Grey House Precinct
Green Travel Plan

PREPARED FOR PYMBLE LADIES' COLLEGE | AUGUST 2021

We design with community in mind

Revision Schedule

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Table of Contents

1.0 INTRODUCTION 1
1.1 BACKGROUND 1
1.2 LOCAL CONTEXT 1
1.3 SECRETARY'S EVIRONMENTAL ASSESSMENT REQUIREMENTS (SEAR) 2
1.4 AIM OF THIS GTP 3

2.0 PYMBLE LADIES' COLLEGE 4
2.1 EXISTING USE AND POPULATION 4
2.2 EXISTING ACCESSES 4

3.0 PROPOSED DEVELOPMENT 8

4.0 EXISTING SUSTAINABLE TRANSPORT NETWORK 9
4.1 TRAIN 9
4.2 BUS 10
4.2.1 PRIVATE BUS SERVICES 10
4.2.2 PUBLIC BUS SERVICES 11
4.3 PEDESTRIAN INFRASTRUCTURE 12
4.4 CYCLING INFRASTRUCTURE 12

5.0 EXISTING TRAVEL MODE 14
5.1 STUDENT TRAVEL BEHAVIOURS 14
5.2 STAFF TRAVEL BEHAVIOURS 16
5.3 KEY OBSERVATIONS 19
5.4 IMPACTS OF COVID-19 20

6.0 TARGET TRAVEL MODE 21

7.0 TRAVEL PLAN INITIATIVES 23
7.1 TRAVEL PLAN COMMITTEE 23
7.2 TRAVEL ACCESS GUIDE (TAG) 23
7.3 RECOMMENDED INITIATIVES 24
7.3.1 College-led Initiatives 24
7.3.2 Partnerships 25
7.4 STRATEGY FOR PROMOTING AND IMPLEMENTING THE ACTIONS 27

8.0 MONITORING AND REVIEW 28

9.0 RESOURCES 29

LIST OF TABLES

Table 1: Student Travel Mode Share (drop-off) 14
Table 2: Student Travel Mode Share (pick-up) 14
Table 3: Staff Travel Mode Share 17
Table 4: Student Drop-off Mode Share (2019) 20
Table 5: Student Pick-up Mode Share (2019) 20
Table 6: Short-term (first 3 years) targets 21
Table 7: Long-term (> 3 years) targets 21

Table 8: College-led Initiatives 24
Table 9: College/ Community Partnerships 26

LIST OF FIGURES

Figure 1: GHP location (Source: BVN 2021) 1
Figure 2: Local Context (Source: ePlanning Spatial Viewer) 2
Figure 3: Surrounding features (Source: SIX Maps 2021) 2
Figure 4: Existing College Access 4
Figure 5: Gate 1 (Source: Google Maps) 5
Figure 6: Gate 2 (Source: Google Maps) 5
Figure 7: Gate 3 (Source: Google Maps) 6
Figure 8: Main pedestrian access (Source: Google Maps) 6
Figure 9: Grey House Walk (Source: Google Maps) 7
Figure 10: Walking distance to Pymble Train Station (Source: Google Maps) 9
Figure 11: Sydney train network (Source: TfNSW) 9
Figure 12: PLC bus routes 10
Figure 13: Route 575 (Source: TfNSW) 11
Figure 14: Route 579 (Source: TfNSW) 11
Figure 15: Pedestrian access locations (Arup 2019) 12
Figure 16: Surrounding cycle network (Source: TfNSW Cycleway Finder) 13
Figure 17: Reasons for method of transport 15
Figure 18: Carpooling preference 16
Figure 19: Changes required to consider alternative modes of transport 16
Figure 20: Reasons for method of transport 17
Figure 21: Carpooling preference 18
Figure 22: Public transport preference 18
Figure 23: Park and Ride preference 19

LIST OF APPENDICES

APPENDIX A STUDENT SURVEY RESULTS A.1

APPENDIX B STAFF SURVEY RESULTS B.2

1.0 INTRODUCTION

1.1 BACKGROUND

Stantec has been engaged by Pymble Ladies' College (PLC), herein referred to as 'the College', to prepare a Green Travel Plan (GTP), which will support the State Significant Development Application (SSDA), for a proposed development of new learning spaces as part of the Grey House Precinct (GHP) within the College grounds.

The location of the GHP in relation to the overall College is shown in Figure 1.

Figure 1: GHP location (Source: BVN 2021)

1.2 LOCAL CONTEXT

The site is located in the Ku-ring-gai Local Government Area (LGA) and the surrounding land uses are predominantly low density residential, as shown in Figure 2.

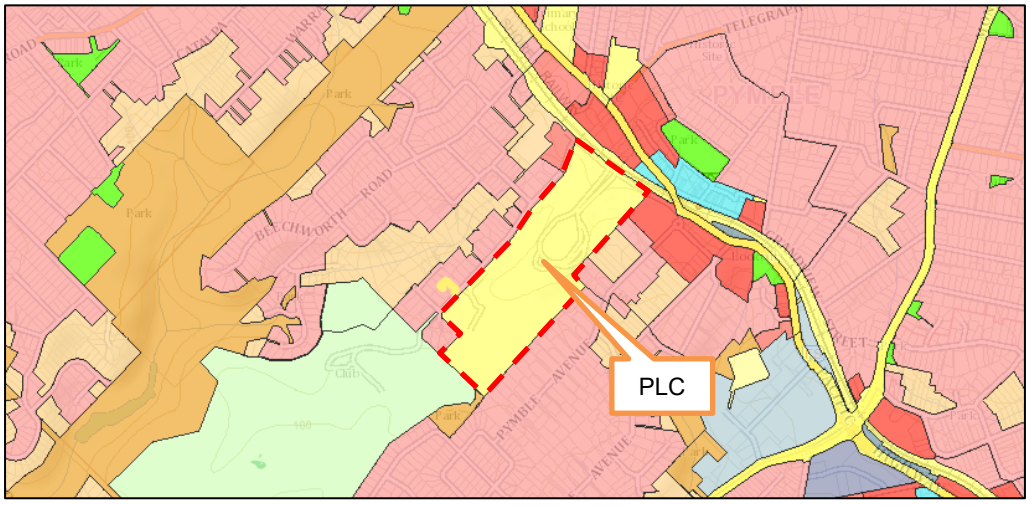


Figure 2: Local Context (Source: ePlanning Spatial Viewer)

The following key features of the surrounds are as follows:

- Pymble Train Station is located approximately 350m walking distance to the south-east;
- Pymble Town Centre is located approximately 400m walking distance to the east; and
- Avondale Golf Course is located approximately 500m walking distance to the south-west.

This is shown in Figure 3.

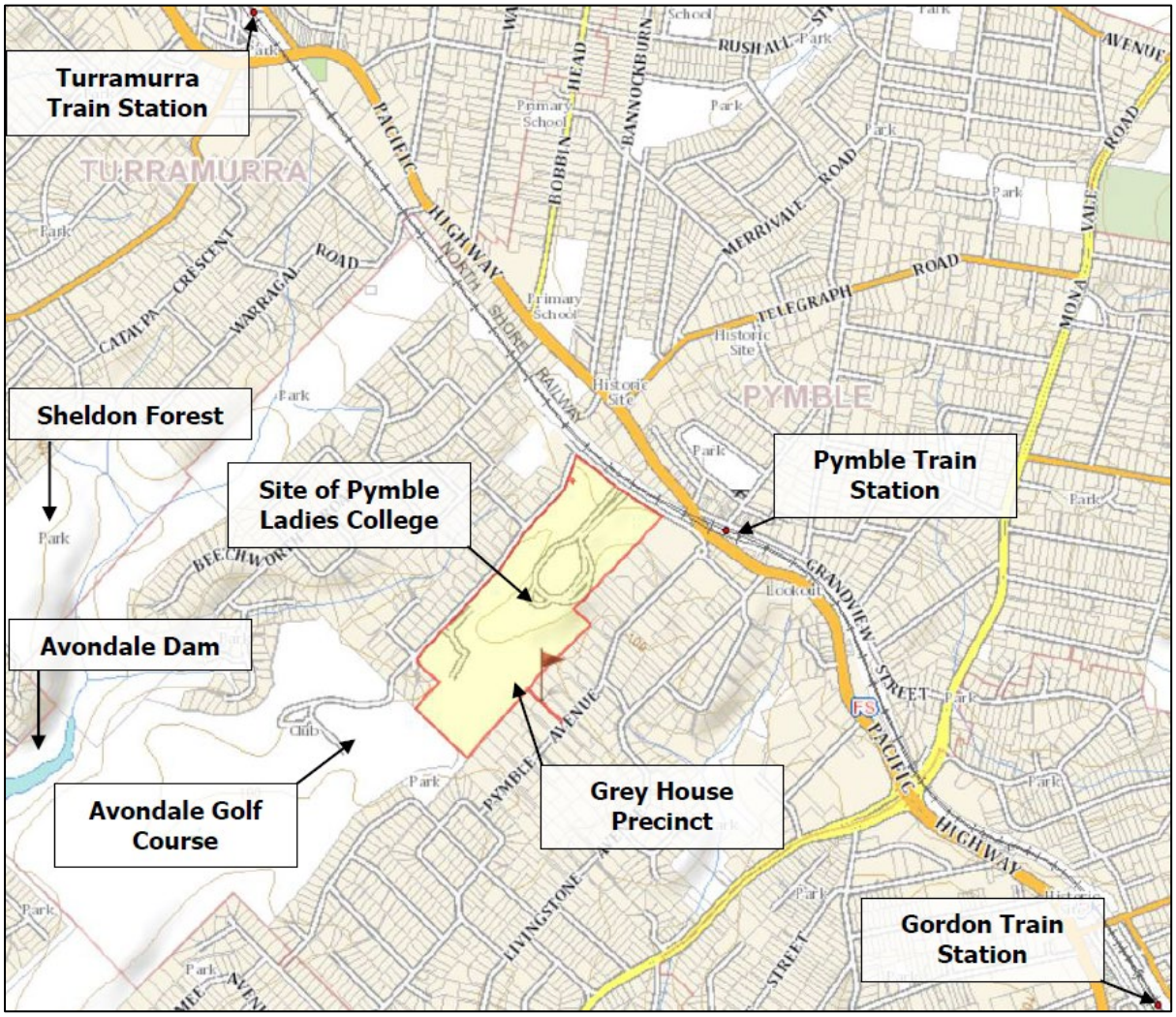


Figure 3: Surrounding features (Source: SIX Maps 2021)

1.3 SECRETARY'S EVIRONMENTAL ASSESSMENT REQUIREMENTS (SEAR)

This GTP has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) issued for this State Significant Development Application (SSDA-17424905), dated 17 May 2021. The requirements pertaining to this GTP is repeated below:

- *Measures to ameliorate any adverse traffic and transport impacts due to the development based on the above analysis, including:*

- *Travel demand management programs to increase sustainable transport (such as a Green Travel Plan/ School Travel Plan)*
- *Arrangements for the Travel Coordinator roles*
- *Governance arrangements or relationships with state and local government transport providers to update roads safety*
- *Infrastructure improvements or protection measures, including details of timing and method of delivery*

1.4 AIM OF THIS GTP

The aim of this GTP is to assist the College to proactively manage the travel demand of its staff and students. Its primary aim is to inform delivery and promotion of a variety of transport choices for people who travel to and from the College, so that any negative effects of excess car use are mitigated. The actions within the plan also aim to provide options for students, parents and teaches to counter excessive congestion at the College gate, and to promote healthy, active transport choices such as walking and cycling.

The objectives of this travel plan are:

- Promote actions to raise awareness of students, staff, parents and caregivers of their transport choices for travel to and from the College;
- Identify priority actions to maintain and increase the numbers of students travelling to the College on foot, bicycle, scooter, bus and train;
- Identify priority actions to encourage College staff to consider travelling to College by walking, bicycle, public transport or using these as a component of their journey to and from the College;
- To recommend methods for senior leaders from the College to engage with Council to improve safety and convenience of walking, cycling and public transport options; and
- To document recommended monitoring methods, to continue to promote transport choice among the College community in years to come.

The overall aim of the GTP is to decrease the reliance on private motor vehicle movement by implementing and promoting initiatives to encourage alternative modes of travel such as walking, cycling and carpooling.

2.0 PYMBLE LADIES' COLLEGE

2.1 EXISTING USE AND POPULATION

The College is a non-selective, independent school for girls from Kindergarten to Year 12, with Boarding available from Year 7.

The College currently accommodates a population of 2,259 students, 120 boarders and 400 staff.

The standard operating hours of the College are 7:30am to 4:30pm Monday to Friday, and standard teaching hours are 8:15am to 3:20pm Monday to Friday.

Co-curricular activities within the College grounds take place between 6:30am to 8:00am and 3:00pm to 6:30pm Monday to Friday and 7:00am – 12:00pm Saturdays, with no activities on Sundays. Examples of co-curricular activities include band, instrument lessons, choir, drama, art, robotics, dance, rowing, tennis, athletics, swimming, diving, gymnastics, and over 50 choices of activities in addition to seasonal sports including hockey, netball, basketball, rugby and soccer.

Boarding occurs on a 24/7 basis.

2.2 EXISTING ACCESSES

General vehicle, bus, service vehicle and emergency vehicle access is via Gates 1 (Marden Gates), 2 and 3, as shown in Figure 4 and the street view imageries shown in Figure 5 to Figure 7.

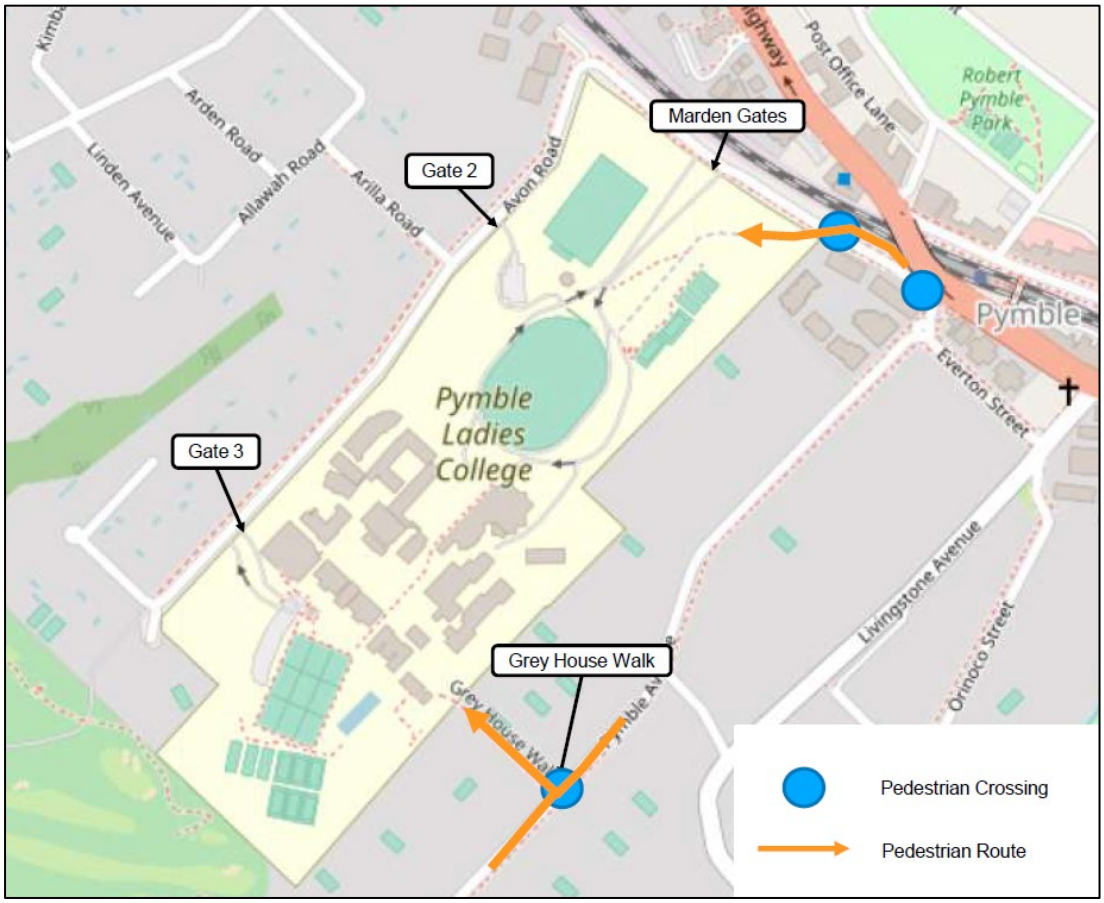


Figure 4: Existing College Access

Figure 5: Gate 1 (Source: Google Maps)

Figure 6: Gate 2 (Source: Google Maps)

Figure 7: Gate 3 (Source: Google Maps)

Pedestrian access is through the main pedestrian entry along Avon Road, adjacent to Gate 1 (Marden Gates). This access is directly off the raised pedestrian crossing along Avon Road, as shown in Figure 8, and provides connection between the College and the pedestrian tunnel leading to Pymble Train Station.

Figure 8: Main pedestrian access (Source: Google Maps)

A pedestrian access, called the Grey House Walk, is also provided along Pymble Avenue which is located between 57 and 59 Pymble Avenue. This pathway is also directly off a raised pedestrian crossing.

Figure 9: Grey House Walk (Source: Google Maps)

3.0 PROPOSED DEVELOPMENT

The proposal includes the redevelopment of the GHP within the grounds of the established College. The Grey House Precinct is proposed to incorporate the following:

- Junior School classrooms (Years 5 and 6)
- Science, Technology Engineering and Mathematics (STEM) labs;
- Health and wellbeing facilities (consulting rooms and wards);
- Dance academy;
- Out of School Hours Care (OSHC) facilities;
- Early Learning Centre (ELC); and
- Outdoor learning spaces.

The proposed development would replace existing temporary (demountable) teaching spaces, providing a better environment for both students and teachers.

The facilities within the GHP will be provided to support the *existing* student population of the College and this SSDA does not seek to increase the existing enrolment or staff capacity for Kindergarten to Year 12.

The proposed ELC would however accommodate a new pre-Kindergarten stream, with capacity for 90 children. The OSHC size will also increase by a further 30 places (from 120 to 150 places), but these new places would be used during the school holiday period and will not increase enrolments.

4.0 EXISTING SUSTAINABLE TRANSPORT NETWORK

4.1 TRAIN

Pymble Train Station is located approximately 350m walking distance from the front gates along Avon Road, as seen in Figure 10.

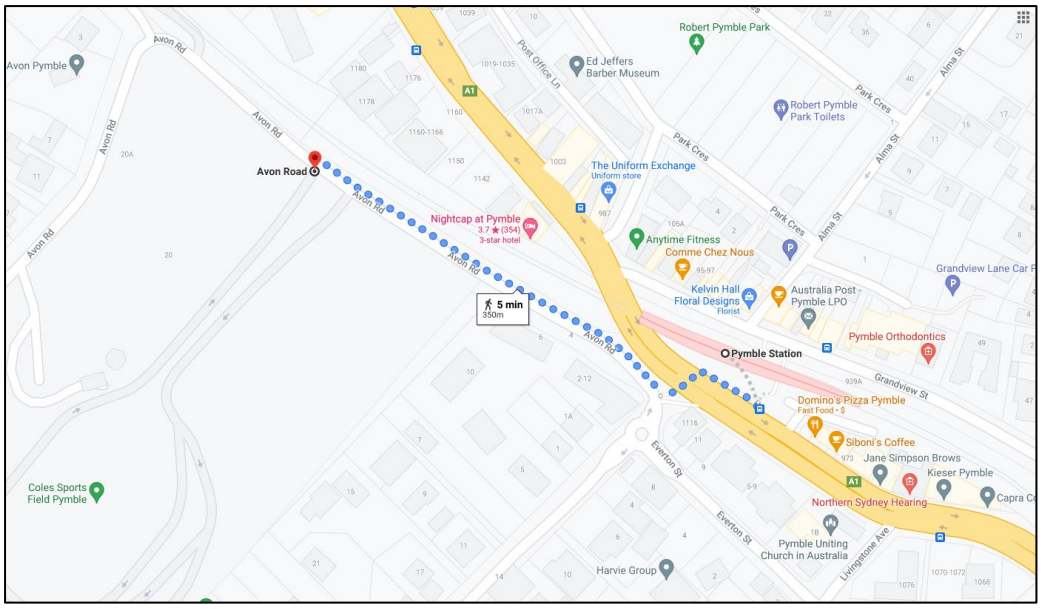


Figure 10: Walking distance to Pymble Train Station (Source: Google Maps)

This station is located on the T1 North Shore, Northern & Western Line which provides connection to Hornsby in the north and Central via Chatswood in the south, as shown in Figure 11.

Figure 11: Sydney train network (Source: TfNSW)

Services through Pymble Train Station are frequent with approximately one service every 5-10 minutes during commuter peak periods and one service every 15 minutes outside of commuter peak periods.

