Saint Ignatius College, Riverview, Green Travel Plan FINAL

Prepared for Positive Traffic/Saint Ignatius College
20-563

PREPARED BY HIGH RANGE ANALYTICS PTY LTD

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Table of Contents

Saint Ignatius College, Riverview – GTP FINAL

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1.0 Introduction

Positive Traffic on behalf of St Ignatius College (the College) commissioned High Range Analytics Pty Ltd (HRA) to prepare a Green Travel Plan (GTP) for the Redevelopment Stage 2 (SSD-10424).

This report provides a GTP, with the following chapters:

- existing conditions around the site in Chapter 2
- describes future conditions around the site in Chapter 3
- describes the proposal in Chapter 4
- formulates targets and summarises aspects of the transport investigation in Chapter 5
- the green travel plan is described in Chapter 6.

This GTP was prepared to address the Secretary's Environmental Assessment Requirements (SEARs) (dated 5 February 2020) for the Redevelopment Stage 2 and addressed to Saint Ignatius College Riverview.

> ***7 Transport and Accessibility, dot point 7***
>
> *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.*

This report draws on transport-related information contained in *Traffic and Access Assessment Report, Saint Ignatius College Riverview, Saint Ignatius College Riverview Redevelopment Stage 2 (SSD-10424)*, March 2020, prepared by Positive Traffic Pty Ltd, including student travel survey results. It also draws on information about the site and transport conditions from:

- State and local government websites regarding transport services and land use projections
- Census of population and households conducted by the Australian Bureau of Statistics
- Site visit to the surrounding area (not on site) and professional experience.

Version

This final GTP version (20-563r02_GTP_FINAL) is provided to the client representatives for planning submission purposes.

COVID-19 Statement: implications for this study and forward-looking statements

This GTP, as a plan, is a forward-looking document, seeking to influence travel behavior to and from the College. It is based on travel systems and behaviours from prior to the start of the pandemic.

Therefore, as the COVID-19 'situation' recedes, the applicability of mode share targets, land use projections and previous travel behaviour are uncertain.

Due to uncertainty surrounding so many aspects of life, including:

- much of the public health situation, its management and active prevention measures (e.g., will there be a vaccine? will it be a practical community-wide prevention measure? when would it be available and how long would it take to roll-out?),
- the subsequent linkages to aspects of society, including:
    - strategic effects impacting international trade and investment patterns, defence, fiscal settings, migration, etc;
    - social effects (e.g., will people avoid crowds? will a substantial proportion of people move out of large cities? will video calls replace a material proportion of individuals' social interactions?);
    - demography (e.g., as of August 2020, no one can see what the ground-truthed effect on birth rates is likely to be and net overseas migration, a key driver of the Australian economy for generations, has fallen dramatically); and,
    - economic effects (e.g., the depth and duration of the recession is unknown, with economic forecasts being updated substantially every few months; longer term impacts on consumer sentiment and willingness to take on risk, such as debt, is unknown; impacts on retirement incomes are uncertain);

this situation is considered to be unforecastable – certainly within the confines of this study.

Therefore, our working assumption in this study has been that when the COVID-19 situation recedes, there would be a return to a situation within the urban fabric and transport system of Sydney that largely, but not completely, reflects the situation prior to the onset of the pandemic.

This may take two years, or, possibly, substantially longer.

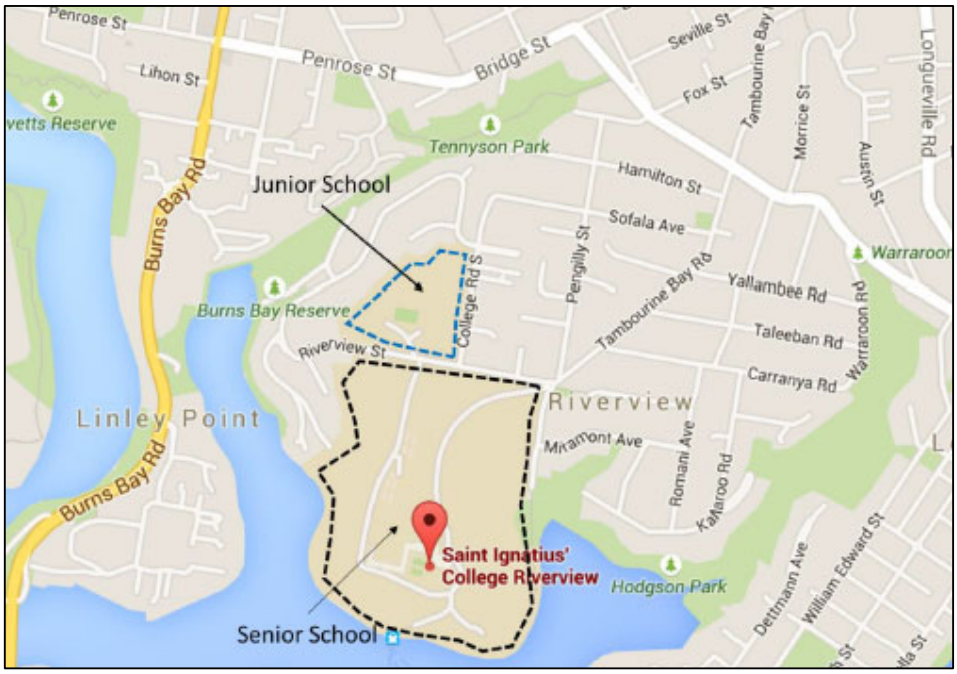
In the more immediate term, the implementation of the GTP is recommended to occur after COVID has run its course and public health situation is stable. The key reason for this is that at present, most schools are dealing with an ever-changing set of very serious circumstances affecting their broad communities. The implementation requirements for the GTP probably should be determined in consultations between the Department of Planning and the College.

2.0 Existing Conditions

2.1 Site location

The subject site is located in the suburb of Riverview, within Lane Cove local government area (LGA) in Sydney's inner north, with frontage to Riverview Street, Tambourine Bay Road, Tambourine Bay, Lane Cove River and Burns Bay.

FIGURE 1 – ST IGNATIUS COLLEGE LOCATION



Source: Google maps

The school includes two campuses:

- The Junior School is located on the northern side of Riverview Street, west of College Road south. The Junior School is not subject to any improvement works as part of the masterplan application.
- The Senior School is located on the southern side of Riverview Street with its main vehicular access via the existing roundabout at the intersection of Riverview Street/Pengilly Street/Tambourine Bay Road. The Senior campus also has direct ferry access via Riverview College Wharf (stop id: 2066271).

2.2 Site general description

The College was founded in 1880, commencing operations on the current site in February of that year[1].

The Senior School has an existing student population of approximately 1,400 students and 320 staff. Of the 320 staff, 288 are full time/part time with the remained (32 staff) casual staff. The College also included at the time of data collection for Positive Traffic, some 241 full time boarders at the school.

It is noted from the audit of formal parking provision the College includes a total of 261 formal parking spaces, six (6) accessible spaces and capacity for some 800 vehicles in overflow grassed parking areas.

