grammar School)
Trin	Newington Blvd after Avenue of Oceania	Trinity Grammar School, Prospect Rd	7:25 am	8:15 am
TGS01_01D	Llandilo Ave, Trinity Strathfield Campus	Trinity Grammar School, Prospect Rd	8:00 am	8:20 am
TGS01_01A	Llandilo Ave, Trinity Strathfield Campus	Trinity Grammar School, Prospect Rd	7:50 am	8:10 am
TGS05_01	Darling St, Gladstone Park	Trinity Grammar School, Prospect Rd	7:35 am	8:10 am
TGS11_01	Rocky Point Rd At Northcote St	Trinity Grammar School, Prospect Rd	7:18 am	8:00 am
TGS03_01	Brewer St Opp Concord Community Church	Trinity Grammar School, Prospect Rd	7:15 am	8:05 am
TGS12_01	Belmore Rd At Isaac St	Trinity Grammar School, Prospect Rd	7:10 am	8:10 am
TGS07_01	Anzac Pde opp Pine Ave	Trinity Grammar School, Prospect Rd	7:10 am	8:10 am
TGS09_01	Westfield Miranda, Kiora Road	Trinity Grammar School, Prospect Rd	7:10 am	8:00 am
TGS04	Waterview St Opp Kissing Point Park	Trinity Grammar School, Prospect Rd	7:10 am	7:57 am
TGS08_01	Cronulla Station	Trinity Grammar School, Prospect Rd	7:00 am	8:00 am
TGS14_01	Sutherland Station: Stand E	Trinity Grammar School, Prospect Rd	6:55 am	8:00 am

² <https://www.wearekinetic.com/au/sydney/schools/trinity-grammar>

Table 10: Trinity Bus Service – PM Services

ROUTE NAME	FROM	TO	DEPARTURE TIME (from Trinity Grammar School)	ARRIVAL TIME (to last stop)
Trin	Trinity Grammar School, Prospect Rd	Westfield Miranda, Kiara Rd Stand 5	3:55 pm	4:50 pm
TGS14_03	Trinity Grammar School, Prospect Rd	Sutherland Station	5:20 pm	6:32 pm
TGS07	Trinity Grammar School, Prospect Rd	Little Bay Road and Anzac Parade	4:00 pm	4:55 pm
TGS01B	Trinity Grammar School, Prospect Rd	Homebush Rd After High St	4:00 pm	4:30 pm
TGS05_02	Trinity Grammar School, Prospect Rd	Darling St, Gladstone Park	4:00 pm	4:30 pm
TGS03_02	Trinity Grammar School, Prospect Rd	Tennyson Rd Opp Palace Hotel	4:00 pm	4:45 pm
TGS12_02	Trinity Grammar School, Prospect Rd	Belmore Road after Isaac Street	3:55 pm	4:45 pm
TGS14_02	Trinity Grammar School, Prospect Rd	Sutherland Station: Stand E	3:55 pm	5:00 pm
TGS04_02	Trinity Grammar School, Prospect Rd	Kissing Point Park Waterview St	3:55 pm	4:45 pm
TGS09_02	Trinity Grammar School, Prospect Rd	Westfield Miranda, Kiara Road	3:55 pm	4:45 pm
TGS08_02	Trinity Grammar School, Prospect Rd	Cronulla Station	3:47 pm	5:10 pm
TGS01_02	Trinity Grammar School, Prospect Rd	Llandilo Ave, Trinity Strathfield Campus	3:47 pm	4:10 pm
TGS10	Trinity Grammar School, Prospect Rd	Rocky Point Rd before Alice St	3:45 pm	4:20 pm

This mode of travel to and from school is well utilised by students noting the general catchment of the school based on student residences as depicted in **Figure 2**. The school provides excellent information on its website on the operation of this service and on the Trinity app and readily accessible as shown in **Figure 11**.

The network has been well designed to meet the dispersed student catchment. The school bus service is the most heavily favoured sustainable transport mode for students. Reliability and convenience are likely to be the key contributing factors for students and parents selecting this mode.

In terms of recent bus patronage, TGS has advised that there has been a general upward trend of utilisation of this service. As of Term 1 of 2024, bus utilisation has increased by 3.7% from 2023.

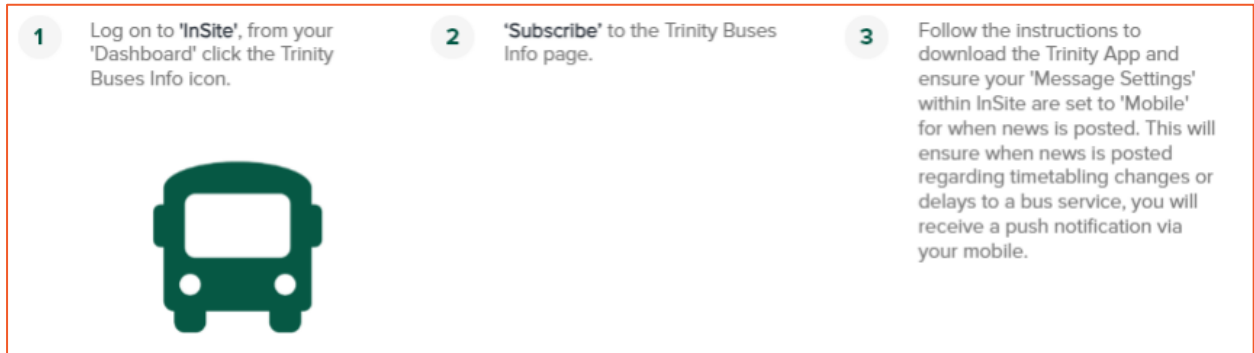


Figure 11: Trinity App Bus Service Subscription Screenshot

4.6.2. Service Reviews

The school has a process for reviewing services. Capacity constraints are reported in various ways by students, parents, staff and the bus drivers. The central coordination point is Student Services that will then allocate the request / concern to the relevant person. The school's Bursar manages the bus services.

The school considers a bus's capacity 'full' when all licensed seats are occupied but the bus still has standing room. A bus is 'over capacity / crowded' when students are required to stand for their journey. The typical review process is depicted in **Figure 12**.

As part of the school's ongoing commitment to efficient, safe and sustainable bus travel, the school undertakes proactive reviews having regard for any comments or complaints raised by staff, students or bus drivers. The school will continue to review the operation of Trinity bus services to ensure that it continues to meet the needs of the student population.

4.6.3. Expression of Interest for New Services

The Trinity app now features an Expression of Interest (EOI) form for students / parents/ caregivers to request a new bus route that is not servicing a particular area. This aims to bridge the gap further by accommodating for more students and enabling them to choose public transport over private vehicles. This is a new addition that will require further investigation in the upcoming year to assess its efficacy in reducing private vehicle travel as well as its financial feasibility for the school.

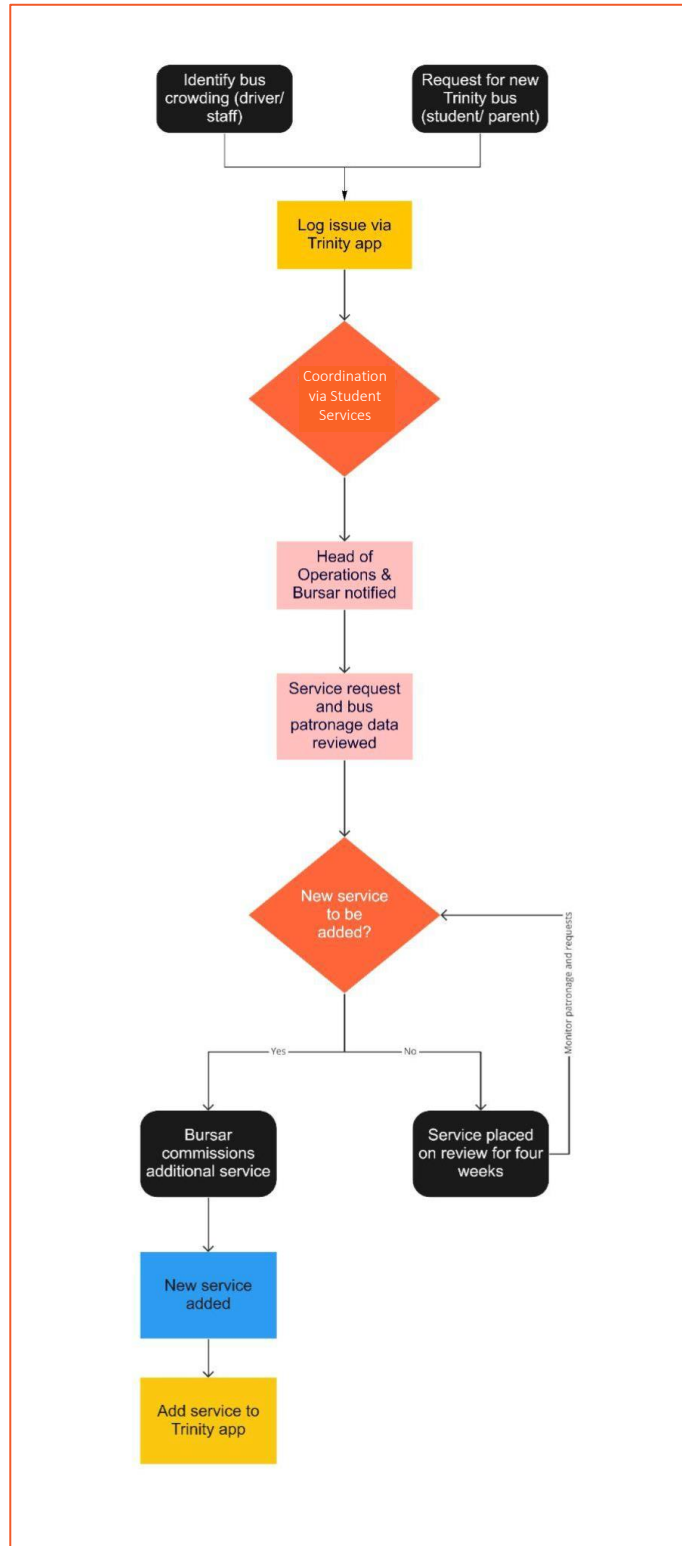


Figure 12: Trinity Bus Service Review Process



4.7. Car Pooling

Carpooling is an opportunity to reduce the number of trips on the network by combining trips that might otherwise be taken by a single occupant. The school currently offers a rewards-based car pooling system called Liftango. It operates via the Liftango app that allows staff to book themselves as a rider or driver. The benefits include a designated and convenient car parking space and gift cards based on how many trips have been made as the driver.

Currently, there are three designated car pool spaces within the existing car park. The Head of Operations of TGS promotes the use of car pooling, communicating the benefits of the service to all staff. A sample email is included as **Appendix D** for reference.

Since the launch in 2022, there are:

- 28 registered users.
- 134 carpool matches.
- 67 vehicles removed from the road.
- 10.37 kg of carbon dioxide saved.

Further promotion of the car pooling service to staff and incentives would see an improvement in the uptake of car pooling as a travel mode.

4.8. Car Parking

The existing Jubilee and staff car parks have a total of 324 car spaces.

The design of the car park has been deliberate to not provide parking in excess of requirements, even with proposed future growth in the student and staff population. The school has taken a deliberate strategy to provide fewer parking spaces than was required by the Inner West Council DCP (which were excessive in relation to need) in order to take a responsible approach to parking supply.

The car park will provide enabling infrastructure for the future conversion of a number of parking spaces for Electric Vehicle (EV) charging stations.

The proposed parking spaces will adequately meet the parking demand within the school now and into the future.

Further to this, parking and traffic circulation will be operationally managed via an Operational Transport and Access Management Plan (OTAMP) which will implement a review and monitoring program on an annual basis.

4.9. Travel Access Guide

A Transport Access Guide (TAG) has been prepared for the school to encourage the use of sustainable modes of travel. The TAG will be used as a critical piece of information included in the documentation provided to parents, guardians and carers as part of the induction process and for any new enrolments throughout the school year. A summary of the infrastructure and supporting management strategies detailed in the TAG are listed below:

- Active travel information, including:
 - Best active transport routes to school
 - The health advantages of walking and cycling.
- Bus travel options, including:
 - School bus routes.
 - Trinity bus routes.
 - Public bus routes.
 - Information on the eligibility of the school bus pass (SSTS).
- Train travel options.
- Light rail travel option.
- Cycling and walking options including:
 - Safe routes.
 - End of trip facilities for staff and students.
 - Location of bike lockers.

The TAG will be duly updated regarding any infrastructure, timetabling, and operational changes that are relevant to the above information.

To effectively convey necessary school-transport related information to staff, students and parents / caregivers, two versions of the TAG has been prepared including:

- A TAG in report form providing comprehensively detailing the transport options for journeys to and from the school and included as **Appendix F**.
- A TAG in brochure form, succinctly outlining the key information regarding transport options for journeys to and from the school and included as **Appendix G**.

5. Management and Monitoring

5.1. Governance and Leadership

Responsibility for the implementation and monitoring of this UGTP will sit with the Head of Operations (Summer Hill) with support from the Bursar, Deputy Head Master - Strategy and Policy, Head Master and relevant school departments including Student Services and Marketing and Communications.

Senior Executive support of the UGTP is critical to ensuring its success and will be demonstrated by:

- Leading by example and actively promoting implementation.
- Providing recurrent budget and resources for implementation.
- Being highly consultative and engaged in developing, implementing and reviewing the UGTP.
- Taking a proactive approach to the review and performance of the UGTP against targets and actions within a School Executive/ School Council forum.
- Advocating for services, infrastructure or policy to be developed to support the implementation of the UGTP (where this sits outside of the school's authority, control or responsibility); and
- Development of policy, its documentation and communication to relevant stakeholders where the school is responsible or is the appropriate authority.

