

Green Travel Plan

Shore School

Prepared for Shore School / 16th December, 2016

141522 UTA

Contents

1	Introduction	4
1.1	Background	4
1.2	Objectives	4
1.3	Green Travel Plan Benefits	4
1.4	References	4
2	Existing Conditions	5
2.1	Site Location	5
2.2	Active Transport	5
2.2.1	Pedestrian Facilities	5
2.2.2	Bicycle Facilities	6
2.3	Public Transport	7
2.3.1	Bus Services	7
2.3.2	Train Services	8
2.4	Car Share Services	8
2.5	Car Parking	9
2.5.1	On-Street Parking	9
2.5.2	Off-Street Parking	9
2.6	Drop-Off and Pick-Up Facilities	10
2.7	Motorcycle Parking	11
3	Existing Travel Patterns	12
3.1	Journey to Work Data	12
3.2	Travel Mode Survey	12
3.2.1	Students	12
3.2.2	Boarding Students	14
3.2.3	Staff	14
3.2.4	Comparison to Previous Survey	15
4	Recommendations	17
4.1	Key Issues	17
4.2	Targets	17
4.2.1	Students	17
4.2.2	Staff	19
4.3	Existing Initiatives	20
4.4	Actions	20
5	Conclusions	21

Appendix A – Green Travel Initiatives	22
Decrease private vehicle usage	22
Increase carpooling usage for staff and visitors	22
Increase active transport usage (walking and cycling)	22
Increase public transport usage (buses and trains)	23
Management and updates of Green Travel Plan	23
Appendix B – Previous Green Travel Plan	24
Appendix C – Travel Mode Survey	27

Revision Register

Rev	Date	Prepared By	Approved By	Remarks
0	14/12/16	MB	PY	Draft
1	16/12/16	MB	PY	For issue

1 Introduction

1.1 Background

This Green Travel Plan has been prepared by Taylor Thomson Whitting (TTW) for the Sydney Church of England Grammar School (Shore) as part of the proposed development of the Shore Physical Education Centre (SPEC).

A Green Travel Plan is a way to manage the transport needs of staff, students, contractors, volunteers, and visitors of the proposed development. The aim of the Plan is to reduce the environmental impact of travel to and from the development and it typically includes support for walking, cycling, public transport and car sharing, while reducing dependence on private vehicles and parking.

A previous Green Travel Plan was developed for the School in April 2014 as part of the Concept Plan and Stage 1 Project Application for the Graythwaite development (previous initiatives listed in Appendix B). This Plan reviews and updates the previous Green Travel Plan, including an updated travel mode survey and proposed target mode shares. This allows for identification of any changes in travel patterns and allow for further recommendations based on the findings of the survey.

1.2 Objectives

This Plan has been formulated in response to the Department of Planning and Environment Requirements dated the 5th of September 2016 (reference number SSD 7507).

This Green Travel Plan aims to reduce the environmental impact of travel to and from the School through recommendations of programs to encourage walking, cycling and public transport use. This Plan considers the School as a whole, including the Shore Physical Education Centre (SPEC), which is expected to result in an increase of two full-time staff and no change to the student population.

This document is divided into sections as follows:

- Section 1 details the background and benefits of the Green Travel Plan.
- Section 2 outlines existing conditions of the site including available travel modes.
- Section 3 outlines the expected existing travel modes to the site.
- Section 4 details recommendations to reduce the impact of travel to and from the site.

1.3 Green Travel Plan Benefits

The aim of this Plan is to encourage active and sustainable travel behaviours. Environmental and social benefits commonly result from Green Travel Plans.

1.4 References

- NSW Premiers' Council for Active Living – Workplace Travel Plan
- Green Travel Plan for Shore School (GTA Consultants, 22 April 2014)
- Shore Physical Education Centre Environmental Impact Statement (14 July 2016)
- Department of Planning and Infrastructure Guidelines for Walking and Cycling

2 Existing Conditions

2.1 Site Location

Shore School's North Sydney Campus is located on Blue Street, North Sydney. The School contains frontages to William Street, Mount Street, Edward Street, Lord Street, Union Street and Hunter Crescent. Refer to Figure 1 for the location of the School within the local road network. Note that this figure includes residential land at 4 and 5 Hunter Crescent and 16 William Street, which will form part of the School's campus post development of the proposed SPEC.



Figure 1: Site Location

2.2 Active Transport

2.2.1 Pedestrian Facilities

The Campus has five entry gateways located along the school boundaries. Of these entries, three are designated pedestrian entry points. One is along the eastern boundary located at the conclusion of Blue Street, one at the northern boundary accessed via Mount Street, and the other at the western entry bounded by Edward Street.

Pedestrian paths are provided along each of the frontages to the School and along the routes between the Campus and North Sydney Station. The pathway to the Station includes a pedestrian crossing at William Street and signalised intersections for pedestrian priority for students and staff.

2.2.2 Bicycle Facilities

The Campus is located near on-road cycling routes along Union Street, Blues Point Road, Lavender Street, Miller Street, Pacific Highway and Bay Road. Refer to Figure 2 for the active travel and public transport networks around the School. The School provides bicycle parking within its grounds in the form of inverted U-rails. Space for an additional 10 bicycles will be included in the expansion of the Bishopsgate Car Park, with space available for future expansion if demand requires.

There are shower and change facilities currently within the school for use by cyclists. These will be improved as part of the development of the SPEC.



Figure 2: Active Travel and Public Transport Facilities

2.3 Public Transport

2.3.1 Bus Services

There are five main bus stops serviced by Sydney Buses located near the site as shown in Figure 2. The route numbers servicing these bus stops are detailed in Table 1.

Table 1: Bus Services

Bus Stop	Bus Routes	Areas of Service	Frequency
A	265	McMahon's Point, Greenwich Wharf and Lane Cove	Every half hour during peak hours Every hour during off peak hours
B	265, 269	McMahon's Point, Kirribilli, Greenwich Wharf and Lane Cove	Every 15 minutes during peak hours Every half hour during off peak hours
C	168, 173, 183, 209, 227, 228, 230, 265, 287, 612X, 622, 653, E50, L78, L84	Balgowlah, Narrabeena, Narrabeen, East Lindfield, Mosman, McMahon's Point, Greenwich Wharf, Lane Cove, Ryde, Rouse Hill, Kellyville, Dural, West Pennant Hills, Manly, Dee Why and Mona Vale	Every 2 minutes during peak hours Every half hour during off peak hours
D	173, 209, 227, 228, 230, 265, 612X, 622, 653, E50, L87	Narrabeena, East Lindfield, Mosman, McMahon's Point, Greenwich Wharf, Lane Cove, Rouse Hill, Kellyville, Dural, West Pennant Hills, Manly, Newport	Every 5 minutes during peak hours Every half hour during off peak hours
E	252, 254, 261, 343, 286, 287, 290, 622, 653, M20	Lane Cove West, Riverview, City, Northwood, Kingsford, Rosebery, Denistone East, Ryde, Epping, Dural, West Pennant Hills, Gore Hill, Redfern	Every 2 minutes during peak hours Every half hour during off peak hours

There are also two bus zones located along the boundary of the Campus for use by students travelling to after-school activities, sport, excursions, camps etc.:

- Along the southern kerbline of Mount Street between Edward Street and Wheeler Lane. This zone is used by Shore School buses transporting students from the North Sydney Campus to the Northbridge Campus for training for the School's co-curricular sporting programs. This designated bus zone is used by Shore during the afternoon once on Mondays and three times Tuesday to Thursday.
- On William Street along the western kerbline and to the north of the Blue Street entrance. During the afternoon Monday to Thursday there are six school bus services using this stop. Buses that use this zone are transporting students to after-school training as part of the School's co-curricular sporting programs.