4.2 BUS

4.2.1 PRIVATE BUS SERVICES

The College provides five privately operated bus services for students. The bus services drop off the students by 9:00am and depart in the afternoon at 3:30pm. The bus routes are shown in Figure 12 and include:

- **Route 1:** Hunters Hill via Lane Cove, Longueville, Gladesville, Ryde, Macquarie
- **Route 2:** Lower North Shore via Neutral Bay, Northbridge, Castlecrag, Castle Cove, Roseville, Killara
- **Route 3:** North West via Dural, Glenhaven, West Pennant Hills, Beecroft, Epping, Marsfield, Macquarie
- **Route 4:** Northern Beaches via Avalon, Newport, Mona Vale, Ingleside, Terrey Hills, St Ives
- **Route 5:** Lower Northern Beaches via North Curl Curl, South Curl Curl, Freshwater, Manly, Balgowlah, Seaforth, Wakehurst Parkway, Frenchs Forest, Belrose

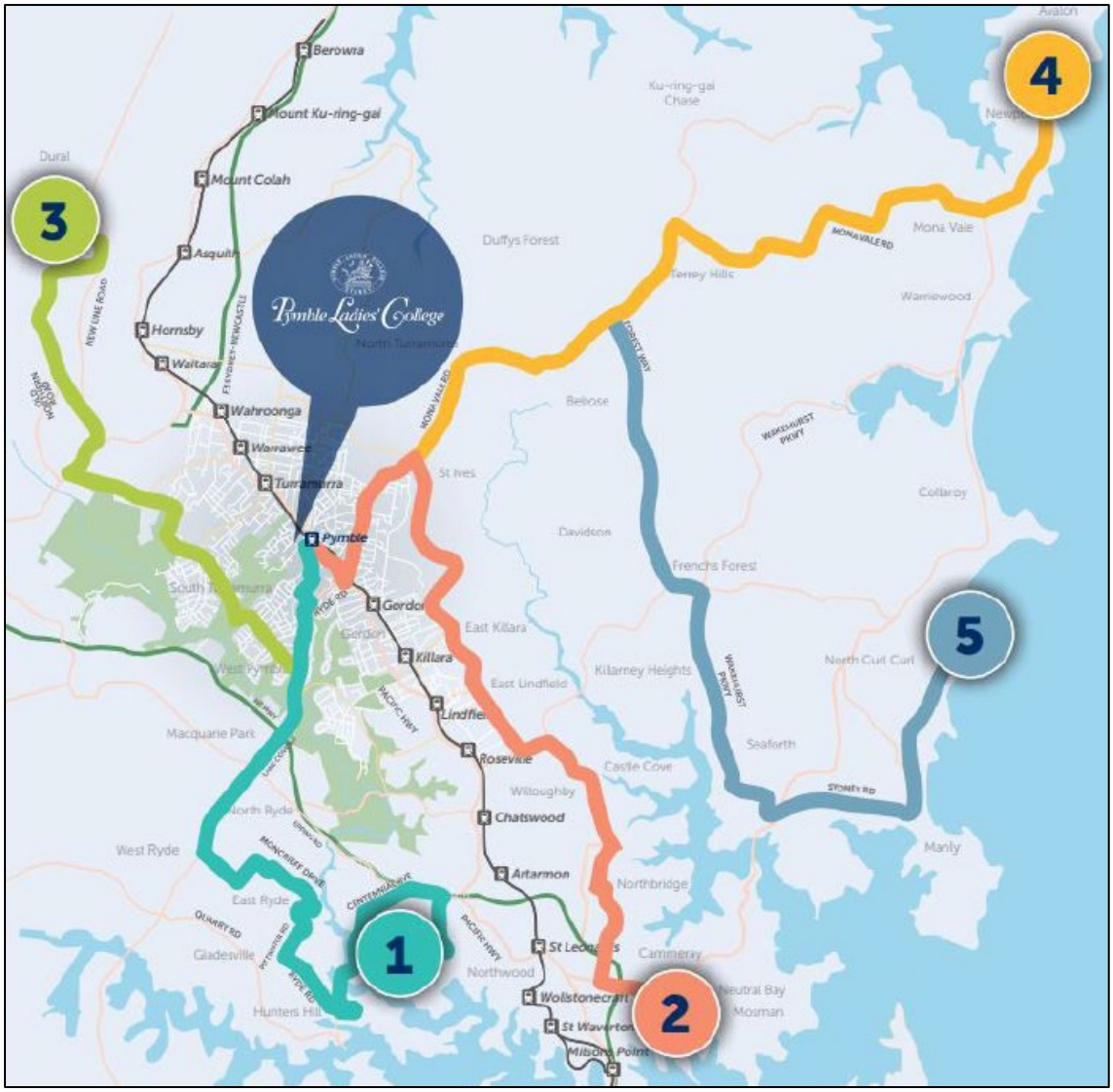


Figure 12: PLC bus routes

4.2.2 PUBLIC BUS SERVICES

TransDev also operate routes 575 and 579 along Pacific Highway and provides opportunities for students to alight outside of Pymble Train Station.

- Route 575: Hornsby to Macquarie University – service runs approximately every half an hour on weekdays

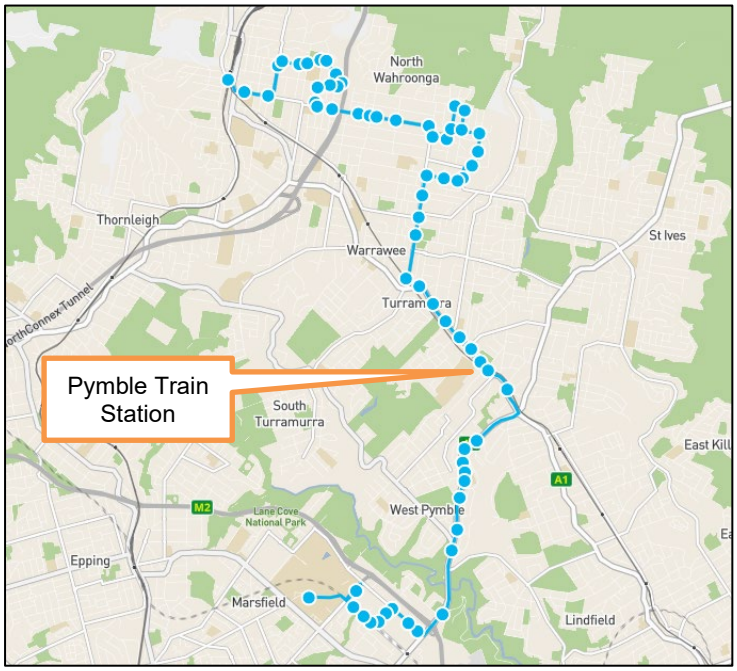


Figure 13: Route 575 (Source: TfNSW)

- Route 579: Pymble to East Turramurra – limited morning peak services with services approximately every half an hour in the afternoon peak

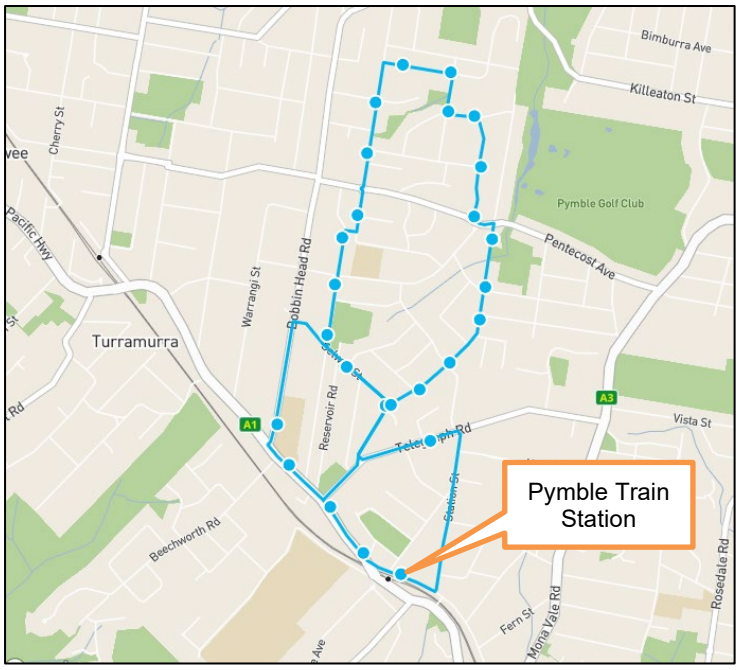


Figure 14: Route 579 (Source: TfNSW)

4.3 PEDESTRIAN INFRASTRUCTURE

There are several access points to the College ground on foot. These access points have been identified in Figure 15.

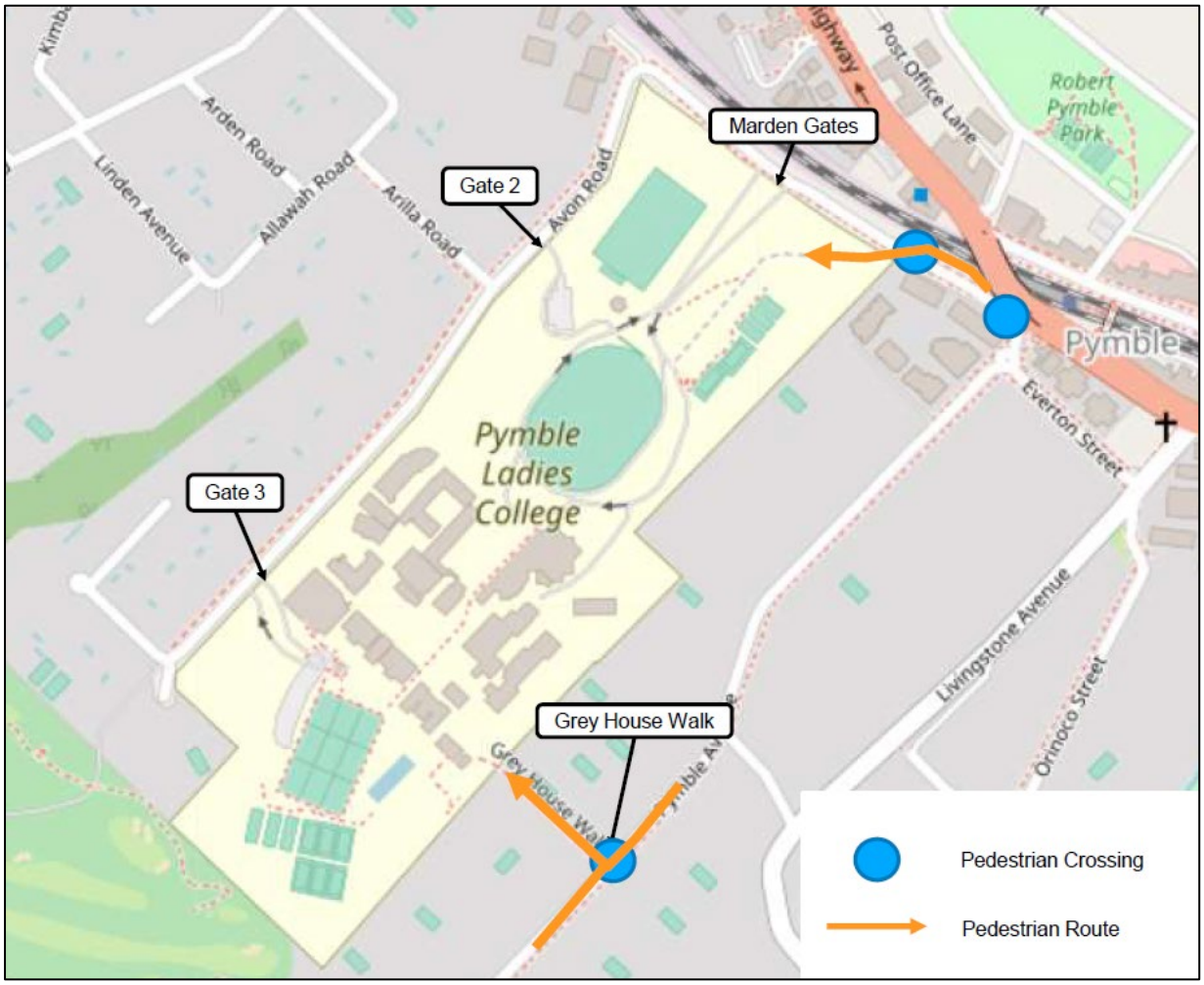


Figure 15: Pedestrian access locations (Arup 2019)

The primary walking route is to and from Pymble Train Station via the Marden Gates. There is a pedestrian tunnel near the roundabout between Avon Road, Pymble Avenue and Everton Street which provides connection under Pacific Highway and directly to Pymble Train Station.

A zebra crossing is provided in front of the pedestrian tunnel to provide crossroad connection at Avon Road, and a raised pedestrian crossing is provided closer to Marden Gates. A traffic controller is stationed at the raised pedestrian crossing during drop-off and pick-up hours.

Pedestrian access is also available through the Grey House Walk via Pymble Avenue.

4.4 CYCLING INFRASTRUCTURE

TfNSW Cycleway Finder indicates that there are no cycleways within the vicinity of the College and no connections to the wider cycle network. This can be seen in Figure 16 overleaf.

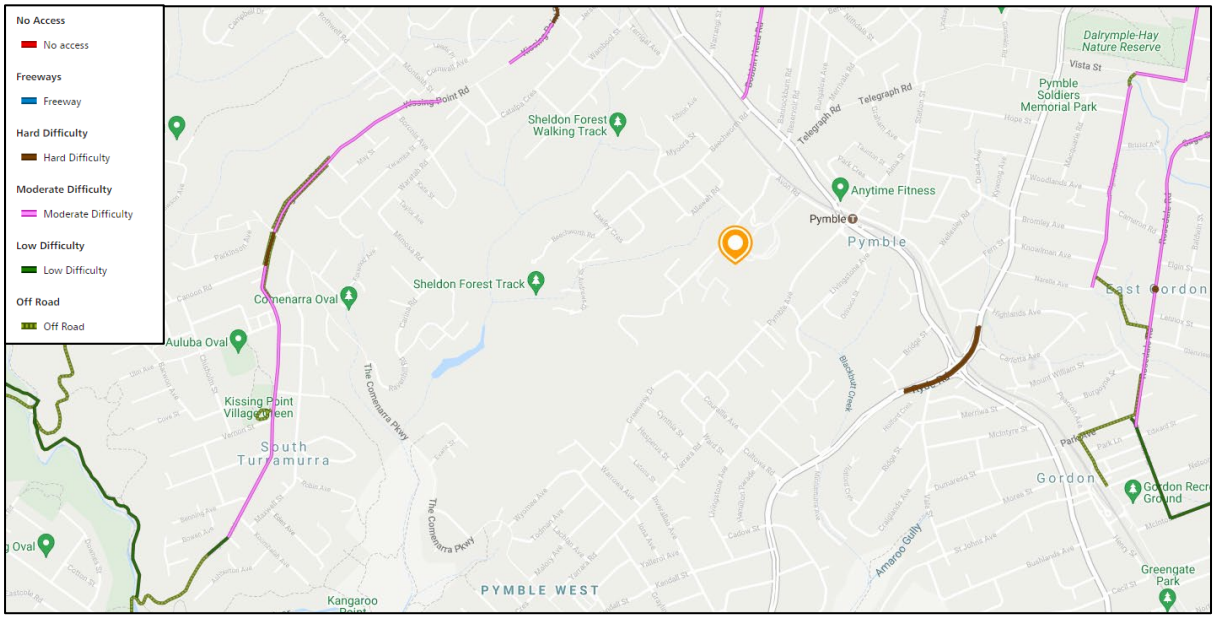


Figure 16: Surrounding cycle network (Source: TfNSW Cycleway Finder)

Students are currently not permitted to cycle to/from the College campus for safety reasons.

5.0 EXISTING TRAVEL MODE

Travel mode surveys were undertaken by the College between June and July 2021 to gain an understanding of the existing travel behaviours of staff and students. The results from these surveys will also provide the benchmark data to determine travel mode targets for the College.

The detailed survey data can be seen in Appendix A and Appendix B.

The results are summarised in the following sections.

5.1 STUDENT TRAVEL BEHAVIOURS

A total of 441 responses were received for the student survey. This represents a 20% response rate.

The existing mode shares for students are summarised in Table 1 (drop-off) and Table 2 (pick-up).

Table 1: Student Travel Mode Share (drop-off)

Travel Mode	Number of students	%
Parent/Caregiver drop-off	148	33.5%
Car as driver	70	16.9%
Car as passenger	17	3.9%
Train Only	74	17.7%
Public Bus Only	7	1.5%
Train and Public Bus	25	5.0%
PLC Private Bus	51	11.5%
Walk	32	7.0%
Carpooling with other family	5	1.0%
Other	12	2.0%
TOTAL	**441**	**100%**

Table 2: Student Travel Mode Share (pick-up)

Travel Mode	Number of students	%
Parent/Caregiver pick-up	148	35.2%
Car as driver	18	4.3%
Car as passenger	60	14.3%
Train Only	64	15.2%

Travel Mode	Number of students	%
Public Bus Only	10	2.4%
Train and Public Bus	28	6.7%
PLC Private Bus	45	10.7%
Parent pick-up at public bus stop or train station	16	3.8%
Walk	31	7.4%
Carpooling with other family	0	0.0%
Other	0	0.0%
TOTAL	**420**	**100%**

As part of the survey, a number of questions were asked to understand why students decide to travel to/from the College using certain travel modes and what changes would be required for them to consider alternative modes of transport. The results are as follows:

8. Why does your child/children use this method of transport?

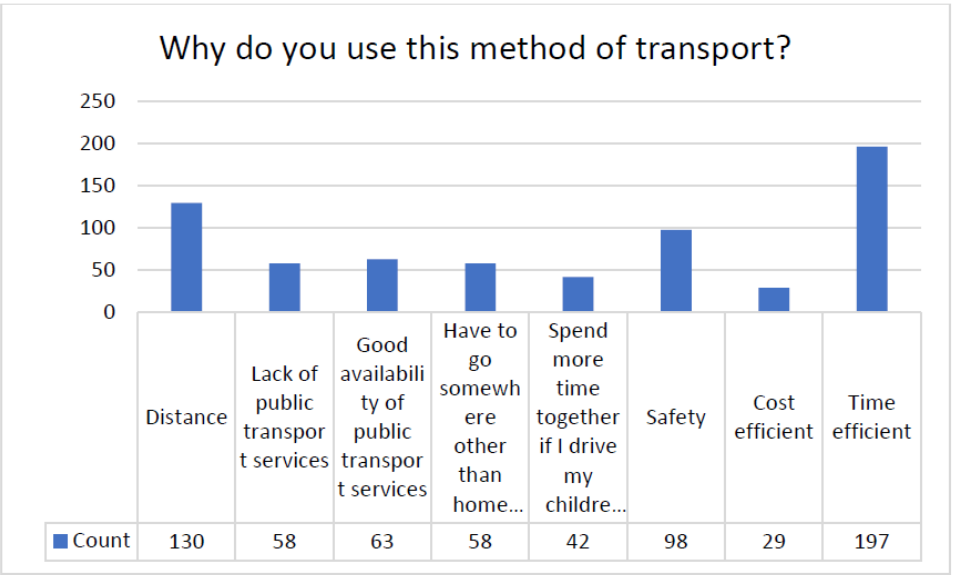


Figure 17: Reasons for method of transport

9. Would you be open to your child/children carpooling with other families if possible?

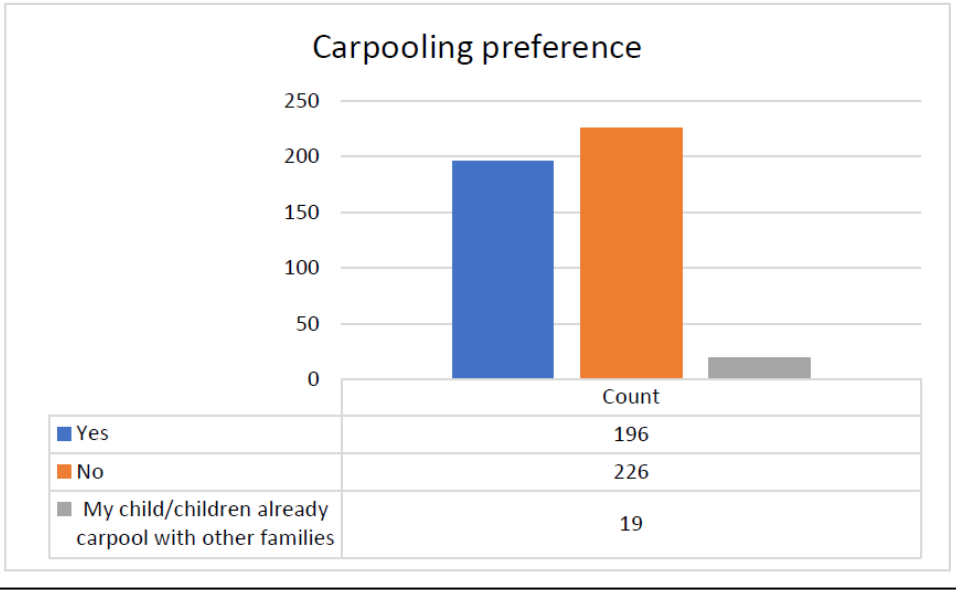


Figure 18: Carpooling preference

10. What would need to change for your child/children to use an alternative mode of transport such as public transport, carpooling, walking or cycling?

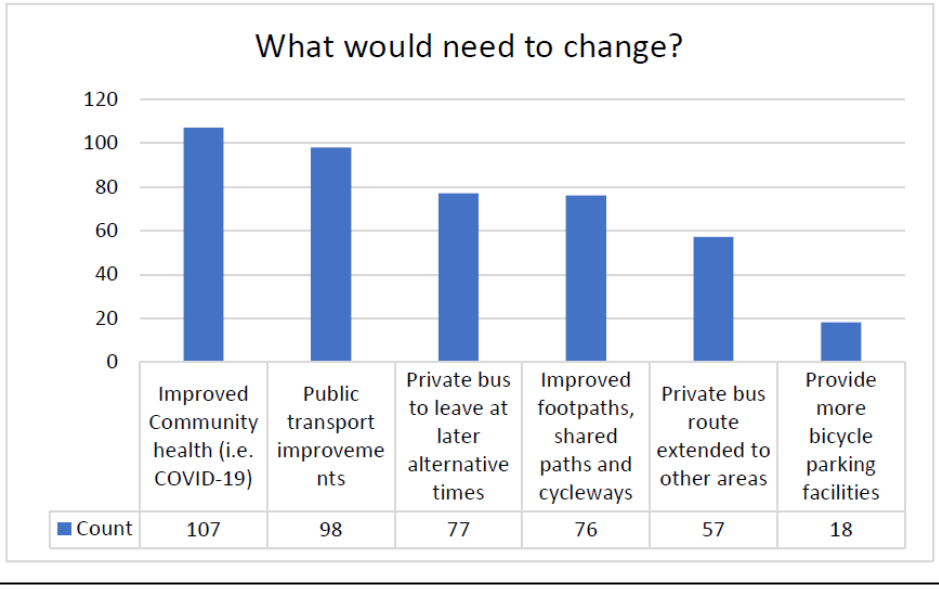


Figure 19: Changes required to consider alternative modes of transport

5.2 STAFF TRAVEL BEHAVIOURS

A total of 279 responses were received for the staff survey. This represents a 70% response rate.