5.2. Management and Monitoring

A Green Travel Plan is a 'living document' which is continuously revised and redeveloped over time. They should be flexible enough to respond to change and adapt to either accelerate or refocus actions throughout the lifecycle of the plan.

Part of this process is to review and monitor the plan on a regular basis. The methodology and frequency to be implemented is as shown in **Table 11**.



Table 11: Green Travel Plan Monitoring Program

ITEM	FREQUENCY	RESPONSIBILITY
Carry out an annual online Travel Survey of all staff and students at a consistent time of year to understand travel behaviours and track performance against mode share targets (perhaps to coincide with the School Census Day)	Annually	Head of Operations
Review Trinity bus patronage data periodically (e.g. each Term) against capacity to determine if new services are required. This review shall also include the number of bus movements, frequency, based on existing and forecasted student numbers as school capacity increases. Particular attention will be given to the use of Hurlstone Avenue by buses and impact on existing traffic conditions.	Each Term	
Carry out traffic counts on the same day as the Travel Survey at the car park entry/ exit to identify volume of traffic, number of vehicles parking and direction of travel	Annually	
Report to the School Executive and School Council annually, following the Travel Survey and traffic counts, on performance against targets and progress of GTP actions	Annually	
Regularly report on the progress of the GTP to the school community using forums such as the school newsletter	Each Term	
Undertake a thorough review of the GTP and its actions annually, including making adjustments as necessary to ensure the objectives of the GTP remain on track or mode share ambition is increased	Annually	
Carry out consultation and engagement with students, staff, parents and relevant stakeholders in developing actions and the annual review program that represents best practice in Travel Demand Management	Ongoing	
Engage a transport planning consultant to assist with the travel survey design	Once	
Monitor the utilisation of EV car spaces and carpooling and adjust to meet growing demand accordingly.	Annually	
Monitor staff and student bicycle parking demand and EOTF and adjust provision to meet growing demand accordingly.	Annually	



5.3. Promotion

The UGTP will be regularly promoted by the school using various existing methods including the Weekly Bulletin, social media, school website and Trinity App. Marketing and messaging content will be developed by the school's Marketing and Communications department.

In keeping with the sustainability objective inherent in a Green Travel Plan, printed promotional materials should be kept to a minimum and electronic formats such as apps, social media or the school's website should be used instead.

Promotion and reporting on the performance against the Green Travel Plan actions and targets will be shared with the broader school community regularly to inform and create awareness. If engagement with authorities such as the Local Council or Transport for NSW is required, this is coordinated by the Head of Operations.



6. Conclusion

This revised plan includes specific actions and tools to meet the mode share targets by 2030, and a monitoring plan to continuously review and improve the performance against targets and actions.

Given a Green Travel Plan is a behaviour change tool, it is important to recognise that change will take time. However, given the school's existing success in increasing sustainable travel (and reducing car-based travel) over the past eight years, the 2030 target is highly attainable.

Any behaviour change program requires a strong level of consultation and engagement to be successful, and it is important that this approach is taken in developing these actions and implementing them.

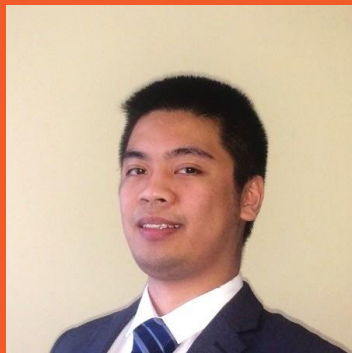
A Green Travel Plan is a useful tool to manage the cumulative impacts of the development by enabling staff and students of the school to reduce reliance on private car travel and increase public and active transport use.

The school already has some excellent initiatives in place such as the Trinity Bus. The popularity of this service demonstrates that it significantly addresses the travel needs of the student population. The school should seek to further build on the success of this service as demand increases.

There are significant opportunities for improvement, in particular reducing the amount of staff using private vehicles and promoting walking and cycling within reasonable 2.0 kilometres and 5.0 kilometre catchments respectively.



Appendix A



JULIUS BONCATO

SENIOR TRAFFIC ENGINEER



PROFESSIONAL OVERVIEW

Julius is a competent traffic engineer with expertise in the areas of traffic engineering and transport planning. Julius has been involved in several development and infrastructure projects, varying in land-use and scale, and has been involved in all project aspects from design and development, through to construction. This experience allows Julius to provide strategic and specialist advice on transport planning issues that ensure the best possible outcome on all projects he is involved in.

Julius is a very effective communicator and a skilled user of many transport related software packages, including, SIDRA Intersection, AutoCAD, Vehicle Tracking and RapidPlan.

RELEVANT PROJECT EXPERIENCE

TRAFFIC & PARKING IMPACT ASSESSMENTS

Winter Sports World
Jamison Rd, Penrith

Cabramatta East Precinct
Cabramatta Rd E, Broomfield St and Fisher St, Cabramatta

Big Bear Shopping Centre
Military Rd, Neutral Bay

Liverpool West Public School
Hoxton Park Rd, Liverpool

Bexley Bowling Club
Laycock St, Bexley North

Mixed-Use Development
Segers Ave, Padstow

St Alban's Church Redevelopment
Great North Rd, Five Dock

Norwest Quarter – Stage 1
Solent Cct, Norwest

Norwest Quarter – Stage 2
Solent Cct, Norwest

New High School in Bungendore
Majara St, Bungendore

Bourke Integrated Primary Healthcare Centre
Mitchell St (Kamilaroi Hwy), Bourke
Mixed-Use Development
Castlereagh St, Haymarket

TRAFFIC MANAGEMENT PLANS / TRANSPORT PLANS

Yennora Distribution Centre
Loftus Rd, Yennora

Showground Business Park
Anella Ave, Castle Hill

Hendra Industrial Estate
Nudgee Rd, Nudgee

Great West Distribution Centre
Great Western Hwy, Arndell Park

Big Bear Shopping Centre
Military Rd, Neutral Bay

Ingleburn Logistic Park
Stennett Rd, Ingleburn

Moorebank Distribution Centre
Helles Ave, Moorebank

PolAir Facility
Bankstown Airport, Bankstown

Trinity Grammar School
Prospect Rd, Summer Hill

Parramatta West Public School
Young St, Parramatta

New High School in Jerrabomberra
Environa Dr, Jerrabomberra

New High School in Bungendore
Majara St, Bungendore

DESIGN DEVELOPMENT & COMPLIANCE STATEMENTS FOR CONSTRUCTION CERTIFICATE

PolAir Facility
Bankstown Airport, Bankstown

Park One
Waterloo Rd, Macquarie Park

Domremy College
First Ave, Five Dock

Boomerang Tower
Olympic Blvd, Sydney Olympic Park

Uniting Mayflower Westmead
Caroline St, Westmead

New High School in Jerrabomberra
Environa Dr, Jerrabomberra

YEARS OF EXPERIENCE

7.5 years

QUALIFICATIONS & AFFILIATIONS

BE (Civil)

MIEAust

Member AITPM

Member IPWEA

SafeWork NSW – Work Health & Safety Traffic Control Work (PWZ)

Level 2 Road Safety Auditor

KEY SKILLS & COMPETENCIES

Traffic & Parking Impact Assessments

SIDRA Traffic Modelling

Road Safety Audits

Car Park Design

Car Park & Loading Dock Audits

Traffic Management Plans

School Transport Plans

Loading Dock Management Plans

Design Development & Compliance Statements for Construction & Occupation Certificates

Peer Review

Data Analysis

PROFESSIONAL BACKGROUND

2017-Present - PDC Consultants



Appendix B

Julius Boncato

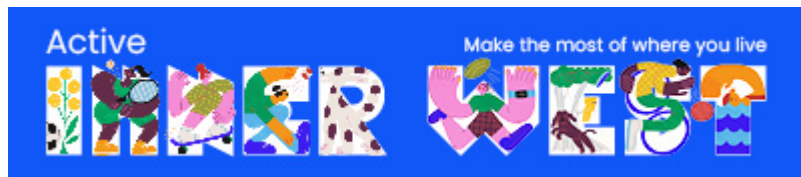
From: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>
Sent: Wednesday, 4 September 2024 10:53 AM
To: Julius Boncato; Joe Bertacco
Cc: Joel Tan
Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

This is ok please proceed to finalise.

Boris Muha
Traffic Engineer
p +61 2 9392 5989 e Boris.Muha@innerwest.nsw.gov.au



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.



From: Julius Boncato <jboncato@pdccconsultants.com.au>
Sent: Wednesday, 4 September 2024 7:32 AM
To: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>; Joe Bertacco <Joe.Bertacco@innerwest.nsw.gov.au>
Cc: Joel Tan <jtan@bloompark.com.au>
Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Hi Boris,

Thank you for your comments. We are now in a position to finalise the Updated Green Travel Plan (UGTP). To close the loop on Council's comments and correspondence, please see below our responses in **red**

It is viewed that the school bus activity be monitored and that the report entails the various bus route activity and management in the area. The number of bus movements, frequency and timetabled as current and forecasted once the development and student intake is complete should also be reported, particularly with the use of Hurlstone Avenue. **Table 11: Green Travel Plan Monitoring Program has been updated to include the additional monitoring requirements of the Trinity School Bus services. This will include the number of bus movements, frequency for both existing and forecasted student numbers as school capacity increases This monitoring will also include bus activity along Hurlstone Avenue.**

Council should be able to enter discussions with the school if required to review any plan of management for Bus Activity in the area.

It is noted that the 'Plan of Management' is considered to be the Operational Transport and Access Management Plan (OTAMP) which is a separate document.

TGS welcomes discussion with Council relating to the school bus activity that will be discussed in the OTAMP when it is updated at the appropriate time (per Condition F12 and G7 of the Approval).

No other comments are made or have been received with respect to traffic of Transport modes.

Noted.

If there are any further comments to our responses, please let us know. Otherwise, we are intending to finalise the UGPT (version 3), which will include the above comments and responses, in the next couple of days and will issue a copy to Council for their reference.

Any questions, please feel free to reach out.

Kind Regards,

Julius Boncato
Senior Traffic Engineer



PDC Consultants | Traffic + Transport



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jboncato@pdconsultants.com.au



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www.linkedin.com/company/pdc-consultants



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From: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>

Sent: Monday, 26 August 2024 12:15 PM

To: Julius Boncato <jboncato@pdconsultants.com.au>; Joe Bertacco <Joe.Bertacco@innerwest.nsw.gov.au>

Cc: Joel Tan <jtan@bloompark.com.au>

Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Hi Julius,

It is viewed that the school bus activity be monitored and that the report entails the various bus route activity and management in the area. The number of bus movements, frequency and timetabled as current and forecasted once the development and student intake is complete should also be reported, particularly with the use of Hurlstone Avenue.

Council should be able to enter discussions with the school if required to review any plan of management for Bus Activity in the area.

No other comments are made or have been received with respect to traffic of Transport modes.

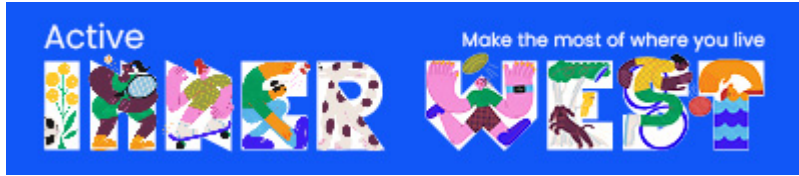
Boris Muha

Traffic Engineer

p +61 2 9392 5989 e Boris.Muha@innerwest.nsw.gov.au



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.



From: Julius Boncato <jboncato@pdconsultants.com.au>
Sent: Tuesday, 20 August 2024 10:47 AM
To: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>
Cc: Joel Tan <jtan@bloompark.com.au>
Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Hi Boris –

Hope you are well. Just another reminder on this one and whether Council had been able to review and collate any comments for us to consider?


Any questions, feel free to reach out.

Kind Regards,

Julius Boncato
Senior Traffic Engineer



PDC Consultants | Traffic + Transport

-  +61 435 957 061
-  jboncato@pdconsultants.com.au
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-  www.linkedin.com/company/pdc-consultants
-  Level 14, 100 William St, Woolloomooloo NSW 2011

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From: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>
Sent: Tuesday, August 6, 2024 1:42 PM
To: Julius Boncato <jboncato@pdconsultants.com.au>
Cc: Joel Tan <jtan@bloompark.com.au>
Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Hopefully to get back to you in 1-2 weeks- time. Seeking other council officer responses in the meantime. Please give me another reminder in 2 weeks- time if no response is made earlier.

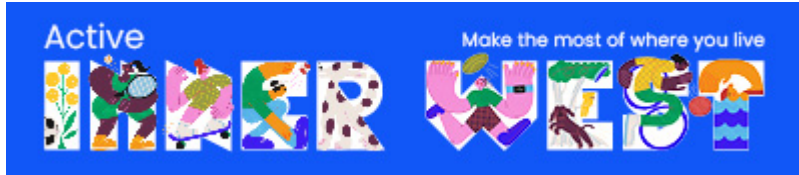
Boris Muha

Traffic Engineer

p +61 2 9392 5989 e Boris.Muha@innerwest.nsw.gov.au



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.



From: Julius Boncato <jboncato@pdconsultants.com.au>

Sent: Monday, 5 August 2024 3:10 PM

To: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>

Cc: Joel Tan <jt看@bloompark.com.au>

Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Hi Boris –

Hope you had a good weekend and thanks for your response.

