



Reference: 19.455r03v04

6 April 2020

Monte Sant' Angelo Mercy College
C/- Bloompark Consulting Pty Ltd
Level 2, Suite 2.04
41 McLaren Street
NORTH SYDNEY NSW 2060

Attention: Mr Peter Brogan

Re: Monte Sant' Angelo Mercy College (SSD-10393)
128 Miller Street, NORTH SYDNEY
Green Travel Plan

Dear Peter,

We refer to the State Significant Development (SSD) Monte Sant' Angelo Mercy College at 128 Miller Street, North Sydney and in particular, the Transport and Accessibility item within the Planning Secretary's Environmental Assessment Requirements (SEARs), which states:

"Details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan) and the provision of facilities to increase the non-car mode share for travel to and from the site."

Accordingly, a Green Travel Plan (GTP) has been prepared for the development, which evaluates the sustainable transport credentials of the development and accounts for the accessibility of the site with respect to active/public transport facilities. This GTP also incorporates a Transport Access Guide (TAG) that will be distributed to staff and students of the Monte Sant' Angelo Mercy College.



➤ Background and Context

Overview

A Green Travel Plan provides a site-specific set of measures and initiatives to promote sustainable transport options such as walking, cycling, carpooling and public transport in order to reduce the dependency of using private cars. This creates a number of social, economic, environmental and health benefits to staff and students of the school, including:

- Promoting the use of sustainable transport modes by increasing awareness of routes and facilities;
- Create a positive image of the development as innovative and environmentally conscious; and
- Encouraging healthier travel options for staff and students, such as walking and cycling to promote a healthier lifestyle.

This GTP requires the nomination of an individual or team to oversee its implementation, as well as to review and update the GTP to reflect the site operation, changes to public transport services and the achievable modal-split targets for the site.

Site and Location

The Monte Sant' Angelo Mercy College is located approximately 550 metres north of the North Sydney Railway station. More specifically, the campus is approximately 2.52 hectares and comprises 18 allotments, as described in **Table 1** below.

Table 1: Monte Campus Allotments

Address	Legal Description	
	Lot	Plan
128 Miller Street	Lots 1, 2, 3, 4, 5, 6, 7 and 8	DP 262534
	Lot 4	DP 5030
	Lot 1	DP 780403
1 McLaren Street	Lot 11	DP 5030
5 McLaren Street	Lot 1	DP 104072
9 McLaren Street	Lot A	DP 339358
21-23 McLaren Street	Lot 10	DP 5030
27 and 27A McLaren Street*	Lots 7 and 8	DP 5030
29 McLaren Street*	Lot 6	DP 5030
31 McLaren Street	Lot 5	DP 5030

* Sisters of Mercy land not used by the College.

A Location Plan is presented in **Figure 1**, with a Site Plan included in **Figure 2**.