The existing mode share for staff members is summarised in Table 3.

Table 3: Staff Travel Mode Share

Travel Mode	Number of staff	%
Car as driver	250	90%
Car as passenger	0	0%
Train only	16	6%
Bus Only	0	0%
Train & Bus	2	0.5%
Walk	7	2.5%
Cycle	2	0.5%
Motorcycle	2	0.5%
Other	0	0%
TOTAL	279	

Similarly to the student survey, a number of questions were asked to staff members to understand why they decide to travel to/from the College using certain travel modes and what changes would be required for them to consider alternative modes of transport. The results are as follows.

Why do you use this method of transport?	Count
Time efficient	154
Distance	142
Have to go somewhere other than home before or after work	92
Lack of public transport services	78
Cost efficient	23
Good availability of public transport services	11
I live near the school	4
Exercise	3
Convenience	2
Amount of things to carry	1
Due to the odd hours that I work driving is the best option	1
Easy to park at work	1
Flexibility for my role in the instance that I have to send an urgent centralised comms – or having to work back late.	1
Flexible	1
Have a park set aside	1
I don't drive	1
I like to drive as independent	1
I work until 8.30pm some nights and feel safer driving	1
Less stressful and allows comfort and quiet before/after a busy day	1
Live local and only way to get to work other than walk	1
Need access for small children	1
No other option for the 6.30am starts	1
No public transport options from my house.	1
Only way of getting to work at 4.45am	1
Very EARLY start!	1
We only have one car, so we share it. I drive occasionally	1

Figure 20: Reasons for method of transport

8. Would you be open to carpooling with other staff members if possible?

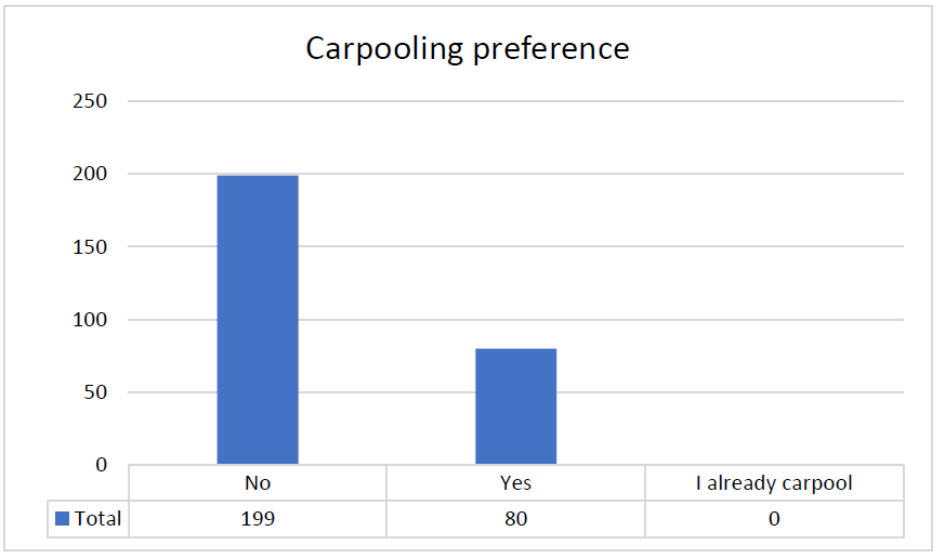


Figure 21: Carpooling preference

9. If you don't take public transport, would you consider it as an alternative means of transport?

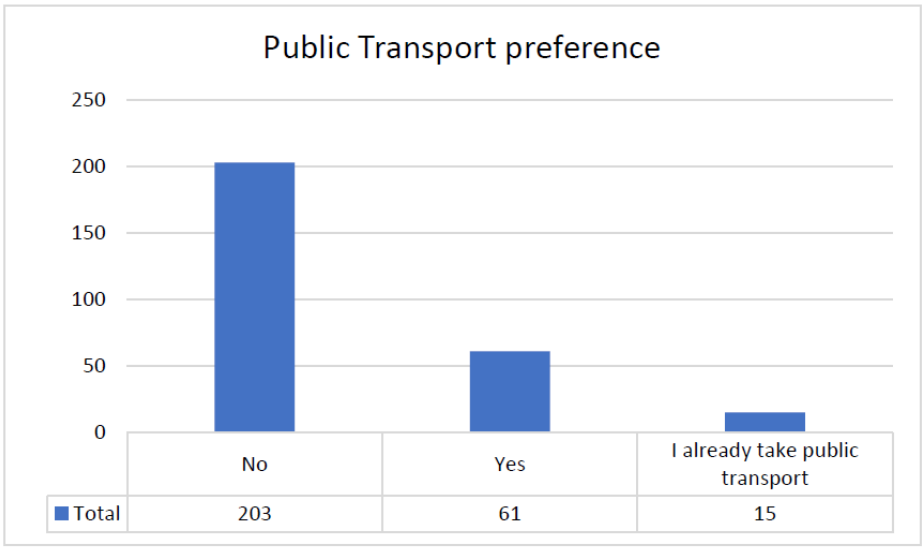


Figure 22: Public transport preference

10. If the College could set up a 'Park and Ride' method of getting to school i.e. parking at West Pymble or another suburb and getting the school mini-bus to work, would this be interest to you?

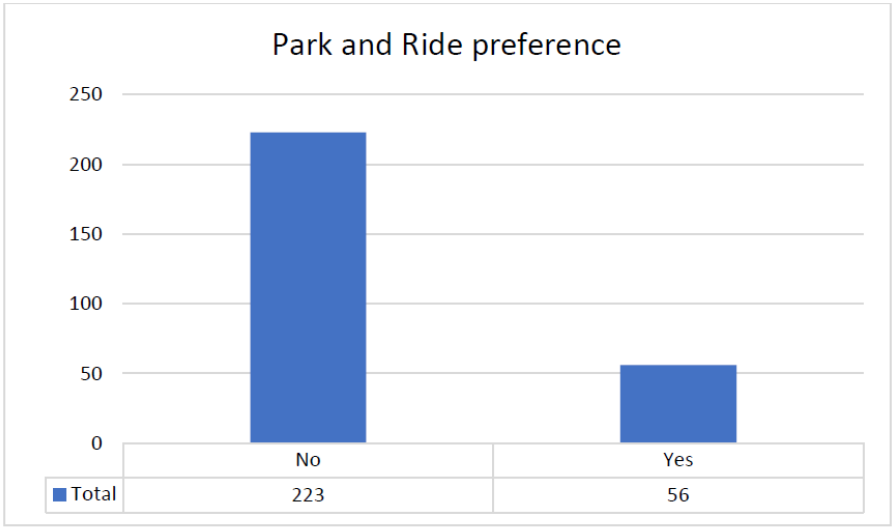


Figure 23: Park and Ride preference

5.3 KEY OBSERVATIONS

The travel survey provides key insight into the travel behaviours of the students and staff and assists the College with identifying opportunities to shift the travel mode and areas for improvement.

Key observations can be made from the survey data:

- Approximately 33-35% of the students surveyed travel to/from College via parent drop-off and pick-up and approximately 42% use public or active transportation;
- Majority of staff travel to/from the College via private vehicles;
- Time efficiency and distance are the two key factors influencing the choice of travel modes;
- Safety is also a key factor, amongst the students surveyed, for determining the choice of travel mode; and
- The availability of on-campus parking allows driving to be a convenient travel mode for staff.

The data also identifies the following key opportunities:

- Increase the number of students and staff carpooling
- Provide additional private bus services for students, particularly to areas with poor public transport services;
- Provide staggered private bus services for students to allow for earlier arrival or later departure;
- Working closely with Ku-ring-gai Council and Transport for NSW (TfNSW) to identify opportunities in improving pedestrian infrastructure (formal or wider footpaths, crossing points), particularly in the immediate surrounding road network and providing connection to neighbouring suburbs;
- Establish a remote park and ride method of getting to the College, where parents and staff can park at a designated area (e.g. park or local street) and can walk to the College. This would alleviate traffic in the immediate vicinity of the College and encourage walking;
- Students are currently not permitted to cycle to the College, due to safety reasons. However, there is an opportunity to allow cycling as a viable mode of transport, which would require working closely with Ku-ring-gai Council and Transport for NSW (TfNSW) to identify opportunities in improving cycling infrastructure, such as providing dedicated cycle paths or shared path connections to neighbouring suburbs, safe crossing points for cyclists etc. This could be supported with cycling education initiatives within the school, potentially integrated with the physical education curriculum.

5.4 IMPACTS OF COVID-19

It is noted that the COVID-19 pandemic may have impacted the results gathered from the travel mode surveys:

- The pandemic may have changed the way students and staff travel to/from the College.
- The current lockdown has made it difficult for the College to gather responses for the travel mode surveys

Comparison is made to the travel mode data gathered in 2019 (pre-COVID pandemic), as part of the new Master Plan for the College, which is summarised in the tables below.

Table 4: Student Drop-off Mode Share (2019)

AM Peak Period	Students	Car drop-off		Short term car park		School Bus	Train/ Bus/ Walk
		Cars	Students	Cars	Students		
Before school care (7-8am)	12	12	12				
AM Co-Curricular Activity (6.30-7.00am start)	350	223	245				105
Years K-2	1808	34	38	50	55	134	1249
Years 3-6		195	223				
Years 7-12		59	64				
Boarders	120						
Total Students	**2290**	**523**	**582**	**50**	**55**	**134**	**1399**
Mode Split over day			**25%**		**2%**	**6%**	**63%**
Peak Hour Mode Split			**18%**		**3%**	**7%**	**72%**

Table 5: Student Pick-up Mode Share (2019)

AM Peak Period	Students	Car drop-off		Short term car park		School Bus	Train/ Bus/ Walk
		Cars	Students	Cars	Students		
Years K-2	1255	34	38	80	88	134	870
Years 3-6		75	80				
Years 7-12		44	45				
PM Co-Curricular Activity (3.45-7.30pm finish)	825	375	413				413
After school care (4-6pm)	90	90	90				
Boarders	120						
Total Students	**2290**	**618**	**666**	**80**	**88**	**134**	**1283**
Mode Split over day			**29%**		**4%**	**6%**	**56%**
Peak Hour Mode Split			**13%**		**5%**	**11%**	**69%**

The 2019 data indicates that a large proportion of students were travelling to/from the College via sustainable modes of transport (approximately 80% in the AM and PM peaks).

It is recommended that the College undertakes another travel mode survey once the Greater Sydney region comes out of the current COVID-19 lockdown. This will allow the College to gather more responses and gain an understanding of how the current pandemic may have changed the way in students and staff travel to/from the College.

6.0 TARGET TRAVEL MODE

Like any school, it is noted that the College does have existing traffic and parking concerns during peak drop-off and pick-up hours. Although majority of its drop-off and pick-up is located within the College grounds, observations from the site visit indicated that queuing of vehicles, along Gate 1, would often overflow onto Avon Road. Concerns have also been raised regarding the traffic and parking impacts along Pymble Avenue (which have been highlighted and addressed in the Transport Impact Assessment) and traffic congestion was observed along Avon Road, Everton Street and Livingstone Avenue.

This is an ongoing issue that the College is aware of and continues to work with the community and government agencies (Ku-ring-gai Council and TfNSW) to try and minimize the impact. However, it is noted that to reduce the traffic and parking impact over the long term, the College will need to look towards reducing dependency on private vehicles, particularly single passenger/ child travel.

Using the benchmark data summarised in Section 5.0, there is opportunity to reduce the number of private vehicle trips and increase the uptake of alternative modes of transportation. The following objectives are to be established for the short term (first 3 years):

Table 6: Short-term (first 3 years) targets

Students
Increase the use of carpooling by 3% per year (i.e. increase carpooling to approximately 10% of travel mode)
Increase the use of private bus services by 1% per year (i.e. increase private bus usage to approximately 15% of travel mode)
Increase the use of public and active transport by 1% per year (i.e. increase public and active transport usage to approximately 30% of travel mode)
Reduce student driving by 2% per year (i.e. reduce student driving to approximately 10% of travel mode)
Staff
Increase the use of carpooling by 3% per year (i.e. increase carpooling to approximately 6% of travel mode)
Increase the use of public transport by 1% per year (i.e. increase public transport usage to approximately 10% of travel mode)

The following objectives are to be established for the long term (> 3 years):

Table 7: Long-term (> 3 years) targets

Students
Increase the use of carpooling by 1% per year
Increase the use of private bus services by 2% per year
Increase the use of public and active transport by 2% per year
Reduce student driving by 2% per year
Reduce single child private vehicle usage to less than 10% by 2030

Staff
Increase the use of carpooling by 2% per year
Increase the use of public transport by 2% per year
Reduce single staff private vehicle usage to less than 50% by 2030

Section 7.0 outlines initiatives that can be implemented by the College to achieve these targets.

7.0 TRAVEL PLAN INITIATIVES

7.1 TRAVEL PLAN COMMITTEE

It is recommended that a Travel Plan Committee is formed comprising senior executives and key staff of the College. A Travel Plan Coordinator should also be nominated to take charge and lead the committee.

Responsibilities of the Travel Plan Committee and Coordinator will include, but not limited to:

- Coordinating implementation of initiatives;
- Conducting regular surveys or other data collection processes to measure progress;
- Communicating the travel plan to the College;
- Coordinating events to promote awareness of the plan and associated initiatives;
- Coordinating marketing and promotional programs; and
- Engaging/ being a point of contact for Council/ TfNSW and other external stakeholders.

Considering that the College provides private bus services for students, it is also recommended that a Bus Coordinator is appointed who will sit on the Travel Plan Committee and work closely with the Travel Plan Coordinator to identify missing connections within the private bus network, areas of demand and assess feasibility of providing more private bus services.

The Travel Plan Committee will be required to oversee the implementation of the actions of the Travel Plan. These might not all be implemented at the same time but may be staged over time as appropriate. There may be some crucial actions that require implementation immediately while others may take longer to plan and develop.

It is understood that the College is also governed by a Board of Directors who work closely with the Principal to ensure effective management of College operations and also determine strategic directions of the College. As such, the Travel Plan Committee will need to work collaboratively with the Board of Directors to implement actions and determine future initiatives that can be implemented to achieve targets.

Furthermore, before implementing actions, it is also critical that relevant stakeholders are on board. This will require the Travel Plan Committee to also work closely with the wider College community, including staff groups and parent committees.

This GTP is expected to be a living document, developed and progressed with the actual performance of the activities, measured and reviewed against the target mode shares.

The Travel Plan Committee will take responsibility for the Plan, adopting ownership and accountability for the actions.

7.2 TRAVEL ACCESS GUIDE (TAG)

A Travel Access Guide (TAG) should be developed by the College and distributed to staff and parents. The TAG should provide the following information:

- Map of:
  - Nearby public transport services (train station, bus stops)
  - Safest walking and cycling routes
  - College vehicular and pedestrian access points
  - Accessible parking areas and paths
  - On-campus car parks
- Frequency of public transport services

The TAG will provide information such as nearby bus stops, train services, surrounding cycle routes, locations of bicycle parking and end of trip facilities etc.

The TAG can be distributed to new staff and enrolling students and parents as information pamphlets/ brochures. The TAG should also be available on the College website and part of the information package during any out-of-hour events.

The TAG should be reviewed and updated as part of the quarterly review of this GTP.

7.3 RECOMMENDED INITIATIVES

The following section outlines potential initiatives and actions that the College can consider to promote and encourage the uptake of alternative modes of travel and achieve the target mode shares.

Actions are grouped according to whether they are College-led initiatives that can be wholly delivered by leadership within the College itself, or community infrastructure issues that require collaboration with government bodies as appropriate.

7.3.1 College-led Initiatives

Recommended College-lead initiatives are described in Table 8.

Table 8: College-led Initiatives

TRAVEL PLAN: COLLEGE-LED INITIATIVES			
Action	**Description**	**Likely Financial/ Human Resource Commitment**	**Likely Timeframe**
Measure and monitor travel behaviour	Continue collecting data on how students and staff travel to/from College, through sample survey days at the start of each semester (i.e. 2 surveys per year) to consistently monitor travel behaviors	Can be conducted in class by staff. Staff can complete online survey/ email poll. No financial cost.	Start of each College semester
Identify new private bus routes to service key areas or optimizing existing routes	Identify missing connections and/or unused capacity in the private bus network and provide additional and/or optimized services, particularly to/from areas with poor public transport connectivity.	Responsibility of Travel Plan Committee and Coordinator. Financial cost will be the purchasing of additional buses, and hiring of additional drivers	One-off exercise with ongoing monitoring
Assess opportunities to provide staggered private bus services	Provide staggered private bus services for students to allow for earlier arrival or later departure (for students involved in extra-curricular activities)	Responsibility of Travel Plan Committee, Travel Plan Coordinator and Bus Coordinator	One-off exercise with ongoing monitoring

TRAVEL PLAN: COLLEGE-LED INITIATIVES			
Action	**Description**	**Likely Financial/ Human Resource Commitment**	**Likely Timeframe**
Raise awareness of existing options with current and future students and parents	Collect information about walking to College by communicating with students/parents and staff who currently travel in these ways. Map favoured/ safest walking and cycling routes and share maps online and through TAG.	Responsibility of Travel Plan Committee and Coordinator. Financial cost will include printing costs for TAG brochures.	Annual
Increase awareness of road safety through road safety education	Investigate ways to build/ incorporate road safety and education into curriculum. This should include awareness of road rules, walking and cycling safely etc.	Responsibility of Senior Executive, Board of Directors, Key Staff	Start of each College semester
Update College website to include information	Update College website to include detailed information on how to get to the College. This should include the TAG, College map, parking areas, on-street parking restrictions, safest walking routes etc.	Responsibility of Travel Plan Committee and Coordinator	One-off exercise with ongoing monitoring
Establish carpooling groups	Establish a group of parents who are willing to carpool and coordinate this using the College website, newsletter, email etc. Establish carpooling groups for staff members willing to carpool.	Responsibility of Travel Plan Committee and Coordinator who will work closely with parent committees.	One-off exercise with ongoing monitoring
Provide designated drop-off & pick-up area for carpooling	Investigate feasibility of providing designated drop-off and pick-up areas for those who choose to carpool.	Responsibility of Travel Plan Committee and Coordinator	One-off exercise with ongoing monitoring
Promote awareness through celebrating national days	Celebrate and promote awareness of national days such as Walk Safely to School Day and Ride 2 School Day by holding a breakfast/lunch for those who participate.	Responsibility of Travel Plan Committee and Coordinator who will work closely with staff groups and parent committees.	Annual

7.3.2 Partnerships

Initiatives that require collaboration with government bodies are described in Table 9 overleaf. Beyond specific initiatives, building relationships between the College and the wider community will help the College leadership to be proactive in the future as the College community grows in conjunction with residential and commercial development of the surrounding area.

Table 9: College/ Community Partnerships

TRAVEL PLAN: PARTNERSHIPS	
Action	**Description**
Collaboration with staff committee, parent committee and the wider community	Continue to work closely with the staff and parent committee and create a forum to discuss and develop strategies to improve the safety of roads serving the College. The College can investigate opportunities to establish a 'Traffic and Road Safety' subcommittee to coordinate, manage and evaluate any road safety initiatives implemented in an around the College. The College can also investigate opportunities to establish a Parent Volunteer Group that would monitor and assist the College pick-up operations.
Ongoing communication and workshopping with the community	Continue to work closely with the community, particularly the immediate neighbouring residents and Ku-ring-gai Council to collaboratively develop and implement ways to increase safety along surrounding roads.
Identify barriers to walking and cycling	Discuss priorities for safe routes to College with Ku-ring-gai Council and TfNSW, particularly within the immediate road network and connections to neighbouring suburbs. Investigate opportunities to: - Provide formal footpaths or widen existing footpaths around the College and surrounding road network - Provide more crossing opportunities through formal crossing infrastructure Provide dedicated cycle paths or shared paths to allow cycling as a safe travel option for students. It is noted that under the Australian Road Rules, children under 16 years of age are permitted to cycle on footpaths, and so are the adults accompanying any children under 16 years of age. The College can investigate opportunities to educate students regarding road rules and road safety, so they are better equipped when driving, cycling, walking etc.
Provide remote drop-off and pick-up points	The College can investigate and consult with Ku-ring-gai Council to provide remote drop-off and pick-up locations. It is understood that the College has previously worked closely with Ku-ring-gai Council to allow drop-off and pick-up to occur on the other side of Pymble Train Station (along Grandview Street) to alleviate traffic impact along the roads immediately surrounding the College. This has been observed to be effective and provides opportunities to investigate other remote drop-off and pick-up locations (e.g. along a street or in a park) within 1.0km from the College, where parents can park their vehicles and walk or cycle their child for the remaining distance. This will decrease parking demand/ traffic volumes/ conflict near the College gates.