[1] https://www.riverview.nsw.edu.au/our-school/#history_of_riverview

In addition to onsite boarding for a proportion of students, the College has a number of features that assist to reduce travel overall. These include:

- Extensive educational facilities onsite
- Playing fields, tennis courts, basketball courts onsite
- Boatshed (for rowing), on site, which for Sydney, is probably unique
- Ferry wharf with service to support student access to and from the Campus
- The ability to accommodate school bus services accessing directly into the site
- The broad range of co-curricular and extra-curricular activities available at the College would tend to spread peak loads generated by the school on the general transport system – team based activities after and before school can lend themselves to car pooling.

2.3 Road network

The key roads around the site are discussed below.

Tambourine Bay Road – is a local collector road providing access to River Road West in the north and the school in the south. It generally includes a single travel lane in each direction with unrestricted parallel parking on either side of the street. The intersection of Tambourine Bay Road/River Road West is controlled by traffic signals. The street has a posted speed limit of 60km/hr with a 40km/hr school zone in place commencing at Pengilly Street.

Riverview Street – is a local street which provides frontages to both the Junior School and Senior School of St Ignatius Riverview College. Whilst considered a local street (as it provides access to adjacent residential properties) it is expected peak flows would be higher that that which would be typical of a local street, also the street supports several public bus services. During school peak periods, a 40 km/hr speed zone is in place. Outside these periods the street includes a posted speed limit of 50km/hr. On street parking is not permitted in the street. However, off street parking on a grassed area adjacent to the Junior School is available.

River Road West – is an east-west sub-arterial through the area linking Burns Bay Road (sub-arterial) I the west with the Pacific Highway (arterial road) in the east. It carries large volumes of traffic in the AM and PM peak periods. It generally includes two travel lanes in each direction and parallel parking is available in certain locations at certain times of the day.

As a general observation in relation to the local area street network, as in many parts of Sydney, topography has dictated the structure of the road network, with both Tambourine Bay and Burns Bay, and their associated creeks and valleys, creating a peninsula. This restricts access to the suburb of Riverview to a relatively narrow length of land, approximately 700m long. The implications of this from a transport perspective are:

- Limited access – very unlikely that any additional roads across Tannery Creek or Tambourine Creek would be contemplated
- No meaningful through traffic with a trip end unrelated to an activity within the suburb of Riverview
- Potential for non-car modes to have relatively higher accessibility for some trips, such as walking across adjoining reserves to local residential areas; and ferry trips
- Challenging vertical and horizontal road alignments, potentially restricting larger vehicles

2.4 Transit

2.4.1 Rail

The College is located between approximately 3.5km and 4.5 km of:

- Chatswood Station on the T1 North Shore Line, T9 Northern Line, and Metro services on the north west Metro
- Artarmon Station and St Leonards Station on the T1 North Shore Line, T9 Northern Line

These stations offer high frequency rail services along the North Shore Line, north west Metro Line out to Rouse Hill and Tallawong, and into the CBD, where services connect to the remainder of the metropolitan rail network.

Access between the College and the rail system is via bus services – regular scheduled passenger services and school services. Bus services are described in the next section.

2.4.2 Buses

There are regular passenger services and school services in the suburb of Riverview[2].

Regular passenger services

Scheduled bus routes 253 and 254 serve the College and environs.

Rt 253 runs between Riverview and the CBD (City Wynyard) via the Gore Hill Freeway. Services run into town in the morning peak period and out from town in the afternoon peak. A short bus trip from Yallambee Road to the College is possible.

Rt 254 runs between Riverview and McMahons Point, Blues Point Road, Pacific Highway, St Leonards Station, Longueville Road and then Riverview – AM peak there is one, possibly two services that would bring students to the College; in the PM peak there are a handful of services which coincide with the end of school, as well as after school activities.

These services use the following bus stops:

- Miramont Avenue at Tambourine Bay Road (Stop ID: 2066166)
- Riverview Street opposite Warilla Place (Stop ID: 2066167)
- Riverview Street before Loyola Drive (Stop ID: 2066168)

These three stops are immediately adjacent to the College.

In addition to these services, there is a bus corridor along Longueville Road and Epping Road, providing direct access to areas remote from the Metro rail system, such as North Ryde and Marsfield and along the Pacific Highway. These services can be accessed at Lane Cove (via, for example, rt 254). For other areas, to the west of Marsfield, the heavy rail system in combination with access bus services supports access.

School bus services

Sydney Buses run a number of school bus services to and from the College, which use stop facilities within the grounds. These services include:

[2] The information in this section was drawn from https://transportnsw.info/routes/bus during August 2020. The information is subject to change, and is provided here in order to characterise bus services, rather than provide travel planning information.

- 686w between the College (Regis Campus [Junior]) via Tambourine Bay Road, Burns Bay Road, Longueville Road and the Pacific Highway. Connects with wider bus network at Lane Cove Interchange (Longueville Road stop). This runs one trip in the afternoon.
- 687w between the College (Regis Campus [Junior] and Senior Campus) via a similar route to 686w, with an additional stop before Lane Cove. This runs eight trips in the morning and six in the afternoon.
- 688w between the College (Regis Campus [Junior] and Senior Campus) and Taronga Zoo via Tambourine Bay Road, River Road West, River Road, Falcon Street, Military Road and Bradley Head Road. This runs two trips in the morning and two trips in the afternoon.
- 689w between the College (Senior Campus) and Crows Nest (on Tuesdays only) via Tambourine Bay Road, Longueville Road (including calling at Lane Cove Interchange), and Pacific Highway to Crows Nest. This runs one afternoon trip on Tuesdays.
- 690w between the College (Regis Campus [Junior] and Senior Campus) and East Willoughby via Tambourine Bay Road, River Road West, River Road, Pacific Highway, Clarke Street, Willoughby Road, Burlington Street, Alexander Lane, Ernest Street, Miller Street, Strathallen Avenue, Sailors Bay Road, Eastern Valley Way, McClelland Street, First Avenue and Stan Street. This runs two trips in the morning and two trips in the afternoon.
- 691w between the College (Regis Campus [Junior] and Senior Campus) and Warringah Mall via Tambourine Bay Road, River Road West, River Road, Falcon Street, Military Road, Spit Road, Manly Road, Sydney Road, Condamine Street to Warringah Mall. This runs one trip in the morning and one trip in the afternoon.
- 692w between the College (Regis Campus [Junior] and Senior Campus) and Drummoyne via Tambourine Bay Road, River Road West, Ross Smith Parade, Burns Bay Road, Victoria Road to just north of Lyons Road. This runs one trip in the morning and one trip in the afternoon.

Other school services in the general area include:

- 693w Pengilly Street & Sofala Avenue to Lane Cove Public – this runs past the College, but serves a very small local catchment.
- 775w Lane Cove West to Milsons Point – this could support travel between the College and Lane Cove West, but its closest stop to the College is on Yallambee Road near Tambourine Bay Road some 500m from the College entrance and 800m from the College's main buildings.
- 793w Lane Cove West to Miller and Falcon Street – similar alignment to rt 775w.