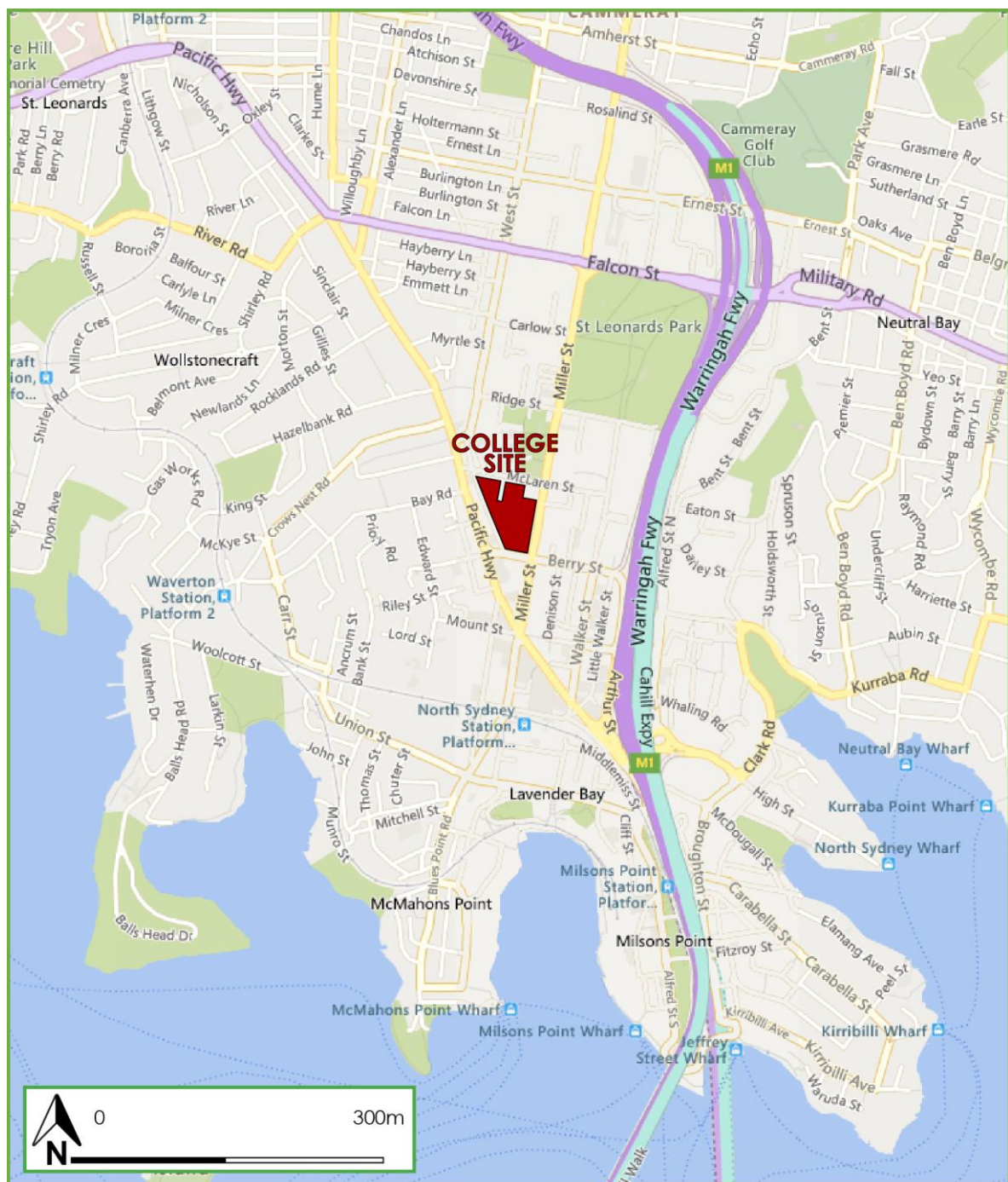


Figure 1: Location Plan



Figure 2: Site Plan



➤ Description of Proposed Development

A detailed description of the proposed development is provided in the Statement of Environmental Effects, prepared separately. In summary, the development comprises the following:

- Demolition of two (2) existing sports courts and associated buildings under croft staff carpark, including structures between:
 - The main 'circular-drive' driveway entry from Miller Street; and
 - The McQuoin Hall/Aquatic Centre at the corner of Miller Street and Berry Street.
- Construction of a new four-storey sports and science building, including:
 - Basement carpark for staff;
 - Partially underground dual sports court facility;
 - Three (3) levels of new teaching spaces (innovation / science labs); and
 - Rooftop sports court.
 - Landscaping works surrounding the new sports and science building.

It is emphasised that the above works involve no increase to staff or student numbers. Rather the proposal is simply to provide the current students and staff upgraded facilities to conduct their typical day-to-day operations.

➤ Sustainable Transport Options

The public transport routes in the locality are illustrated in **Figure 3**, with the alternate travel modes summarised as follows:

Pedestrian Facilities

The school provides four (4) student pedestrian entry and exit points, including:

- 1 x main access onto Miller Street;
- 2 x gates onto Angelo Street (near Berry Street); and
- 1 x gate onto McLaren Street.