TRAVEL PLAN: PARTNERSHIPS	
Action	**Description**
Promote awareness and increase road safety education	Partner with Ku-ring-gai Council, including the Traffic and Transport Team and Sustainability Team, to provide expertise and guidance on road safety initiatives and programs that the College staff can implement to suit the College's needs.
	Partner with road safety school education specialists to develop road safety initiatives and tools which can be implemented in classrooms and incorporated into the curriculum. More information is provided in TfNSW Road Safety website. https://roadsafety.transport.nsw.gov.au/stayingsafe/schools/roadsafetyeducationprogram.html
	Work closely with Hornsby Police Youth Liaison Officer to investigate opportunities to develop programs at the College which educates students about the risk and dangers on the road

It is important to acknowledge that in order to reduce the dependency on car travel and increase the uptake of alternative modes of transport, there must be a collaborative effort with the College and the wider community.

Not only is it important to encourage the use of alternative modes of transport but it is equally important to ensure that this is maintained and students/staff continue to use these travel modes. This requires improvement to the local infrastructure and operations within the public and active transport network.

- Identifying missing connections within the existing pedestrian network (e.g. goat tracks) and formalize these with footpaths, ramps, stairs as required (particularly with connections to neighbouring suburbs)
- Providing more formalized pedestrian crossings;
- Identifying missing connections within the existing cycle network and formalising these as dedicated cycle paths or shared paths (particularly with connections to neighbouring suburbs)

These are a few examples which will assist the reduction in car travel over the long term and will require a collaborative effort between the College and leadership from the local/state government.

7.4 STRATEGY FOR PROMOTING AND IMPLEMENTING THE ACTIONS

The Travel Plan Committee and Coordinator will be responsible for preparing the promotional and implementation strategy, including actions to support and drive the GTP. In particular, the key responsibilities of the Travel Plan Coordinator will include:

- Coordinating implementation efforts;
- Conducting surveys or other data collection processes to measure programs;
- Communicating the travel plan to stakeholders such as staff groups and parent committees;
- Coordinating events to promote awareness of the plan and associated initiatives; and
- Coordinating marketing and promotional programs.

8.0 MONITORING AND REVIEW

As aforementioned, the Travel Plan Committee and Coordinator will be responsible for monitoring and reviewing this GTP.

Monitoring and review is a process that sets out a systematic approach to measure the impact of the GTP and its initiatives.

The GTP will be reviewed quarterly to track progress with regards to implementation of actions and achievement of goals.

The travel survey should capture the travel mode splits (as shown in Section 5.0) but should also gather information of current travel behaviours and attitudes, including:

- What are the reasons why staff, parents and students use their current mode of transport?
- What needs to change for staff, parents and students to use alternative modes of transport?

An annual report should also be prepared for the Travel Plan Committee, by the Travel Plan Coordinator, which will detail progress against objectives and targets. The annual report will identify any modifications to the GTP that are needed, such as revision of objectives or targets, or the addition or alteration of measures. The Travel Plan Committee will then review the annual report and implement any actions as necessary. The review should consider:

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

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

9.0 RESOURCES

The following publicly available resources can assist the College with developing and implementing their strategies/ initiatives:

Ku-ring-gai Council

Safety around schools Ku-ring-gai (nsw.gov.au)

Walking to school maps Ku-ring-gai (nsw.gov.au)

TfNSW

Road safety education - Schools - Staying safe - NSW Centre for Road Safety

Department of Education

Road safety education (nsw.gov.au)

NSW Health

Children's Active Travel - Healthy lifestyle programs for primary schools (nsw.gov.au)

Appendices

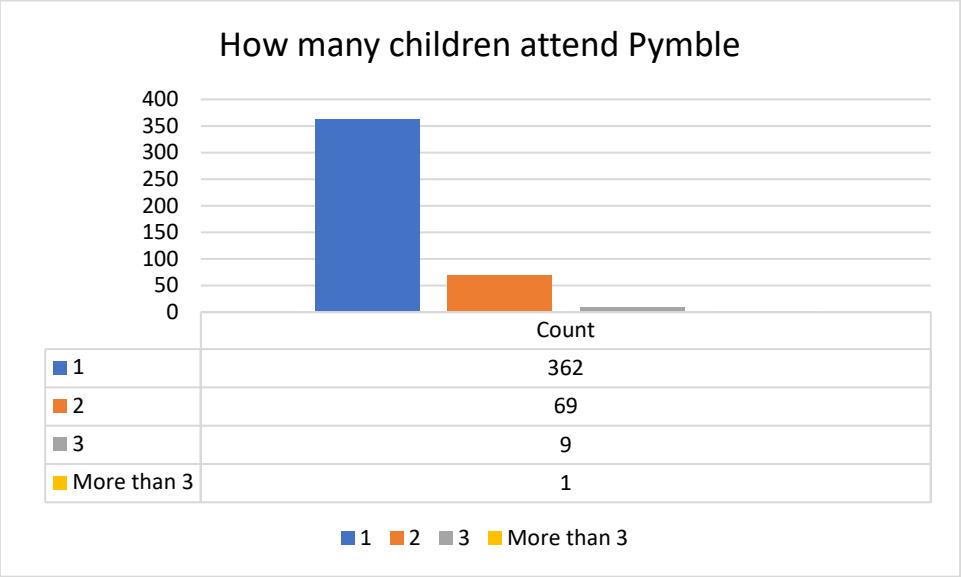
Appendix A STUDENT SURVEY RESULTS

Student Survey - Travel Mode Responses (July 2021)

Based on 441 responses

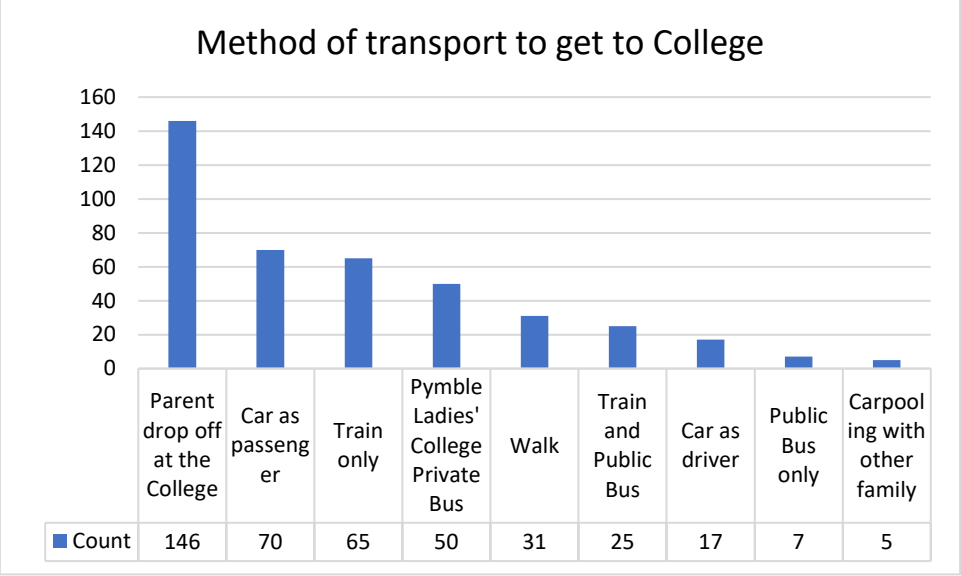
Note: This data has not been amended and is based on the answers supplied by parents.

1. **How many children from your family currently attend Pymble Ladies' College?**



	Count
1	362
2	69
3	9
More than 3	1

2. **What form of transport does your child/children typically use to get to the College?**

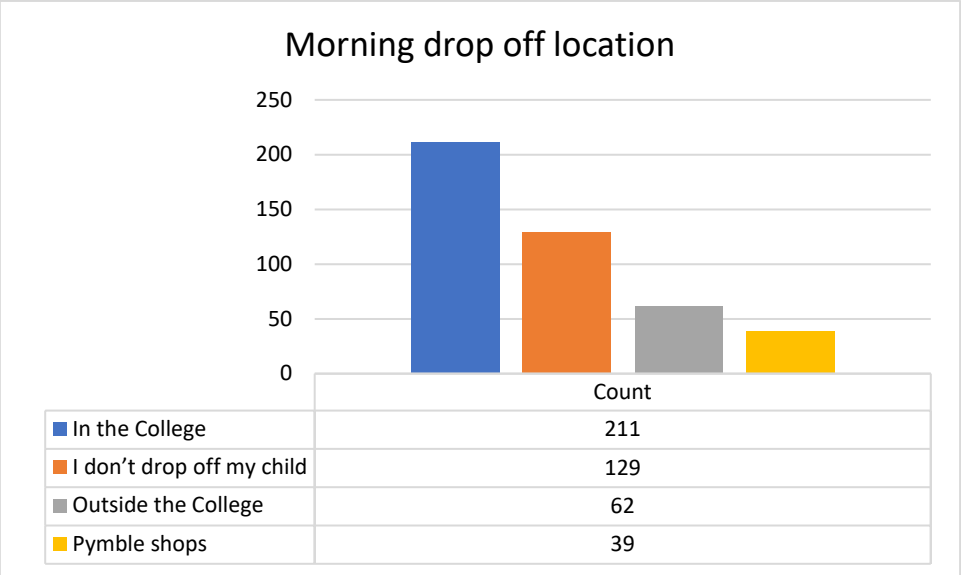


	Parent drop off at the College	Car as passenger	Train only	Pymble Ladies' College Private Bus	Walk	Train and Public Bus	Car as driver	Public Bus only	Carpooling with other family
Count	146	70	65	50	31	25	17	7	5

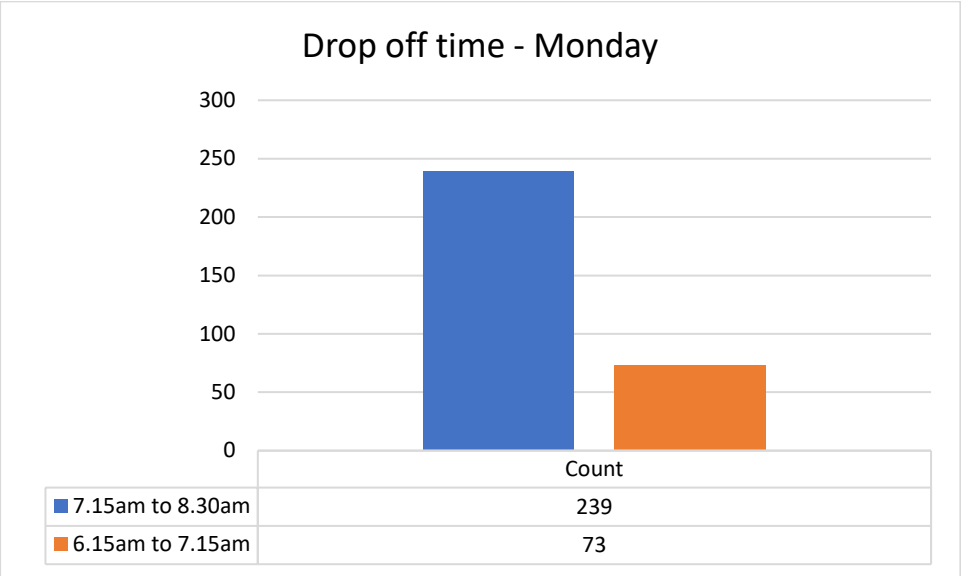
Other responses:

Response	Number of responses
Dropped at Train station then train	2
Boarder	1
Passenger in the car to Waitara. Train from Waitara to Pymble.	1
Parents drop off / train	1
car as driver/ car as passenger and/or train	1
Walk and sometimes drop	1
Pick-up from gate 3, after sports training	1
25-minute drive (50 min round trip) to drop at Hornsby, then train	1
Carpool for early morning extra-curricular or train	1
sometimes parent drop off and sometimes train	1
A Mix of Passenger in Car, Train and PLC Private Bus depending on the day	1
Car to Pymble station and then she walks from there	1
and school bus	1
walk or parent drop off - 50/50	1
50% parent drop off, 50% walk from station after dropping there. Next question cannot be completed accurately because you only allowed one option.	1
Parents drop off 3 times a week, train only 2 times a week.	1
Comes with Mum to school	1
Early days drop off normal arrival train	1
it differs per day and per child	1
Car as passenger, Parent drop off at the College and Train	1
Dropped to train in car as passengers. Then train to school.	1
I drop her off 2 days a week, the other days she catches the train. I drop off outside the college 8am	1
Parents drop off at Pymble station	1

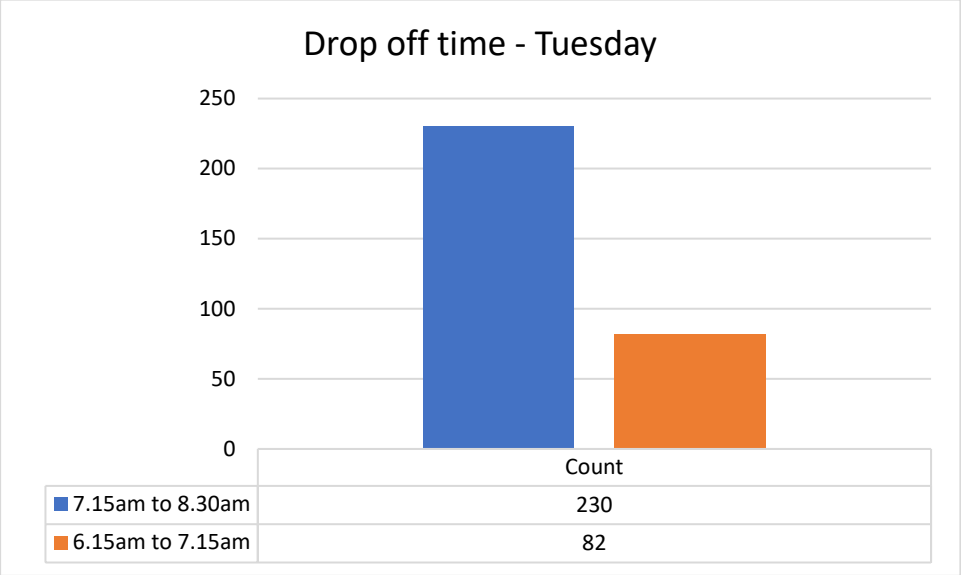
3. If you drop off your child/children in the morning, where do you generally drop them off?



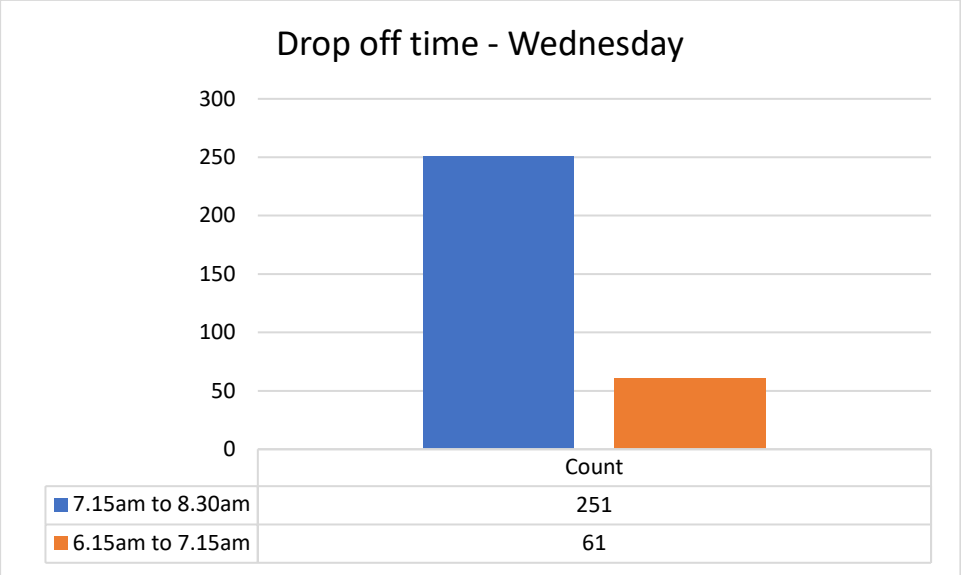
4. **Please state what time you provide drop-off for your child/children**
    a. **Monday**



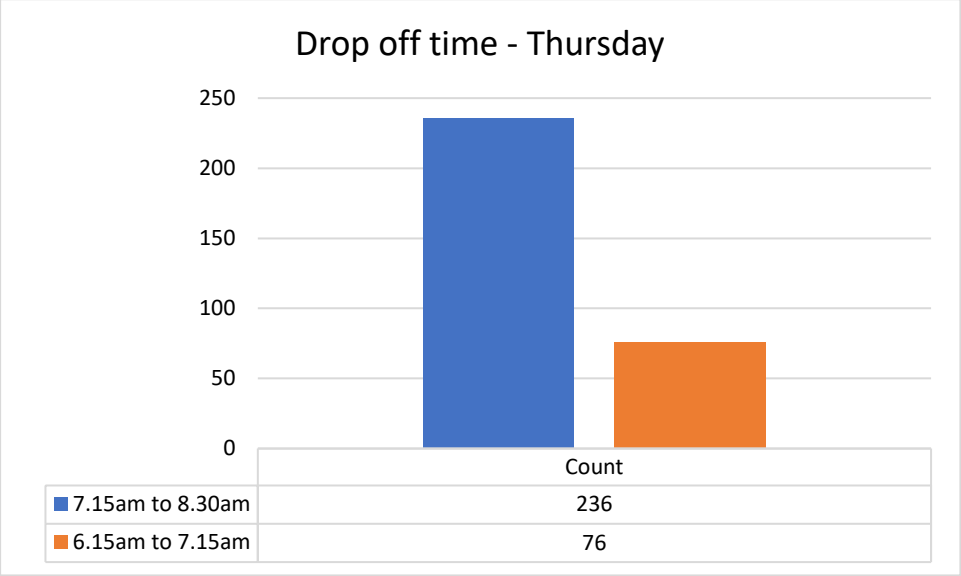
    b. **Tuesday**



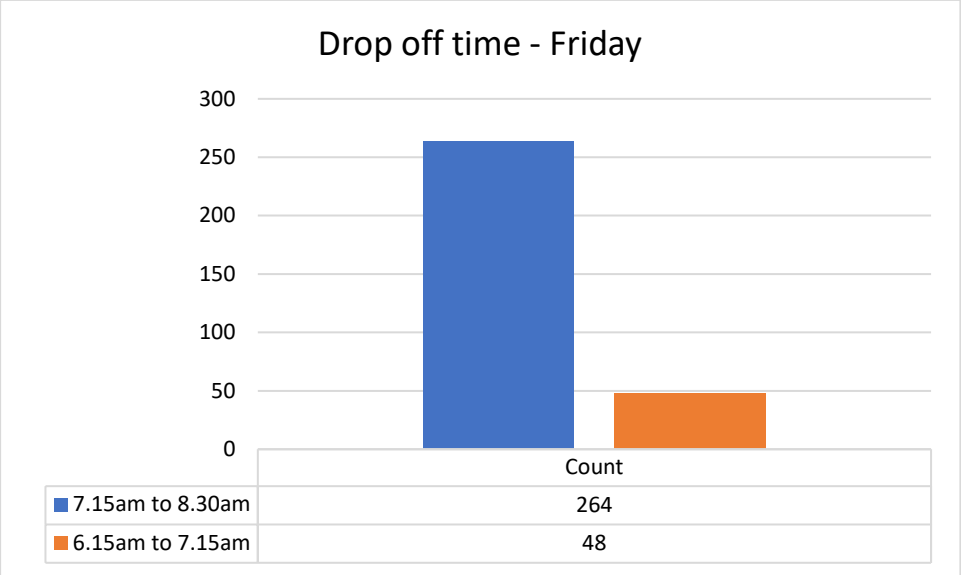
c. Wednesday



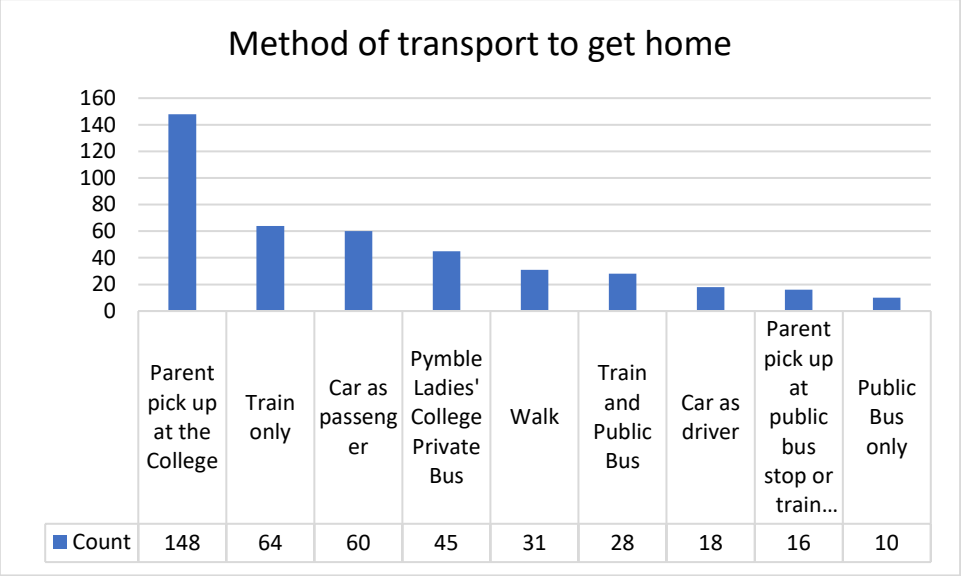
d. Thursday



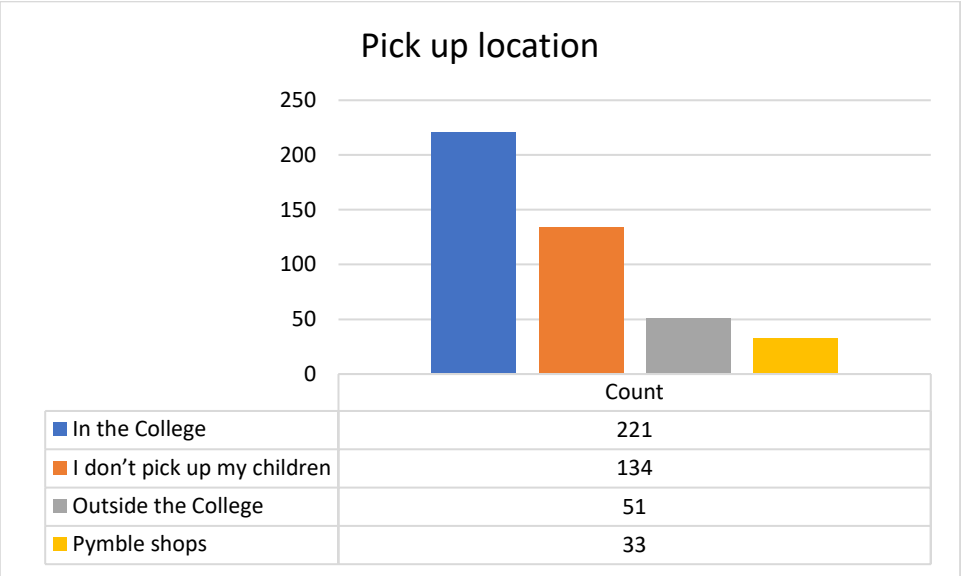
e. Friday



5. What form of transport does your child/children typically use to get home?

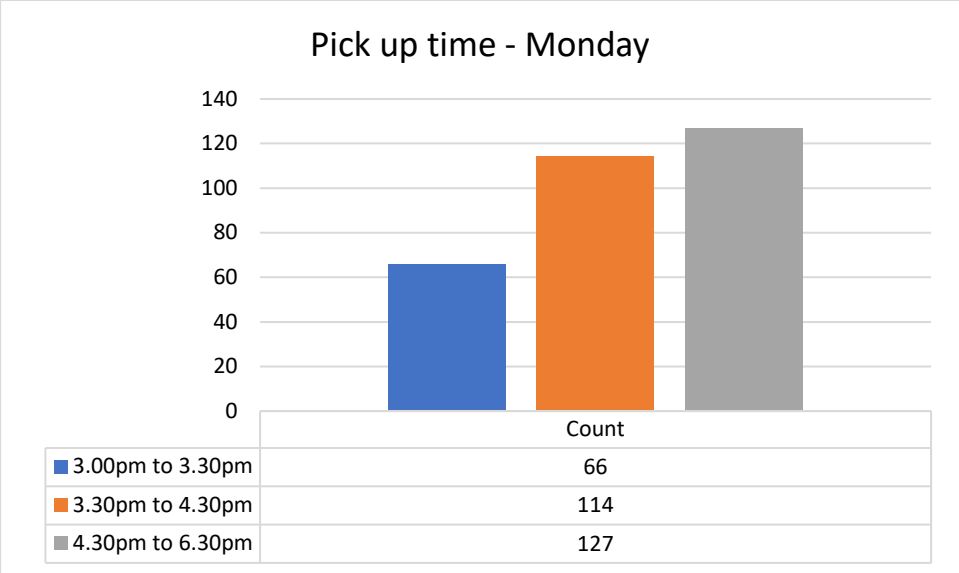


6. **If you pick up your child/children in the afternoon, where do you generally pick them up?**