Noted the timings for Council’s review. If there is anything on our end we can do speed up the review process, do let us know.

Any questions, feel free to reach out.

Kind Regards,

Julius Boncato

Senior Traffic Engineer



PDC Consultants | Traffic + Transport

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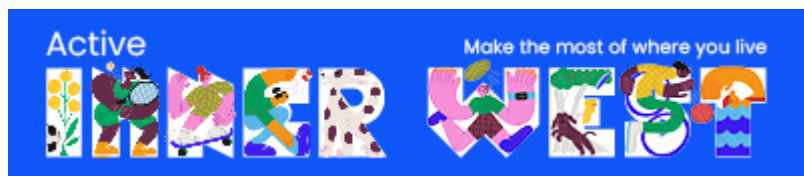
From: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>
Sent: Wednesday, July 31, 2024 3:26 PM
To: Julius Boncato <jboncato@pdccconsultants.com.au>
Cc: Joel Tan <jtan@bloompark.com.au>
Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Yes. We have received it. I apologise as I need to send it off to other officers for comments. Hoping to get back to you within the next 3-4 weeks as over officers are required extra time on this.

Boris Muha
Traffic Engineer
p +61 2 9392 5989 e Boris.Muha@innerwest.nsw.gov.au



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.



From: Julius Boncato <jboncato@pdccconsultants.com.au>
Sent: Tuesday, 30 July 2024 9:58 AM
To: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>
Cc: Joel Tan <jtan@bloompark.com.au>
Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

You don't often get email from jboncato@pdccconsultants.com.au. [Learn why this is important](#)

Hi Boris,

Hope you are well.

Further to the below email, hoping you are able to confirm receipt of the Updated Green Travel Plan (UGTP). Additionally, would you be able to please confirm the timeframe as to when we can expect comments from Council?

It is noteworthy to mention that we have issued the UGTP to TfNSW and they have come back with comments. We're hoping to consolidate both TfNSW's and Council's comments and addressing them accordingly so that the next revision of the UGTP will be finalised for endorsement.

Any questions, feel free to reach out.

Kind Regards,

Julius Boncato
Senior Traffic Engineer



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From: Julius Boncato
Sent: Tuesday, July 23, 2024 4:57 PM
To: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>
Cc: Shaun Diamond <sdiamond@bloompark.com.au>; Peter Brogan <pbrogan@bloompark.com.au>; Joel Tan <jt看@bloompark.com.au>
Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Hi Boris,

Hope you are well.

Further to the below correspondence, please find attached our Updated Green Travel Plan (UGTP) for review / comment. We have considered your initial comments below and have been responded to them within the UGTP.

Any comments or feedback from Council will be considered and incorporated into the revised and final UGTP for endorsement.

Feel free to reach out if you have any questions or wish to discuss.

Looking forward to hearing from you.

Kind Regards,

Julius Boncato
Senior Traffic Engineer



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From: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>
Sent: Friday, June 21, 2024 4:11 PM
To: Julius Boncato <jboncato@pdconsultants.com.au>

Cc: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>

Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Sorry I could not get back to you any earlier. Please proceed with the process, if you have not already commenced.

I would like to ask if you could address in your draft the bus transport issue. How much bus activity has increased since the development to this stage and will there be further likely bus activity once the development is complete, as I am not aware of the additional student intake at this point of time under DA? Can you advise of the bus management program, bus routes, at what times buses service the schools and quantitative number of buses that operated before, now and when development with full intake of students is projected. Sorry, this would be helpful as I am getting continuous complaints regard to increased number of school buses in the area.

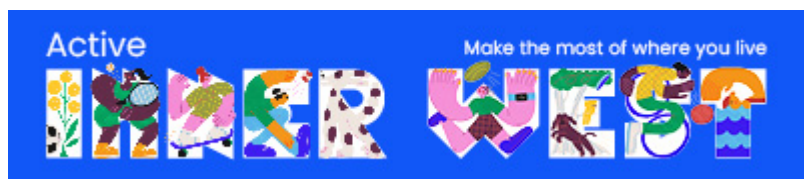
Boris Muha

Traffic Engineer

p +61 2 9392 5989 e Boris.Muha@innerwest.nsw.gov.au



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.



From: Julius Boncato <jboncato@pdconsultants.com.au>

Sent: Friday, 17 May 2024 1:38 PM

To: Boris Muha <Boris.Muha@innerwest.nsw.gov.au>

Cc: Joe Bertacco <Joe.Bertacco@innerwest.nsw.gov.au>; George Tsaprounis <George.Tsaprounis@innerwest.nsw.gov.au>; Brigid Kelly <brigid.kelly@innerwest.nsw.gov.au>; Ken Welsh <Ken.Welsh@innerwest.nsw.gov.au>; Joel Tan <jt看@bloompark.com.au>; Peter Brogan <pbrogan@bloompark.com.au>; Shaun Diamond <sdiamond@bloompark.com.au>; Paul Corbett <pcorbett@pdconsultants.com.au>

Subject: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Some people who received this message don't often get email from jboncato@pdconsultants.com.au. [Learn why this is important](#)

Hi Boris,

Hope you are well.

By way of introduction, we are traffic consultants appointed to undertake the annual update of the Green Travel Plan (GTP) for Trinity Grammar School (TGS) to satisfy Condition G15 of the SSD-10371 approval. This update requires consultation with Inner West Council (Council).

We obtained your details from the *consultation evidence* appended to the approved GTP (ref: 202104_24, version 05) prepared by Street Level Strategies (SLS) dated 23 June 2022.

We are currently in the process of updating the GTP and reaching out to provide an outline of the consultation process with Council. Our approach is as follows:

1. PDC to prepare a draft Updated GTP report.
2. PDC to issue the draft report to Council for review and feedback.
3. Council to provide PDC with any comments / feedback.
4. PDC to liaise with Council via email correspondence to address any comments / feedback received.
5. PDC to incorporate any comments / feedback following Step 4 and finalise the report. A copy of the final Updated GTP report will be issued to Council for reference.

If you could review and confirm the above approach is acceptable, that will be greatly appreciated.

Feel free to reach out should you have any questions or wish to discuss.

Kind Regards,

Julius Boncato
Senior Traffic Engineer



PDC Consultants | Traffic + Transport



+61 435 957 061



jboncato@pdcconsultants.com.au



www.pdcconsultants.com.au



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Julius Boncato

From: Rosie Selby <Rosie.Selby@transport.nsw.gov.au>
Sent: Wednesday, 4 September 2024 1:14 PM
To: Julius Boncato
Cc: Sophia Grieve; Joel Tan
Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Hi Julius,

Thank you for the update – are you able to send through the revised UGTP as well as your response below please?

With many thanks,
Rosie

OFFICIAL

From: Julius Boncato <jboncato@pdccconsultants.com.au>
Sent: Wednesday, September 4, 2024 7:24 AM
To: Rosie Selby <Rosie.Selby@transport.nsw.gov.au>
Cc: Sophia Grieve <Sophia.Grieve@transport.nsw.gov.au>; Joel Tan <jtan@bloompark.com.au>
Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

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Hi Rosie –

It's been some time however, we are now in a position to finalise the Updated Green Travel Plan (UGTP) following receipt of Council comments.

To close the loop on TfNSW's comments and correspondence, please see below our responses in **red**.

Section 2.2 Policy Context: Please update the reference from *Future Transport Strategy 2056* to *Future Transport Strategy* (<https://www.future.transport.nsw.gov.au/documents/future-transport-strategy>) and it would be useful to reference the Active Transport Strategy also (<https://www.future.transport.nsw.gov.au/future-transport-plans/active-transport-strategy>)
Section 2.2 has been revised reference 'Future Transport Strategy' and to include the 'Active Transport Strategy' policy.

Car parking: It is recognised that the school has taken a deliberate strategy to provide fewer car parking spaces that required in the Inner West Council DCP, and also have provided dedicated car pool spaces, and provision for EV. These car pool spaces should be monitored over time to ensure sufficient supply in the future.

Table 11: Green Travel Plan Monitoring Program has been updated to monitor the utilisation of car pool and EV spaces and to adjust the provision based on increasing demand in the future.

Mode share targets: The TDM team appreciates that mode share targets have been set – both for students and staff. The TDM team support the mode share for students, but still consider a target of 73% for car as driver still rather high particularly given opportunities for active transport ("*TSG has excellent access to the local bicycle network*", p24), and carpooling (car as passenger). This may be included in car based mode share, which could be separated out to car driver and car passenger in Table 8 Mode Share Targets by 2030.

Table 8: Mode Share Targets by 2030 has been updated to separate staff 'car-based' mode share into 'Car, as Driver' and 'Car, as Passenger'. 'Car, as Driver' 2030 targets has been revised to be a more ambitious target, yet achievable and realistic target of 63% by 2030 (reduction of 19 percentage points of 2024 current mode share [82%]). This equates to a target of approximately a 3% reduction in 'car, as driver' mode share per year to 2030.

Bicycle parking and End of Trip Facilities (EoT): The TDM team appreciates that EoT are understood to be provided for staff and students, and 16 bicycle parking spaces for staff and 80 bicycle parking spaces for students will be delivered in the future from the current 54 bicycle parking spaces. The TDM ask that both the bicycle parking and EoT will be monitored over time to ensure sufficient supply to encourage active transport. The bicycle parking should be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the [cycleway design toolkit](#).

Please disregard my last email regarding this point. After further consultation with the project managers and the School, the School does indeed currently provide 54 bicycle spaces. The remaining bicycle parking provision will be delivered in the next phase of the school development. Table 11: Green Travel Plan Monitoring Program has been updated to monitor the utilisation of bicycle parking and EOTF and to adjust the provision based on increasing demand in the future.

If there are any further comments to our responses, please let us know. Otherwise, we are intending to finalise the UGPT (version 3), which will include the above comments and responses, in the next couple of days and will issue a copy to TfNSW for their reference.

Any questions, please feel free to reach out.

Kind Regards,

Julius Boncato
Senior Traffic Engineer



PDC Consultants | Traffic + Transport



+61 435 957 061



jboncato@pdccconsultants.com.au



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OFFICIAL

From: Rosie Selby <Rosie.Selby@transport.nsw.gov.au>

Sent: Friday, 26 July 2024 2:49 PM

To: Julius Boncato <jboncato@pdccconsultants.com.au>

Cc: Sophia Grieve <Sophia.Grieve@transport.nsw.gov.au>

Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Thank you for the update Julius – much appreciated.

Have a great weekend too!

Cheers,
Rosie

OFFICIAL

From: Julius Boncato <jboncato@pdccconsultants.com.au>
Sent: Friday, July 26, 2024 2:38 PM
To: Rosie Selby <Rosie.Selby@transport.nsw.gov.au>
Cc: Sophia Grieve <Sophia.Grieve@transport.nsw.gov.au>
Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

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Hi Rosie,

Greatly appreciate the prompt response on the review of the UGTP. I will discuss Transport's comments with the project team and will incorporate the feedback accordingly in the next UGTP revision. We are still waiting on Council's feedback so will look to issue the next revision once we had a chance to also consider their comments as well.

I would like to note that regarding the last comment – RE: bicycle parking and EoT:

I can confirm that based on information provided by the School, the total 96 bicycle parking spaces have been provided already (screenshot below). The discussion around bicycle parking in the UGTP, had not been updated since this information was received and we will revise this accordingly.

End of Trip Facilities and Bicycle Parking			
Bicycle Racks	Location	Numbers	EOT facilities
Staff	Founders L0	16	Locker Room Male Change Room 3 S/2WC Female Change Room 2S/3WC
Student	Centenary Centre near Pool Entry	40	Centenary Centre 3 Change Rooms 10S/10WC
Student	Basement of Music Building end of Jubilee Drive	40	Music Basement Change Rooms 2S/4WC MMP Change Rooms 2S/4WC Founders Change Rooms 6S/6WC

Any questions, please feel free to reach out. Have a great weekend.

Kind Regards,

Julius Boncato
Senior Traffic Engineer



PDC Consultants | Traffic + Transport



+61 435 957 061



jboncato@pdconsultants.com.au



www.pdconsultants.com.au



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OFFICIAL

From: Rosie Selby <Rosie.Selby@transport.nsw.gov.au>

Sent: Wednesday, July 24, 2024 3:17 PM

To: Julius Boncato <jboncato@pdconsultants.com.au>

Cc: Sophia Grieve <Sophia.Grieve@transport.nsw.gov.au>

Subject: RE: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Hi Julius,

Thank you for the opportunity to review the Updated Green Travel Plan (UGTP) prepared by pdc Consultants for the Trinity Grammar School, Summer Hill. The TDM team can offer the following comments to enhance this comprehensive UGTP.

Section 2.2 Policy Context: Please update the reference from *Future Transport Strategy 2056* to *Future Transport Strategy* (<https://www.future.transport.nsw.gov.au/documents/future-transport-strategy>) and it would be useful to reference the Active Transport Strategy also (<https://www.future.transport.nsw.gov.au/future-transport-plans/active-transport-strategy>)

Car parking: It is recognised that the school has taken a deliberate strategy to provide fewer car parking spaces that required in the Inner West Council DCP, and also have provided dedicated car pool spaces, and provision for EV. These car pool spaces should be monitored over time to ensure sufficient supply in the future.