2.3.2 Train Services

North Sydney Train Station is located approximately 160 metres walking distance to the east of the Campus. The station is serviced by the T1 North Shore and Northern Line connecting the Station to Central, Chatswood, Macquarie University and Hornsby Stations. Train frequency is every 3 to 5 minutes during peak hours.

Waverton Train Station is located 800 metres to the north-west of the Campus. It is also serviced by the T1 North Shore and Northern Line.

2.4 Car Share Services

North Sydney Council supports car share spaces provided by GoGet and Popcar. There are a number of GoGet car share spaces located near to the Campus (refer to Figure 3).

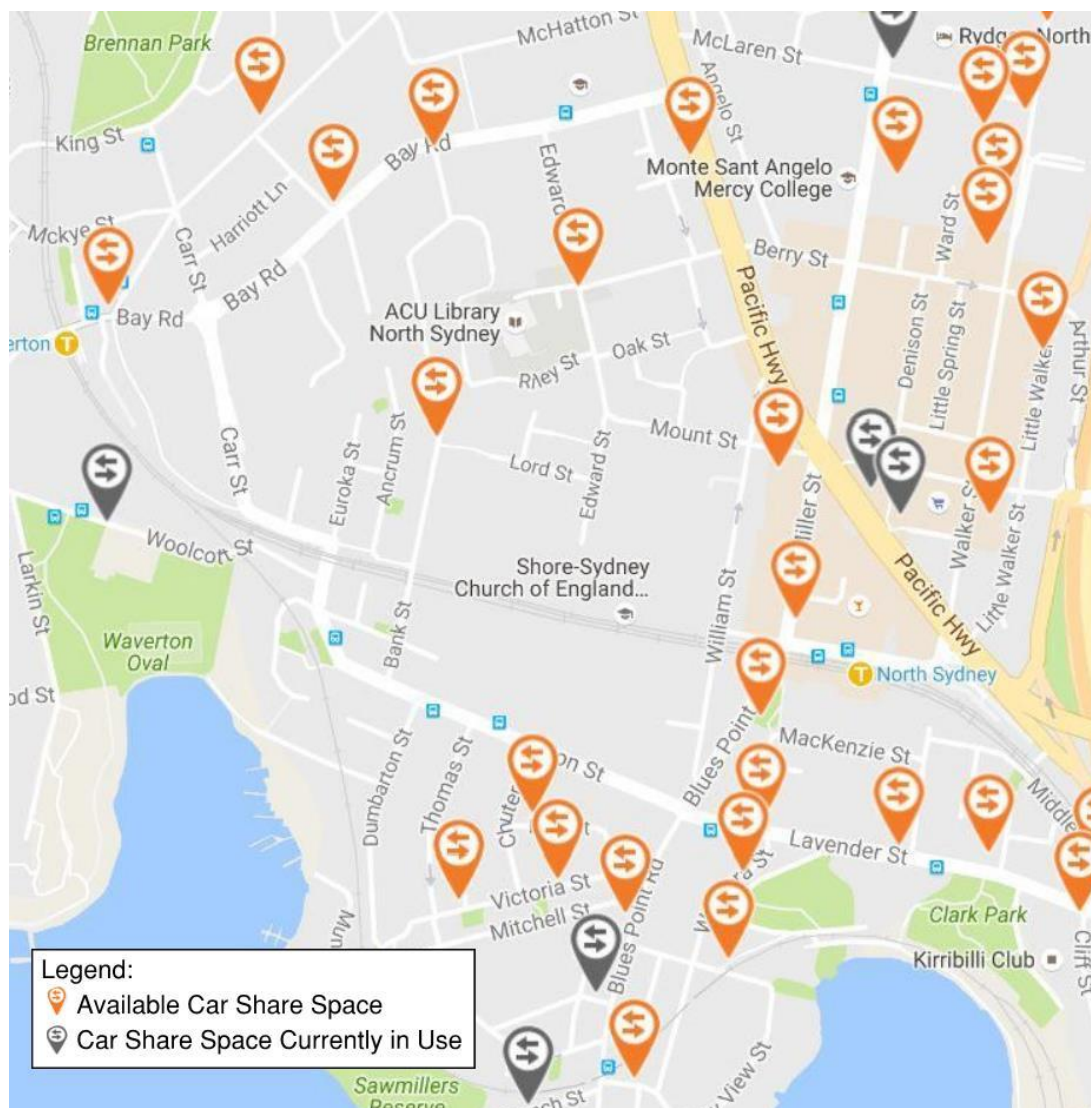


Figure 3: Car Share Services

2.5 Car Parking

2.5.1 On-Street Parking

Limited short-term parking spaces are available on surrounding streets to the School. Metered parking is located on Mount Street, William Street and areas of Union Street.

2.5.2 Off-Street Parking

There are three main existing parking areas located within the Campus accommodating 148 car parking spaces:

- Centenary Car Park (50 spaces) accessed via William Street in the north-eastern corner of the Campus, which is restricted to staff with remote control access;
- Bishopsgate Car Park (68 spaces) accessed via Gate 22 on Union Street, which is restricted to staff with remote control access;
- Bishopsgate driveway parking (23 spaces), which is unrestricted; and
- Graythwaite Building parking (6 visitor spaces and 1 caretaker space) accessed via intercom at Gate 1 on Union Street, used by staff, contractors, volunteers, and visitors.

After completion of the proposed SPEC facility, the Bishopsgate Car Park will be increased by 48 spaces. 23 unrestricted parking spaces near the Bishopsgate Car Park will be removed. Post-development there will be a total of 173 parking spaces located within the Campus in locations shown in Figure 4.

Staff parking spaces are access-controlled by remote controlled boom gates. Remotes are only issued to staff that are using these car parks. Parking is not permitted for students within the Campus. Visitors to the School are able to use the Centenary Car Park during events and the Bishopsgate Car Park during the weekend and weekday nights. However, parking in these areas is restricted if staff are also required to attend these events.