All students are required to enter and leave the school through these accesses, with the existing footpaths (adjacent to the school) utilised to travel between school grounds, the designated pick-up and drop-off area on McLaren Street and the bus stops along Miller Street. In addition to the above, the following pedestrian facilities are provided within proximity of the site to ensure safe pedestrian connections to the wider footpath network:

- 'Wombat' pedestrian crossing on McLaren Street, between Church Street and Kelrose Lane;
- Signalised pedestrian crossing at the Miller Street and McLaren Street intersection; and
- Signalised pedestrian crossing at the Miller Street and Berry Street intersection.

Bicycle Facilities

There is limited bicycle infrastructure in the locality, given the high traffic volumes on Pacific Highway and Miller Street. This issue has been acknowledged in the North Sydney Integrated Cycling Strategy 2013, noting that cycleways and routes could potentially be accommodated along Angelo Street and Berry Street in the future. Eight (8) staff bicycle parking spaces are provided in the basement car park and end of trip facilities are provided throughout the campus for exclusive staff use.



Bus Routes

The site is within 400 metres of various bus stops along the Pacific Highway and Miller Street. These bus stops are serviced by an extensive number of routes, as outlined in **Table 2** below:

Table 2: Bus Services and Routes

Bus Number	Route	Bus Number	Route
151	Mona Vale to City QVB	252	Gladesville to City King Street Wharf
168	North Balgowlah to Milsons Point	254	Riverview to McMahon's Point
173	Narraweena to Milsons Point	260	Terrey Hills to North Sydney
188	Mona Vale to City Wynyard	261	Lane Cove to City King St Wharf
200	Bondi Junction to Chatswood	286	Denistone East to Milsons Point
202	Northbridge to City Bridge St	287	Ryde to Milsons Point
203	Castlecrag to North Sydney	290	Epping to City Erskine St
207	East Lindfield to City Bridge St	291	Epping to McMahon's Point
208	East Lindfield to City Bridge St	343	Kingsford to Chatswood
209	East Lindfield to Milsons Point	612X	Castle Hill to Milsons Point
227	Mosman Junction to Milsons Point	622	Dural to Milsons Point
228	Clifton Gardens to Milsons Point	E50	Manly to Milsons Point
229	Beauty Point to Milsons Point	E54	Mona Vale to Milsons Point
230	Mosman Wharf to Milsons Point	M20	Botany to Gore Hill
245	Balmoral to City Wynyard	N90	Hornsby to City Town Hall-
246	Balmoral Heights to City Wynyard	N91	Bondi Junction to Macquarie Park
247	Taronga Zoo to City Wynyard	-	-

Detailed information concerning service frequencies for all services throughout the week may be obtained via the Transport Info web site at: www.transportnsw.info.

Public Rail Services

The North Sydney Railway Station is located approximately 550 metres south of the school. This station provides connections to the Sydney CBD, St Leonards, Chatswood and the wider Sydney Trains and Metro networks via the following lines:

- T1 – North Shore and Western Line; and
- T9 – Northern Line

Future Rail Services

The future Victoria Cross Metro Station is currently under construction and is anticipated to be operational in 2024. This metro station will be located approximately 150 metres south of the site and will provide direct connections to Macquarie Park, Epping, Castle Hill and the Sydney CBD.