Mode share targets: The TDM team appreciates that mode share targets have been set – both for students and staff. The TDM team support the mode share for students, but still consider a target of 73% for car as driver still rather high particularly given opportunities for active transport (*"TSG has excellent access to the local bicycle network"*, p24), and carpooling (car as passenger). This may be included in car based mode share, which could be separated out to car driver and car passenger in Table 8 Mode Share Targets by 2030.

Bicycle parking and End of Trip Facilities (EoT): The TDM team appreciates that EoT are understood to be provided for staff and students, and 16 bicycle parking spaces for staff and 80 bicycle parking spaces for students will be delivered in the future from the current 54 bicycle parking spaces. The TDM ask that both the bicycle parking and EoT will be monitored over time to ensure sufficient supply to encourage active transport. The bicycle parking should be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the [cycleway design toolkit](#).

I hope these comments are of assistance.

Many thanks,

Rosie

Rosie Selby

Senior Transport Planner

Customer Journey Planning

Coordinator General's office

Transport for NSW

M 0457 216 742 E rosie.selby@transport.nsw.gov.au

transport.nsw.gov.au

231 Elizabeth Street, Sydney
NSW 2000



**Transport
for NSW**



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

Please consider the environment before printing this email.

OFFICIAL

Hi Sophia,

Hope you are well.

Further to the below correspondence, please find attached our Updated Green Travel Plan (UGTP) for review / comment.

We take note of your comments below regarding this consultation process. Any comments or feedback from Transport will be considered and incorporated accordingly and subsequent revised UGTP(s) issued for further review and endorsement.

Feel free to reach out if you have any questions or wish to discuss.

Looking forward to hearing from you.

Kind Regards,

Julius Boncato
Senior Traffic Engineer



PDC Consultants | Traffic + Transport



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jboncato@pdconsultants.com.au



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From: Sophia Grieve <Sophia.Grieve@transport.nsw.gov.au>
Sent: Monday, May 20, 2024 10:52 AM
To: Julius Boncato <jboncato@pdccconsultants.com.au>; Rosie Selby <Rosie.Selby@transport.nsw.gov.au>
Cc: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Subject: FW: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Hi Julius

Thanks again for your email on this one.

I note that we worked with Street Level Strategies back in late June 2022.

Yes your approach below looks fine, with a couple of changes:

- a) Depending on the GTP it may take more than one round of reviews between our teams; and
- b) Once our Travel Demand Management team have reviewed the final GTP and are satisfied with it – we will then send an email to endorse the plan.

We look forward to receiving the updated GTP.

Many thanks

Cheers Sophia

Sophia Grieve

Travel Demand Project Manager

Customer Journey Planning

Coordinator General's Office

Transport for NSW

[E sophia.grieve@transport.nsw.gov.au](mailto:sophia.grieve@transport.nsw.gov.au)

transport.nsw.gov.au

0481 063 937

231 Elizabeth Street, Sydney

NSW 2000



**Transport
for NSW**



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

Please consider the environment before printing this email.

OFFICIAL

From: Julius Boncato <jboncato@pdccconsultants.com.au>

Sent: Friday, May 17, 2024 1:32 PM

To: Sophia Grieve <Sophia.Grieve@transport.nsw.gov.au>

Cc: David Surplice <David.Surplice@transport.nsw.gov.au>; Rosie Selby <Rosie.Selby@transport.nsw.gov.au>; Joel Tan <jt@bloompark.com.au>; Peter Brogan <pbrogan@bloompark.com.au>; Shaun Diamond <sdiamond@bloompark.com.au>; Paul Corbett <pcorbett@pdccconsultants.com.au>

Subject: Green Travel Plan for Trinity Grammar School (SSDA 10371) - Condition G15

Some people who received this message don't often get email from jboncato@pdccconsultants.com.au. [Learn why this is important](#)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Sophia,

Hope you are well.

By way of introduction, we are traffic consultants appointed to undertake the annual update of the Green Travel Plan (GTP) for Trinity Grammar School (TGS) to satisfy Condition G15 of the SSD-10371 approval. This update requires consultation with Transport for NSW (Transport).

We obtained your details from the *consultation evidence* appended to the approved GTP (ref: 202104_24, version 05) prepared by Street Level Strategies (SLS) dated 23 June 2022.

We are currently in the process of updating the GTP and reaching out to provide an outline of the consultation process with Transport. Our approach is as follows:

1. PDC to prepare a draft Updated GTP report.
2. PDC to issue the draft report to Transport for review and feedback.
3. Transport to provide PDC with any comments / feedback.
4. PDC to liaise with Transport via email correspondence to address any comments / feedback received.
5. PDC to incorporate any comments / feedback following Step 4 and finalise the report. A copy of the final Updated GTP report will be issued to Transport for reference.

If you could review and confirm the above approach is acceptable, that will be greatly appreciated.


Feel free to reach out should you have any questions or wish to discuss.


Kind Regards,

Julius Boncato

Senior Traffic Engineer

PDC Consultants | Traffic + Transport

 +61 435 957 061

 jboncato@pdccconsultants.com.au



www.pdcconsultants.com.au

www.linkedin.com/company/pdc-consultants

Level 14, 100 William St, Woolloomooloo NSW 2011

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Appendix C

HR Network Day
Tuesday 16 April 2024
Hosted by Trinity Grammar School
8:45am - 3pm



Join us for a day of learning and networking

Talking about.....

- The new industrial landscape and MEAs
- Positive Duty
- Recruiting workers with disabilities
- Tips for creating a 'Family Friendly' workplace
- Affordable reward schemes for employees

Please consider using sustainable transport when travelling to and from the Trinity Grammar School.
Click here to view our [Travel Access Guide](#).

RSVP via LinkedIn or to HR@trinity.nsw.edu.au



Appendix D

GTP No 24

Dear Colleagues,

I hope you had a relaxing and rejuvenating break. As we prepare to return to school, I would like to remind everyone about our carpooling initiative and the benefits of carpooling.

- Save money on fuel and reduce wear and tear on our vehicles
- Helps reduce traffic congestion and decreases our carbon footprint
- Many riveting ride-share conversations.

Thank you to the staff who have already taken up this initiative since we launched late Term 3, 2022

It is encouraging to note Trinity's statistics for the initial phase of Liftango.

28 Registered Users
134 Carpool matches
67 Vehicles were removed from the road
10.73kg of Co2 saved
994.6Km Distance travelled

I encourage all of you to consider carpooling with colleagues who live in the same area or who live along the route you take. Not only will it make your commute more enjoyable, but you will also have an allocated parking space reserved for you when you arrive. You may find this extremely helpful at the start of this term.

But wait, there's more, you will be rewarded for taking up this initiative.

Benefits include:

- Designated car parking spot
- Gift Eftpos/Visa Reward Card \$30 for a driver with 20 Registered Trips or
- Gift Eftpos/Visa Reward Card \$30 for a passenger with 30 Registered Trips.

It's easy to get started:

- Download the Liftango app from the Google Play or Apple store
- Sign up using your Trinity Grammar School email address
- Enter your details into the app
- Book yourself as a rider or driver

[Learn more - Download the Liftango brochure](#)

With the change of design in our carpark, it may be more challenging than normal to secure a place to park if you arrive after 7.45am. After this time, it may be worth considering parking in one of the nearby streets.

Sign up today and start enjoying the benefits offered.

Regards

Stephen



Appendix E

GTP 4

Field Studies Centre - Activities List 2024

ADD TILE MODIFY

Roping



Water



Mountain Biking



Field Studies Centre

The use of a mountain bike to cycle through designated trails on site at the Filed Studies Centre and/or in designated State Forests in the Shoalhaven region. Students will be provided with safety equipment (ie, helmet, knee, wrist and elbow guards, and gloves) while riding. All students will first complete a mountain bike training session under the supervision of School staff. [Estimated duration: 5 hours].

Ulladulla Mountain Bike Park This is the second stage in the development of Mt Bike skills. The boys will use the easy to intermediate Mountain Bike trails to assist in the development of their riding skills.

Coondoo Mountain Bike Trails

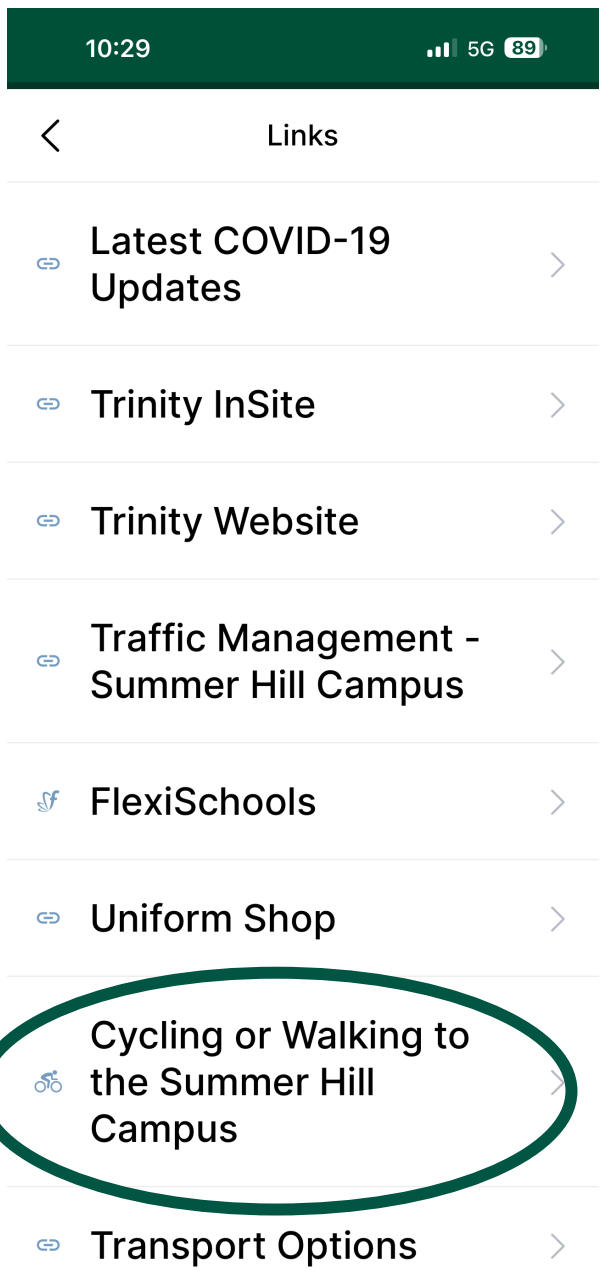
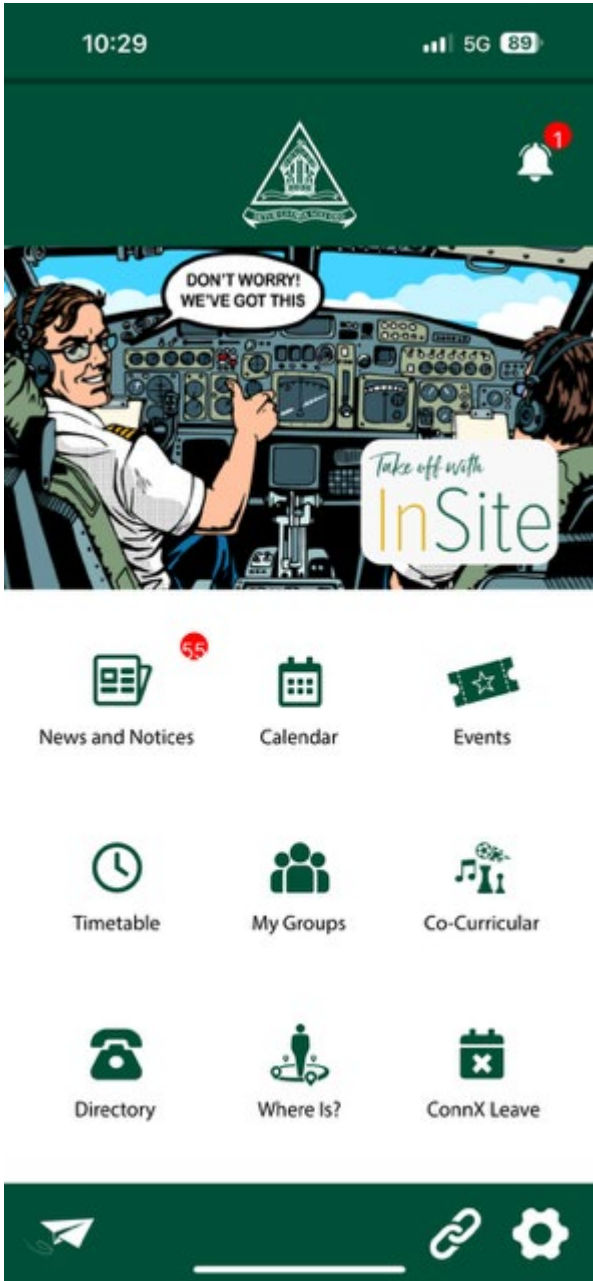
This is the second stage in the development of Mt Bike skills. The boys will use the easy to intermediate Mountain Bike trails to assist in the development of their riding skills.

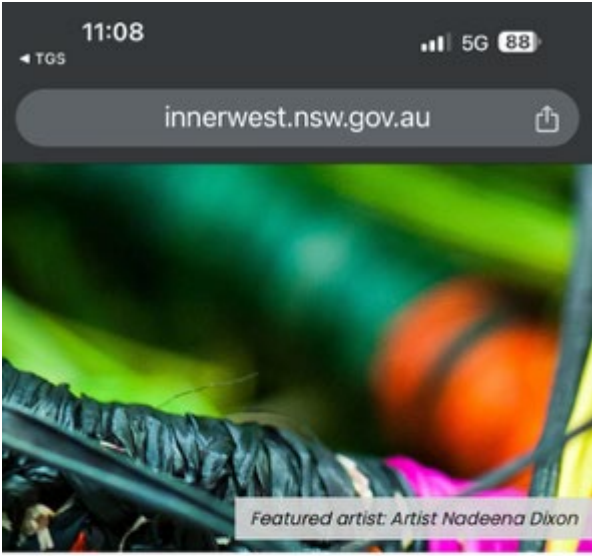
Superbowl & Butterfly Mountain Bike Trails

These are the more advanced Mountain Bike Trails that will only be used by the boys that have proven riding skills to ride these trails.