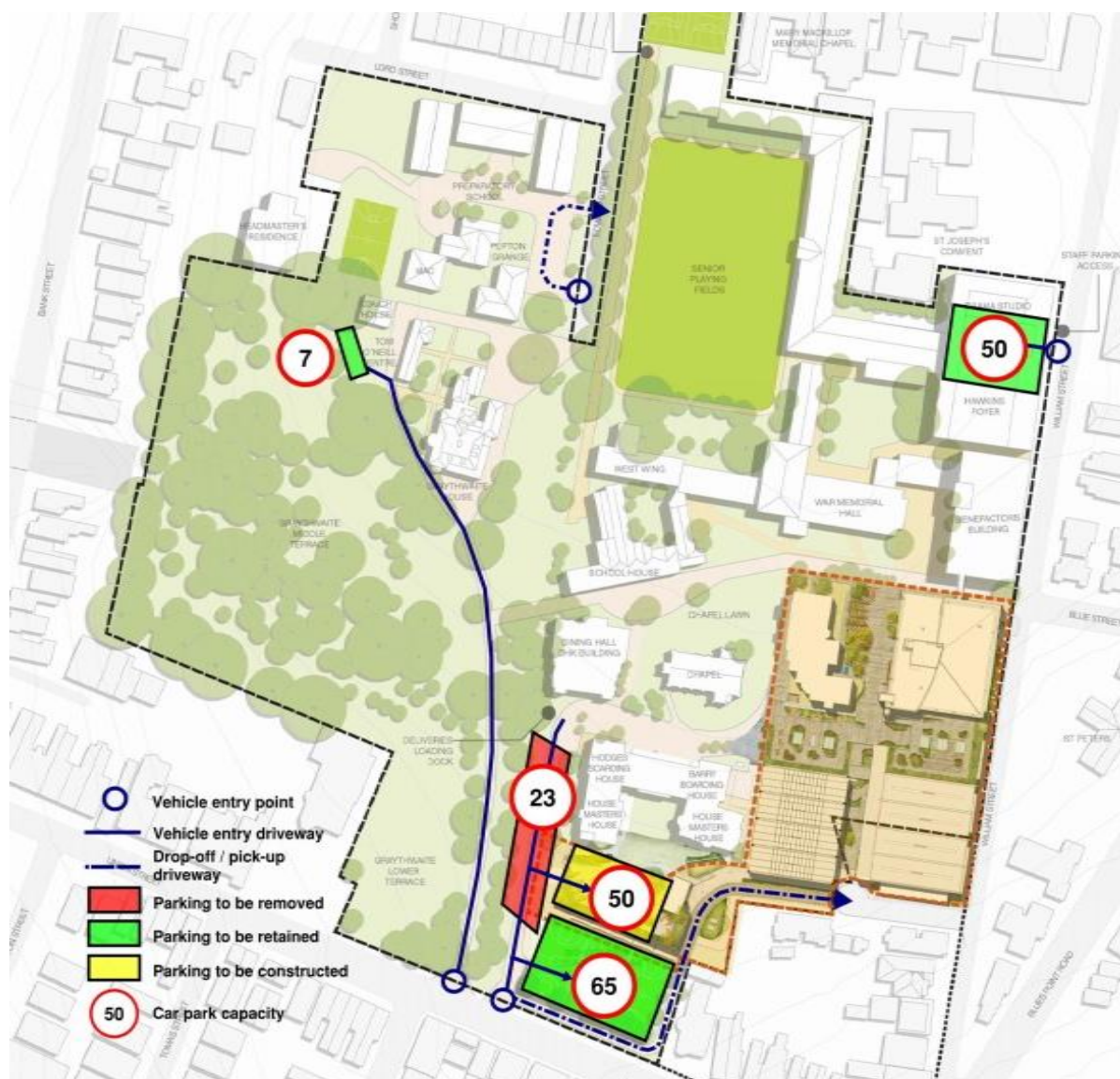


Figure 4: Off-street parking area capacities before and after completion of SPEC

2.6 Drop-Off and Pick-Up Facilities

The School operates two drop-off and pick-up facilities, located at Edward Street and at Union Street.

The Edward Street facility is located at the southern end of Edward Street. The area operates in a one-way movement and is gated outside of school hours. The area is only for use by Preparatory School students in Year 3 – 6.

In the afternoon, boys in Years 4 – 6 are picked up from the Union Street pick-up zone. This facility is located adjacent to the southern boundary of the school and is accessed from Union Street. The entrance is one-way only. The posted speed limit of this internal road is 5 kilometres per hour. While typically used for afternoon pick-ups, it is also available during the morning drop-off period.

See Figure 5 for the movements permitted around the two drop off and pick up zones.



Figure 5: Circulation of Drop-off and Pick-Up Facilities

2.7 Motorcycle Parking

After completion of the SPEC facility and associated extension to the Bishopsgate Car Park, six spaces for motorcycle parking will be provided. Provision of these spaces is intended to encourage increased usage of motorcycles, which have a reduced environmental impact compared to single occupancy car journeys.

3 Existing Travel Patterns

3.1 Journey to Work Data

The 2011 Census Journey to Work (JTW) data provides an estimate of travel modes into and out of the surrounding area. JTW data is defined by travel zones (TZ) and the school is located within Travel Zone 1954 (refer to Figure 6).

JTW data includes details about the travel modes used by those travelling to the travel zone for work. This can provide details on how staff are likely to be travelling to the School. JTW data indicates that the majority of workers travelling to the zone do so by private vehicle (56%) and train (23%).

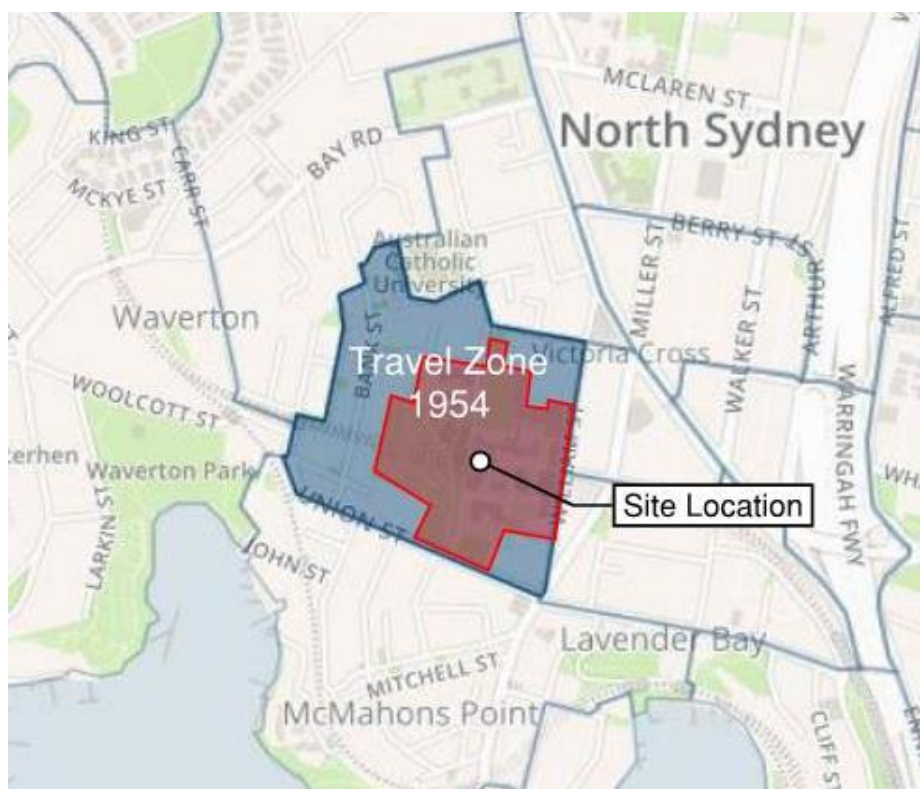


Figure 6: Shore Campus Travel Zone

3.2 Travel Mode Survey

3.2.1 Students

A Travel Mode survey was conducted of the students at Shore by TTW distributed via email. The survey was open for the period of the 14th of November to the 18th of November, 2016. Students were asked to answer travel questions based on their actions on Tuesday the 15th of November.