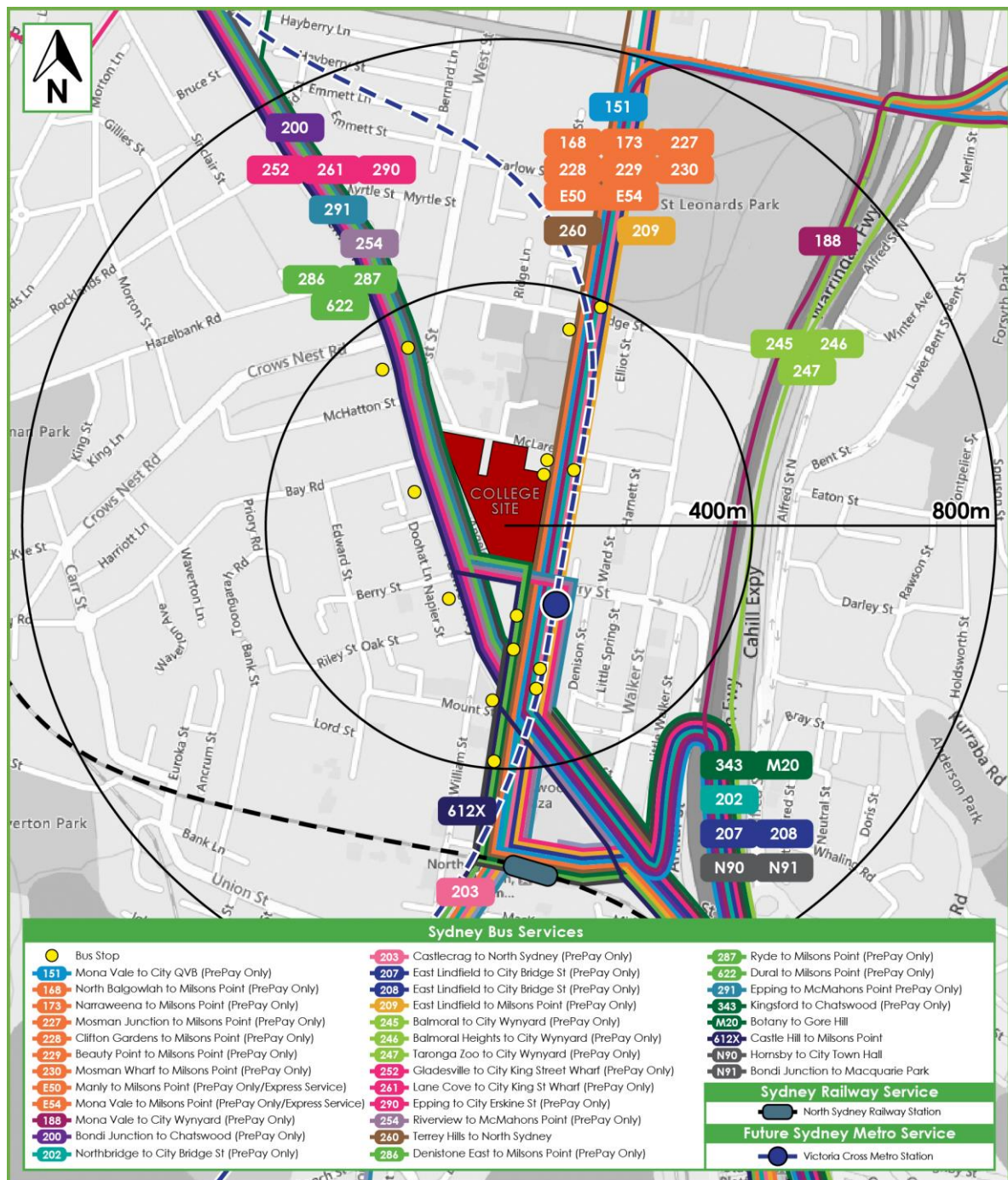


Figure 3: Public Transport



➤ Reference Travel Modes

In order to assess identify the existing travel characteristics of the school, online travel mode questionnaire surveys were prepared by TRAFFIX and distributed by the school to all staff and students. The online questionnaire was open for responses for a 10-day period from 9 February 2020 to 19 February 2020, with a sample rate of approximately 66% of students and 64% of staff.

For the purposes of this assessment, the AM and PM data was averaged for both staff and students travel modes. These reference travel modes are outlined in **Table 2** below.

Table 2: Reference Travel Modes for Staff

Travel Mode	Staff	Students
By Car (as driver)	67.0%	12.6%
By Car (as passenger – pick-up or drop-off)	1.8%	0.0%
By Car (as passenger – carpool)	0.9%	0.1%
Public Transport – Bus	6.4%	71.7%
Public Transport – Train	17.5%	13.9%
Cycle	0.0%	0.0%
Walk	6.4%	1.7%

It can be seen from Table 2 that the primary travel modes for staff comprised car driver at 67.0%, train at 17.5% and bus / walking at 6.4% each. In contrast, students were identified to predominantly utilise buses at 71.7%, trains at 13.9% and car drivers at 12.6%.