2.4.3 Ferry

A private ferry service operated by Captain Cook Cruises[3] provides the Lane Cove Ferry Service, Monday to Friday between Darling Harbour, Balmain east, Jeffrey Street Wharf North Sydney, Circular Quay, Long Nose Point Wharf Birchgrove, Greenwich Point, Bay Street Wharf Birchgrove, Northwood Wharf, Longueville Wharf, Alexandra Street Wharf Hunters Hill and Riverview College Wharf Lane Cove.

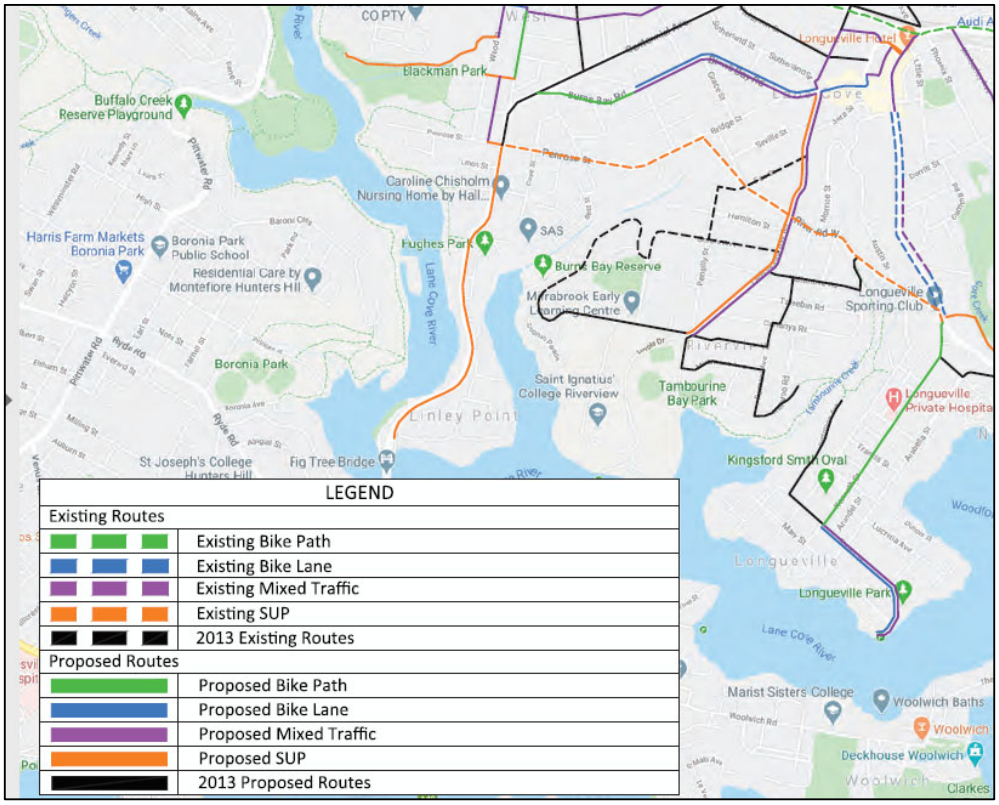
There are two trips to the College in the morning and two trips from the College in the afternoon.

[3] Refer to https://www.captaincook.com.au/sydney-harbour-cruises/ferries/lane-cove-ferry/?utm_source=matilda.com.au&utm_medium=Website&utm_content=Lane%20Cove%20River%20-%20Text%20Link&utm_campaign=Ferry%20Services%20Card

2.5 Bicycles

Lane Cove Council published an updated Bike Plan in 2019[4]. The following figure provides a summary of the bicycle network in the general area around the College, including proposals to improve the network in the short term. Note that SUP in the legend stands for 'Shared User Path'.

FIGURE 2 – EXISTING BICYCLE FACILITIES WITH KEY BELOW[5]



The above figure indicates a 2013 proposed route along Riverview Street and a proposed shared user path along Tambourine Bay Road.

2.6 Pedestrians

The College occupies a large site, with a loop road (Loyola Drive) connecting to Riverview Street at its eastern end at the intersection of Riverview Street and Tambourine Bay Road, running south/south west into the site, looping around the main clusters of buildings to then head north out of the site, to its other access point located on Riverview Street, approximately 300 m west of Tambourine Bay Road.

Riverview Street has a concrete footpath along its southern side, and one along its northern side from College Road South to Regis Drive. Immediately east of the western access of Loyola Drive and Riverview Street there is a marked foot crossing (a 'zebra' crossing).

[4] Refer to http://ecouncil.lanecove.nsw.gov.au/TRIM/documents_TE/367646107/TRIM_LCC_Bike_Plan_2019_1419634.PDF

[5] Source http://ecouncil.lanecove.nsw.gov.au/TRIM/documents_TE/367646109/TRIM_LCC_Proposed_Bike_Routes_1419633.PDF

Tambourine Bay Road, south of Riverview Street has a concrete footpath along its west side (and parts of its east side).

The College's frontage along Riverview Street and Tambourine Bay Road is generally porous with limited fencing. This is an advantage for students walking to and from school, as it permits them to use access paths through the surrounding local street network to cross the school's boundary via the shortest overall path. To illustrate this advantage when compared with a single or two consolidated school access points, say at Loyola Drive's two access locations, then a local student may be forced to walk considerably further, than simply crossing the school boundary at the point their street met the boundary, such as walking directly into the College from Miramont Avenue area to the east of the College.

This porous boundary of the site is a feature that provides a clear advantage for non-car mode access, as cars are restricted to using the consolidated access points to the College.

There are also some off-road links[6] in the area immediately around the College which improve the accessibility of non-car modes when compared with car travel via the street network:

- Between Flaumont Avenue and Tambourine Bay Road.
- Between Kallaroo Road and the southern end of Tambourine Bay Road (through a foreshore reserve).
- Between Karingal Road and Dettmann Avenue and William Edward Street, across Tambourine Creek in Warraroon Reserve, which provides a relatively direct link between most of the adjoining suburb of Longueville and the College, when compared with walking via River Road West and Tambourine Bay Road.
- To the west of the College there are links between the north end of Kooyong Road and two places on Best Street (the cadastral layer available to us suggests that a short section of both paths might be on private land). These would provide a shorter walk between the College and residential areas to the northwest (the area between Burns Bay Road, Penrose Street and Tannery Creek, as well as the southern part of Lane Cove West)

Between the College and River Road West, Tambourine Bay Road provides a reasonably direct path with a concrete footpath along both sides; it has a small set of shops at its intersection with Hamilton Street. The intersection of River Road West and Tambourine Bay Road is traffic signal controlled with pedestrian crossing facilities on all four approaches to the intersection.

Tambourine Bay Road continues north of River Road West, providing access to Lane Cove shopping centre via Burns Bay Road. This centre also is a hub for bus services. This alignment also connects into the broader residential street network of the surrounding area.

2.7 Travel choices

2.7.1 Student mode choice for travel to school

Positive Traffic undertook surveys of student travel mode in 2015, and as part of the update of their studies more recently, they considered that the 2015 survey was still considered to be reflective of travel characteristics of students.

At the time the survey was undertaken there were some 241 boarders at the College, so the survey covered day students only.