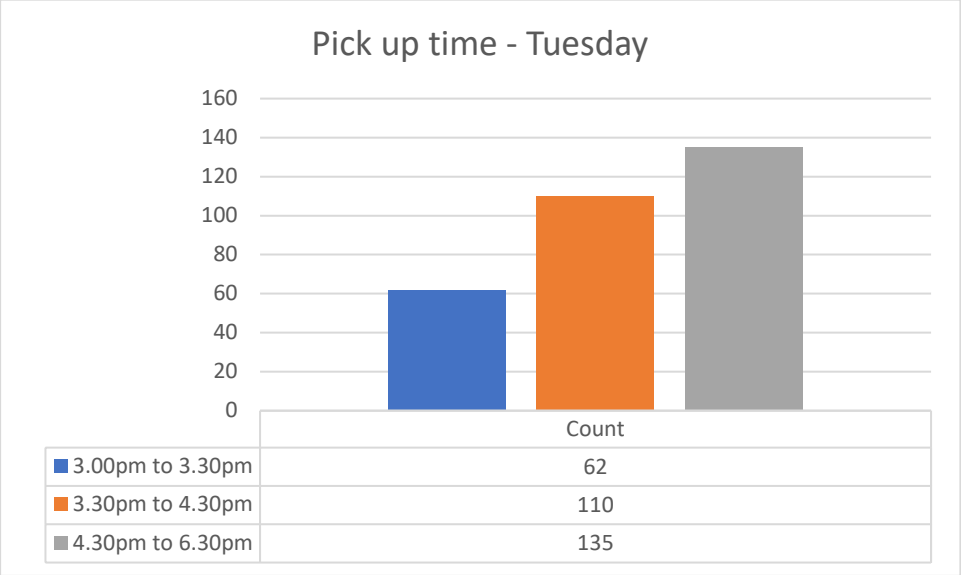
	Count
In the College	221
I don't pick up my children	134
Outside the College	51
Pymble shops	33

7. **Please state what time you provide pick-up for your child/children**
   a. **Monday**

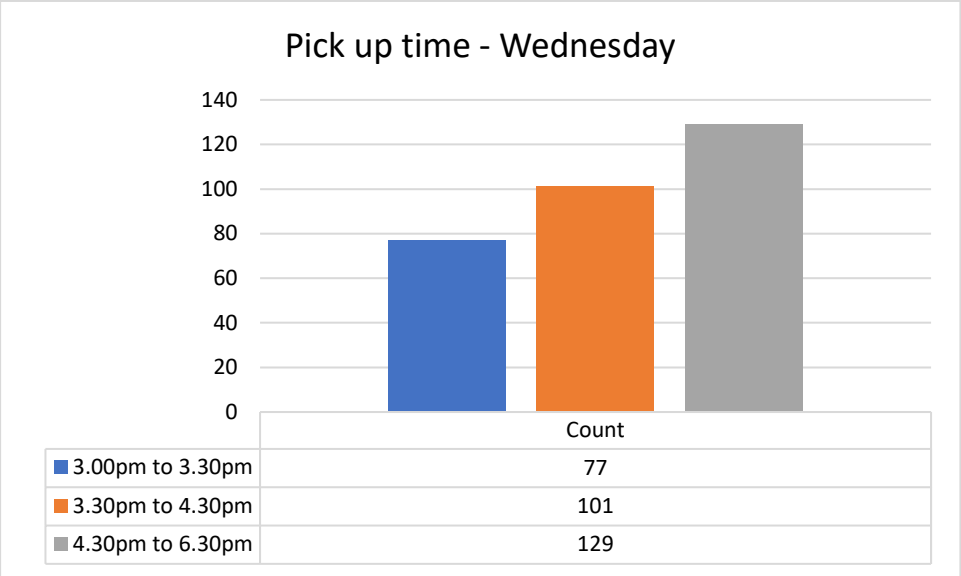


	Count
3.00pm to 3.30pm	66
3.30pm to 4.30pm	114
4.30pm to 6.30pm	127

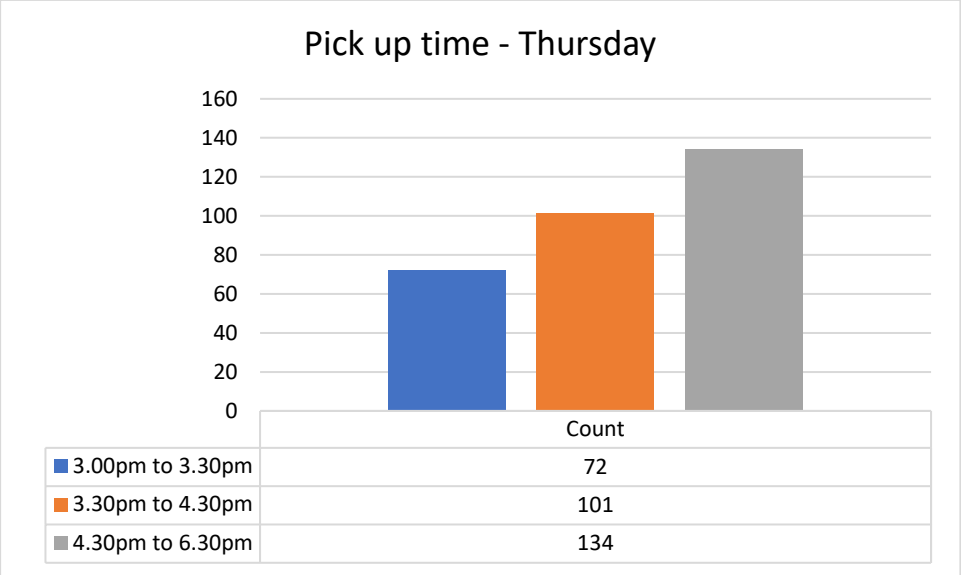
b. Tuesday



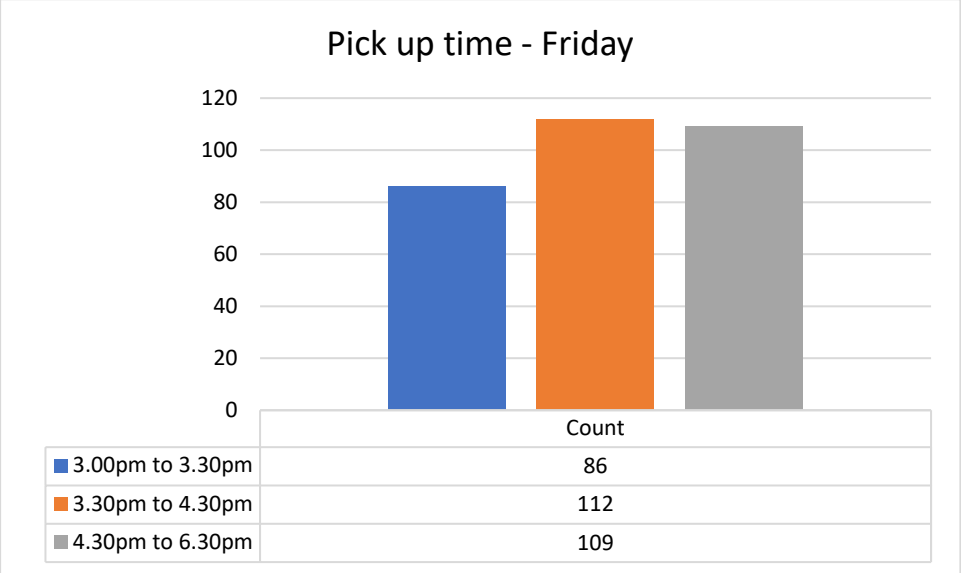
c. Wednesday



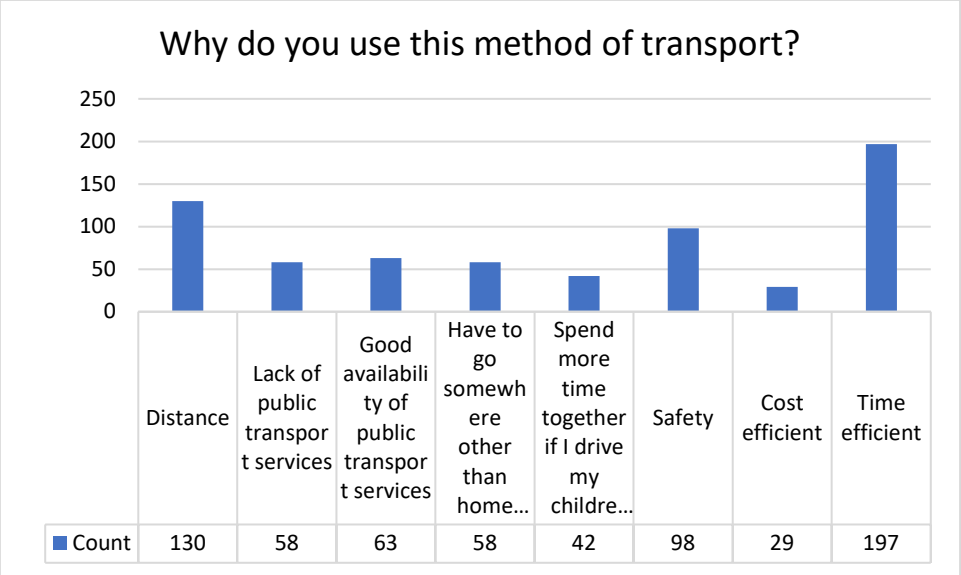
d. Thursday



e. Friday



8. **Why does your child/children use this method of transport?**



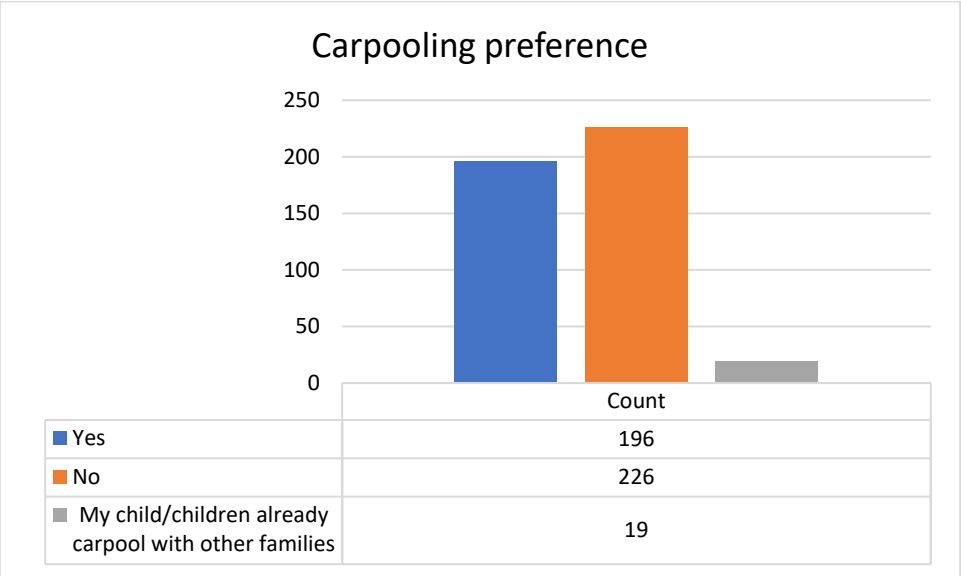
Other responses:

Response	Number of Responses
Boarder	1
I work at the College	2
Younger sibling goes to Knox. Girls get dropped off / picked up at station	1
Pick up is at 7.45pm and no tpt options available. Other activities also restrict tpt or carpooling options	1
Not using public transport due to Covid	1
Community health (COVID-19) concern	1
train - cost effective and time efficient; car as driver because she is in year 12	1
Heavy bags	1
Co-curricular activities	1
Young children. But will start walking soon - please do not close grey house for building work as this will mean they will continue to be dropped and picked up by car	1
Before school sport is too early for public transport from where we live	1
Too young to catch public transport unaccompanied	1
Cost efficient	29
Parent works at school and drives	1
She's only in Year 5 and for her to get the Private Pymble Bus TO school from Lane Cove means she has to leave home very early. It works well for us to drop her off at Flagpole in the mornings and then she catches the Private Pymble bus home. When she starts in Year 7 though she will get the private Pymble bus both TO and FROM Lane Cove to PLC and return each day. That's a fantastic service!	1
My daughter is in Prep School so too young to catch public transport	1
This year	1
other things to do At school after school	1
My child is in Kindergarten and needs a parent to drop her off at school	1
early morning swimming drop off 5:50am	1

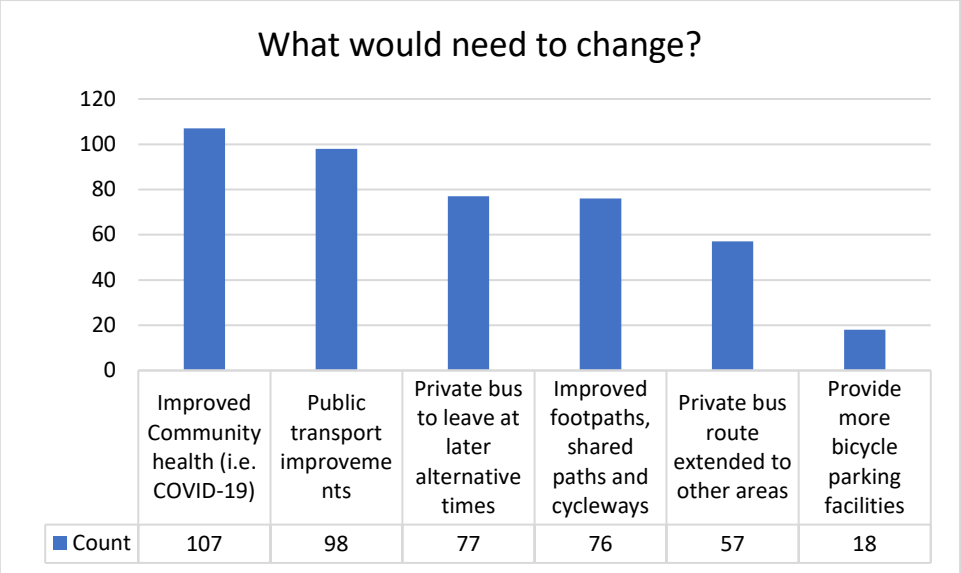
Live very close	1
Proximity to school- Grey House	1
Independence / to reduce reliance on parents	1
I only drop or pick up my daughter when she has training before or after school. Otherwise she always catches the train.	1
She is too little travel by herself	1
WE live 2 kms only but across 2 major roads so quicker to drive than Public transport and doesn't get a travel card as via the crow flies too close to qualify.	1
Grandview street is better than driving to the school which is always challenging	1
Work commitments	1
We work. We can’t drop her off.	1
My daughter is in Kindergarten & attends OSCH every afternoon	1
Easiest. Other option is train then collection from station but need to drive to Hornsby to collect my son also	2
Pymble bus is used unless there is a before / after school commitment.	1
Bag is too heavy to walk (even though we could walk)	1
ease and relaxing before and after school	1
We both work full time and cannot do all the pickups and drop offs	1
Sport	2
Gets a lift	1
To accommodate extra-curricular activities. No public transport after school hrs	1
On my way to work	1
After school activities and parent working in the city	1
both parents work and live close to train station - so train easiest for her	1
we live in Pymble	1
Child has suicidal thoughts - medical team concerned about her jumping in front of a train	1
She's too lazy to walk 12 mins to the train station	1
Car when she has afternoon activities and train when she comes straight home from school	1
Activities	1
afternoon activities late pick up	1
Car is only used because the school doesn't provide a late bus for after school activities	1
Children in Prep school	1
Convenience	1
Covid Safety	1
Given extracurricular workloads - school pickup and drop off is most efficient for my child	1
I work nearby 2 days a week Thurs/Frid so drop off and pick up those days	1
Instrument delivery	1
No after before sport bus provided	1
safety.	1
She usually walks but we drop her off to gym early if required	1
the private bus takes too long.	1
We live close to school	1
we transitioned from drop off/pick up from school to drop off/pick up from the Pymble shops. She will transition to using a train next year. However	1

What is practical. We use multiple modes of transport depending on the need	1
Young age of children	1
During winter months - it is often dark at her start time. During summer we expect her to catch the train more often	1
Environmental	2
I drive past the College each day anyway	1
I work in the city so park on Avon road and walk to the station after dropping off	1
In the era of COVID I'd prefer my daughter doesn't use public transport and has the flexibility/safety of her own car. It's impossible to socially distance in a train	1
Late pick up after training etc	1
Lazy?	1
My daughter is only picked up from school 2 afternoons a week after Co-Curricular activities.	1
Parents working full-time	1
Too young to take public transport	1
walking not an option at this time. Grey House walk has been used before however I've heard this will be closed for a few years which will mean they can't walk	1
Walking to school in the morning is a nice way to start the day	1
we would appreciate it if there were direct trains from our place in Asquith to Pymble. This was the case up to 3 years ago when they changed the timetables and got rid of the direct trains in the morning.	1
safety and time efficient	1
bus or shared car and so I have zero appetite for her to use these.	1
including all the waste (including school resources) in dealing with princesses that could just sort themselves out	2
Kindy	2
Promotes her independence	1
Unable to drive my daughter because of work commitments. Also since she’s doing pathways her start time varies.	1
Ridiculous volume of parent traffic clogging up access at Pymble	1
Too many bags and equipment’s to carry on public transport.	1

9. **Would you be open to your child/children carpooling with other families if possible?**



10. **What would need to change for your child/children to use an alternative mode of transport such as public transport, carpooling, walking or cycling?**



Other responses:

Response	Number of responses
Not applicable	18
Two bus services one early and 1 late would be amazing.	2
Would ideally like late bus service like all independent boys' schools offer	2
I'd like my daughter to be a little older for public transport	2
Boarder	1
My child catches the train	1