➤ Proposed Travel Modes

Staff Targets

Five (5) year travel mode splits anticipated for staff of the school are summarised in **Table 3**, with justifications for the main travel modes discussed thereafter.

Table 3: Proposed 5 Year Travel Mode Targets for Staff

Travel Mode	Travel Percentage for Staff	
	Reference	Target
By Car (as driver)	67.0%	53.8%
By Car (as passenger – pick-up or drop-off)	1.8%	1.8%
By Car (as passenger – carpool)	0.9%	2.9%
Public Transport – Bus	6.4%	7.6%
Public Transport – Train	17.5%	25.1%
Cycle	0.0%	1.2%
Walk	6.4%	7.6%



A brief methodology for establishing the main staff targets are provided below:

- **Public Transport**
Bus usage is envisaged to increase to 7.6%, with train usage increasing to 25.1% for staff of the school. These increases equate to an additional 2 and 13 staff utilising the bus and train, respectively.
These targets are considered appropriate given the proximity of the Victoria Cross Metro Station, the various bus services in the locality and in implementation of this GTP.
- **Active Travel**
A slight increase for active travel is envisaged with 1.2% and 7.6% of staff cycling and walking to school, respectively. These increases equate to an additional four (4) staff utilising active travel, which is considered achievable given the location of the site and potential future cycleways within the vicinity.
- **Car Driver**
53.8% of staff are anticipated to drive to the school, with this reduction primarily attributed to increases in public and active travel modes, as well as the limited number of on-site parking and lack of long-stay parking in the locality.
- **Carpool**
2.9% of staff are forecast to carpool to and from school, with staff encouraged to carpool.

Student Targets

5 year travel mode splits anticipated for students of the school are summarised in **Table 4**, with justifications for the main travel modes discussed thereafter.

Table 4: Proposed 5 Year Travel Mode Targets for Students

Travel Mode	Travel Percentage for Students	
	Reference	Target
By Car (as driver)	0.0%	0.0%
By Car (as passenger – pick-up or drop-off)	12.6%	9.2%
By Car (as passenger – carpool)	0.1%	1.1%
Public Transport – Bus	71.7%	69.1%
Public Transport – Train	13.9%	18.9%
Cycle	0.0%	0.0%
Walk	1.7%	1.7%

A brief methodology for establishing the main staff targets are provided below:

- **Public Transport**
Bus usage is envisaged to decrease to 69.1% due to an anticipated transport modal shift to trains with an increase to 18.9%. This modal shift is considered appropriate, given the school's inherent utilisation of public transport and future close proximity of the Victoria Cross Metro Station.



- Car Passenger In light of the above increase to train usage due to the future Metro station, a reduction of students being picked-up / dropped-off are anticipated with a target of 9.2%.
- Carpool 1.1% of students are forecast to carpool to and from school, with students encouraged to carpool.

➤ Strategies and Transport Initiatives

Transport Access Guide

To assist in promoting use of alternative travel modes, a Transport Access Guide (TAG) has been prepared for the site and is provided in **Attachment 1**. This includes details and public transport services in proximity of the site.

The provision of this information to staff and students of Monte Sant' Angelo Mercy College will assist them to make an informed decision on how to travel to site based on the available services connecting to or near their place of residence.

Council Strategy

This GTP is consistent with North Sydney Council's GTP objective *'to encourage employees within an organisation to make greater use of public transport, cycling, walking and car sharing for commuting and work related journey'*.

This GTP and associated TAG will encourage staff and students to utilise the numerous existing and future public transport options in the locality

➤ Green Travel Plan Maintenance

A monitoring and review process for the Green Travel Plan will be set out by the manager to ensure that the GTP and TAG reflect any changes to the public transport network related to the subject site. A Travel Plan Coordinator will be designated with the responsibility of maintaining the GTP. This Coordinator will also revisit the proposed targets to refine and update the proposed modal-split for staff and students travelling to the school.