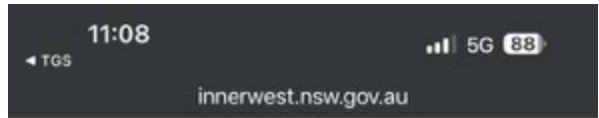
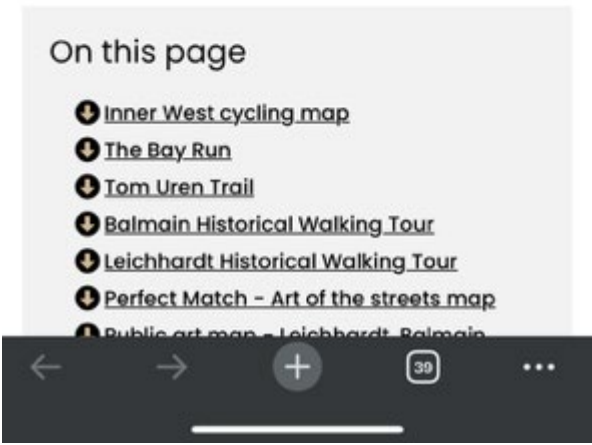
GTP No 5 - Bike Rack Installation and Increased Bike Usage







Walking and cycling routes



Inner West cycling map



Download the Inner West cycling map (📄 2.9MB)

The Bay Run





Appendix F



The Renewal Project

Green Travel Plan | Travel Access Guide

Summer Hill Campus

Published July 2024



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Travel Choices

Trinity Grammar School's main Campus is located at 119 Prospect Road Summer Hill, 2130. This Travel Access Guide outlines the many travel choices available to staff, students and visitors for travel to and from the School. The following guide has been prepared to assist with daily travel choices to School.

The School is well serviced by public transport and private bus services connecting Trinity Grammar School with our local area and wider community. In many cases it is faster and more convenient to travel to Trinity Grammar School by public transport than via private vehicles. In addition, there is a network of cycle and walking routes that connect the local area to the school. Most of the streets around the School have concrete footpaths on both sides.

Plan ahead

- ▲ Planning ahead is the key. The **Trip Planner** on **transportsw.info** and public transport apps like the **Opal Travel** and **Tripview** provide real-time service updates, detailed service information, walking and cycling distances and accessibility details.
- ▲ Find a real time **public transport app** that suits you. <https://transportsw.info/apps>
- ▲ Use the **Trip Planner** to plan your public transport journey. <https://transportsw.info/trip#/trip>

Prioritise Public Transport

- ▲ The T1, T2, T3, and T4 Train Network Lines provide frequent options for our staff, students, and visitors to arrive within 1.5 kilometres from the School. Public bus services operate between Summer Hill, Ashfield, Sydenham, Hurlstone Park and Canterbury stations and the School.
- ▲ Public Bus services are available at nearby stops on Prospect Road, Queen Street, Victoria Street and Canterbury Road.
- ▲ Using public transport can be a comfortable alternative to driving; it allows you time to concentrate on something other than being at the wheel and enjoy activities such as reading, relaxing or planning your next holiday.
- ▲ Catching public transport helps contribute to your daily physical activity. People who regularly catch public transport enjoy approximately 25mins more physical activity a day, compared to people who drive.
 - ▲ www.health.gov.au recommend adults 18-64 engage in 1.5-2.5hrs per week of moderate activity.

Walk or ride your bike for all or some of your journey

- ▲ Walking or riding your bike as part of your daily commute is a great way to improve and maintain physical health and mental well-being. It keeps you active without the need for a gym membership and provides you with some me-time in your busy day.
 - ▲ For more detailed information about walking and riding download the **Inner West walking and cycling routes**.
 - ▲ [Inner West Walking and Cycling](#)



Consider Working Flexibly

- ▲ Flexible working arrangements can improve work-life balance, health and wellbeing and productivity.
- ▲ Trinity Grammar School supports a diverse and inclusive workforce and recognises that flexible working arrangements that are outside of the traditional full-time work structure may be available for some staff.

Use Flexible working to travel outside peak times

- ▲ Peak travel times for Trinity Grammar School are from 7.30am-9.00am and 2.30pm-4.00pm each day.
- ▲ Travelling outside the peak is a great way to beat the morning and afternoon rush.
- ▲ It helps to cut down your travel time, allows for a more comfortable journey and beats the stress of sitting in traffic. It can also free up time for you to do other tasks before or after work.
- ▲ Travelling on light rail, trains and buses before or after peak times could also save you money.

Paying for your public transport fare is now easier than ever.

Transport NSW have provided incentives for regular use of the public transport system. Use an **Opal Card**, contactless card or linked device **to access Opal Benefits**. Remember to use the same card or linked device for all your trips to access benefits. Benefits include:

- ▲ \$2 Discount for every transfer between modes (train, ferry, bus or light rail) as part of one journey.
- ▲ Weekly travel reward – half price travel after eight paid journeys in a week.
- ▲ Daily Adult fare capped at \$16.30
- ▲ Weekly Adult fare capped at \$50
- ▲ 30% discount with weekday off-peak metro/train fares (before 6am, between 10am and 3pm and after 7pm). There is not off-peak discount when using an **Opal Single Ticket**
- ▲ Visit the **Opal Website** to find out more about contactless payments. <https://www.opal.com.au/>

Transport Connectivity Getting to Trinity Grammar School Summer Hill

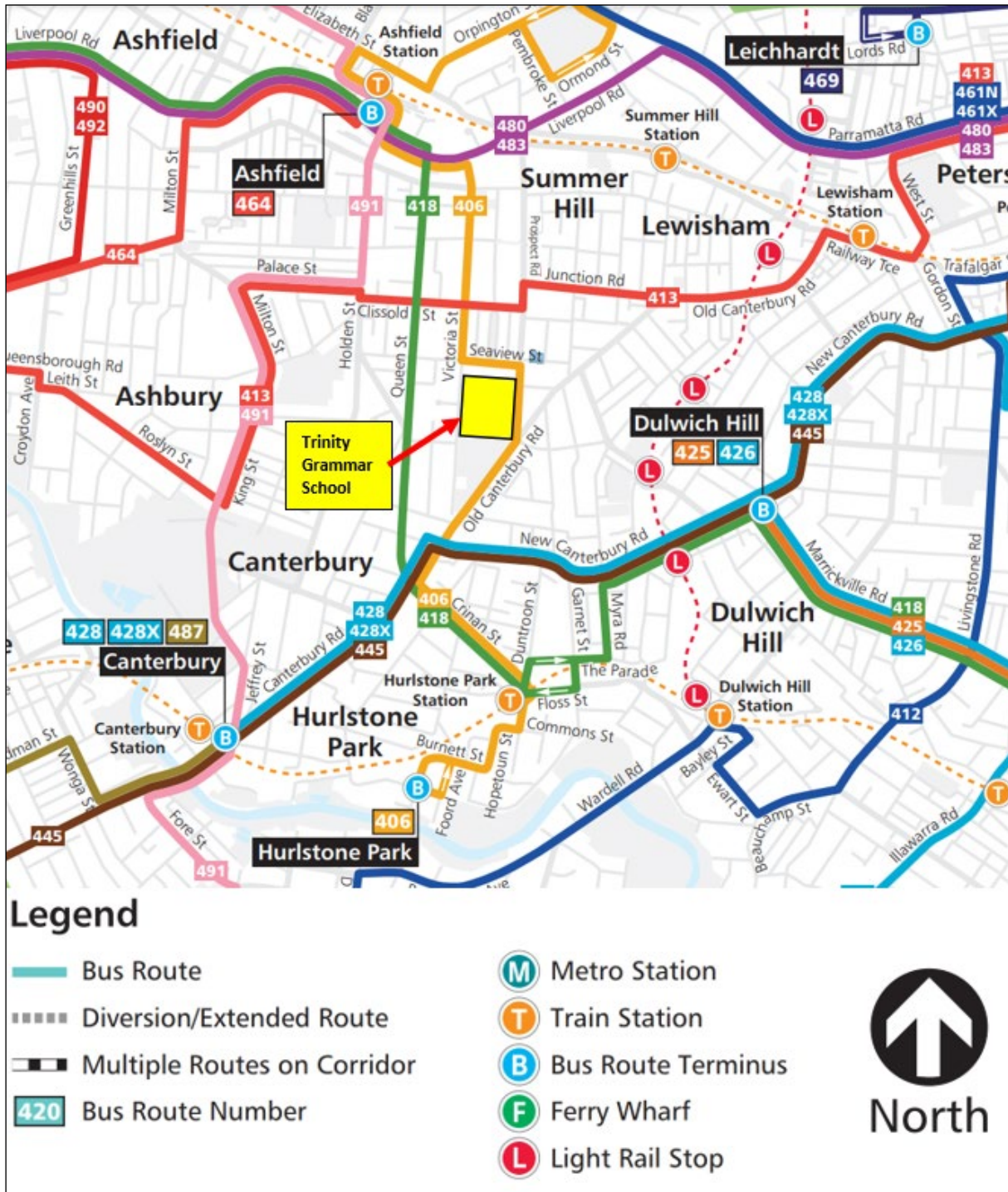


Figure 1 Trinity Connectivity

How to Travel to Trinity Grammar School Summer Hill

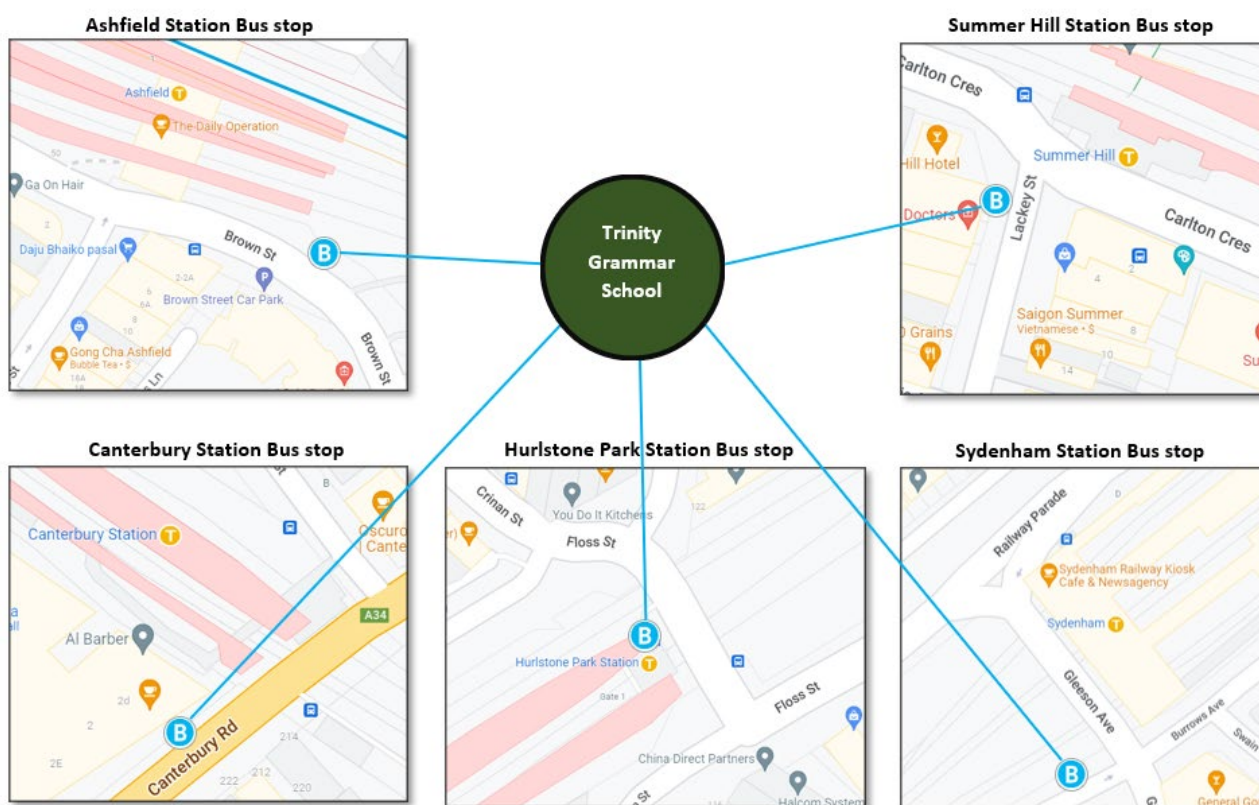
There are numerous ways in which Trinity Grammar School can be accessed. These include:

Public Transport

Trinity Grammar School is serviced by the public bus network, heavy rail and light rail.

There are several train options available for travel to Trinity Grammar School, Summer Hill. The train and bus services from Ashfield, Summer Hill, Sydenham, Hurlstone Park and Canterbury combine with direct bus routes to offer direct access to School.