The survey aimed to provide an understanding of how students currently travel to the Campus and to identify how transport could be improved. It also included details on when students arrive and leave the Campus. A total of 805 student responses from Years 3 to 11 were collected, representing 64% of total students at the North Sydney Senior and Preparatory Schools (excluding boarders who were included in a separate survey).

The survey indicated that for arrivals private vehicle was the most common form of transport (42% of students) and public bus the second most common (25% of students). The school buses catered towards 9% of students.

When departing the school, 33% of students take a public bus, while 25% use private vehicle and 22% take the train. The school bus accounted for 13% of students' trips home. Refer to Figure 7 and Figure 8.

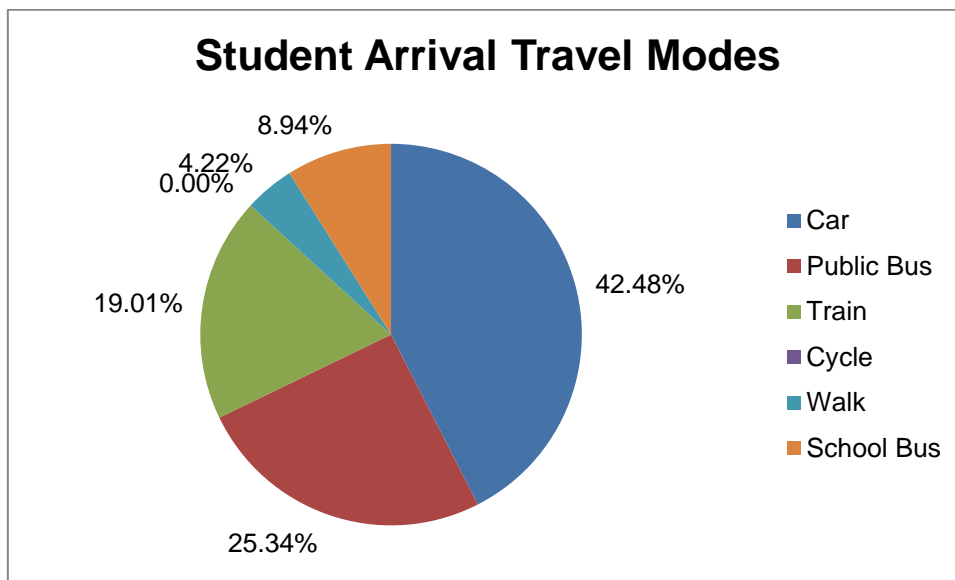


Figure 7: Student Arrival Travel Mode Split

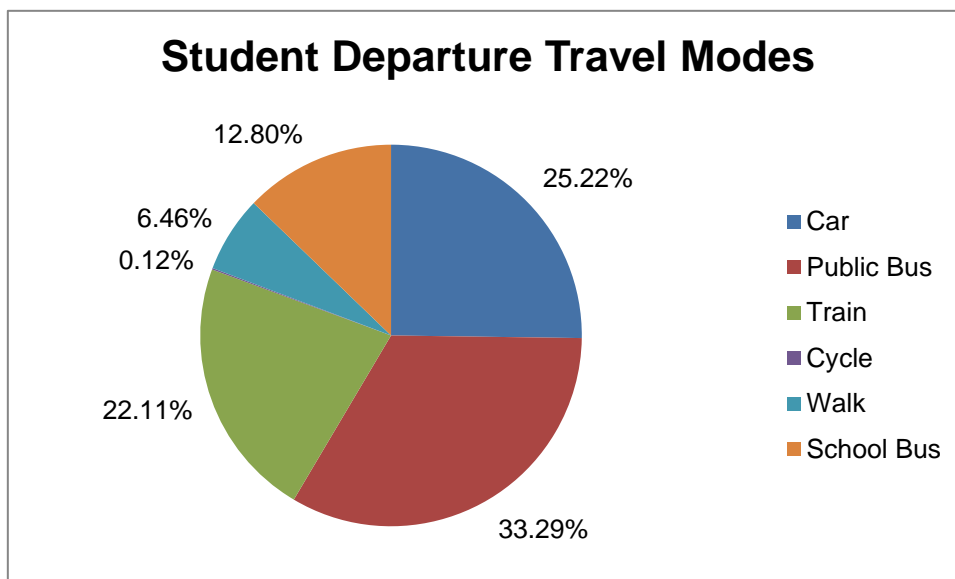


Figure 8: Student Departure Travel Mode Split

Of those students arriving by private vehicle, 88% were a passenger being dropped off. Most drop offs occurred outside the Preparatory School drop-off accessed via Edward Street or at outside the front gate on Blue Street. In the afternoon 69% of those travelling by car were picked up. Common pick up locations were similar to those for arrivals.

Active travel modes are uncommon among students, with walking rates of 4% and 6% for arrival and departure respectively. Only one student reported cycling home from the school.

The survey separated results into Year Groups to gain an accurate picture of travel habits by school year and age. Results are categorised as Preparatory School (Years 3 to 6, ages 9 to 12), and Lower (Years 7 to 10, ages 13 to 16) and Upper (Years 11 and 12, ages 17 to 18) Senior School.

The majority of students in the Preparatory School travel by car when arriving to the School (71%) and the most common mode of transport to leave is also by car (48%).

In the Lower Senior School, public bus is the most common for both arriving (33%) and departing (40%). This age bracket shows the highest rate of usage of school buses, with 12% arriving and 14% departing by school bus.

For Upper Senior students, the most common mode of transport for arriving (45%) and leaving (33%) is private vehicle. Train is the next most common mode of transport for both arriving (23%) and leaving (25%).

3.2.2 Boarding Students

Given Shore has students living within their Campus, a separate survey was conducted to determine if they had travelled outside of the Campus during the day. The survey was conducted in person by a staff member of Shore and concerned the students' travel on Tuesday the 15th of November.

A total of 141 boarders were surveyed. This represents 68% of the reported boarders at Shore. A portion (8%) of these students left the North Sydney Campus via school bus for sport at 3:00pm. Other students stayed within the Campus or walked to local shops. Also at 3:00pm one student left the Campus by private car and another took a public bus to a medical appointment.

Some boarding students stay weekly and therefore generate a tidal demand on Monday mornings and Friday afternoons. This travel pattern was not observed with the survey being conducted on a Tuesday.

3.2.3 Staff

A Travel Mode survey was conducted of the staff of Shore by TTW distributed via email. The survey was open for the period of 14th of November to the 18th of November, 2016. The survey concerned staff travel patterns on the 15th of November.

As with the student survey, this survey aimed to provide information on the travel patterns of staff and any transport issues they have experienced. Shore currently has 257 full time staff and 72 part time staff. The survey had a response rate of 55% of total staff.

The majority of staff (71%) travelled both to and from the Campus by private vehicle, with train being the second most common travel mode (14% arriving and 15% departing). Refer to Figure 9 and Figure 10 for the staff arrival and departure mode splits.

