

Green Travel Plan

Smalls Road Public School

SR-01-SD-TR-RP-2000-1

Prepared for NSW Department of Education c/o CGAMW / 18th October 2017

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1 INTRODUCTION

The NSW Department of Education is proposing to construct a new public school in Ryde. The proposed Smalls Road Public School is expected to have a population of 860 students by the year 2041. This Green Travel Plan has been prepared by Taylor Thomson Whitting (TTW) to support the development and future operation of the school.

A Green Travel Plan is a way to manage the transport needs of staff, students, contractors, volunteers and visitors to a development. The aim of this Plan is to reduce the environmental impact of travel to and from the School and aims to encourage walking, cycling, public transport, car sharing and car-pooling, while reducing dependence on private vehicles.

1.1 Objectives

The key objective of this Plan is 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 also satisfies a condition of the Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning, which required that a Green Travel Plan be prepared.

The remainder of the Plan is divided into the following sections:

- Section 2 outlines the background and operating conditions of the site;
- Section 3 details the available transport facilities and current travel patterns around the site;
- Section 4 describes the site-specific objectives of this Green Travel Plan;
- Section 5 outlines the mode share splits to be targeted with this Plan; and
- Section 6 provides a list of strategies and actions to assist in reaching these targets.

1.2 Benefits

The aim of this Plan is to encourage active and sustainable travel behaviours. Environmental and social benefits commonly result from Green Travel Plans. As stated by the City of Ryde (2015), these may include:

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

1.3 References

This report has been prepared in the context of and with knowledge of a variety of relevant documents, standards, and guidelines:

- *Go Active 2 School Travel Survey* (Denistone East Public School P&C, 2012)
- *Workplace Travel Plan* (NSW Premiers' Council for Active Living)
- *Planning Guidelines for Walking and Cycling* (Department of Infrastructure, Planning and Natural Resources, 2004)
- Sydney's Future Series (Transport for NSW, 2013), including:
 - *Sydney's Cycling Future*
 - *Sydney's Walking Future*
- *City of Ryde Travel Plan Guidelines* (City of Ryde, 2015)

2 BACKGROUND

2.1 Site Location

Smalls Road Public School shall be located on Smalls Road, Ryde, in the northern suburbs of Sydney. The site has previously been used as the Ryde High School (which closed in 1986) and as a Department of Education facility for the Economics and Business Educators of NSW (until 2018).

The location of the site is shown in Figure 2.1 below, in the context of the local road network. Lane Cove Road is the closest major road to the site, approximately 750 metres from the site frontage on Smalls Road. Lane Cove Road connects to the M2 Motorway in the north and the M4 Motorway in the south.



Figure 2.1: Site location

Image source: Nearmap (dated 18th July 2017)

2.2 Operation

The new School will cater for children in Years K-6, with a student population expected to grow from around 760 students in 2026 to 860 students by 2041. The School will be operated by up to 70 teachers and staff.

Hours of operation are expected to be standard school hours between 9:00am and 3:00pm. There may be some opportunity for staggered class times to provide various management benefits (including traffic flow improvements) however class times would not vary significantly from the base hours.

The site has a single street frontage only to Smalls Road. A driveway provides access to a staff car park and a service and loading area. There are two pedestrian access points along the School frontage and an additional access point to the playing fields adjacent to the site.

Henri Durant Reserve also provides a limited pedestrian connection through to Lavarack Street. Figure 2.2 illustrates the access options available at the site.



Figure 2.2: Site access

Image source: Nearmap (dated 18th July 2017)

3 TRAVEL AUDIT

3.1 Active Transport Facilities

3.1.1 Cycling Facilities

There are limited formalised cycling facilities within the vicinity of the site. The City of Ryde provides a local bike map as developed by Sydways, which is publically available on the Council website. The map also provides information for cyclists to encourage greater usage of bicycles for travel within the local area.

Both Smalls Road and Quarry Road are designated as “informal on-road bike routes” on this map, along with a number of other roads through the draft catchment area. The distribution of these routes is such that no property within the catchment is more than approximately 300 metres along local streets from an on-road bike route. Dedicated off-road bike paths are provided in some locations including Santa Rosa Park (connecting toward the Macquarie Centre) and Blaxland Road (connecting to Top Ryde Shopping Centre).

Figure 3.1 provides an extract of the bike map surrounding the draft catchment area.