Bus suggestions available are noted below:





Trains and Bus Routes – Trinity Grammar School Summer Hill

AM - To Summer Hill

Ashfield	Summer Hill	Sydenham	Hurlstone Park	Canterbury
TGS Private	TGS Private	TGS Private	TGS Private	TGS Private
406		418	418	428
				428X

PM - From Summer Hill

Ashfield	Summer Hill	Sydenham	Hurlstone Park	Canterbury
TGS Private	TGS Private	TGS Private	TGS Private	TGS Private
406		418	418	428
				428X

Walking

The walk to Trinity Grammar from Summer Hill Station is less than 1 kilometre, and 1.3 kilometres from Ashfield Station and The Waratah Mills light rail stop. This should take no longer than 15 minutes.

Most streets around the School have concrete footpaths on both sides of an adequate size for the Trinity Grammar School community volumes. The pedestrian infrastructure is outlined below:

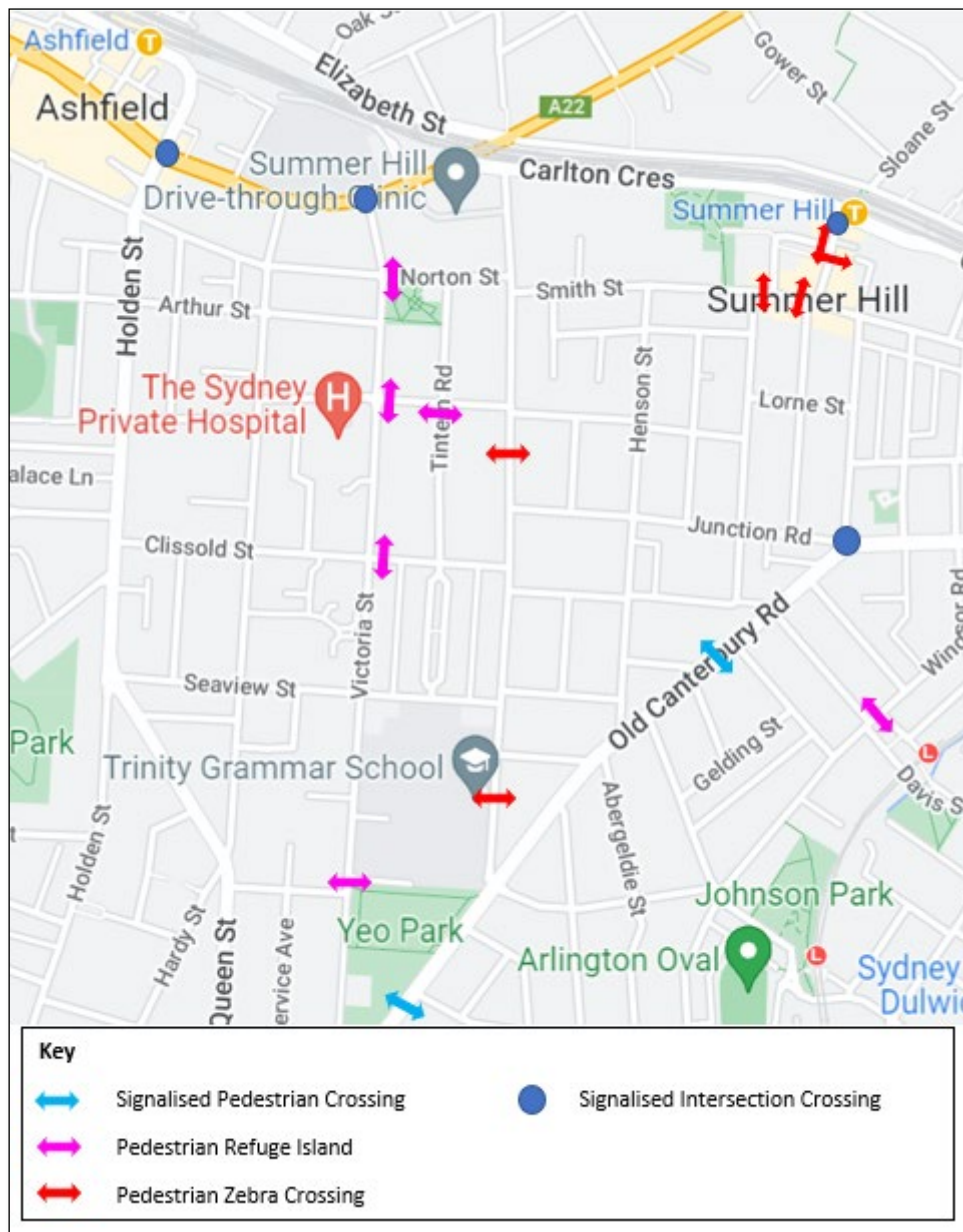


Figure 3 Pedestrian Safety

Cycling

Staff, students and visitors are encouraged to cycle to School. The School will have in place 96 bicycle parking spaces. Trinity Grammar School end of trip facilities are available, with planned upgrades in progress. Cycling and walking routes are also displayed on the Trinity App as shown in figures 4 and 5 below.

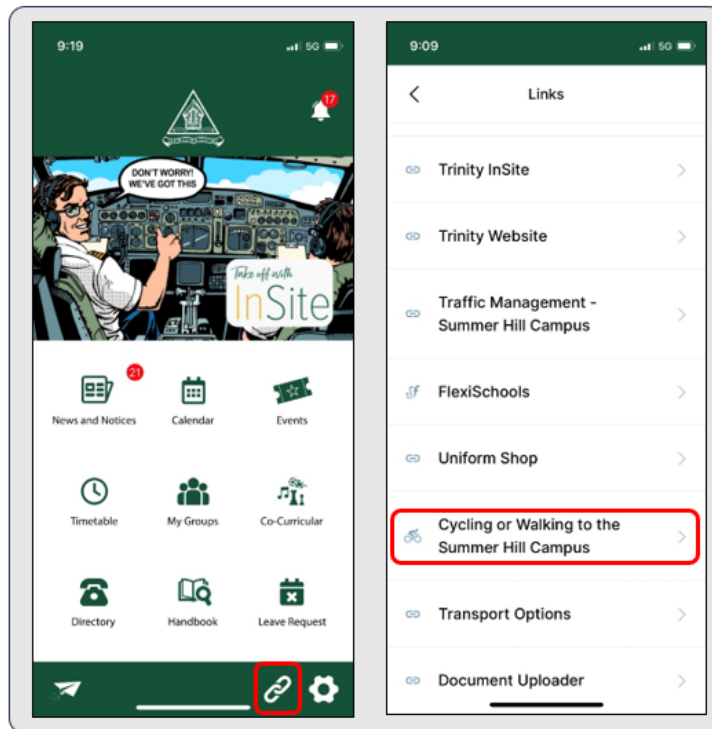


Figure 4 Trinity App Link to Cycling or Walking routes

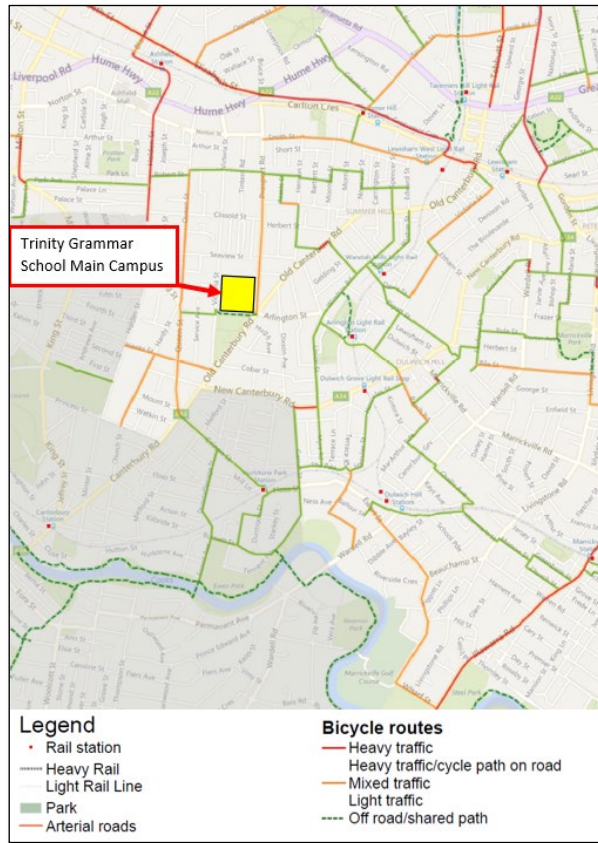


Figure 5 Extract from Inner West Council Cycling Routes

End of trip Access and Facilities

End of Trip facilities are located nearby to the bike parking facilities and central School entry points. We recommend access via Victoria Street and Prospect Road entrances.

We provide facilities on School grounds to enable staff, visitors and students to travel by sustainable and active transport modes.

End of trip facilities will include:

- ▲ 96 secure bike racks over a variety of locations on Campus.
- ▲ Bike storage areas that are sheltered, well-lit and secure.
- ▲ Male and Female change rooms, located in the Founder's Building and the Centenary Centre building will include showers, toilets, lockers, ironing facilities, full length mirror and vanity area with dryers.
- ▲ Accessible showers, toilets and lockers.

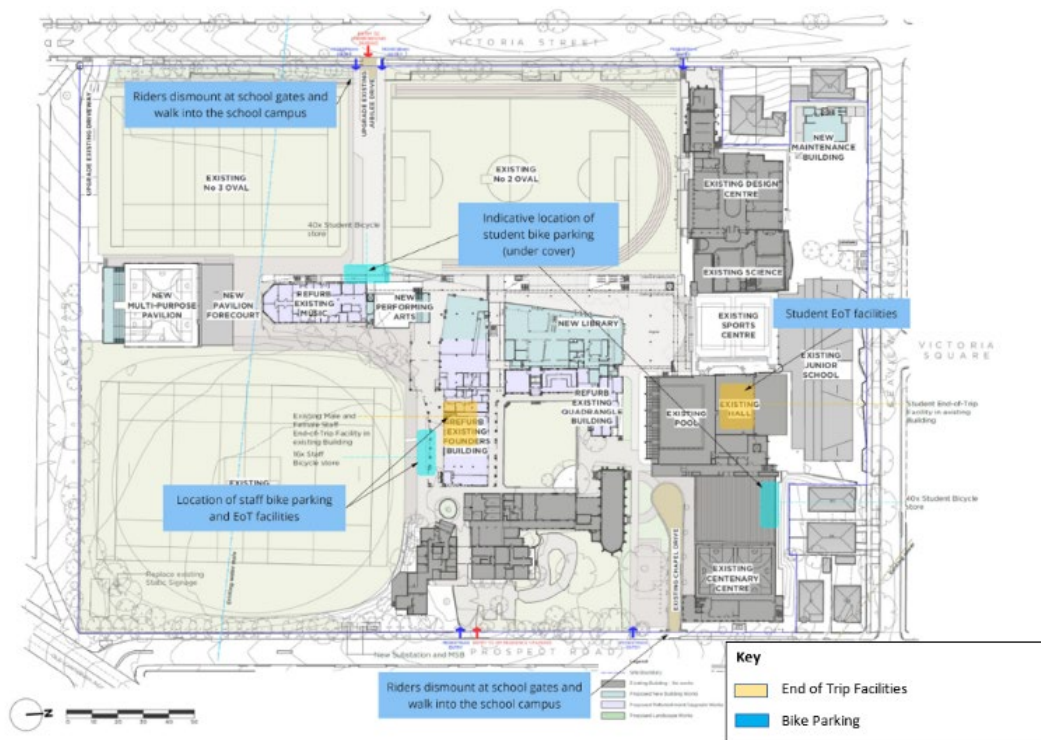


Figure 6 End of Trip Facilities

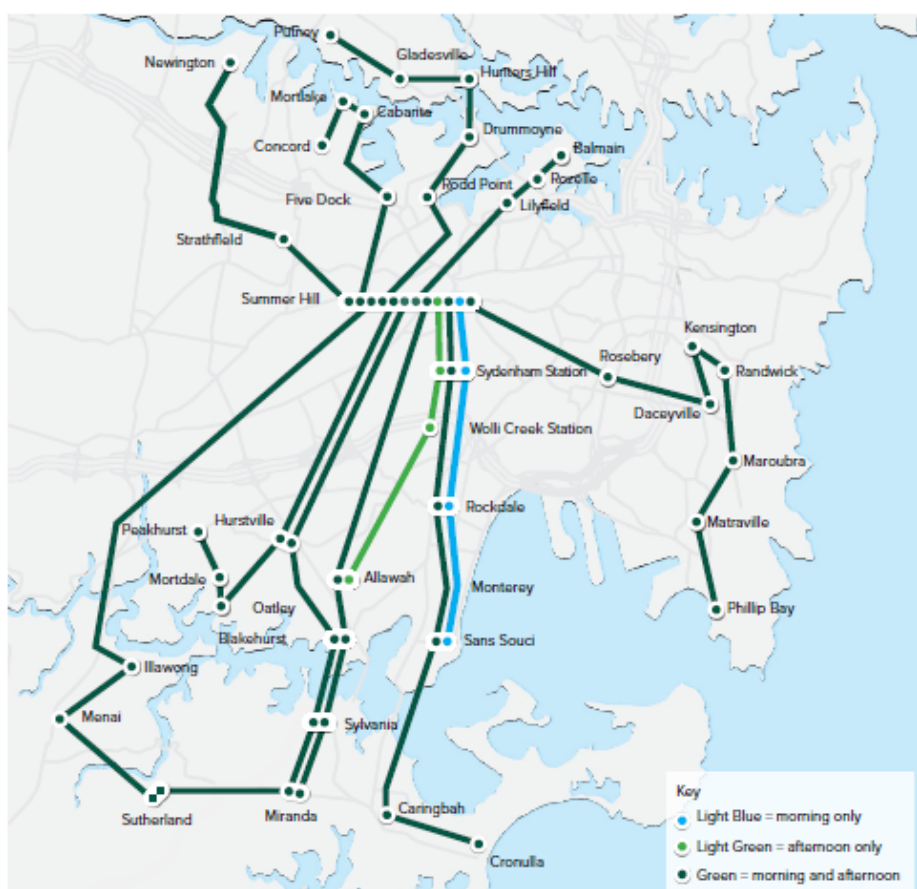
End of Trip Facilities and Bicycle Parking

Bicycle Racks	Location	Numbers	EOT facilities
Staff	Founders L0	16	Locker Room Male Change Room 3 S/2WC Female Change Room 2S/3WC
Student	Centenary Centre near Pool Entry	40	Centenary Centre 3 Change Rooms 10S/10WC
Student	Basement of Music Building end of Jubilee Drive	40	Music Basement Change Rooms 2S/4WC MMP Change Rooms 2S/4WC Founders Change Rooms 6S/6WC

Trinity Bus Service

The School operates a substantial bus network to meet the needs of its students. The Trinity Bus service operates in the mornings with students arriving between 8.00 and 8.15am and departing in the afternoons between 3.45 and 4.05pm. The network for this service is shown in Figure 7.