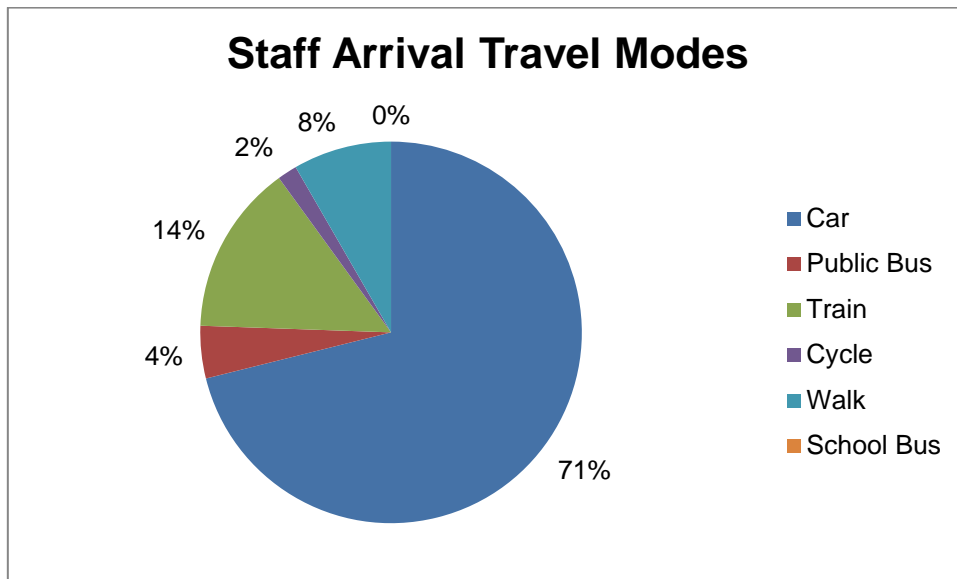


Figure 9: Staff Arrival Travel Mode Split

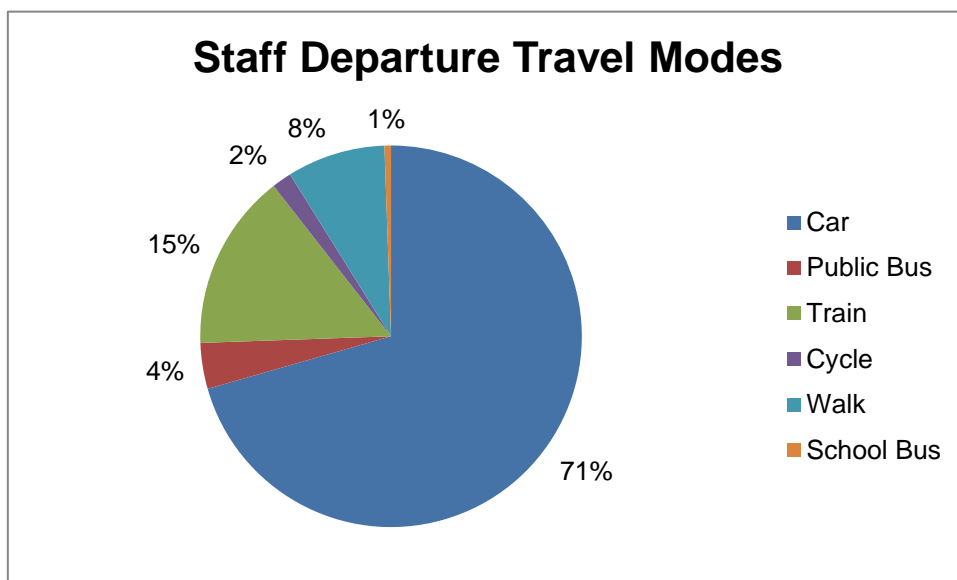


Figure 10: Staff Departure Travel Mode Split

A total of 47% of staff arrive at the school before 7:30am, with 90% of staff arriving before 8:00am. In the afternoon departure times vary, with the most common leaving times being after 5:00pm (27%) and 4:00pm to 4:15pm (14%).

3.2.4 Comparison to Previous Survey

The previous Green Travel Plan relied on a survey undertaken in 2010. This survey did not separate student and staff travel modes and included boarders. There were a total of 830 respondents to the survey, consisting of 667 students (inclusive of 86 boarding students) and 163 staff.

The two surveys showed relatively similar travel mode splits. The 2016 survey shows an increase in car drivers, while car passengers have decreased. Walking has experienced a slight increase. A comparison of the two surveys is shown in Table 2.

Table 2: Comparison of 2011 and 2016 Surveys

	Travelling to School		Travelling from School	
	2011 Survey	2016 Survey	2011 Survey	2016 Survey
Car Driver	14%	22%	13%	21%
Car Passenger	32%	24%	20%	13%
Train	18%	15%	18%	18%
Bus*	22%	23%	34%	30%
Cycle	1%	0%	0%	1%
Walk	3%	5%	3%	6%
Live on Site	10%	11%	9%	11%
Others	-	-	3%	-

*School and public buses were not separated in the 2011 survey and therefore have been combined for comparison.

4 Recommendations

4.1 Key Issues

The following key issues have been considered when developing this revised Green Travel Plan for Shore:

- The surrounding topography that can be seen as a barrier to active travel;
- Distances that staff and students travel each day;
- Requirements of Shore staff including mandatory participation in co-curricular programs;
- The need to educate and encourage more staff to use active and public transport or to explore car-pooling options; and

4.2 Targets

4.2.1 Students

Analysis of existing student locations shows that 23% of Senior students (in Years 7 – 12) live within approximately 5km of the School. 8% of students in the same range live within 3km of the School. These students living in close proximity to the School are best suited to choosing walking or cycling as a travel option each day. While nearly 30% of students in the Prep School (Years 3 – 6) live within 5km, for safety and confidence reasons active travel is typically limited in this demographic. Figure 11 and Figure 12 illustrate the distribution of living distances for Prep and Senior students respectively.