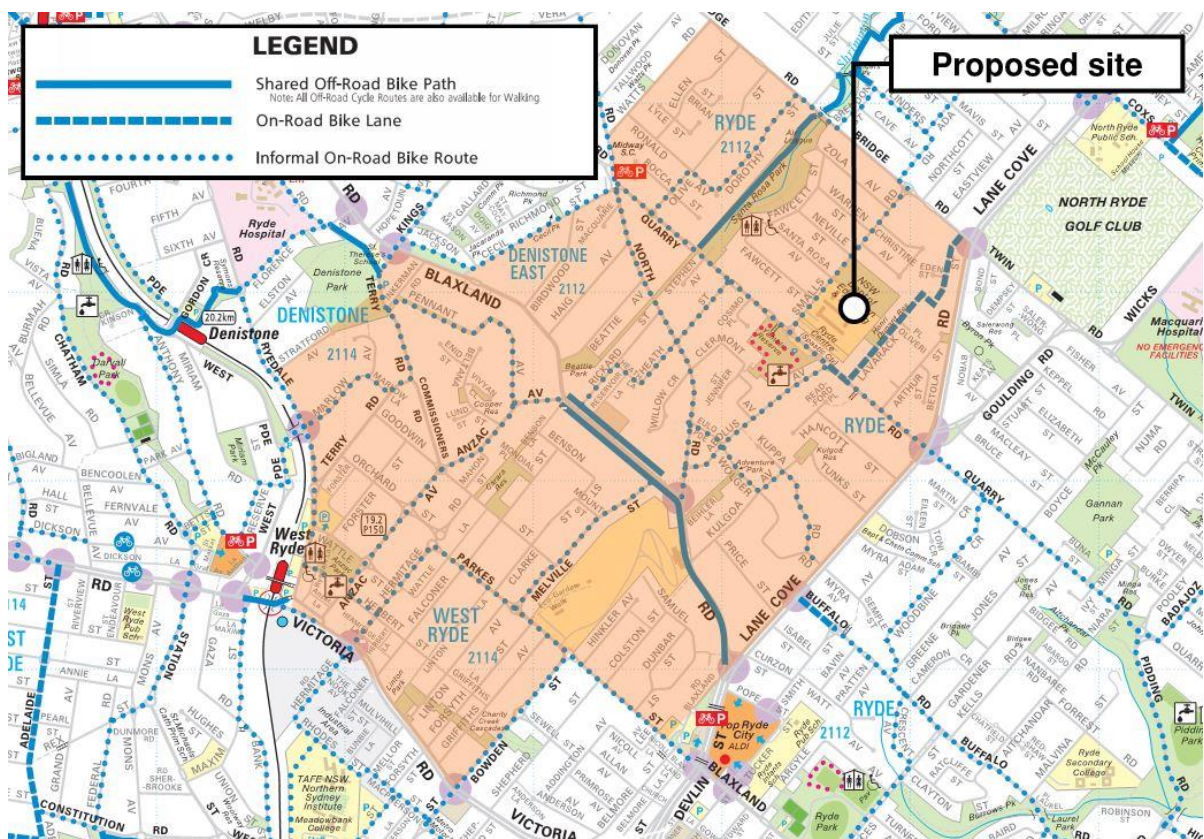


Figure 3.1: Local cycling facilities

Draft school catchment in orange. Image source: Sydway City of Ryde Bike Map (version 16-23-12)

3.1.2 Pedestrian Movements

An at-grade pedestrian (zebra) crossing is provided south of the site boundary in Smalls Road whilst a raised pedestrian (zebra) crossing is provided in front of the Smalls Road Reserve. These crossings will provide safe facilities for children to cross Smalls Road.

The roundabout at Smalls Road/Quarry Road provides gaps for pedestrians in the splitter island on Smalls Road and the western approach on Quarry Road. Similarly at the Bridge

Road/Quarry Road roundabout provides gaps for pedestrians in the splitter island on Smalls Road and the western approach on Bridge Road.

Concrete footpaths are provided on both sides of Smalls Road for its full length. The bus stops in Bridge Road west of Smalls Road are provided with seats and accessible paths including tactile pavers. Bus shelters are provided in Quarry Road west of Smalls Road.

At time of writing, it is assumed that Smalls Road is to be converted to a 40km/hr School Zone, improving pedestrian safety in the surrounding area by reducing the risk and severity of any accidents.

3.2 Public Transport Services

3.2.1 Public Bus Services

Public bus services operate along Quarry Road and Bridge Road. Bus routes X18 (westbound only) and 518 service Quarry Road at bus stops around 200 metres from the site, while route 507 services Bridge Road at bus stops around 500 metres from the site. All bus services in the area are operated by State Transit.

Table 3.1: Public bus frequencies

Data source: Sydney Buses

Route	Destinations	Frequency During Peak
507	Macquarie Uni to Circular Quay via Putney	Every 30 minutes
518	Macquarie Uni to Circular Quay	Every 30 minutes
X18	Town Hall to Denistone East	<i>3 westbound evening services</i>

Public bus services operate along Quarry Road and Bridge Road. Bus routes X18 (westbound only) and 518 service Quarry Road at a bus stop around 200 metres from the site, while route 507 services Bridge Road at a stop around 500 metres from the site. All bus services in the area are operated by State Transit. It is not recommended to provide any additional public bus services given the significant spare capacity observed on the buses in the bus occupancy surveys undertaken Thursday 29th June 2017.

3.2.2 School Bus Services

At time of writing, it is assumed that Smalls Road Public School will be provided with some number of school bus services for students. The extent of these services is currently unknown, however it is expected that various services would cover most of the School catchment. Existing services for other schools currently operate along both Quarry Road and Smalls Road.