[6] People should confirm that these links are available for public use and that using them is not considered trespass and is safe

The following table reproduces reporting by Positive Traffic.

TABLE 1 – RESULTS OF DAY STUDENT TRAVEL SURVEY, 2015 (COUNT & % OF THOSE WHO TRAVELLED)

	How did you travel to school today? #	Day student mode share to school %	How will you travel home today? #	Day student mode share from school %
Bus	408	50.9%	454	56.7%
Car drop off/pick up	207	25.8%	152	19.0%
Cycle	3	0.4%	4	0.5%
Ferry	65	8.1%	61	7.6%
Self-drive	37	4.6%	37	4.6%
Walk	81	10.1%	93	11.6%
Total	**801**		**801**	

Source: Positive Traffic

An important feature of this school's impact on the surrounding road network is that the boarding component of students do not travel to and from school during the peak on a regular basis. Applying the above percentages to the day student component of enrolments and recalculating mode shares based on total enrolments provides another indicator of the degree of sustainable modes being used to and from school.

As noted previously, there are approximately 1,400 students, of which 241 are boarders. The following table presents the mode shares, as a proportion of total students (i.e., including boarders).

TABLE 2 – APPLICATION OF DAY STUDENT TRAVEL SURVEY MODE SHARES TO TOTAL DAY STUDENT POPULATION AND INCLUSION OF BOARDERS IMPACT ON DAY TO DAY TRAVEL TO AND FROM THE COLLEGE, 2015 (COUNT & %)

	How did you travel to school today? #	Travel mode share to school %	How will you travel home today? #	Travel mode share from school %
Bus	590	42.2%	657	46.9%
Car drop off/pick up	300	21.4%	220	15.7%
Cycle	4	0.3%	6	0.4%
Ferry	94	6.7%	88	6.3%
Self-drive	54	3.8%	54	3.8%
Walk	117	8.4%	135	9.6%
Total day students	**1,159**	**82.8%**	**1,159**	**82.8%**
Boarders (did not travel)	**241**	**17.2%**	**241**	**17.2%**
Total students	**1,400**	**100%**	**1,400**	**100%**

Within the context of loading the urban transport system, clearly the boarding component of the school's enrolment (approximately 17%), reduces travel demand and eliminates a substantial amount of travel to and from the College, when compared with secondary schools of this size without boarders.

The salient features of the travel mode shares are:

- Bus is the main access and egress mode – this would include direct bus as well as rail and bus. This volume of bus use suggests:
    - That access offered by the system is meeting the needs of many students
    - The system is high capacity
- Car drop off in the morning is larger than the car pick up in the afternoon. This pattern is seen at a number of secondary schools in Sydney, and it is likely to reflect that a proportion of students are dropped at school by parents/care givers as part of their journey to work, where school and work start times are more compatible than in the afternoon, when school and work finish times can be quite different. The increase in the number of students using bus in the afternoon (when compared with the morning) roughly corresponds to the reduction in car pick up when compared with car drop off.
- There is a very low rate of cycling to and from school. This is a similar finding to previous surveys at other schools in Sydney. There are likely to be various reasons for this. In the case of the College, the topography of the surrounding area is a challenge to cycling, as well as issues common across many schools, including the need to carry books, laptops etc to and from school.
- Clearly the ferry service at the school is attractive, and provides coverage of parts of the College's catchment in a more direct manner than other modes. This is likely to be heavily dependent on the proportion of students who live close to the ferry wharves along the ferry route.
- Walk's share of access and egress is relatively solid – generally this would be expected to come from within a catchment of some 20 to 25 minutes' walk.

2.7.2 Journey to Work – 2016 Census

The Census of Population and Housing, conducted by the Australian Bureau of Statistics (ABS), collects information about commuters' mode of travel to work, which is then processed and presented as part of the Census reporting[7]. Whilst this information relates to commuters it can provide an indication of the broader relative accessibility of an area. In the table below we summarise the journey to work mode shares for commuters traveling out of:

- The suburb of Riverview
- The local government area of Lane Cove for sub-regional context
- The greater Sydney area for regional context

[7] As a note for readers expecting travel zone level JTW data – unlike the previous five censuses, the 2016 JTW data was not post-processed by the NSW agency responsible for travel data (currently TPA) due to privacy considerations. However, the state suburb of Riverview, for which reporting is available, generally covers the travel zone 1830.

TABLE 3 – JOURNEY TO WORK FOR RESIDENT WORKERS TRAVELLING FROM SELECTED AREAS, 2016 (COUNT & % OF THOSE WHO TRAVELLED)

Area	Train	Bus	Tram/ Ferry	Vehicle	Other Mode	Bicycle	Walked Only
Riverview	87	222	24	826	12	10	60
Lane Cove LGA	2,149	3,776	186	9,229	294	217	847
Greater Sydney	369,368	136,740	12,125	1,266,875	10,598	16,353	90,853
Mode shares of those who travelled to work on census day…							
Area	Train	Bus	Tram/ Ferry	Vehicle	Other Mode	Bicycle	Walked Only
Riverview	7.0%	17.9%	1.9%	66.6%	1.0%	0.8%	4.8%
Lane Cove LGA	12.9%	22.6%	1.1%	55.3%	1.8%	1.3%	5.1%
Greater Sydney	19.4%	7.2%	0.6%	66.6%	0.6%	0.9%	4.8%

Source: ABS Tablebuilder; for Riverview state suburb, Lane Cove LGA, Greater Sydney

The suburb of Riverview has vehicle use and walk only for the journey to work at the same share as the whole of Sydney. The suburb has higher bus use than Sydney as a whole, but less than Lane Cove LGA and its use of rail is lower than Lane Cove LGA and Sydney as a whole. Bicycle use by commuters in the suburb is similar to Sydney as a whole.

The following table reports JTW mode shares for workers travelling to employment within the suburb of Riverview and Lane Cove LGA, with Greater Sydney's mode shares included as a reference.

TABLE 4 – JOURNEY TO WORK FOR WORKERS TRAVELLING TO SELECTED AREAS, 2016 (COUNT & % OF THOSE WHO TRAVELLED)

Area	Train	Bus	Tram/ Ferry	Vehicle	Other Mode	Bicycle	Walked Only
Riverview	21	10	0	419	14	0	50
Lane Cove LGA	2,152	863	17	9,719	290	88	6,332
Greater Sydney	369,368	136,740	12,125	1,266,875	10,598	16,353	90,853
Mode shares of those who travelled to work on census day…							
Area	Train	Bus	Tram/ Ferry	Vehicle	Other Mode	Bicycle	Walked Only
Riverview	4.1%	1.9%	0.0%	81.5%	2.7%	0.0%	9.7%
Lane Cove LGA	15.6%	6.3%	0.1%	70.5%	2.1%	0.6%	4.8%
Greater Sydney	19.4%	7.2%	0.6%	66.6%	0.6%	0.9%	4.8%

Source: ABS Tablebuilder; for place of work DZN 114003247(approximating Riverview state suburb), Lane Cove LGA, Greater Sydney

For workers travelling into the suburb of Riverview car is the most important mode at 81.5%, with train and bus accounting for 6%. For the suburb, walk only accounts for about twice the Greater Sydney and Lane Cove LGA shares.