We wouldn't entertain any other transport options	1
safety of public transport	1
She only has 1 year left at the College and will continue to come with me	1
We will be moving home in OCT	1
Need to get to school for 6am swimming	1
not applicable. I pick them up after activities, so they get home quicker than public transport	1
She stops doing activities before or after school	1
we have no real access to public transport and regularly drop our daughter to school for swim squads v earl or pick up late after any services available	1
reduce congestion approaching and at the school	1
Distance is walkable but she often has heavy bags and sport equipment to carry	1
sometimes we walk to school. It's only a 10mins walk.	1
Already walks - dropped at Pymble shops and then walks	1
Age of children to access train	1
She already uses public transport	1
With 630-1830 school days any other form of transport takes away from either eating	1
None	1
My girls often have 4 bags to carry. Walking is not an option with that many bags.	1
Private bus route to take a more direct route	1
Safe entrance near Gate 2 to enable walking from that side of the college.	1
Being accompanied from train station (Lindfield) to school	1
already use public transport	1
If the private bus wasn't offered	1
She's only in Year 5. When she is in Year 7, she will catch the bus both to and from school.	1
It is a mix of things, but time of year and age are our determining factors	1
Use this method for early morning sport	1
hard to meet early drop off and late pick up	1
Given my child's extracurricular commitments - nothing would change my mind	1
If carpooling could be improved or kids dropping area improved	1
Already using public transport and walking No change required	1
I don't feel there are many options for junior schoolgirls after activities apart from being collected via car. I'd happily carpool but I don't think anyone who lives near us does the same activities.	1
Already using train	1
If I don’t have time to drive her.	1
Relaxed uniform rules for train use - i.e. need to be driven because no time to change once arriving at school.	1
N/a as I need to travel near school for other reasons in morning	1
No improvements to transport mean as it is only when she has training that I drive her.	1
In the next year or two	1
my child takes the train	1
It would be good to get a pedestrian crossing at the corner of Avon Road between the main gate and gate 2 (top of the hill). It can be quite dangerous crossing at that point but there’s no other option.	1
Private bus to be more efficient	1
I am happy with my child catching the train	1

Pick up is to get to gymnastics on time - no alternative	1
Shouldn’t be an issue as earliest pickup time is after 5	1
Won’t change	1
Ensure that Grey house Walk is kept open during building works.	1
If more girls caught the train home after Co-Curricular activities, she would not be on public transport alone outside school hours	1
She could walk as we live close enough	1
No other options	1
convenient system for altered arrival and depart times	1
Already using public transport.	1
She already takes public transport	1
Already use public transport unless early drop off needed for sports training	1
My daughters age	1
No change required as existing public transport sufficient	1
Lighter school bags and less quantity of bags required. School	1
After finishing later activities it doesn’t feel safe to walk to station	1
none. I only pick her up sporadically - otherwise public transport	1
Not applicable already uses p transport	1
No need to change method as transport on the train works well for our family	1
Lighter bags	1
Smaller bag requirements	1
Already uses public transport	1
Already walking	1
Time precludes other modes of transport	1
Already use public transport.	1
More than one bus in the morning	1
My child uses public transport except for early starts or late finishes. Happy with that	1
She uses the train most days otherwise we pick up because we don't know the other parents to carpool with.	1
safety between walking from the school flagpole through to Pymble station and on the station.	1
Train is the best option given my daughter is doing pathways	1
Live close to school	1
Greyhouse Walk is essential, and I am dreading the traffic chaos that will be caused by its closure. Alternatives must be found for those living on the West Pymble side of the school. It is too far to walk yet not close enough for public transport.	1
May want to consider small shuttle bus for short distance pickup & drop off (10Km radius)	1
Already train and carpool one day for band drop off	1
No change required	1
Family commitments and appointments	1
We walk already through Grey House	1
Why aren’t there more buses and more bus routes? Thousands of cars each day with parents dropping off 1 child is ridiculous	1
Child encouraged to travel to and from school on her own.	1
Better lightning and security cameras for evening walks to the train station.	1
She already catches the train.	1
Four morning a week travelling from Macquarie centre in short time span	1

Less working from home	1
Her health would improve	1
sports and after school activities late so have to pick up for safety reasons	1
Nothing - happy with what we do. Combination of public transport and private car	1
Her attitude	1
Need a zebra crossing near 1 Avon road to improve safety for those waking.	1
Already use public transport so don't need to change	1
Our transport depends on her school activities	1
recently our daughter has started to use the train. This will take place when she doesn't have an appt after school.	1
They already catch public transport. It's hard to carpool when I don't know what my work commitments are - we both have to work	1
A local bus service to West Pymble - we are too close to utilise the private bus service and too far away for my daughter to walk	1
Better management in/out	1
Bigger storage/locker for the students so they can leave their items at school.	1
Child growing older	1
Chloe's two older brothers from Knox will take public transport and collect Chloe from PLC	1
Distance is too great	1
don't want our daughter getting public transport at this time.	1
Faster and more frequent public transport	1
I believe she is too young to be catching a train home after school activities	1
If we have family live close to our home address	1
Less heavy bags	1
Need for my daughter to be older to be comfortable with her on public transport during the evening peak and for her to be getting home in the dark	1
Not having to carry two heavy bags to school each day (including PE bag)	1
Private bus for before and after school sports	1
she walks	1
she's 8 years old and has a really heavy bag plus sports bag every day	1
sleeping	1
sport	1
We would have to move closer to school	1
When she's a bit older	1
will try to move closer to the school	1
Ability to cross Mona Vale Road near Church Street (no crossing between Pacific Highway and Telegraph Rd)	1
extra-curricular	1
homework or family time.	1
Lack of footpaths in streets behind the school - also will start walking soon and entry via greyhouse. Please do not close for upcoming building work	1
later start - walking for 30 minutes to arrive at 8am is hard. Also lighter bags. And a change in uniform rules - having to change out of PE gear means carrying a change of clothes.	1
Live behind the school meaning there are no footpaths	1
My child needs to be older.	1
Please add a path from bottom of Pymble Ave to Grey house on Sth nth side of street.	1

Private Bus for Early and late sport	1
The private bus to not have the current route	1
we'd be happy to carpool with other family girls	1
I run late sometimes	1
overpass for pedestrians over Mona Vale road	1
School starts so early. My child already struggles to wake up early enough to get to school on time. If we had to wake her to catch public transport it would mean waking an hour earlier in the morning.	1
if Grey House walk is closed, they will have to walk all the way to Gate 1 which will be too far	1
probably easier to be independent	1
These questions do not address the fact that drop off and pick up times will vary each term due to sport training activities.	1

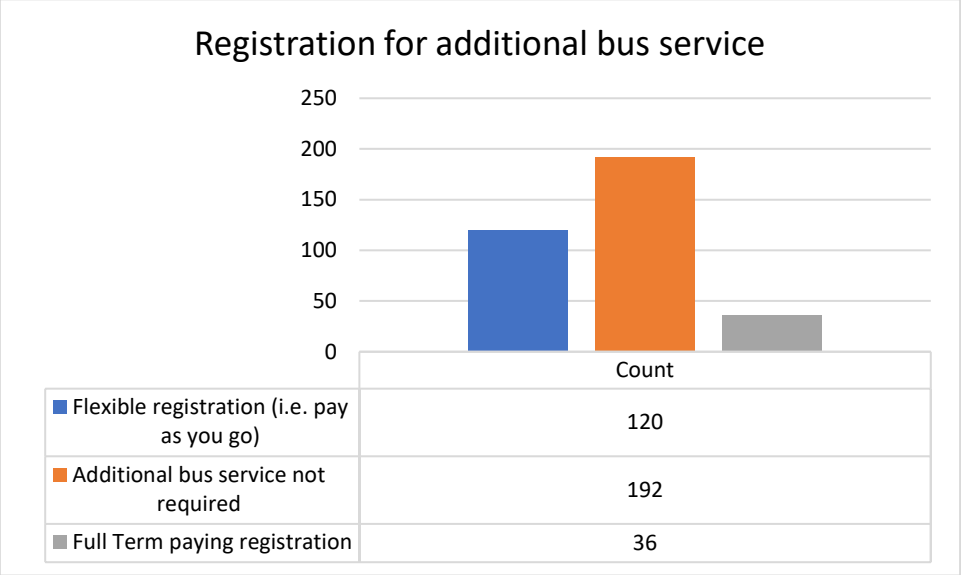
11. If you selected 'Private bus route extended to other areas' in the previous question, please provide location details. Otherwise, please proceed to the next question.

Eastwood station
111 Pentecost Ave Turramurra
A pick-up much closer to Thornleigh/Westleigh would save us from driving so far.
A prep school bus route servicing nearby areas like Turramurra would be helpful
Along pacific highway
Arcadia
Balmain
Bobbin Head Road
Carlingford/Oatlands areas
Central coast
Chatswood
Chatswood
Chatswood help street
Chatswood West. I would be much more comfortable if PLC provided more buses during this uncertain time.
Currently Bus 3 goes via Macquarie and Epping then to Northwest, girls don't get home till 430/5pm most days. A more direct bus route
Eastwood station or area
Elanora Heights
Elanora Heights
EPPING
Epping Road, Lane Cove
Extend the Hunters Hill bus to Woolwich
Extend the Hunters Hill bus to Woolwich
Galston bus service route 3.
Galston bus service route 3.
Hesperus St Pymble
Hornsby

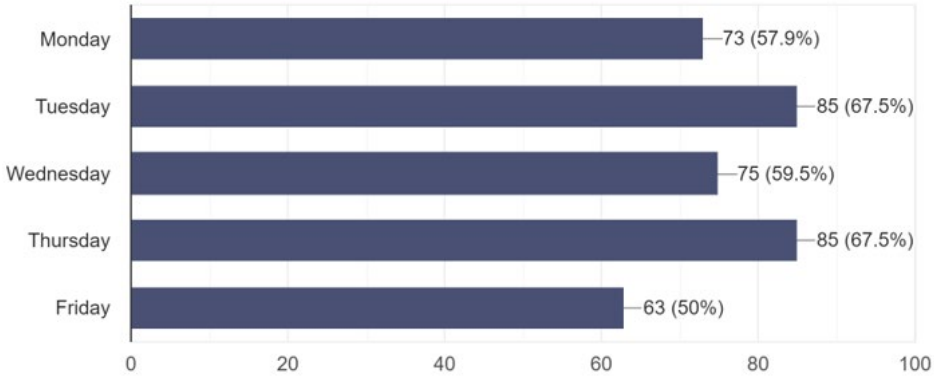
Killeaton Rd / Benaroon Ave St Ives
Kissing Point Road Turramurra
Lindfield
Moses Way, Winston Hills (2153)
near Carinya Rd Pymble
near Livingstone Ave
Near Ramsay Ave in west Pymble
Near the bus stop at The Kings School
Near your Warrangi st/down pacific hwy
New line Road Cherrybrook
North Ryde Pittwater road and. Lane cove road is 2km walk
North Sydney
North Turramurra
North Turramurra
Northern Beaches
Northern beaches buses for before and after school sports
Parramatta, North Parramatta, Oatlands
Parramatta, North Parramatta, Oatlands
Please can the route be extended to Mosman (Ourimbah Road) similar to other private school buses e.g. Scotts, Ravenswood etc
private bus leaves too late for us on days Amara has no activities
Provide a direct route to North Curl Curl. 1 hour 20mins is to long, public transport is only 5 mins longer.
Rhodes
Rhodes
South St Ives Link Road - Opposite St Ives High School
South Turramurra
St Ives Chase
st leonards
The route of the bus to lane cove means that it takes 3 times longer than driving directly from home to school. This means the bus isn't a realistic option.
Through west Pymble not on main roads
To be paying $6.50 to be dropped off on Yanko Road in West Pymble is not fair as the same price is paid to go to Hunters Hill. I will not be using the bus service because of excessive pricing.
Turramurra
Turramurra
Turramurra
Wahroonga
Wahroonga
We are on the edge of Wahroonga/ Warrawee/ Turramurra
We live in west Pymble and if the bus could pick her up from our home, she would certainly go by bus.
West Pennant Hills

West Pymble
Winston Hills 2153
Yanko Rd West Pymble

12. If an additional bus service was considered for late afternoon, how would you register?

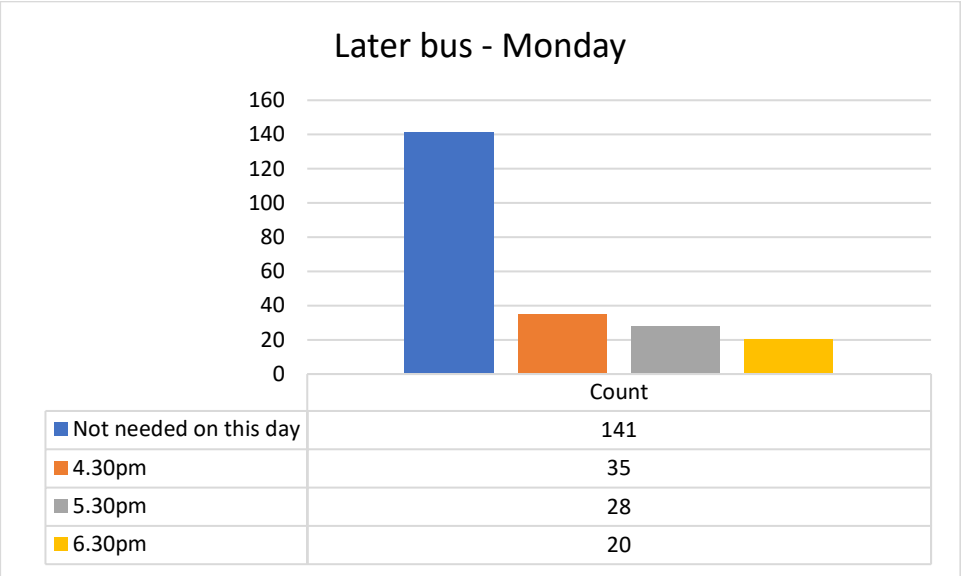


13. What days of the week (afternoon) would your daughter need these additional bus services? Please select option/s:



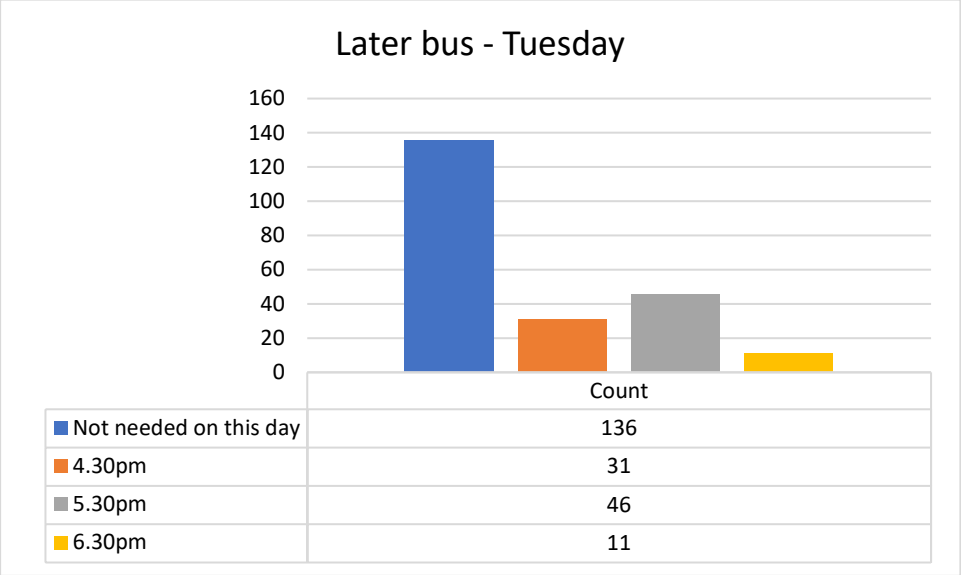
14. What days and times of the week does your daughter require a later bus?

a. Monday



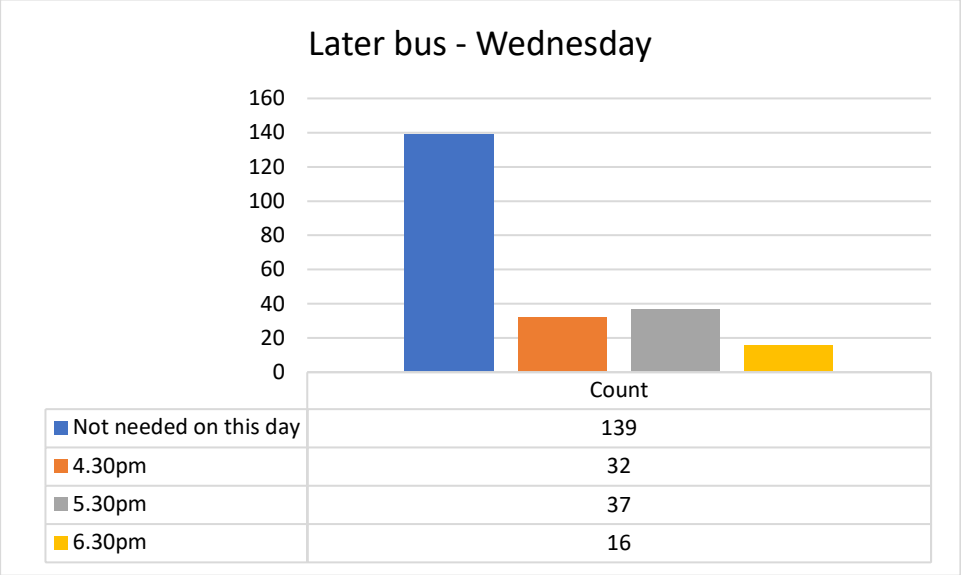
	Count
Not needed on this day	141
4.30pm	35
5.30pm	28
6.30pm	20

b. Tuesday



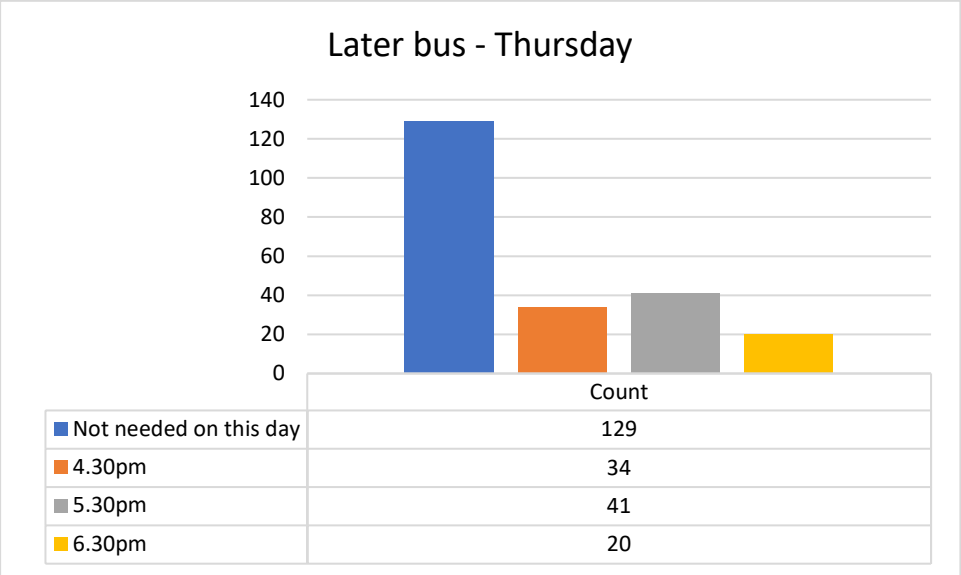
	Count
Not needed on this day	136
4.30pm	31
5.30pm	46
6.30pm	11

c. Wednesday



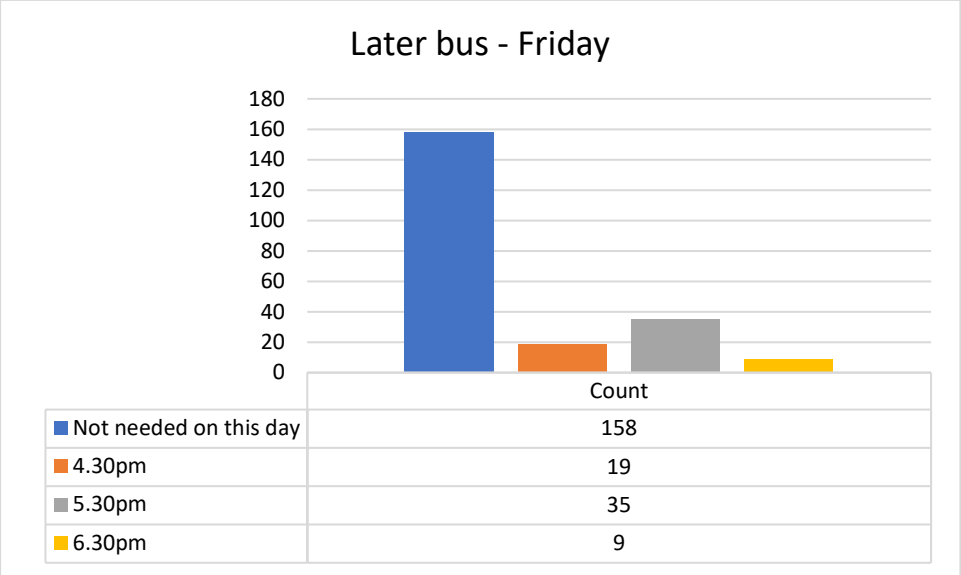
	Count
Not needed on this day	139
4.30pm	32
5.30pm	37
6.30pm	16

d. Thursday

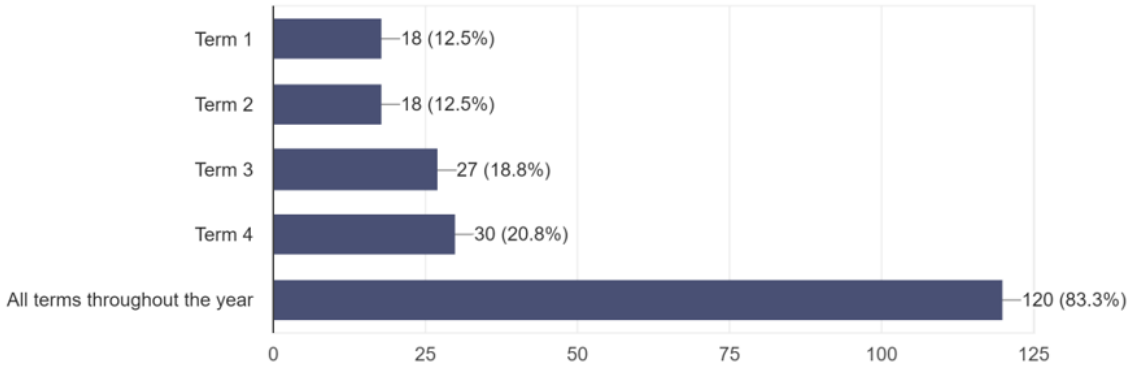


	Count
Not needed on this day	129
4.30pm	34
5.30pm	41
6.30pm	20

e. Friday



15. What term would you require an additional service?



16. Please detail any other feedback or comments regarding the current Pymble bus service.

Comments
A pedestrian crossing at gate 3. Or at least a traffic island. Very dangerous for walkers to get into school at this gate.
Afternoon bus to St Ives works well
afternoon requirements change each term depending upon sporting practice times
An early evening bus would be extremely helpful and time effective for me as a parent because we live on the Northern Beaches. I need to allocate an hour round trip to go and pick her up after sport (5pm finish), Choral (6:30pm finish) and debating (6:45pm finish).
As above in that all boys' independent schools offer early & late bus services
As above in that all boys' independent schools offer early & late bus services
As mentioned above Bus 3 is extremely full and the girls are getting home far too late (430-5pm) most days due to the extensive round trip it is doing, especially rainy days. If a bus could do Pymble, through the Commenara Parkway, 1st stop, Pennant Hills, West Pennant Hills, Cherrybrook, Dural. It could allow girls in Northwest to arrive home at a decent time. Thanks