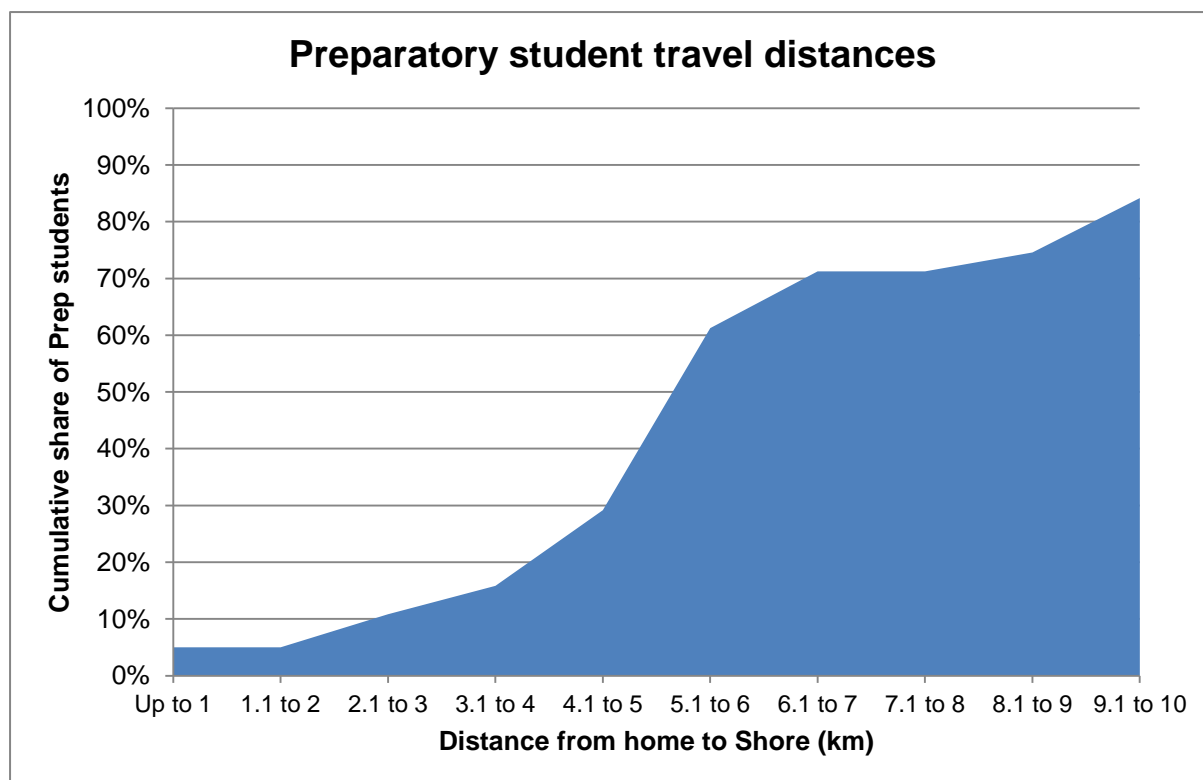


Figure 11: Prep student travel distances

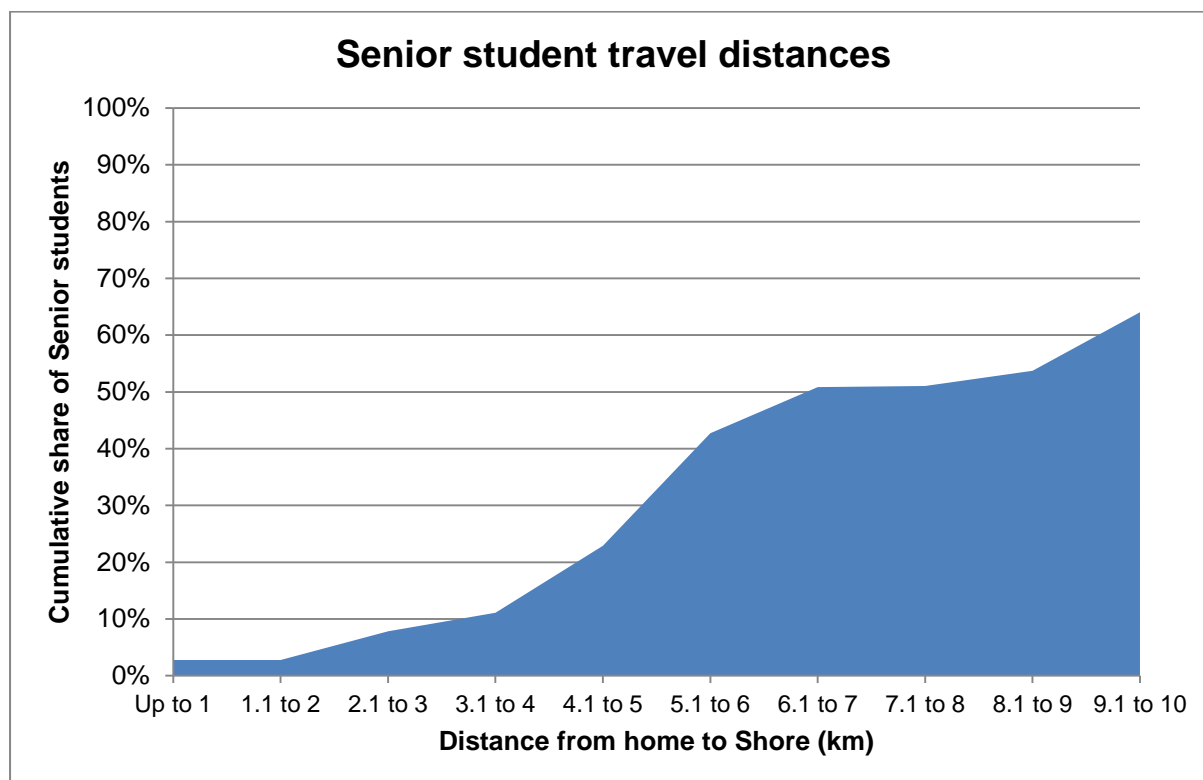


Figure 12: Senior student travel distances

Given the results of the travel mode surveys (refer to Section 0), initiatives could be utilised to increase the rate of green travel. Realistic goals for the travel mode share of students to the site are as follows, being a 10% reduction in private vehicle usage distributed to other travel modes. Usage of school buses is not expected to change significantly due to the continued travel habits of students to co-curricular activities.

Table 3: Mode share targets for students

Travel Mode	Existing Share (average AM & PM)	Proposed Target	Change
Public bus	29%	32%	+ 3%
School bus	11%	11%	-
Walking	5%	6%	+ 1%
Cycling	0%	3%	+ 3%
Train	21%	24%	+ 3%
Private vehicle	34%	24%	- 10%

4.2.2 Staff

Analysis of existing staff locations shows that 19% of staff live within approximately 5km of the School. Almost 10% of staff live within 3km of the School. Figure 13 illustrates the distribution of living distances for the existing staff. These values exclude the Housemasters and Assistant Housemasters who live on-site.