BUS ROUTES



Trinity offers an extensive private bus network for students to travel to both Summer Hill and Strathfield Campuses. Scan the QR code to learn more.
trinity.nsw.edu.au/enrolments/transport-options

Figure 7 School operated Bus Network

This mode of travel to and from School is well used by students. Staff are encouraged to use this mode of travel, should it be convenient and meet their obligations.

The School provides excellent information on the Trinity App and its website on the operation of this service.

- 1 Log on to 'InSite', from your 'Dashboard' click the Trinity Buses Info icon.
- 2 'Subscribe' to the Trinity Buses Info page.
- 3 Follow the instructions to download the Trinity App and ensure your 'Message Settings' within InSite are set to 'Mobile' for when news is posted. This will ensure when news is posted regarding timetabling changes or delays to a bus service, you will receive a push notification via your mobile.



Figure 8 Trinity app bus service subscription screenshot and link to Transport Options

The network has been well designed to meet the dispersed student catchment. The School bus service is the most heavily favoured sustainable transport mode for students. Reliability and convenience are likely to be the key contributing factors for students and parents selecting this mode.

Car Pooling

Trinity Grammar School encourages the use of multiple systems and initiatives to reduce the number of single occupant vehicles that travel to and from the School.

Trinity has partnered with a locally developed carpooling application, Liftango, to provision a specific, managed service for our staff. We will pilot this service during 2022 and look to build an active carpooling community that is encouraged and supported. The possibility of extending this service within the Parent community is also being explored.





Service Reviews

The School has a process for reviewing services. Capacity constraints are reported in various ways by staff, students, the School community and the bus drivers. The central coordination point is the Student Services Office that will then allocate the request/ concern to the relevant person. The School's Head of Operations manages the bus services.

Revision Control Table Annual

Date	Revision	Comment	Author
May 2022	V3.1	Published May 2022	SH
March 2023	V3.2	Title Update for website consistency	RC
August 2023	V3.3	Figure 4 Trinity App Link to Cycling or Walking routes.	RC/JN
		Figure 8 update	RC/JN
July 2024	V3.4	Figure 4 App Link Update	RC/JN
		Figure 7 Update Travel Map	RC/JN

V3.4.



Appendix G

TRAVEL ACCESS GUIDE



TRINITY
GRAMMAR SCHOOL

Trinity Grammar School
119 Prospect Road Summer Hill
NSW 2130
July 2024

MESSAGE TO STUDENTS AND STAFF

Welcome to an exciting and enriching experience at Trinity! As we embark on this journey together, we are filled with great enthusiasm and anticipation for the achievements, discoveries, and growth that await us all. Here, you will learn to grow, to persevere, and to engage yourself in the challenges of the real world through an ethos pillared by mind, body and spirit. Together we will raise men of character who will care about others, our world, and themselves.

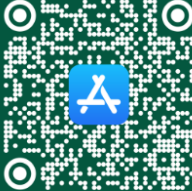
Through our actions we aim to stay true to our vision of the future, taking small steps that precede huge strides. This year, everyone is encouraged to consider embracing public and active transport as your preferred way to get to and from school. Not only does this choice help us reduce our carbon footprint and support a healthier environment, but it also promotes physical well-being and mental alertness—an excellent way to start and end our school days. Walking, cycling, or taking public transit are not just environmentally responsible choices; they also alleviate traffic congestion around our campus, making our school a safer and more enjoyable place for everyone.

Here's to a fantastic year ahead, filled with learning, growth, and memorable experiences!

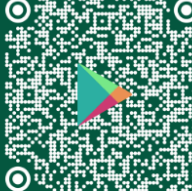
TRINITY GRAMMAR SCHOOL APP

Download the Trinity Grammar School (TGS) mobile app to stay up to date on events, notices, newsletters and Trinity Bus transport information.

DOWNLOAD THE TRINITY GRAMMAR SCHOOL APP



APP STORE



PLAY STORE



ACTIVE TRANSPORT OPTIONS



WALKING

The walk to TGS from Summer Hill Station is less than 1 kilometre, and 1.3 kilometres from Ashfield Station and The Waratah Mills light rail stop. These are within a 15 minute walking distance from campus. Most streets around the school have footpaths on both sides, pedestrian zebra crossings near Summer Hill Station, and signalised pedestrian crossings on Old Canterbury road.

See the map on page 4 for walking routes you can easily access.



TRAINS

Trinity Grammar School is about 1.2 km from Summer Hill Train Station and 1.4 km from Ashfield Train Station. Both stations are within 15-20 minute walking distance, making them a viable option for multi-modal trips. They are serviced by two routes, being the T2 and T3 line, with average headways summarised below.

Visit <https://transportnsw.info/> for further details

T2 Inner West and Leppington Line

Ashfield Station

Weekdays: every 5-10 minutes (peak times)

Weekends: every 10-15 minutes

Summer Hill Station

Weekdays: every 15 minutes (peak times)

Weekends: every 15 minutes

T3 Bankstown Line

Ashfield Station

Weekdays: every 5-10 minutes (peak times)

Weekends: every 10-15 minutes

Summer Hill Station

Weekdays: every 15 minutes (peak times)

Weekends: every 15 minutes



CYCLING

Staff, students and visitors are encouraged to cycle to school. TGS will have in place 96 bicycle parking spaces with end of trip facilities provided. See figure on page 6 for indicative locations.

The school is less than one kilometre from the Green Way, which is an active travel corridor linking the Cooks River at Earlwood with the Parramatta River at Iron Cove. This can be part of the ride to and from school.

See the map on page 4 for cycling routes you can easily access.



LIGHT RAIL

The light rail stop at Arlington is around 800 metres from the school which is a short 12 minute walk. It is serviced by one line being the L1 Dulwich Hill Line, with the average headways described below.

Visit <https://transportnsw.info/> for further details

L1

Dulwich Hill Line

Weekdays: every 6-10 minutes

Weekends: every 10-15 minutes



Public Buses

Additionally, the school is serviced by public bus routes that connect to nearby train stations such as Ashfield Station and Sydenham Station. Students are eligible for free travel on public transport according to the School Student Travel Scheme. Visit www.service.nsw.gov.au/transaction/apply-for-a-school-travel-pass for more details.

Further information on bus routes and stops is provided below and indicated on the map in page 4. Visit <https://transportnsw.info/> for bus timings.

406

Five Dock to Hurlstone Park

418

Sydenham to Burwood

413

Campsie to Central Pitt St

464

Mortlake to Ashfield





TRINITY BUS SERVICES

TGS organises a substantial bus network running in the morning and afternoons to meet the needs of its students. The network for this service is shown in page 3. A summary of the available routes are shown below:

AM Services - To Trinity Grammar School, Prospect Rd

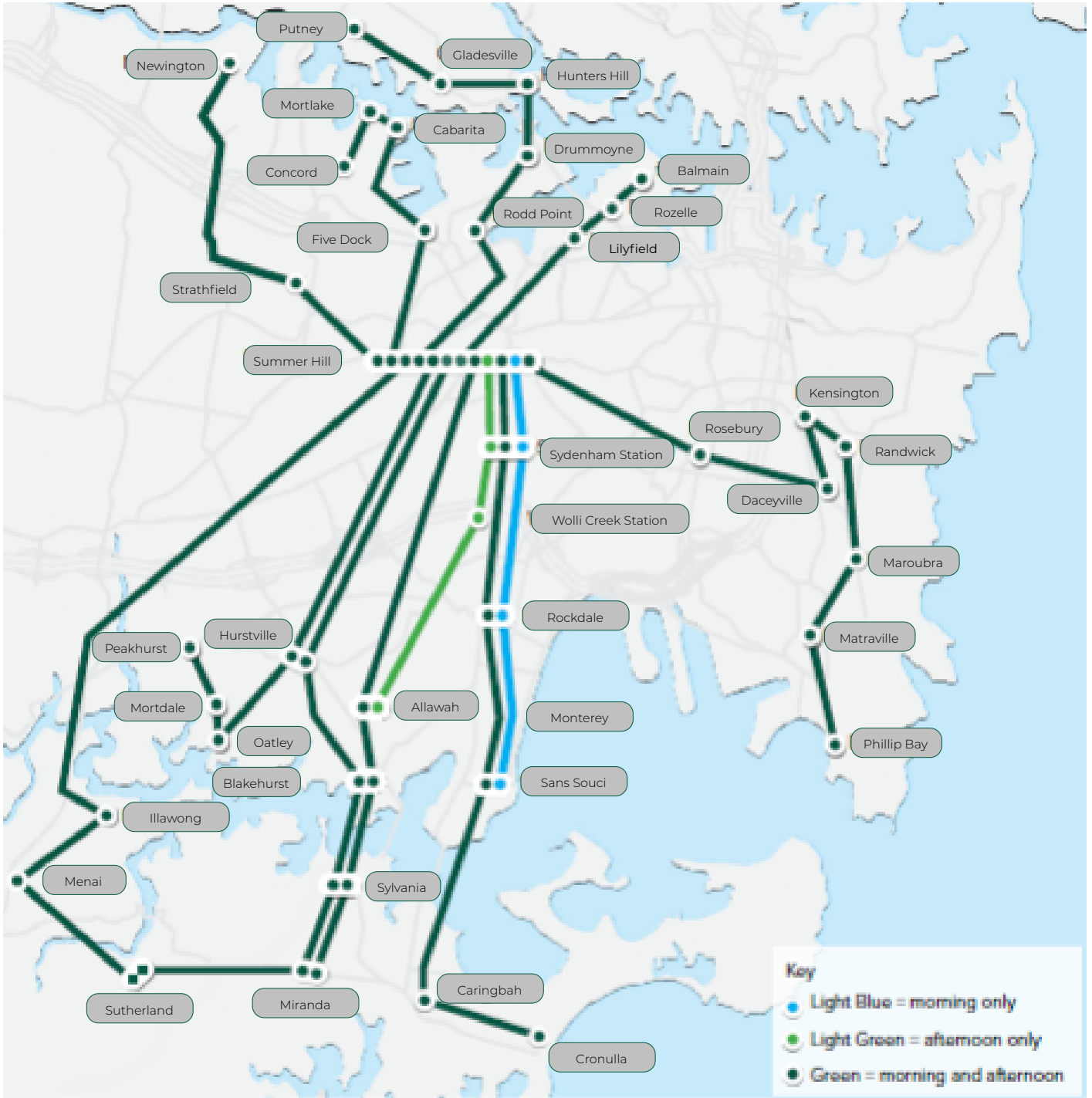
- TGS** ○ **Trinity Grammar School, Prospect Rd**
From: Newington Blvd after Avenue of Oceania
TGS Arrival: 8:15 AM
- TGS01_01D** ○ **Strathfield Prep Transfer**
From: Llandilo Ave, Trinity Strathfield Campus
TGS Arrival: 8:20 AM
- TGS01_01A** ○ **Strathfield**
From: Llandilo Ave, Trinity Strathfield Campus
TGS Arrival: 8:10 AM
- TGS05_01** ○ **Balmain**
From: Darling St, Gladstone Park
TGS Arrival: 8:10 AM
- TGS11_01** ○ **Sans Souci**
From: Rocky Point Rd At Northcote St
TGS Arrival: 8:00 AM
- TGS03_01** ○ **Concord**
From: Brewer St Opp Concord Community Church
TGS Arrival: 8:05 AM
- TGS12_01** ○ **Peakhurst**
From: Belmore Rd At Isaac St
TGS Arrival: 8:10 AM
- TGS12_01** ○ **Eastern Suburbs**
From: Anzac Pde opp Pine Ave
TGS Arrival: 8:10 AM
- TGS09_01** ○ **Miranda**
From: Westfield Miranda, Kiara Road
TGS Arrival: 8:00 AM
- TGS04_01** ○ **Putney**
From: Waterview St Opp Kissing Point Park
TGS Arrival: 7:57AM
- TGS08_01** ○ **Cronulla**
From: Cronulla Station
TGS Arrival: 8:00AM
- TGS14_01** ○ **Sutherland**
From: Sutherland Station: Stand E
TGS Arrival: 8:00 AM