Bus service isn’t great for us - based in Mosman. Girls can end up on the road for a really long time. Train is much more efficient timing wise. But when tailoring to early mornings and late afternoons - car is working out to be the best for her during the colder months. As it lightens up in the evenings - train will become more frequent.
Bus service times are not flexible
Cost would be a factor. We live close to the school but no realistic public transport options. Private bus would be appealing, but not worth the current $6.50 per trip.
Current service is good for the time it runs but it is not flexible for times. Kids change sport and Co-Curricular programs each term so their transport needs change and this is not catered for if you live off a convenient public transport rout
Currently we have to drive our daughter to school (pickup and drop off) every day. She also does sports and swimming, sometimes before and sometimes after school and we would really like to have a school bus which would accommodate for before and after school activities as well if possible.
Do not currently use
Each term early and after school sport changes so you can't just pick a day it always different days each term but as a min it would be 4 to 5 different sessions each week
Every term is different due to different sport practice days
Every term is different due to different sport practice days
For the children who walk to school from West Pymble area, could we not have a gate open at Cynthia Walk (to replace Grey House) on Greenway DR. A gate could be added at the back of the Ag plot which will definitely alleviate traffic on Avon Ave, as my daughter will have to be dropped at school when she sometimes walks home (depending on after school activities and school bags)
Given our Turramurra address, the current routes don't work for us. On a different note, I think it would be very helpful to have pedestrian access from the north side of the campus with a path along the rail line from Beechworth Avenue.
Good
Great service. Thank you.
I am still organising her after school activities so do not know at this stage,
I the buses look impressive as we pass them in carline! It would be fabulous if we could make use of them.
I think the bus service is very good, however it has been known to wait a long time at the school before leaving, this can make my child feel car sick. She would prefer to catch the train for this reason
If a later private bus, we would need to consider care for e.g. ballet finishes at 5.45 but late bus might not come until 6.30pm etc
If an after-sport bus was provided I would allow Mia to train or register in more extracurricular activities at Pymble
I’m not interested in taking a private bus
It is difficult to stay which days the extra bus services would be required as I have 2 daughters who play lots of sport, with before and after school sport training days varying each term
It would be useful to have a Pymble bus that goes near North Turramurra
It would be useful to have a Pymble bus that goes near North Turramurra
It’s very good, on time and the drivers are friendly and helpful!
It's generally very good! Thank you!!
leaving after 3:30 is too late. If I pick Amara up from school when she finishes (3pm) she is home by 3:30. On the bus, she is home at 4:30pm
Local bus to Pymble station
My daughter does not feature a bus at either 4.30or5.30 but I couldn't move past this question without selecting one
My daughter is in year 7. As she gets older a later bus service would be used more often as she gets involved in more activities or chooses to study in library after school for exams

My daughter swims, she arrives at Pymble at 5am and finishes swimming at Pymble at 6.30pm
My daughter swims, she arrives at Pymble at 5am and finishes swimming at Pymble at 6.30pm
Pay as you go without fixed days to choose and commit at the start of term
Really depends on the extracurricular activity
See previous comment about pricing of the bus route. I would consider the private bus if the pricing was fairer. To be charged $6.50 to go 3kms is just not fair. In addition, with Grey House Walk closing due to buildings work the traffic chaos in Avon Road will be unbelievable. An alternative access to the school needs to be found on the Pymble Ave/ Golfers Parade side of the school during the building works. Why could the school not access the Golfers Parade walkway through to the golf course and through the agriculture plots? This really needs to be addressed, thank you so much.
Smaller minibuses running through local areas because there is minimal PT around west Pymble, south Turramurra etc
The bus service is good. But after CCSA there is no bus. If possible, another Pymble bus service would be very popular.
The children from our area spend way too long on the bus
The current bus route from lane cove takes too long to get to the college (given its route) making it unworkable. It takes approx. 20 minutes to drive from lane cove to the college and approx. 45 mins when leaving home and using the train. The private bus would require us to leave home approx. 30 minutes earlier than using the train.
The current bus service does not allow for the girls to participate in any after school activities. The timing of the service and the day on which it is required will vary depending on what activity is being undertaken, so your survey is a little difficult to give an accurate answer. But if a service was available this year at 4:30 or 4:45 my daughter would be participating in many more activities that would allow her to proudly represent the College.
The current service does not run down pacific hwy for us to use
The drivers are lovely
The late pm service would depend on the extracurricular activity each term. It would be ideal to have the option of normal pm time or late pm every day.
The north-west service to Dural takes a very long route, so taking the 50 minutes round trip to drop them and pick them up from Hornsby station gets them home 25 mins earlier than catch the private bus would. The 5 minutes added to the school day, due to train timetables, gets them home at 4:30 now rather than 4:15.
The Pymble bus service is absolutely brilliant, can't be more complimentary.
The service does not extend to Winston hills which in my opinion should be possible as an extension of already existing service to castle hills or a separate service. I am aware there are other children in this area who may use it too.
These questions are hard to answer correctly as the training of the different sports change each term. A late bus service is definitely something Pymble has lacked over the last 5 years. Both Tara and Kings have this service, and it has been invaluable. This late service has also been included in the term bus fee for both schools.
We have been using the bus service for more than a year. We are very happy with the service and my daughter loves her friends on the bus.
We live in Avalon, and it would be life changing for us to have an extra, later pm bus. Also an early morning bus would be great ;)
We live in west Pymble and my daughter walks and also gets picked up and dropped from greyhouse dependent on weather, timing abs her activities. I understand greyhouse will be closed at some stage and this is going to be a nightmare for anyone living close by. I encourage my daughter to walk home independently, and she walks to school with her dad most mornings. She will not be able to walk all the way to the front gates, which means I will add to the car traffic in PLC, and it will decrease her independence. I really hope there is another solution for those families who are able to walk to school. Thank you

Happy to be contacted about this matter; Michellepisani1978@gmail.com
We live very close to the school (Turramurra) so a private bus would need to be a cheap option relative to the distance travelled - i.e. a few dollars for the drop on the main road where we could meet our daughter. It's only an interim measure, by the time she's in year 6 I suggest after the (much) later activities she'll walk to the train herself.
We never use school bus service but would like to try one day. But there is no better flexible choice for us in our suburb. Hope this could be improved. Thank you
We use the bus on set days in the afternoon because 1 parent is working from home on a few days a week and then the other days we pick up from school because of after school activities and we have changed our office days to suit this (the form did not allow us to show two methods of transport). We also use the morning service as required. A later bus service would be handy to cater for afternoon activities but as activities change every year it would be difficult to say which day/s are needed. Our daughter is in the junior school so we would unlikely use a late service until she is in the middle school. The other thing is the times above are on the half hour most activities would finish on the hour or half hour girls would miss the bus or be waiting for long periods of time perhaps times of 4.45 or 5.15 pm would be better. The current bus service is generally very reliable, and we feel it is a good safe option.
Would consider private bus for older girl yr11 only not younger child yr1
Would only require additional service depending on sport training days

17. Which area do you live in? Please provide postcode.

Responses	Count
2073	85
2074	62
2075	35
2076	30
2070	23
2067	20
2069	16
2071	14
2072	12
2066	10
2113	9
2107	8
2065	7
2068	5
2110	5
2077	5
2121	5
2064	4
2112	4
2111	4
2092	4
2125	4
2061	3
2120	3
2156	3
2088	3

2158	3
2119	3
2060	3
2126	3
2122	3
2117	3
2101	3
2063	2
2261	2
2099	2
2090	2
2103	2
2118	2
2102	2
2153	2
2138	2
2041	1
2880	1
2000	1
2087	1
2150	1
2135	1
2159	1
2259	1
2037	1
2062	1
2013	1
2104	1
2084	1
2100	1
2762	1
2093	1
2155	1
2106	1
2095	1
2152	1
2151	1

18. If you have more than one daughter with different means of transportation, or different means of providing transport on different days (i.e. that cannot be captured by this form), please provide detail here.

Comments
Eldest daughter Year 10 travels by train most days, youngest daughter Year 7 has various activities before school in different locations so hard to use public transport but travel homes early evening on train.
Monday- drop off two girls at 6:45, drop off one at 7;45 Tuesday- drop off one girl at 6:45, 2 girls walk to school Wednesday- 3 girls walk to school Thursday- 3 girls walk to school Friday- drop off one girl at 6:45, 2 girls walk to school

Year 12 drives herself - AM/PM, Year 10 - varies each day, Year 8 varies each day (year 10 and year 8 aren't on same timetable for before school and after school activities

Appendix B STAFF SURVEY RESULTS

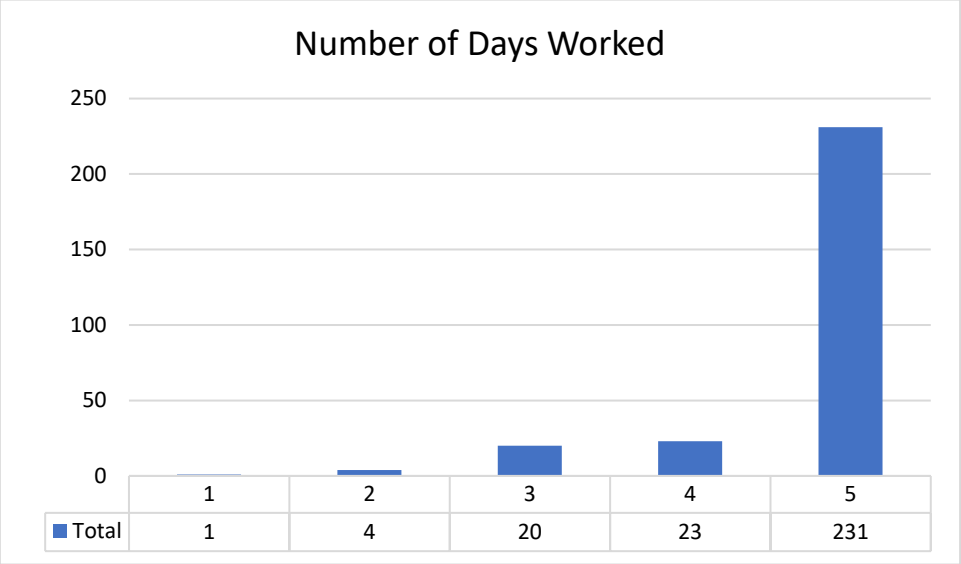
Staff Survey - Travel Mode Responses (June 2021)

Based on 279 responses

Note: This data has not been amended and is based on the answers supplied by staff.

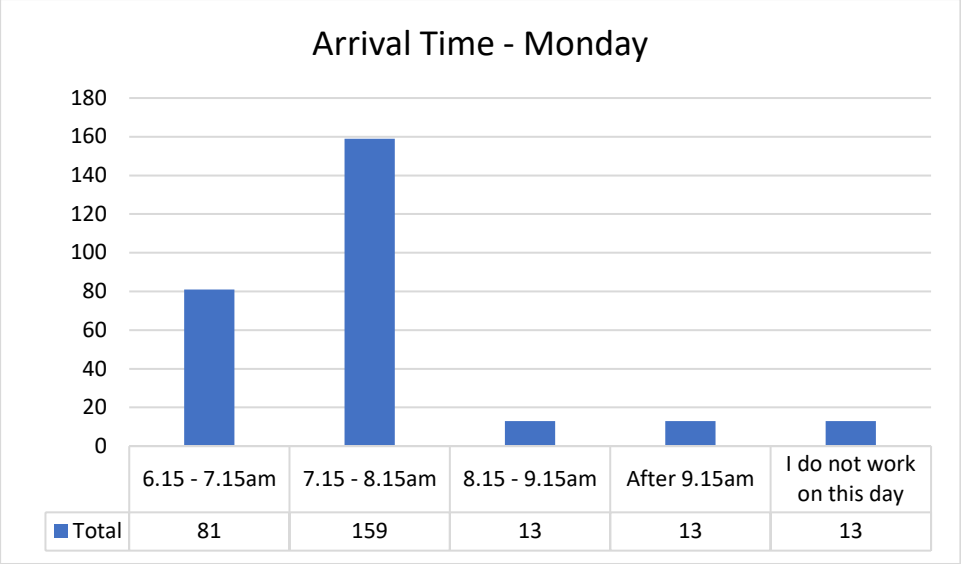
We have observed that there is a mismatch in data for questions 2 and 3 (i.e. number of people who do not work on Tuesday and Friday is different in each question). There is also a mismatch in data for questions 4 and 5 (e.g. one person arrives on a motorcycle, but two depart the College on a motorcycle).