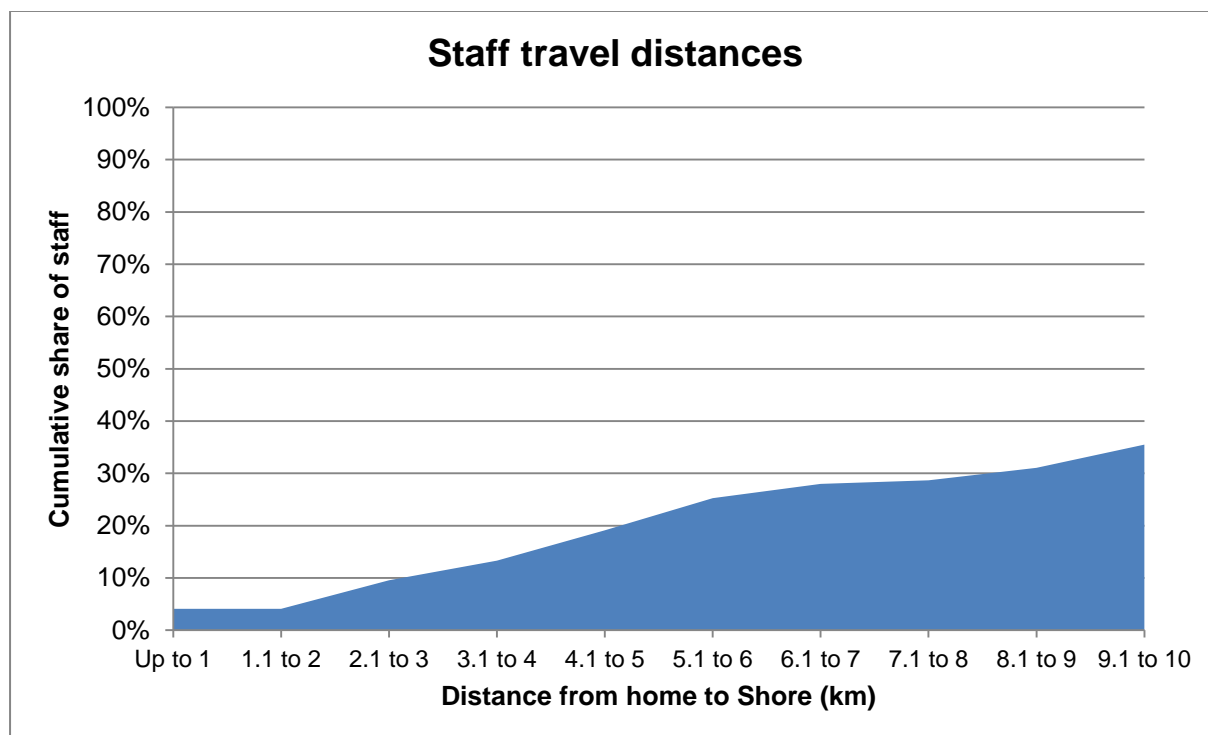


Figure 13: Staff travel distances

The results of the staff travel mode survey show that there is a high dependence on single occupancy vehicle trips, with 94% of those leaving by car doing so with only one person in the vehicle. Realistic goals for the travel mode share of staff are as follows, being a 10% reduction in single occupancy vehicle trips distributed to other travel modes.

Table 4: Mode share targets for staff

Travel Mode	Existing Share	Proposed Target	Change
Public bus	4%	7%	+ 3%
Walking	8%	9%	+ 1%
Cycling	2%	3%	+ 1%
Train	14%	17%	+ 3%
Private vehicle (single occupant)	64%	54%	- 10%
Carpooling	7%	10%	+ 3%

4.3 Existing Initiatives

The School currently utilises a number of methods to incentivise green travel, including:

- A Transport Access Guide (TAG) made available on the School's website informing students, staff, and visitors of transport options to the Campus. This features:
 - Information on nearby public transport stations and stops
 - Local walking and cycling routes
 - Contact details and links to Transport for NSW and trip planning
 - Indication of limited parking availability at the site

Note: The existing Transport Access Guide is in the process of being revised by Shore to accurately represent existing conditions and transport availability. This updated TAG is expected to be provided on the School website prior to the commencement of the 2017 school year.

- Provision of School buses for transferring students to co-curricular activities.
- Bicycle parking and end-of-trip facilities for students and staff.
- On-site car parking policy:
 - Some parking areas have spaces allocated to specific staff.
 - No student parking permitted on-site.
 - Event management (such as bus hire for off-site activities).

Refer to Appendix B for a summary of the actions currently completed by the School.

4.4 Actions

Following the proposed travel mode targets, the main aims of this Green Travel Plan are to:

- Decrease private vehicle usage
- Increase carpooling for staff and visitors
- Increase active transport (walking and cycling)
- Increase public transport (buses and trains)
- Implement management systems for ongoing review of this document

In order to achieve these changes, a number initiatives and programs are to be implemented. These initiatives, in the form of a checklist for ease of reference by the School, are attached in Appendix A. The School should review this Plan on a regular basis to ensure that programs are being implemented and progress is being made.

5 Conclusions

This Green Travel Plan is a critical step in outlining the actions to be undertaken by the Shore, to ensure that sensible and thoughtful travel choices are made by all members of the school community. Situated in the centre of North Sydney, Shore is in a strong position to encourage public transport usage and to provide the programs and information to ensure that its community is aware of their many transport options.

One of Shore's key aims is to raise responsible citizens through its teaching of boys through their developmental years. As a premier school in Sydney, Shore wishes to lead by example and encourage all staff, students, and visitors to the site to consider their choices and to travel in a responsible manner.

Prepared by
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**



MICHAEL BABBAGE
Traffic Engineer

Authorised By
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**



PAUL YANNOULATOS
Technical Director

P:\2014\1415\141522\Reports\TTW\Traffic\Green Travel Plan\161216 Green Travel Plan Rev 1 mb.docx

Appendix A – Green Travel Initiatives

Actions and Checklists

Decrease private vehicle usage

Action	Target Year	Date Completed
<p>Revise the permissions for car park access. The existing remote system is to be investigated for replacement with a programmable smart card system (or similar) for more granular control. Part-time staff, staff involved in co-curricular activities, and other relevant user groups can have access restricted to necessary periods. This is intended to assist in changing travel habits and ensuring parking is available when necessary.</p>	2020*	

Increase carpooling usage for staff and visitors

Action	Target Year	Date Completed
<p>Dedicated parking spaces for staff who choose to carpool. Staff committed to carpooling with others would receive access to the restricted-entry parking areas. Appropriate management procedures will be in place to ensure that the parking spaces are used correctly and honestly.</p>	2020*	
<p>Encourage carpooling for Shore visitors. Parents and family members will be encouraged to use carpooling when visiting Shore, through publications and discussions with the Parent Association.</p>	2017	

Increase active transport usage (walking and cycling)

Action	Target Year	Date Completed
<p>Clarify uniform requirements for students cycling to school. During the most recent review of Shore travel habits, a number of boys noted that the existing rules on uniform requirements can be unclear. The current uniform policy is to be reviewed and clarified for boys who wish to cycle to Shore.</p>	2017	
<p>Improved bicycle parking facilities. Additional areas for bicycle parking are to be included in the expansion of the Bishopsgate Car Park. Layout and entry to the parking areas are to ensure ease of access for cyclists.</p>	2020*	
<p>Improved end-of-trip facilities. Change rooms, lockers, and showers are to be included in the development of the SPEC facility. These facilities are to be advertised to students to encourage increased usage.</p>	2020*	

Increase public transport usage (buses and trains)

Action	Target Year	Date Completed
<p>Provide a top-up facility for Opal cards.</p> <p>Shore is to investigate the feasibility of providing an Opal top-up facility for staff and students at the school reception. In addition to providing a convenient service, presence of such a facility would create a continued reminder of public transport availability and encourage changes to travel habits.</p>	2017	
<p>Encourage increased flexibility for students to use public transport.</p> <p>A number of students indicated in the travel mode surveys that their parents have discouraged them from using public transport. Many students live in areas that are well serviced by public transport. Shore is to work with the Parent Association to encourage families to allow their students to use the transport available to them.</p>	2017	
<p>Develop Transport Access Guides (TAGs) for co-curricular activity locations.</p> <p>Many staff and students travel home via private vehicle after attending co-curricular activities at locations away from the North Sydney campus. Development of TAGs for these locations, particularly those that are most used by significant numbers of staff and students, will encourage people to use public transport when travelling home. This will also help to break travel habits in car usage and improve overall public transport usage.</p>	2017	