Regular review of the success measures outlined in this plan should be undertaken intermittently to determine whether alternative or supplementary measures are necessary. It is recommended that a survey of staff and students be conducted annually by the Travel Plan Coordinator to monitor the progress of targets as documented in Table 3 and Table 4.

This evaluation will provide a reliable overview of the areas in which the GTP is operating effectively and which areas that require more attention. It is envisaged that the target travel modes be achievable in 5 years however, it is noted that these targets are primarily indicative and will require on-going evaluation and fine-tuning.

➤ Summary

In summary, it is considered that this GTP for the Monte Sant' Angelo Mercy College allows for staff and students to travel to and from the site via alternative modes of travel, thereby reducing the dependency on private vehicles.



We trust the above is of assistance and please contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully,

Traffix

Ben Liddell
Senior Engineer

Encl: Attachment 1 – Transport Access Guide

ATTACHMENT 1

Transport Access Guide



CAR

Driving to school? Limited parking is provided on site for staff and as such it is recommended all staff use car pool or public transport to travel to and from work. No parking is provided on-site for students, however a drop off and pick up zone is provided along McLaren Street.



BUS

Taking the bus? There are numerous bus routes operating near the school with stops on Miller Street and Pacific Highway within 400 metres providing access to routes operating throughout the Sydney region. For more information regarding service frequencies, please visit the Transport Info website at: <https://transportnsw.info/routes/bus>.



TRAIN

Travelling by train? North Sydney Railway Station is situated 550m south of the school and provides access to services along the **T1 North Shore and Western Line** and **T9 Northern Line**. These lines provide connections to centres such as the Sydney CBD, St Leonards, Chatswood, Hornsby, Strathfield, Epping and Parramatta. For more information regarding service frequencies, please visit the Transport Info website at: <https://transportnsw.info/routes/train>.



BIKE

Riding a bike to work? The development provides secure bicycle parking and end of trip facilities for staff including showers and lockers.



WALKING

Live nearby? Walking is a great way to get to work to maintain an active lifestyle.

ACTIVE TRAVEL

This Transport Access Guide (TAG) provides information to residents and visitors on how to get to and from 128 Miller Street, North Sydney by active travel – without a car.

Active Travel means walking, cycling and/or using public transport. It is easy to get to and from 128 Miller Street, North Sydney by active public transport, as there are regular Bus services operating in the surrounding areas.

128 Miller Street, North Sydney supports active travel as its benefits include:

- A reduction in car use
- Reduced carbon emissions and improved air quality
- Less traffic congestion
- A safer and more pleasant urban environment
- Opportunities to be more active

For further public transport information
go to www.transportnsw.info or call 131 500