1. **How many days per week do you work?**

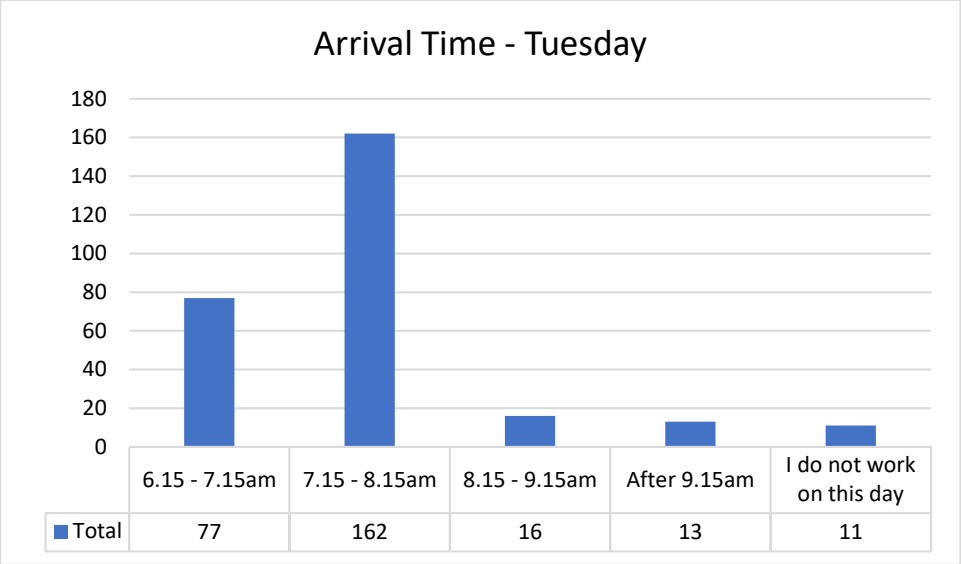


2. **What time do you arrive at work on a Monday?**

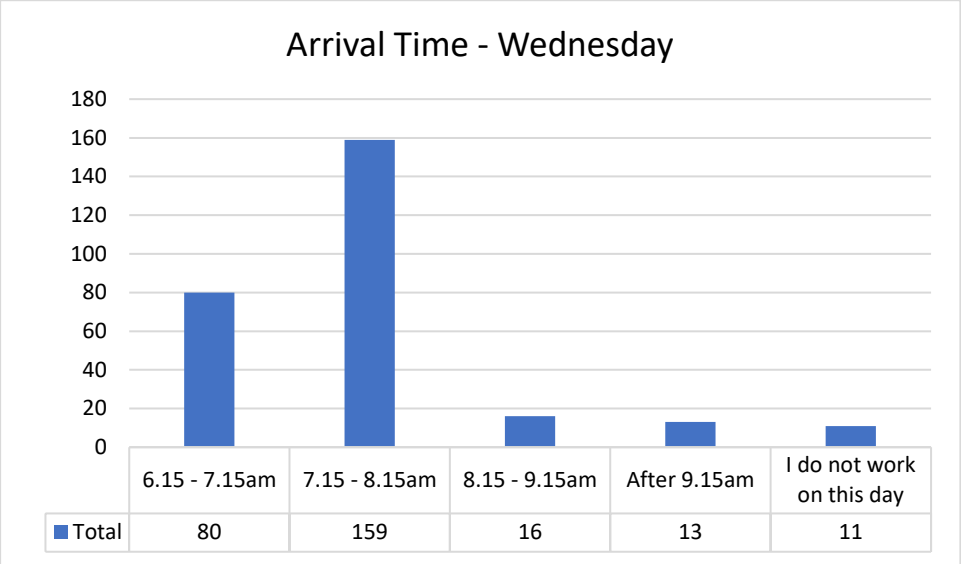
   a. **Monday**



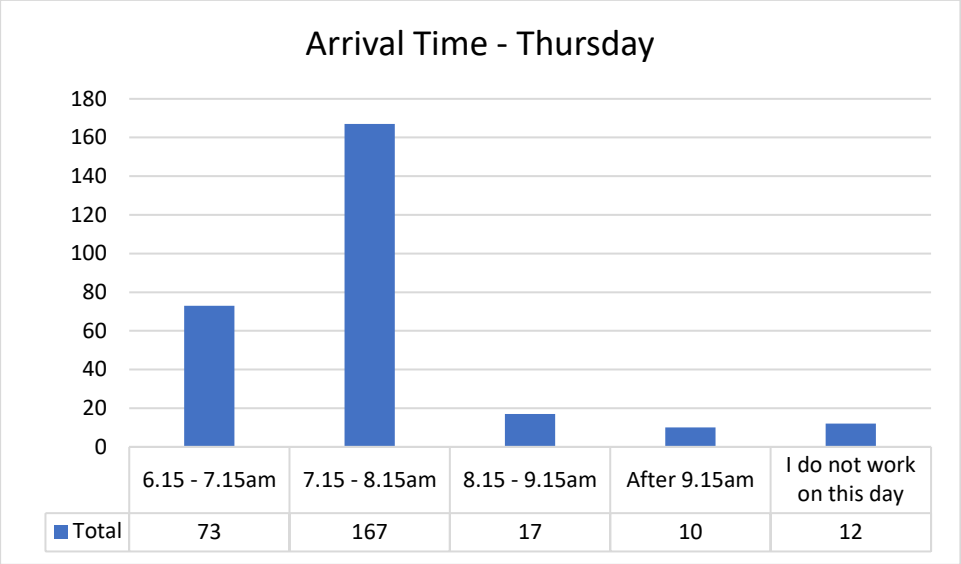
b. Tuesday



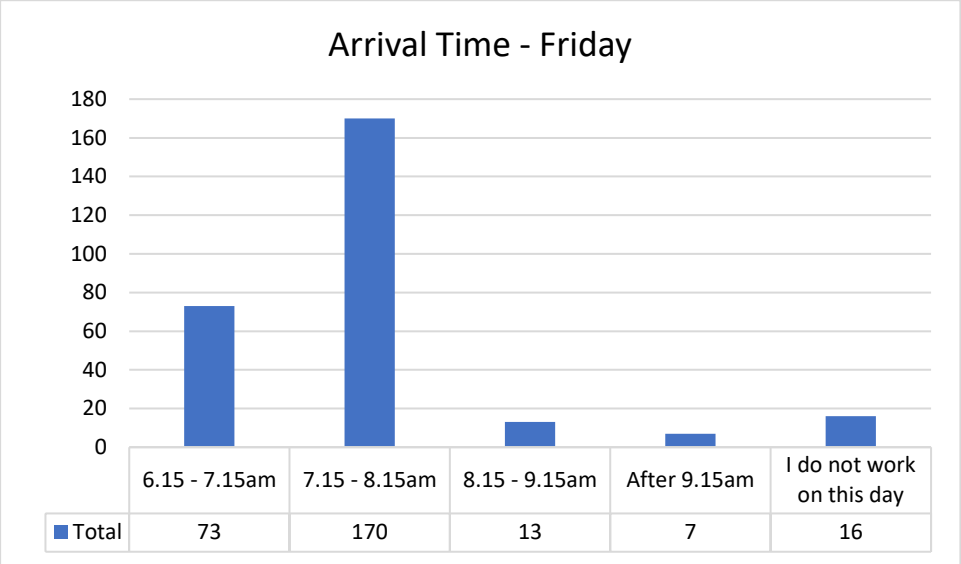
c. Wednesday



d. Thursday

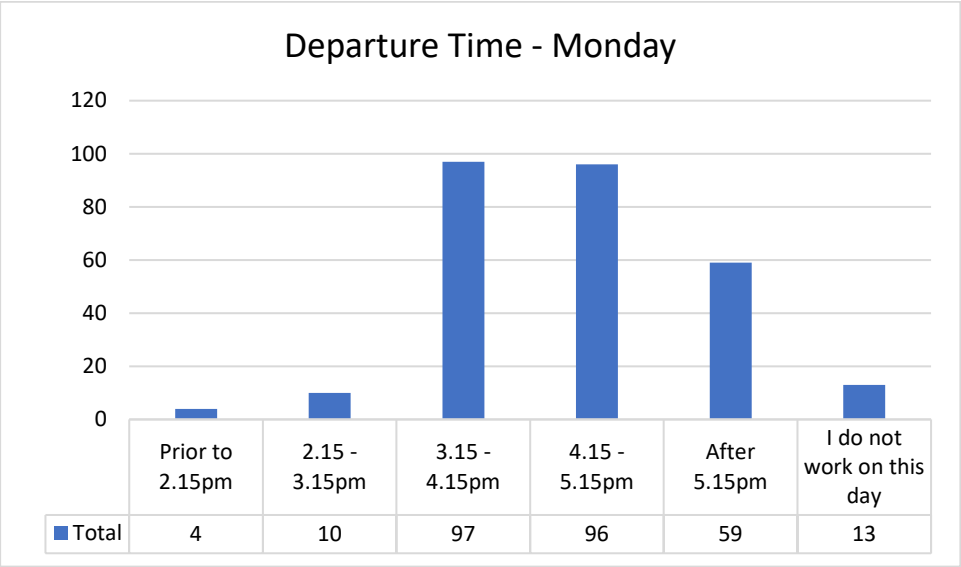


e. Friday

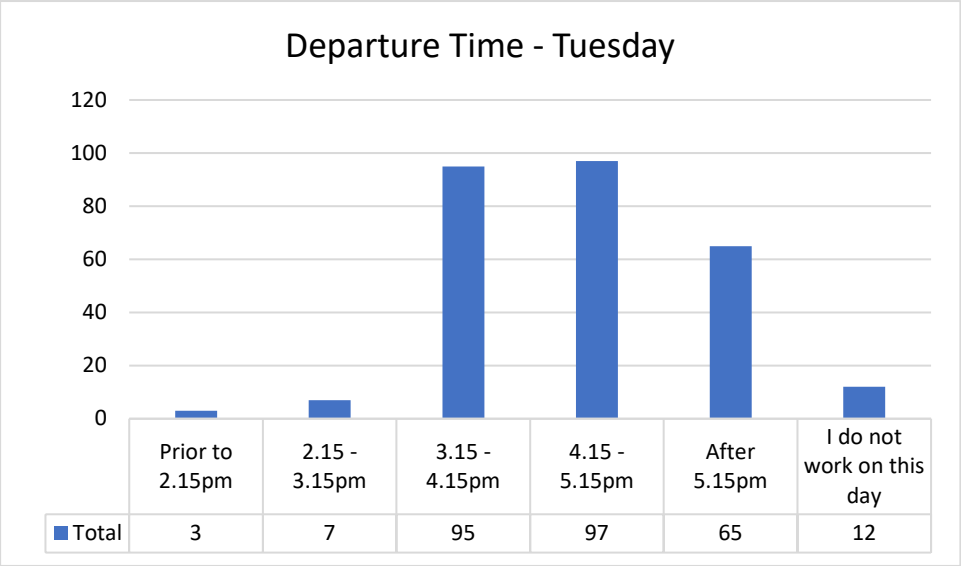


3. **What time do you leave work?**

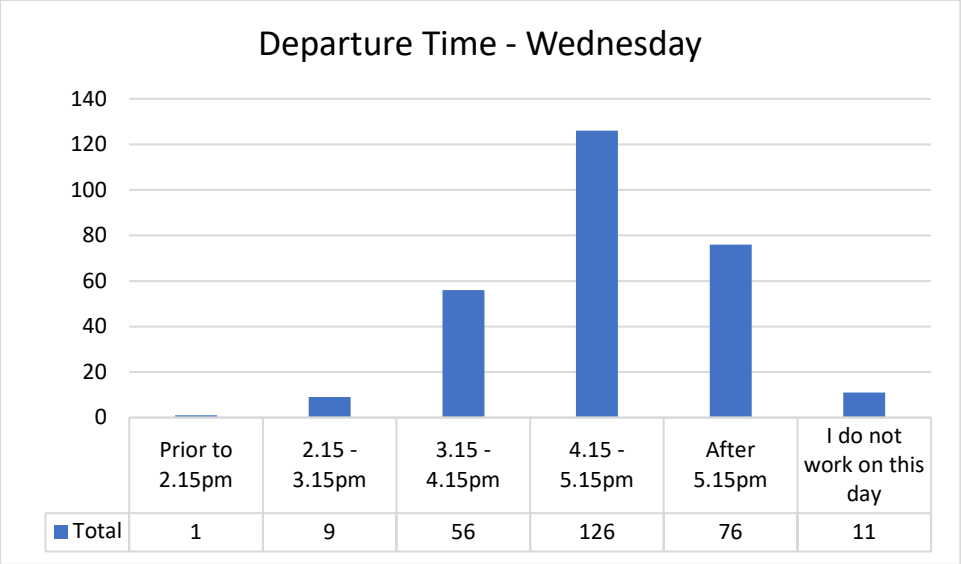
   a. **Monday**



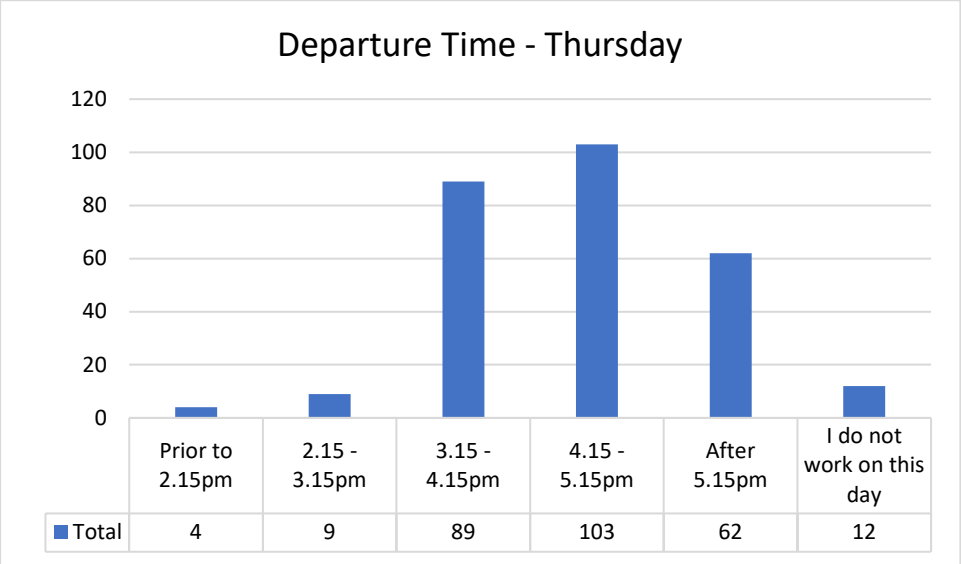
   b. **Tuesday**



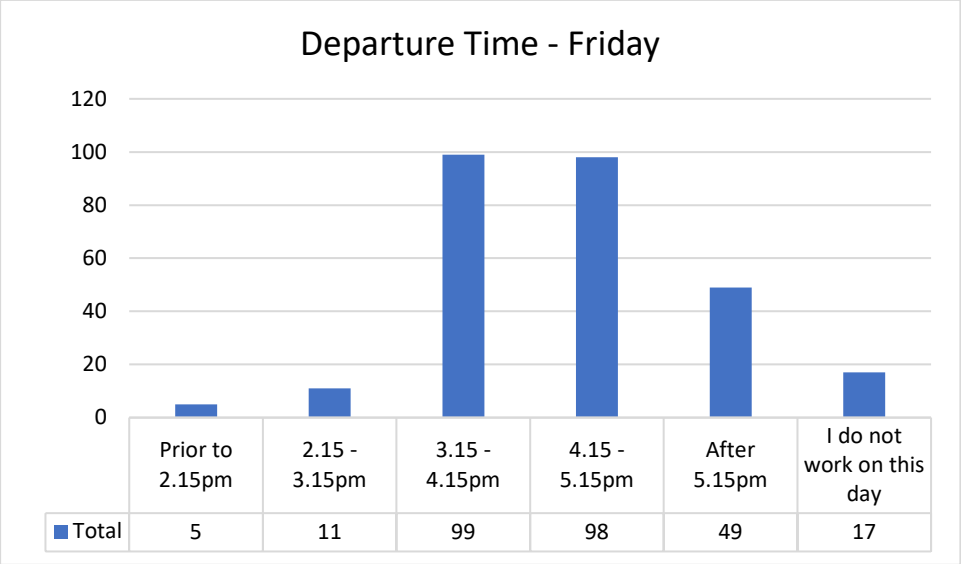
c. Wednesday



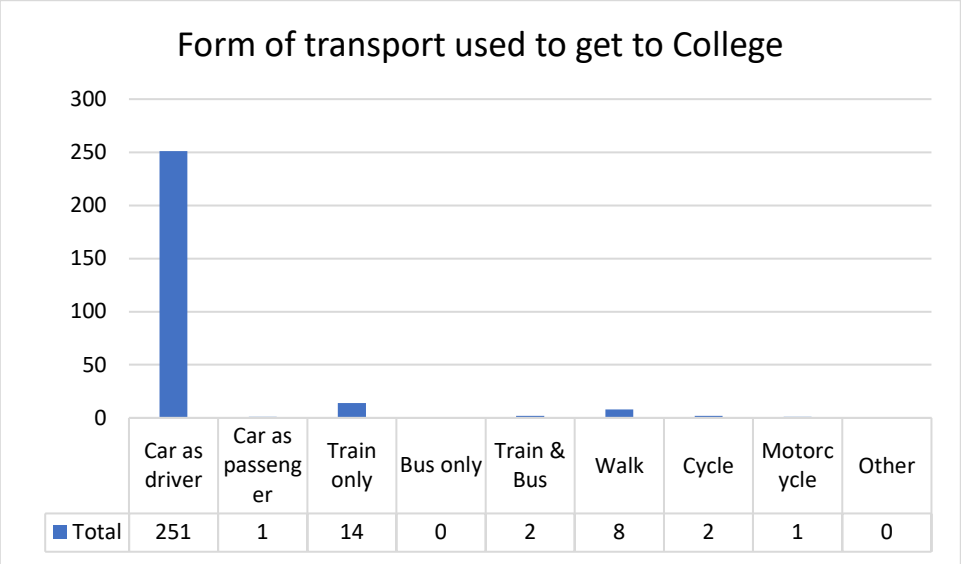
d. Thursday



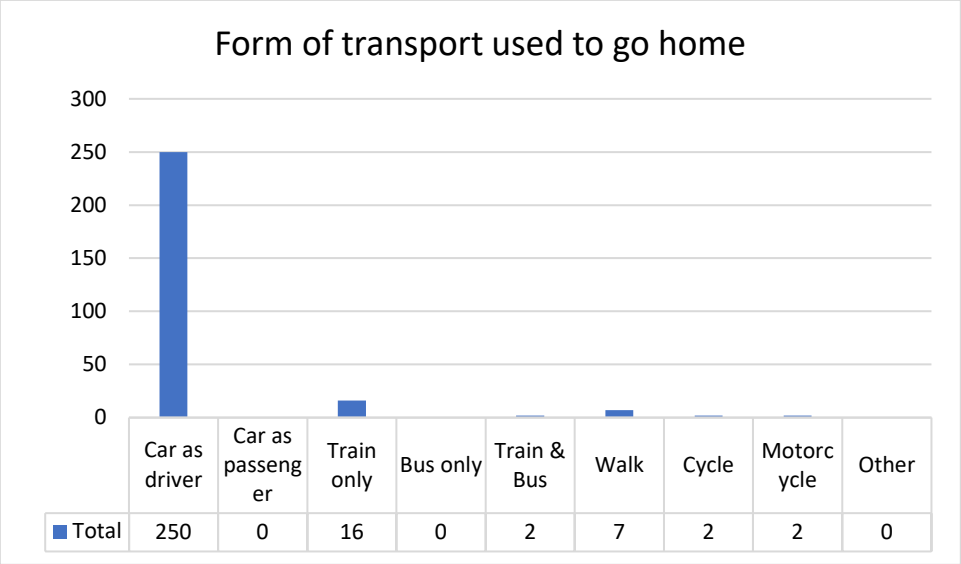
e. Friday



4. What form of transport do you typically use to get to the College?



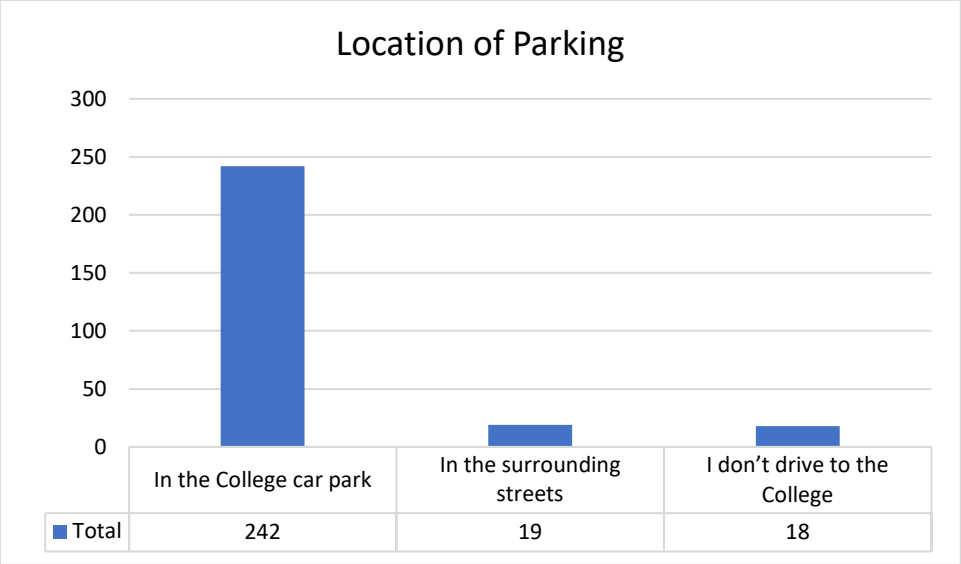
5. **What form of transport do you typically use to get home?**



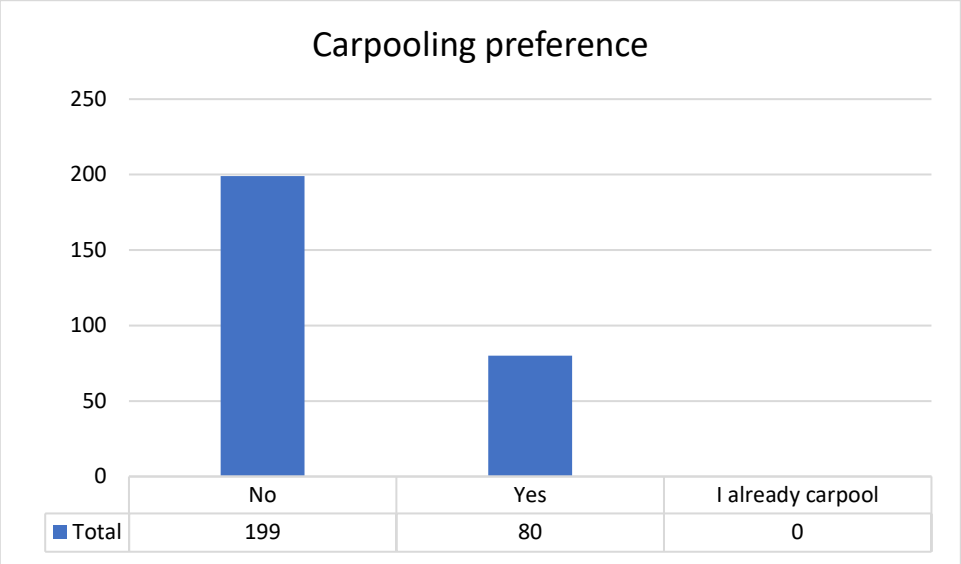
6. **Why do you use this method of transport?**

Why do you use this method of transport?	**Count**
Time efficient	154
Distance	142
Have to go somewhere other than home before or after work	92
Lack of public transport services	78
Cost efficient	23
Good availability of public transport services	11
I live near the school	4
Exercise	3
Convenience	2
Amount of things to carry	1
Due to the odd hours that I work driving is the best option	1
Easy to park at work	1
Flexibility for my role in the instance that I have to send an urgent centralised comms – or having to work back late.	1
Flexible	1
Have a park set aside	1
I don't drive	1
I like to drive as independent	1
I work until 8.30pm some nights and feel safer driving	1
Less stressful and allows comfort and quiet before/after a busy day	1
Live local and only way to get to work other than walk	1
Need access for small children	1
No other option for the 6.30am starts	1
No public transport options from my house.	1
Only way of getting to work at 4.45am	1
Very EARLY start!	1
We only have one car, so we share it. I drive occasionally	1

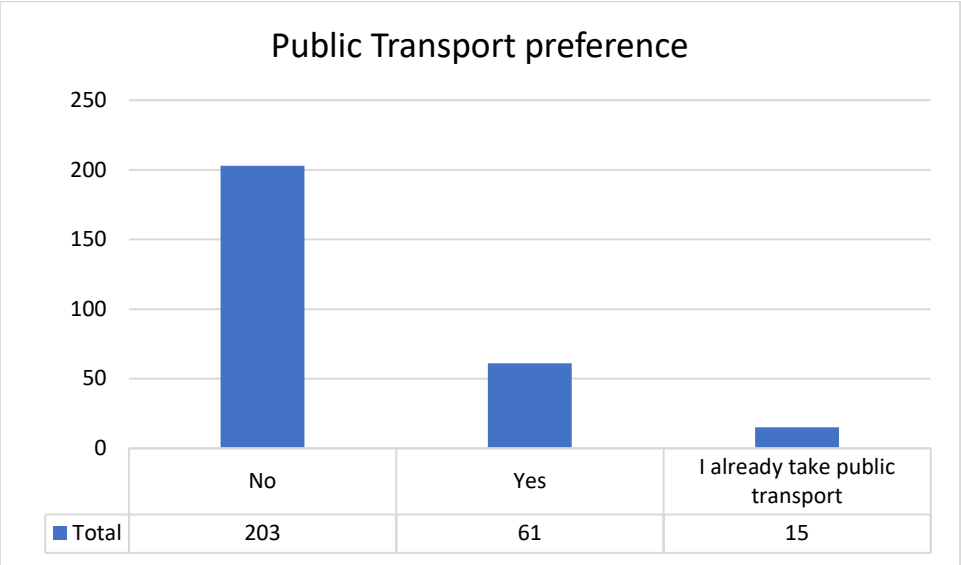
7. **If you drive to the College, where do you generally park?**



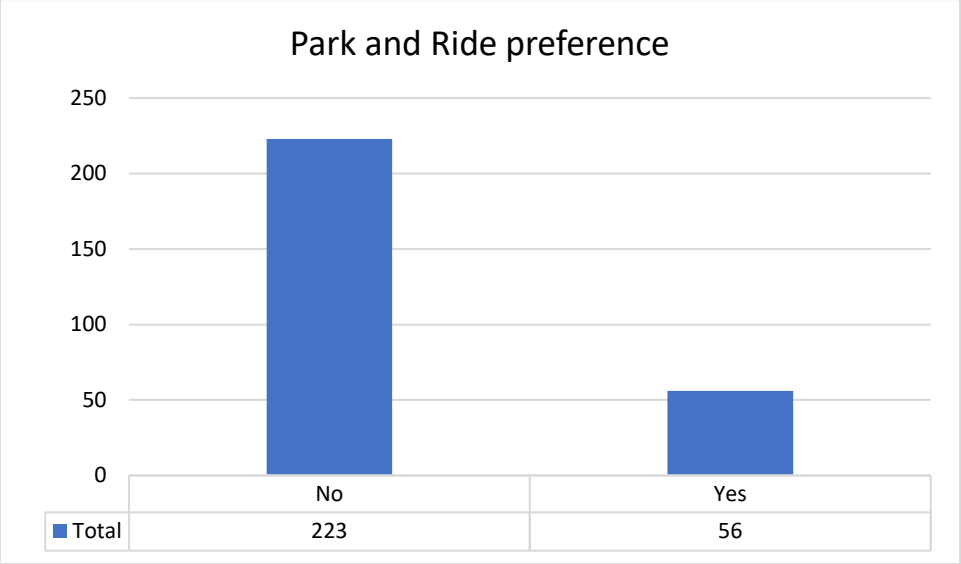
8. **Would you be open to carpooling with other staff members if possible?**



9. **If you don't take public transport, would you consider it as an alternative means of transport?**



10. **If the College could set up a 'Park and Ride' method of getting to school i.e. parking at West Pymble or another suburb and getting the school mini-bus to work, would this be interest to you?**



11. Which area do you live in? Please provide postcode.

Postcode	Total
2000	4
2012	1
2016	1
2017	1
2021	2
2023	1
2026	1
2031	4
2034	1
2035	1
2036	2
2041	2
2042	1
2046	3
2047	1
2060	3
2061	2
2062	1
2064	2
2066	6
2067	3
2068	3
2069	7
2070	7
2071	2
2072	2
2073	17
2074	15
2075	9
2076	13
2077	11
2079	6
2081	6
2082	4
2083	1
2084	1
2085	2
2086	5
2087	1
2088	4
2089	2
2090	3
2093	1

2095	1
2096	1
2097	1
2099	3
2100	2
2101	5
2102	2
2103	5
2106	1
2107	4
2111	2
2112	11
2113	5
2114	1
2115	1
2119	1
2120	11
2121	1
2122	3
2125	2
2126	3
2127	1
2131	1
2141	1
2150	1
2151	2
2152	2
2153	6
2154	3
2155	3
2159	1
2162	1
2193	1
2204	2
2205	1
2206	1
2250	5
2251	2
2256	1
2257	4
2258	3
2261	3
2516	1
2763	2

CREATING COMMUNITIES

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of belonging. That's why at Stantec, we always **design with community in mind**.

We care about the communities we serve—because they're our communities too. We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

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