Management and updates of Green Travel Plan

Action	Target Year	Date Completed
<p>Update the existing Transport Access Guide (TAG).</p> <p>The School is currently in the process of updating the existing TAG, which is expected to be ready prior to the commencement of the 2017 school year.</p>	2016	
<p>Review this Green Travel Plan regularly.</p> <p>This Plan is to be reviewed annually, and updated as required. This may include updates travel mode surveys when appropriate, consultation with staff and students, and adjustments to initiatives and targets.</p>	Ongoing	
<p>Allocate responsibility for this Plan to a staff member.</p> <p>To ensure that the ongoing review of this Plan is carried out as expected, responsibility of this task will be allocated to a specific staff member. It is expected that monitoring of the Plan will be carried out by a member of the Facilities team.</p>	2017	

** Or 12 months after completion of the SPEC facility and Bishopsgate Car Park expansion, which shall provide the relevant improvements required for these initiatives.*

Appendix B – Previous Green Travel Plan

Progress from 2014 Travel Plan

Comments in “Date Completed” column as per advice provided by a Shore representative

Transport Programs

Action	Date Completed
Identify a staff member or student to complete travel coordinator duties involved in this plan (initially 1-2 hours per week to set up, then 1-2 hours per month in the subsequent year).	Term 2, 2014
Rerun the travel demand survey to gauge current travel patterns of staff and students and to identify those that may be interested in walking, cycling or using public transport / car-pooling to work (staff) and other destinations (students).	Term 4, 2016
<p>Prepare a new student / staff starter kit.</p> <ul style="list-style-type: none"> • Prepare maps: • showing public transport routes near the site • showing safe walking routes with travel time, to local facilities, such as shops, bus stops and local stations <p>The transport access guide (TAG) to be produced in conjunction with this travel plan may be useful.</p> <p>Provide map, travel options and timetables:</p> <ul style="list-style-type: none"> • on the School website • on the School notice board. • include in School community communications (ie. The Shore Weekly Record) 	Term 2, 2014
<p>Based on staff and student interest (from the survey):</p> <ul style="list-style-type: none"> • link interested walk-to-work or ride-to-work staff and students with walking or cycling buddies • set up a car-pooling database to match rides and passengers 	Outstanding
Conduct ‘Getting around Sydney’ sessions as part of the induction for students.	Not applicable
Further utilise existing social media opportunities to keep staff / students up to date with transport programs, initiatives and user groups.	Not applicable
Include bus / train modes as preferred transport modes for any event / special occasion where students or transferred off site.	Public transport used for major School sporting events – Head of the River, Athletics Carnivals etc

Public Transport

Action	Date Completed
Develop and maintain a map showing public transport routes to the School (i.e. a TAG).	Term 2, 2014
Put TAG up on Lampada with maps showing the main public transport routes to and from the School.	Term 2, 2014
Place information on the School website with links to appropriate external transport websites (e.g. 131500.com).	Term 2, 2014
Provide information about timetables for staff and administrative information	Term 2, 2014

Walking

Action	Date Completed
Identify employees living near work that may be interested in walking to work.	Outstanding
Produce a map showing safe walking routes to and from the School with times, not distances, to local facilities, such as shops and public transport stops.	Published on TAG
Review the condition of existing footpaths and negotiate with North Sydney Council for improvements to footpaths used by staff and resident students.	Outstanding
Have a few umbrellas handy at reception for rainy day - perhaps bearing the School logo.	Outstanding
Take part in 'National Walk to Work Day'.	This tends to fall during a holiday period so is not an applicable event to support
Have some TravelSmart Get to Work days encouraging staff to attend and Students to travel by alternative modes of transport.	Outstanding

Cycling

Action	Date Completed
Introduce student and staff bike parking facilities which are secure and weather proof.	Completed
Monitor student and staff bike parking to ensure it remains well maintained, accessible and is used by staff and students.	Completed
Provide bicycle parking for visitors in an easily accessible location. Ensure parking is clearly visible or provide signage to direct people to cycle bays.	Completed
Establish an internal Bicycle Users Group (BUG). BUGs are formed by people who want to work together to improve facilities for cyclists and encourage cycling. The BUG could include both staff and students and expanded to include other nearby educational facilities or workplaces.	Outstanding

Develop a 'bike buddy' scheme for inexperienced cyclists.	Outstanding
Participate in annual events such as 'Ride to Work Day' and/ or sponsor entries to community bicycle events (e.g. Spring Cycle).	This event falls very early in Term 4 and the School is not in a position to support it. The School staff and boys do participate in many other charity and fun rides.

Car-pooling

Action	Date Completed
Set up a car-pooling database of likely users.	Outstanding
Implement car-pool management activities to promote car-sharing.	Outstanding
Liase with car sharing providers (e.g. GoGet) to investigate the opportunity for a vehicle to be located along the School's frontage (i.e. William Street).	Outstanding

Car Parking

Action	Date Completed
Maintain car parking allocation policy.	Completed
Maintain a policy of no student parking on site.	Completed

Communications Plan

Action	Date Completed
Develop a communications plan for sustainable transport initiatives which aims to aid in improving staff / student travel behaviour through information supply, feedback and support new programs and services adopted by the School.	Completed – TAG
Provide opportunities for staff and students to provide feedback about transport safety and programs run by the School. Feedback should be received by the School's sustainable transport representative.	Outstanding
Create an online notice board for transport information and initiatives run by the School.	Outstanding
Keep Lampada and the website up to date, with helpful information for students and staff.	Completed

Appendix C – Travel Mode Survey

Existing Travel Mode Questionnaire

Note: This 2016 travel mode survey was completed online, where relevant questions were filtered when not applicable. The survey related to travel on a specific date, to capture a snapshot of school travel modes.

1. Please select the category that applies to you:
 - a. Student – Year 3 to Year 6
 - b. Student – Year 7 to Year 10
 - c. Student – Year 11 or Year 12
 - d. Staff member
2. What postcode do you travel from?
3. What time did you arrive at Shore in Tuesday 15th November, 2016? *(Options provided)*
4. How did you travel to Shore? *(Options provided)*
5. If you arrived by car, were you a passenger or the driver?
6. How many other people were in the car with you?
7. Was anyone in the car going somewhere else, rather than Shore?
8. Were you being dropped off or were you (or the driver) parking the car?
9. Where did you get out of the car? *(Options provided)*
10. Where did you park the car? *(Options provided)*
11. Where did you park your bike?
12. What time did you leave Shore on Tuesday 15th November, 2016? *(Options provided)*
13. How did you leave Shore? *(Options provided)*
14. If you left by car, were you a passenger or the driver?
15. Were you being picked up or had the car been parked?
16. Where did you get into the car? *(Options provided)*
17. Where was the car parked? *(Options provided)*
18. How many people were in the car with you when you left Shore?
19. Would any changes make you more likely to take public transport to and from Shore?
20. Would any changes make you more likely to ride a bike to and from Shore?
21. Would any changes make you more likely to walk to and from Shore?
22. Do you have any other comments relating to travel and parking at Shore?