2.7.3 School catchment

The College kindly provided a listing of postcodes of where enrolled students live[8]. This information indicates that students are drawn from across a broad area of Sydney. This is a substantially larger catchment than would be expected for a non-selective state high school, which generally have defined local catchments, preventing enrolments from outside the catchment except in specific circumstances.

[8] This was provided to us as a list of postcodes only – in line with our request for information, no identifying or personal information was provided.

2.7.4 Summary

The College has a number of features that are supportive of travel demand management and low impacts of travel on the road network. These include:

- Onsite facilities covering a range of activities in addition to academic education, including playing fields, sports centres and boatshed
- A proportion of students who board at the school
- A well-integrated system of school bus services, that connect with transport nodes (such as Chatswood Station, Lane Cove interchange and key bus corridors of Longueville Road/Epping Road, Victoria Road, Military Road/Spit Road, and run into the College grounds, close to key activity points
- A ferry wharf with access from within the site, with a regular service
- A porous site boundary, improving local non-car mode accessibility, by relating well to the surrounding street network and off-road pedestrian links.

The relatively high mode shares of day students to bus, walking and ferry, reflect a number of these features.

2.8 Local land use

Based on Census information and sophisticated demographic models, TfNSW produces projections of population and employment for small areas (which are called travel zones). This information was extracted for the zones around the site, to provide a demographic baseline for this area, which is in Table 5.

TABLE 5 – POPULATION AND EMPLOYMENT IN TRAVEL ZONES AROUND SITE, 2011 AND 2016 (COUNT)

Travel Zone	ERP 2011	ERP 2016	Jobs 2011	Jobs 2016
1830	3,329	3,501	680	793
Lane Cove LGA	32,666	36,722	15,773	15,587

Note: ERP is estimated resident population; Source: TfNSW 2016v1.51 small area land use; travel zone 1830 approximates the suburb of Riverview

Between 2011 and 2016 there was population growth in travel zone 1830 of approximately 1% per annum, whilst Lane Cove LGA as a whole experienced a bit more than twice that level of growth. The balance of residential population and jobs in travel zone 1830 indicates this area is largely in residential use and would expect to see a substantial daily outflow of commuters to jobs elsewhere in Sydney.

The rate of growth in jobs in travel zone 1830 was very high at a bit over 3% per annum, but this is off a low base. Lone Cove LGA experienced a small loss of employment.

In summary, there are approximately 3,500 residents and 800 jobs within the local environs of the College.

Projections of population and employment are presented in Chapter 3.

3.0 Future Conditions

3.1 Land use projections

Small area land use projections over the twenty-year planning horizon produced by TfNSW for the local area surrounding the site are summarised in the two tables below.

TABLE 6 – PROJECTED POPULATION IN TRAVEL ZONES AROUND SITE, 2016 TO 2036 (COUNT)

Travel Zone	ERP 2016	ERP 2021	ERP 2026	ERP 2031	ERP 2036
1830	3,501	3,550	3,585	3,725	4,021
Lane Cove LGA	36,722	39,967	42,784	46,701	50,659

Note: ERP is estimated resident population Source: TfNSW 2016v1.51 small area land use projections

TABLE 7 – PROJECTED EMPLOYMENT IN TRAVEL ZONES AROUND SITE, 2016 TO 2036 (COUNT)

Travel Zone	Jobs 2016	Jobs 2021	Jobs 2026	Jobs 2031	Jobs 2036
1830	793	873	923	979	1,034
Lane Cove LGA	15,587	15,942	16,422	16,948	17,463

Source: TfNSW 2016v1.51 small area land use projections

Over this period, these projections indicate low population growth in the suburb of Riverview of around 15% in total (about 500 additional people in total) and more substantial employment growth (albeit off a low base) of 30% in total (about 200 additional jobs). For Lane Cove LGA, modest population growth is projected of approximately 37% in total, and slower employment growth of around 12% in total.

3.2 Transit changes

3.2.1 Ongoing rail and light rail development

In addition to ongoing improvements to rail services, such as additional rolling stock, upgrades to stations and additional capacity, such as duplications, third tracks and crossovers, very large rail projects have recently opened and more are in the pipeline[9].

Sydney Metro has opened in the north west, connecting the Rouse Hill area, through Norwest Business Park, Castle Hill, Macquarie University and Macquarie Park to Chatswood, with heavy rail connections at Epping and Chatswood. While still in its 'COVID-interrupted' ramp-up stage (as at August 2020), indications are that it has had a substantial beneficial impact on travel in that part of Sydney.

The Sydney Metro City & South West is a project currently under construction to provide substantial increases in passenger capacity and service levels, with the alignment running from Rouse Hill to Bankstown via the CBD – as mentioned above, the section from Rouse Hill to Chatswood is complete and in operation. In the broader area around the subject site this Metro will provide an additional station at Crows Nest. The project's indicative timeline has completion by 2024[10].

The Sydney Metro West project is in planning and would provide additional capacity between the CBD and Parramatta[11].

[9] It should be noted that these rail and light rail projects are very costly – in the multiple billions of dollars – it is unclear whether, due to COVID, these projects will be accelerated to boost aggregate demand to support recovery from the recession, or whether they will be slowed to repair state government's fiscal position.

[10] https://www.sydneymetro.info/citysouthwest/project-overview

[11] https://www.sydneymetro.info/west/project-overview

Recently completed CBD & South East Light Rail commenced operations in December 2019, and serves corridors out to Kingsford (including UNSW) and to Randwick. Whilst remote from Riverview, it provides additional transit accessibility from the City, which might make some travel to and from Riverview more attractive by transit. Further light rail projects are in the pipeline, such as at Parramatta, and these are likely to have similar network effects.

These projects would all contribute to an improvement in transit accessibility for Sydney as a whole, thereby reducing overall car dependence in their broader corridors, further transitioning Greater Sydney to a 'transit city'.

3.2.2 Bus networks and services

Bus networks are amended and service levels adjusted in response to changes in demand and land use, as part of normal bus network operation, under operators' contracts with TfNSW.

3.2.3 School transport arrangements

The NSW Government operates a School Student Transport Scheme which provides free travel to and from school on public transport, if the students meet certain eligibility criteria in terms of the distance from their home to school[12]. This scheme covers the private ferry to Riverview Ferry Wharf. Generally, if students live close to their school, they do not qualify for free travel to and from school under the scheme. However, they can obtain a School Term Bus Pass which provides bus travel at a discounted price for the whole school term.