TRANSPORT ACCESS GUIDE

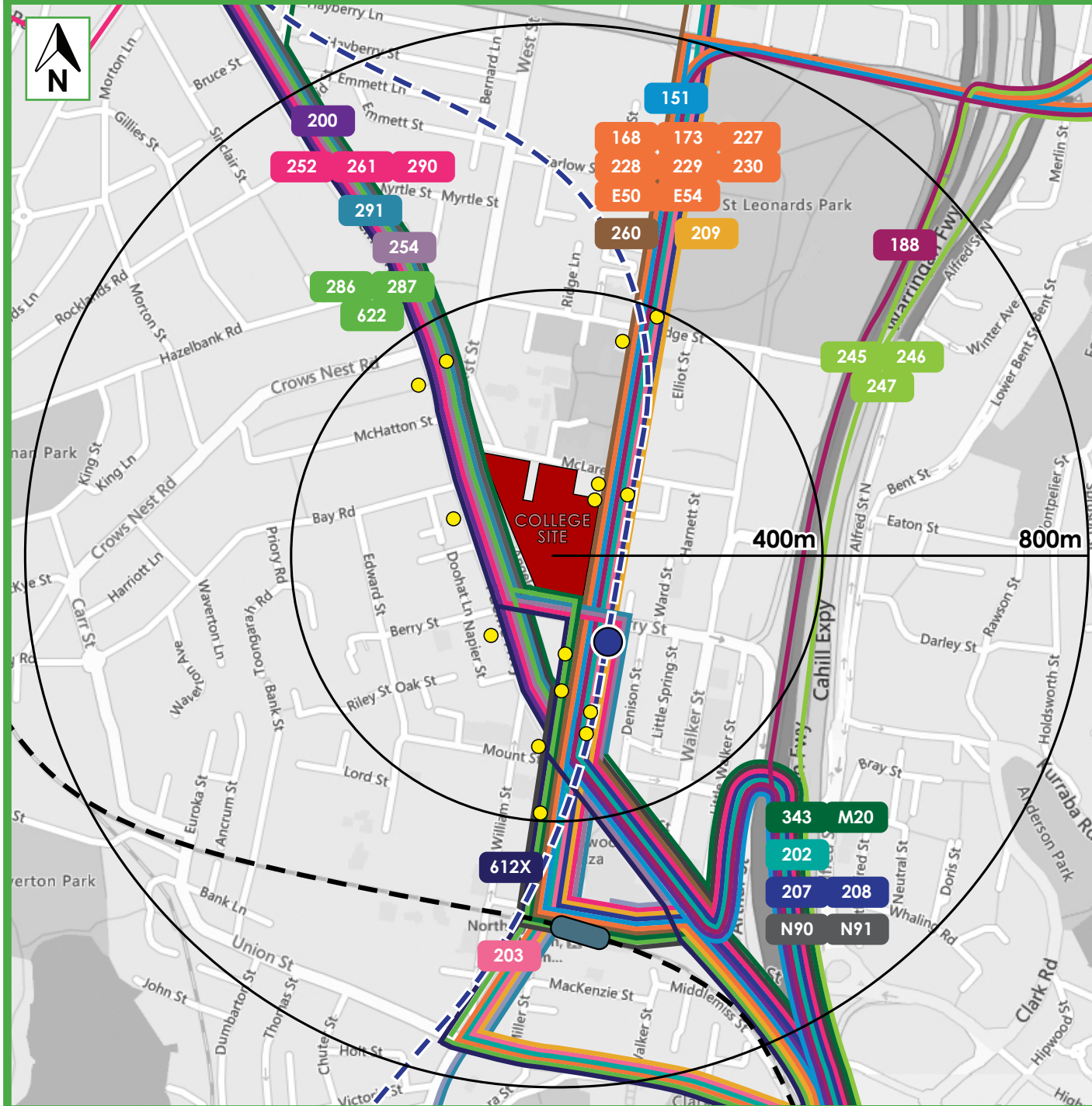
Monte Sant' Angelo Mercy College

128 Miller Street

North Sydney NSW 2060



Public Transport Map



TRANSPORT ACCESS GUIDE

Monte Sant' Angelo Mercy College
128 Miller Street
North Sydney NSW 2060

Sydney Bus Services

- Bus Stop
- 151 Mona Vale to City QVB (PrePay Only)
- 168 North Balgowlah to Milsons Point (PrePay Only)
- 173 Narrabeena to Milsons Point (PrePay Only)
- 227 Mosman Junction to Milsons Point (PrePay Only)
- 228 Cliffon Gardens to Milsons Point (PrePay Only)
- 229 Beauty Point to Milsons Point (PrePay Only)
- 230 Mosman Wharf to Milsons Point (PrePay Only)
- E50 Manly to Milsons Point (PrePay Only/Express Service)
- E54 Mona Vale to Milsons Point (PrePay Only/Express Service)
- 188 Mona Vale to City Wynyard (PrePay Only)
- 200 Bondi Junction to Chatswood (PrePay Only)
- 202 Northbridge to City Bridge St (PrePay Only)
- 203 Castlcrag to North Sydney (PrePay Only)
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- 622 Dural to Milsons Point (PrePay Only)
- 291 Epping to McMahan's Point PrePay Only
- 343 Kingsford to Chatswood (PrePay Only)
- M20 Botany to Gore Hill
- 612X Castle Hill to Milsons Point
- N90 Hornsby to City Town Hall
- N91 Bondi Junction to Macquarie Park

Sydney Railway Service

- North Sydney Railway Station

Future Sydney Metro Service

- Victoria Cross Metro Station