PM Services- From Trinity Grammar School, Prospect Rd

- TGS** ○ **Trinity Grammar School, Prospect Rd**
To: Westfield Miranda, Kiara Rd Stand 5
TGS Departure: 3:55 PM
- TGS14_03** ○ **Sutherland**
To: Sutherland Station
TGS Departure: 5:20 PM
- TGS07** ○ **Eastern Suburbs**
To: Little Bay Road and Anzac Parade
TGS Departure: 4:00 PM
- TGS01B** ○ **Newington via Trinity Prep**
To: Homebush Rd After High St
TGS Departure: 4:00 PM
- TGS05_02** ○ **Balmain**
To: Darling St, Gladstone Park
TGS Departure: 4:00 PM
- TGS03_02** ○ **Concord**
To: Tennyson Rd Opp Palace Hotel
TGS Departure: 4:00 PM
- TGS12_02** ○ **Peakhurst**
To: Belmore Road after Isaac Street
TGS Departure: 3:55 PM
- TGS14_02** ○ **Sutherland**
To: Sutherland Station: Stand E
TGS Departure: 3:55 PM
- TGS04_02** ○ **Putney**
To: Kissing Point Park Waterview St
TGS Departure: 3:55 PM
- TGS09_02** ○ **Miranda**
To: Westfield Miranda, Kiara Road
TGS Departure: 3:55 PM
- TGS08_02** ○ **Cronulla**
To: Cronulla Station
TGS Departure: 3:47 PM
- TGS01_02** ○ **Strathfield**
To: Llandilo Ave, Trinity Strathfield Campus
TGS Departure: 3:47 PM
- TGS10** ○ **Allawah**
To: Rocky Point Rd before Alice St
TGS Departure: 3:45 PM
- TGS01_02B** ○ **Strathfield Trinity Prep Transfer**
To: Rocky Point Rd before Alice St
TGS Departure: 3:25 PM



TRINITY BUS ROUTE MAP

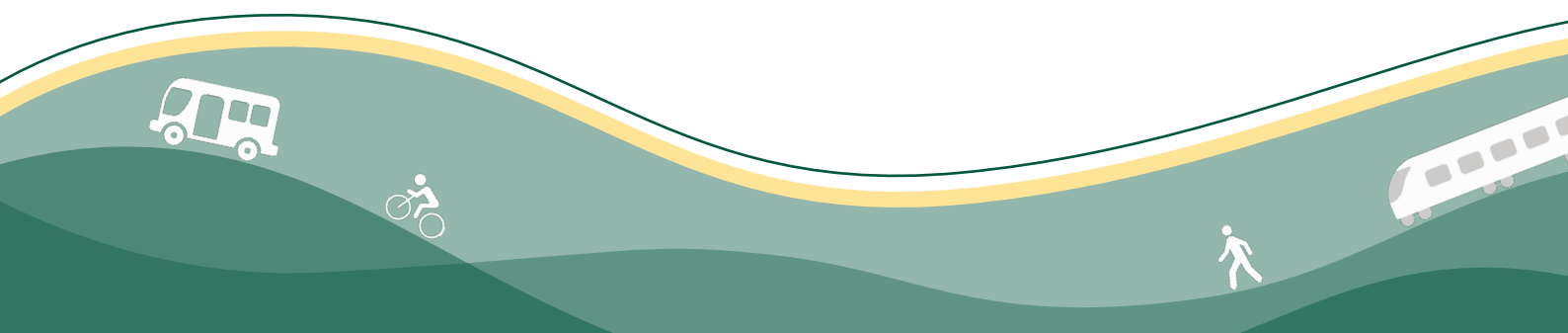
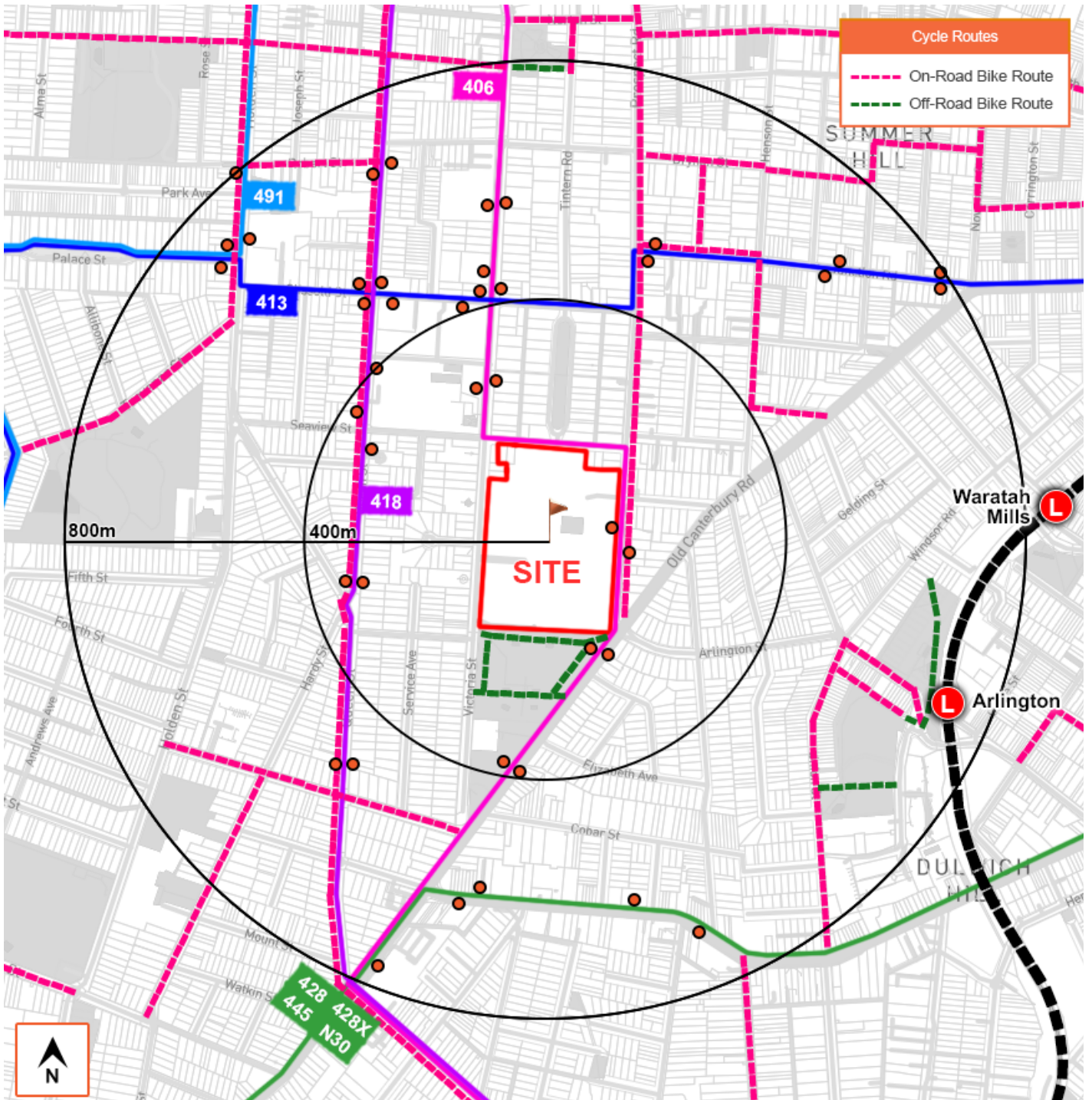


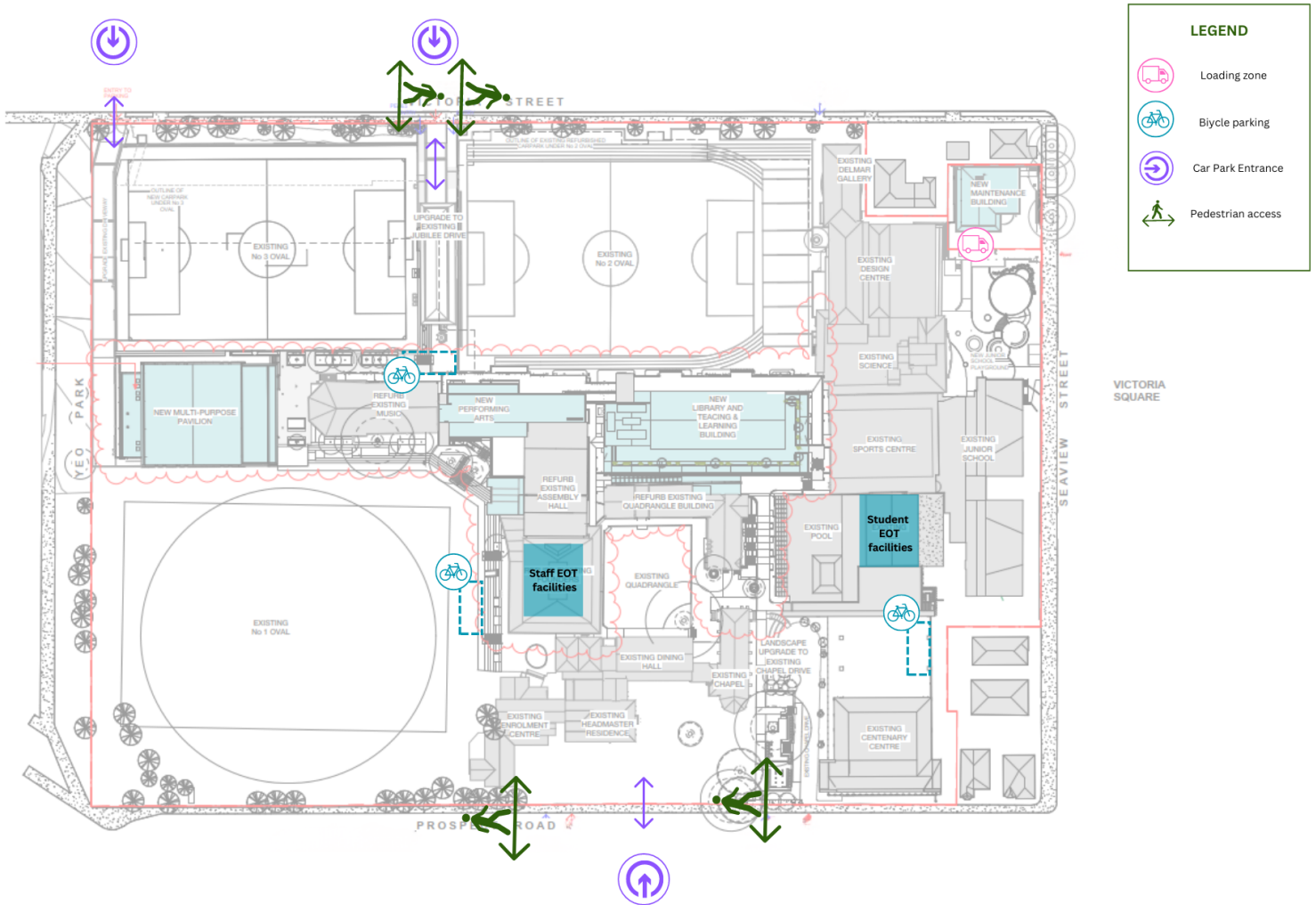
ACCESS THE FULL TIMETABLE AND INDIVIDUAL ROUTE MAPS HERE:

<https://www.wearekinetic.com/au/sydney/schools/trinity-grammar>




ACTIVE TRAVEL MAP





LEGEND

-  Loading zone
-  Bicycle parking
-  Car Park Entrance
-  Pedestrian access

SCHOOL ACCESS POINTS

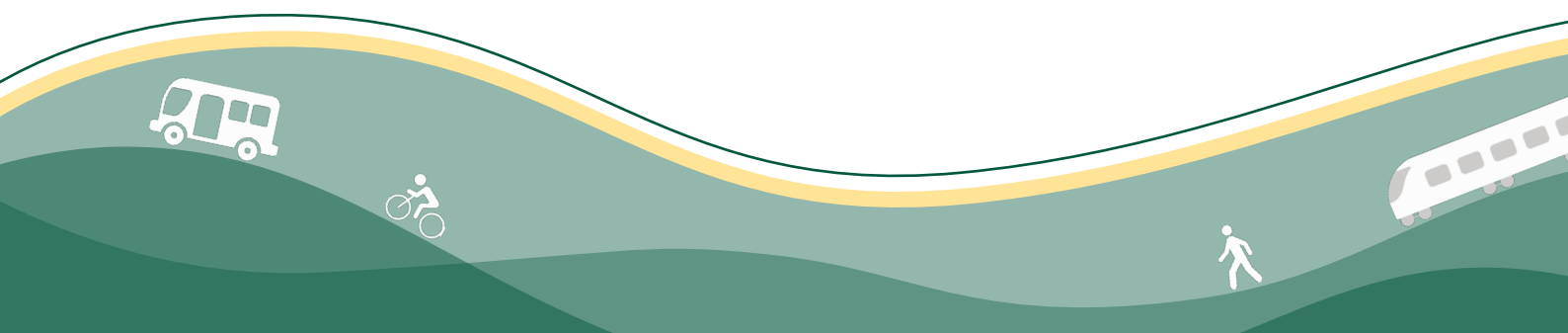
Pedestrian access to TGS is provided via Victoria Street and Prospect Road, as shown on the above map.

Vehicular access to designated parking areas for students and staff are provided off Prospect Road and Victoria Street.

FACILITIES

To encourage sustainable travel, TGS is equipped with facilities including:

- Racks for 96 bicycles
- EOT facilities for staff and students
- Dedicated Trinity bus pick up/drop off zone
- 324 car parking spaces, including 3 carpool spaces



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