[12] For high school students the criteria are: straight line distance from home address to is more than 2km; the walking distance from home to school is 2.9 km or further. Refer to: https://apps.transport.nsw.gov.au/ssts/#/whoIsEligible#scrollTarget3

4.0 Proposed Development

4.1 Proposal description

This material was extracted from Positive Traffic's Traffic and Access Assessment Report (pg 34, March 2020):

> The key components of the proposed Stage 2 Development relating to traffic, parking and access matters are presented below.
>
> Of note is none of the proposals include ***any increase in student population of the Senior School***. Further, none of the proposals included in this Stage 2 Development Application include any items which would be considered traffic generators in their own right. That is, all elements of the proposal are considered ancillary uses of the existing College functions.
>
> - Construction of kitchen facilities to serve school operations.
> - Ground level loading dock facility which includes parking provision for two (2) Small Rigid Trucks at any one time and lift/storage facilities for goods.
> - Height clearance of 3.5m within the loading dock area.
> - New entry only road connection from existing roundabout in Loyola Drive.
> - New exit only driveway connection to Loyola Drive north of existing internal roundabout.

(Emphasis in the original)

4.2 Traffic and Transport Implications

Positive Traffic addresses the potential traffic impacts of the proposal in their report (pg 35) and states:

> As none of the proposals in the masterplan include any increase in student population at the Senior School, the traffic conditions in and around the school are not expected to change. Given that intersections immediately surrounding the school currently operate at a satisfactory level of service and mid-block flows on surrounding streets are within expected flows, no external road works are required to support the masterplan.

5.0 GTP Objectives and Mode Share Target Formulation

5.1 General

This chapter sets out objectives for the GTP and then formulates mode share targets.

For travel to school by non-car modes, establishing targets was considered useful to provide a benchmark against which outcomes can be compared. This would provide a starting point for diagnostic action should the outcomes not meet expectations.

5.2 Objectives

The key objectives of this GTP relate to travel demand management and are to:

- reduce reliance on the car within the school community by encouraging walking, cycling and use of transit
- raise awareness of travel alternatives to ensure that, as a far as practical, students, staff and visitors make the most of the transport options available at this site
- reduce overall vehicle trips for journeys to and from the site
- reduce impacts on transport networks and services by seeking to spread peak demands over time.

5.3 Mode Share Target Formulation

5.3.1 Approach and considerations

Mode share targets were set with respect to the existing access mode shares, for day students, which are noted in Chapter 2. The reasons for this 'marginal adjustment' approach are primarily:

- Existing mode shares from Positive Traffic's survey are a good indicator of the relative attractiveness of each of the modes and are considered to embody much information content about how the school community responds to the current arrangements,
- The College is extremely well established in its location (after 140 years) and has been active in working with bus operators, regulators/planners over many years to achieve safe, efficient and attractive bus services for the site.

In addition, it is acknowledged that mode choice for the journey to and from school is:

- A collectively made decision, taking place within a family between students and parents/care givers, thereby including consideration of the experiences and perceptions of risk of each member of the family,
- Made within the framework of the broader activity schedule of the family, including siblings, work locations of parents,
- Must take account of practical matters, such as the need to take books, laptops, sports gear, musical instrument, etc; to and from the College,
- As well as reflecting the usual mode choice variables that transport planners are familiar with, reflecting availability and attractiveness of alternative mode/mode combinations for the trip.

It is this mode share decision making process that will contribute toward these mode share targets.

The process applied was:

- to identify modes which appeared to be "underperforming", whilst bearing in mind that the school's day students are drawn from a broad catchment of Sydney (e.g., boosting walking mode share targets for people who live more than 3 km from the College is not considered realistic).

- to apply marginal increases in mode share targets for other non-car modes, where there are factors that would be considered to support some measure of increased use of the mode, whilst reducing dependence on the private car.

5.3.2 Mode share targets

Bus mode share target

Bus is the most important access mode under existing conditions. As the NSW Government's extensive rail system renovation programme and network development proceeds, transit will offer improved accessibility, across large parts of Sydney. Therefore, it is expected that a greater proportion of students would arrive at the College by bus.

It is proposed to set a target of increased bus mode share by three and a half percentage points in each of the morning and afternoon, equivalent to about 35 to 40 additional students traveling by bus.

Bicycle mode share target

Bicycle is considered to be under performing. The survey reported in Chapter 2 indicates some 0.5% of day students use cycle as a mode to travel to and from the College. Surveys at other secondary schools also indicate low mode shares to bicycle of between 1% and 3%.

There is potential for bicycle to carry more of the access and egress travel for the College.

The College has a number of sports change rooms on site, which could be used by cyclists to shower and dress on their arrival at school. Opportunities to provide additional secure cycle parking facilities on-site should be explored[13].

Whilst we acknowledge there are challenges faced by cyclists in Sydney, based on topography and a heavily loaded main road network, the emerging networks of cycle facilities, as well as the increasing popularity of the mode, suggests that an underlying increase in bicycle use is not implausible.

It is proposed to set a target mode share of 1.5% by bicycle, this approximates to an additional 10 to 15 students per day using bicycle as an access and egress mode.

Ferry mode share

We have left ferry with the current mode share as a target, because the actual mode share to ferry is likely to be heavily influenced by the number of students who live close to ferry wharves on the service's route, and this number is likely to fluctuate from time to time as the distribution of residential addresses of students fluctuates.

Whilst providing additional information about the ferry service to students and their families may attract a small increase in patronage, it is the distribution of the student population within the catchment that is likely to dominate mode choice decisions.

It is proposed to adopt the current ferry mode share as the target mode share – no change.

[13] During the preparation of this plan we did not go onto the site of the school due to COVID. From a distance it seems that finding several locations to install a small number of secure cycle parking facilities may be feasible.

Walk mode share

This mode is only relevant for students who live relatively close to the College. There may be the possibility to draw some students who currently use car drop off/car pick up to choose to walk, by virtue of better information about options to get to and from the College. Also, there is potential over the next few years for the wider NSW community to perceive walking to and from school as a safer activity, resulting from the NSW Government's Towards Zero road safety aspirations and programme.

It is proposed to increase walk mode share by two percentage points in in each of the morning and afternoon, again, equivalent to about 20 to 25 additional students.

Implications for car mode shares

These above increases in non-car mode shares are 'taken from' the car drop off/car pick up mode shares.

Student self-drive to secondary schools is a privilege and almost a 'rite of passage' for students. If this mode share drops, it would be beneficial in terms of meeting targets, but it would be surprising.

Timeframe

The aim of the GTP would be to see these targets met within five years of the implementation of the plan. Beyond that timeframe, a review of these targets would be appropriate.

5.3.3 Summary of Mode Share Targets

The following table summarises the mode share targets as a percentage of all travel.

TABLE 8 – MODE SHARE TARGETS

	How did you travel to school today?		How will you travel home today?	
	Current	**Target**	**Current**	**Target**
Bus	50.9%	54.4%	56.7%	60.2%
Car drop off/pick up*	25.8%	19.3%	19.0%	12.5%
Cycle	0.4%	1.5%	0.5%	1.5%
Ferry	8.1%	8.1%	7.6%	7.6%
Self-drive*	4.6%	4.6%	4.6%	4.6%
Walk	10.1%	12.1%	11.6%	13.6%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

*Note * that car mode share for car drop off/car pick up and for self-drive are not so much 'targets' as 'results' of meeting non-car mode share targets.*

The reduction in car mode shares for the drop off and pick-up are considerable, and the difficulty of achieving this should not be under-estimated.

6.0 Green Travel Plan

6.1 General

The above sections have collated information about existing and likely future travel and transport conditions around the College.

This analysis has indicated:

- good levels of public transport accessibility, across bus, ferry and access to the broader metropolitan transit system, via bus connections to rail
- free public transport available to students who meet requirements relating to distance between school and home
- the College site has good pedestrian permeability, especially given its large scale, and connects into a reasonably local pedestrian network, including facilities that are off road and that improve pedestrian accessibility relative to car
- features of the College's operation which further the objectives of this plan include:
    - on-site residential boarding
    - broad range of extra-curricular activities and facilities on site, which reduces travel during the peak, and reduces the need to travel off-site to these activities
    - a ferry wharf with an active ferry service and school bus service stops within the site
    - the College provides transport advice on its website
    - the College is well established, and has worked closely with the bus providers over the years to achieve safe, efficient and attractive bus services for the site
- bicycle facilities within an expanding network.

The proposal's design, as noted by Positive Traffic, does not include changes which would increase the current traffic and transport loads placed on existing services and infrastructure, including no increase in student population.

The key areas which could benefit from attention, based on this analysis, are:

- Ensuring that site users are aware of travel choices available to them
- That there is a process to monitor travel behaviour and identify issues, as they arise, and work to resolve them
- Setting mode share targets, which are then subject to review and update for the school community.

6.2 Objectives

The key objectives of this GTP, as stated in Chapter 5, are to:

- reduce reliance on the car within the school community by encouraging walking, cycling and use of transit
- raise awareness of travel alternatives to ensure that, as a far as practical, students, staff and visitors make the most of the transport options available at this site
- reduce overall vehicle trips for journeys to and from the site
- reduce impacts on transport networks and services by seeking to spread peak demands over time.

6.3 Targets

In summary the targets set in the previous chapter for this GTP are tabulated below.

TABLE 9 – MODE SHARE TARGETS

	How did you travel to school today?		How will you travel home today?	
	Current	**Target**	**Current**	**Target**
Bus	50.9%	54.4%	56.7%	60.2%
Car drop off/pick up*	25.8%	19.3%	19.0%	12.5%
Cycle	0.4%	1.5%	0.5%	1.5%
Ferry	8.1%	8.1%	7.6%	7.6%
Self-drive*	4.6%	4.6%	4.6%	4.6%
Walk	10.1%	12.1%	11.6%	13.6%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

*Note * that car mode share for car drop off/car pick up and for self-drive are not so much 'targets' as 'results' of meeting non-car mode share targets.*

6.4 Actions

6.4.1 Information about available travel choices

Even with the improved availability of travel information, including real-time apps, and interactive online multi-modal travel planners, there is still a need to make site users aware of the specific services and infrastructure available and their relative benefits to themselves and, more generally, to society and the environment. This would be through several mechanisms:

- Transport Access Guide to be prepared and made available on the school website (accessed via a link at the existing transport information page[14]) and/or via a non-public facing intranet system available to students (such as Google Classroom or similar). The Transport Access Guide would provide specifics about bus, rail access, pedestrian links and bicycle facilities available. It would also provide links to sources of information about travel choices, including various Apps and journey planners[15].
- There may be space within the Personal Development, Health and Physical Education (PDHPE) syllabus to spend part of a lesson on availability of transport options, possibly tying this into material relating to the importance of physical activity.[16]
- The Transport Access Guide would need to be updated on a regular basis as services and networks are amended. It could also be updated to reflect targets and results of surveys. These are opportunities to further promote the Transport Access Guide.

6.4.2 Review provision for bicycles

The College has a number of sports change rooms on site, which could be used by cyclists to shower and dress on their arrival at school.

Opportunities to provide additional secure cycle parking facilities on-site should be explored[17].

[14] https://www.riverview.nsw.edu.au/contact-us/#transport_information

[15] The College has indicated that mass printing of the transport access guide would not comply with their environmental goals; given the ubiquitous nature of internet access, general printing of the transport access guide is not required.

[16] How this material is presented to students and whether it forms part of a PDHPE lesson or possibly a geography lesson, or not, is something that the College executive and staff would need to consider in the context of education guidelines and their responsibilities more generally to cover the syllabus.

[17] During the preparation of this plan we did not go onto the site of the school due to COVID. From a distance it seems that finding several locations to install a small number of secure cycle parking facilities may be feasible.

6.4.3 Monitor transit service availability, capacity and applicability

Checking that services are arriving to schedule, that the scheduled services have adequate capacity, and that the services cover appropriate parts of the College's catchment. For example, the school buses services currently 'hub' off rail stations on the North Shore Line (notably, Chatswood). In the future, if, for example, relatively more students live further west, then possibly considering bringing a school bus service past North Ryde Station on the North West Metro Line, might be appropriate.

This is a process which the College currently engages in.

6.4.4 Set mode share targets and monitor progress

We see the process of setting mode share targets, and monitoring progress towards the targets, as a key action of the plan in terms of achieving these targets.

It is proposed that annually a survey of how students travel to and from the College is undertaken, and that the overall results are provided as part of the transport information for the College.

6.5 Plan mechanics

For the GTP to be effective there is a need to:

Implement the plan

In order to achieve the objectives of the GTP and its target mode share, there needs to be strong support from the College and the College community. We recommend that a senior member of staff be given carriage of the promotion, implementation and monitoring of the Plan.

Resources should be provided to develop and maintain a comprehensive Transport Access Guide.

As the proposal is a school environment, there is an opportunity for a group of students who are interested in sustainability issues and associated policy, to participate in actions, such as updating elements of the Transport Access Guide, and being involved in organising promotional events, such as Walk Safely to School Day and National Ride2School Day.

As noted in the introduction to this report, the consideration should be given to delaying the implementation of the plan to a time when COVID-19 is a less pressing issue for schools, and have suggested that the timing of GTP implementation be subject to consultation between Department of Planning and the College.

Monitor priority areas and progress of the plan

This would involve on-going monitoring of transit capacity and transit coverage of the College's catchment. This would generally be the result of parents raising concerns with the College, and the College keeping a log of the concerns and providing this information to TfNSW/Bus Contract Operator.

Periodically (every year) surveying the College population to estimate mode shares for the journey to school and the journey from school and comparing this against the mode share target. The annual survey should consider the following:

- Cover all staff and students
- All analysis and reporting should be anonymous

- Student year should be recorded as part of the survey, its analysis and reporting, as this is likely to have some impact on mode choice
- Single day snapshot survey, capturing how students and staff arrived at the College and how they intend to depart, using web-based survey administration methods (undertaken by College administration staff)
- The survey should be conducted during a 'normal' time of the school year: it should avoid the start and end of year, as well as August (HSC trial exams), but should be generally consistent from year to year (to avoid seasonal factors introducing additional variance in comparisons of surveys over the years). It is suggested that sometime during Term 2, perhaps in mid-May (depending on the timing of likely excursions etc); unusual events should be avoided (e.g., wet weather, train strikes, parliamentary elections, etc;).

If GTP targets are not being met, then diagnostic actions would be required. The starting point for this would be undertaking additional analysis of how and why students travel the way they do. The use of small focus groups would be a good place to start, to explore reasons for car-based travel and possibly areas of concern in the transit network. This may assist to identify why use of car is higher than expected, such as timing of before and after school activities, transit reliability, the need to carry books and equipment, and so forth. Such social research should include students, parents and caregivers, and staff in order to capture a wide range of perspectives on how travel choices are being determined. In conjunction with feedback from the school community, this information could provide evidence to engage with TfNSW about the need for specific measures, such as bus service adjustments, or some other practical measures.

Identify impediments to meeting the plan's mode share targets

On-going feedback from the College community in relation to concerns about relevant transport infrastructure and services and, where appropriate, relaying this to the appropriate agency[18].

Update the plan for relevance and focus

As transit services change and new parts of the bicycle network open, there is a need to update the Transport Access Guide.

As travel behaviour changes more generally, there is a need to consider modifications to the GTP to ensure it retains relevance. This type of review would be appropriate at intervals of five years.

6.6 GTP Summary

6.6.1 Key roles

Travel Plan Champion

This would be a delegate of the College's Principal.

Travel Plan Co-ordinator

Appointed by the College

[18] This is generally done by schools as part of business as usual.

Preference for this person to be a member of the school's staff (frequently and regularly on-site) with an active interest in sustainability issues and transport

Role:

- Organise Transport Plan Co-ordination Committee meetings, including preparation of agenda items and minutes (with administration staff support)
- Act as a focal point for:
    - Feedback from school community regarding issues such as capacity, reliability, etc;
    - Feedback from transport providers, TfNSW and Lane Cove Council
    - Ideas on promotion of active transport from the school community as well as from external parties (e.g., groups promoting relevant campaigns, such as Ride 2 School, and government agencies such as Department of Health promoting healthy life choices)
    - Information about forthcoming changes to transport services and or infrastructure from TfNSW, or Lane Cove Council
- Develop a working relationship with TfNSW, Council, transport providers to facilitate issue definition and process to resolve issues
- Overview the conduct of an annual travel survey and collation of results (the survey would be prepared and administered by College administration support staff).

6.6.2 Administration mechanism

A committee, with representatives from the school, would provide a useful mechanism to administer the GTP. It is described below:

Travel Plan Co-ordination Committee

Constituted by:

- Travel Plan Champion - chair
- Travel Plan Co-ordinator
- College Environment/Sustainability Representative
- College Operations Representative
- When it is considered appropriate by the College, representatives could be invited from[19]:
    - Lane Cove Council
    - TfNSW (as transport regulator and funder of service providers, as well as roles in road safety and operation, via their subsidiary organisation, RMS)
    - Possible parent representative

Role is to focus on implementation of the GTP, including:

- on-going monitoring
- acting as a clearinghouse for further ideas and opportunities to promote sustainable transport
- connection with changing and emerging government policies and strategies

[19] Inviting representatives from Lane Cove Council and TfNSW may occur in advance of major changes to aspects of the local transport system directly relevant to the College – such as a bus network review; changes to SSTS arrangements; or possibly new approaches to travel behaviour change, such as the widespread roll out of something similar to TravelSmart. The mode of engagement (via the Travel Plan Co-ordination Committee or otherwise) would be determined by the College, as appropriate.

- in addition to these ongoing actions, the committee would also be responsible for re-examining the applicability and appropriateness of the GTP and its targets. In the event that the operation of the College changed markedly, for example, due to technology, or there was some other paradigm shift in education or transport, then re-consideration of the GTP would make sense, and the Transport Plan Co-ordination Committee would be the appropriate body to guide this change in an advisory capacity.

Suggested meeting schedule:

- After the conduct and reporting of the annual travel survey (suggested this was held in May, so meeting to review would be possibly in June); if required, as a result of anomalous travel survey results, this meeting would review any diagnostic actions
- As required, in advance of major changes, if the Travel Plan Champion considers it necessary.

6.6.3 GTP actions summary

The following table draws together actions outlined in the GTP and specifies operational features of these actions.

TABLE 10 – GTP ACTIONS SUMMARY

Information about travel choices	***Owner***	***Timeframe***	***Indicative resourcing***
Prepare transport access guide: To include information about local activities	The College		Budget estimate $6k to $12k Travel Plan Co-ordinator
Consider inclusion of travel choices into PDHPE (or other appropriate subject) to highlight travel choices and physical activity	The College		Staff time to identify specific subject/Year to deliver Staff time to prepare and deliver material
Update transport access guide	The College	When there are major changes to transport operations around the school – try to keep to no more than one per year	
Provision for bicycle parking			
Investigate opportunity for more secure bicycle parking	The College	With completion of development	
Schedule additional bicycle parking, if required, into ongoing works programme	The College	To provide additional bicycle parking, should current provision prove to be insufficient, within 2 years of implementation of GTP	To be determined
Monitor transit coverage of school catchment			
Trap issues raised by school community – use Transport Plan Co-ordination Committee as the mechanism for this, as well as direct, ongoing contact with TfNSW officers, as required	The College/Travel Plan Co-ordinator	Ongoing	Staff time to trap issues/ Travel Plan Co-ordination Committee's time and Travel Plan Co-ordinator's time flag/resolve issues
Monitor transit capacity			
Trap issues raised by school community, as well as from bus operator and TfNSW. Action required would depend on nature of issue – use Transport Plan Co-ordination Committee as the mechanism for this, as	Travel Plan Co-ordinator	Ongoing	Staff time to trap issues/ Travel Plan Co-ordination Committee's time and Travel Plan Co-ordinator's time flag/resolve issues

Information about travel choices	*Owner*	*Timeframe*	*Indicative resourcing*
well as direct, ongoing contact with TfNSW officers, as required			
Monitor plan progress			
Conduct an annual travel survey of school students and staff to determine their mode of travel to and from school. The survey would be administered via internet, using a simple and standard wording and format. Survey analysis would be undertaken by school administrative staff and results reported to Transport Co-ordination Committee. Anomalous results would trigger a diagnostic process.	The College/Travel Plan Co-ordinator	Annual	Staff time: Travel Plan Co-ordinator to prepare survey Administrative staff to administer the survey & analyse it Travel Plan Co-ordination Committee time to review results
Diagnostic process would be triggered if the results of the survey were poor.	The College	Triggered by adverse survey result	Definition of scope would vary with type and scale of issues identified by the survey

6.7 GTP Communications

The specific elements of communication identified in the GTP are summarised below.

GTP

Once finalised, this document should be made available on the College's website

Transport access guide

Purpose is to identify transport options for the College.

This would be available:

- on the College's website or internally facing intranet
- students and staff would be encouraged to access the guide electronically as part of site orientation

The transport access guide would be updated regularly, but only as required.

Feedback

- Feedback regarding transport issues (e.g., lack of capacity, lack of coverage) would be received from the College community and trapped by the Travel Plan Co-ordinator
- Feedback from transport operators/TfNSW in relation to students use of services would also be trapped by the Travel Plan Co-ordinator
- These issues would be addressed through the Travel Plan Co-ordination Committee, or directly with transport providers/TfNSW if they are more pressing.