3.2.3 Train Services

There are three train stations within a 45 minute walk from the proposed School site. All three of these stations are serviced by the T1 North Shore, Northern and Western Line. These stations are summarised as follows:

- Macquarie Park Station is located 2.6 kilometres from the site (approximately 33 minutes' walk).
- Denistone Station is located 3.0 kilometres from the site (approximately 38 minutes' walk).

- Meadowbank Wharf Station is located 3.5 kilometres from the site (approximately 45 minutes' walk).

The Sydney Metro Northwest Project will result in an upgrade to the Epping to Chatswood line. This will upgrade services departing from Macquarie Park to depart every three minutes during peak times. Construction of this upgrade is expected to be completed by mid-2019.

3.2.4 Opal Top-Up Facilities

There are limited facilities available near the School at which users can top-up their Opal cards at a physical vendor. The nearest facilities are likely to be located at the Post Office and Newsagency on North Road (approx. 1km walk) or at Top Ryde Shopping Centre (approx. 1.8km walk).

3.3 Private Vehicle Facilities

3.3.1 Drop-off and Pick-up Zone

At time of writing, it is proposed that a drop-off and pick-up zone be constructed along the Smalls Road frontage of the new School. The zone is expected to provide capacity for some 16 vehicles in a No Parking area (approximately 100 metres) and 10 spaces in a P10 ten-minute parking area (approximately 60 metres).

3.3.2 Car Share Services

Car share services are available for a base fee with additional charges per hour/day and per kilometre. There are five "GoGet" car share locations near to the site:

- Two located within Macquarie Hospital approx. 2.6 kilometres from the site;
- Two located near West Ryde Station approx. 2.1 kilometres from the site; and
- One located at Top Ryde Shopping Centre approx. 2.0 kilometres from the site.

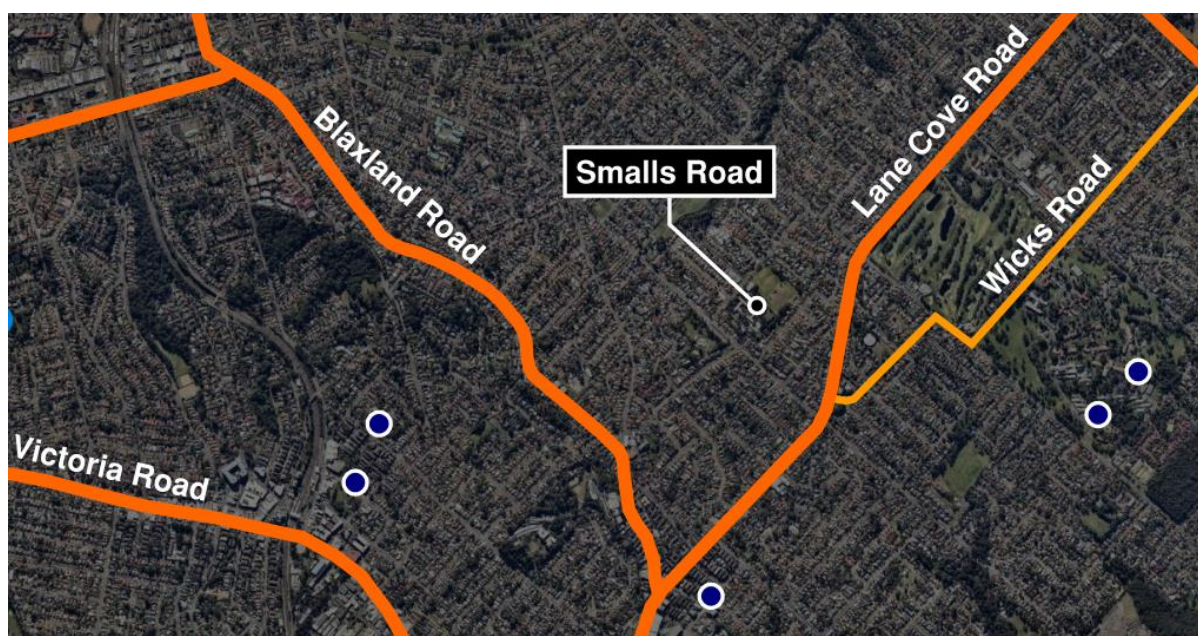


Figure 3.2: Location of Car Share Spaces
Location Source: GoGet

3.3.3 Car-Pooling Services

The City of Ryde Council supports car-pooling by providing information within their website and links to various car-pooling websites.

3.4 Existing Travel Patterns

As Smalls Road Public School is new facility at the site, data relating to existing travel patterns is unavailable. To determine the expected travel patterns for the site, two data sources have been examined and compared as follows:

- Journey to Work Data for the existing area
- A previous travel mode survey conducted at Denistone East Public School

The following sections provide an assessment of these data sources to determine an expected travel mode split for students and staff at the proposed school.

3.4.1 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) of which the site is located within TZ 1565 (refer to Figure 3.3).

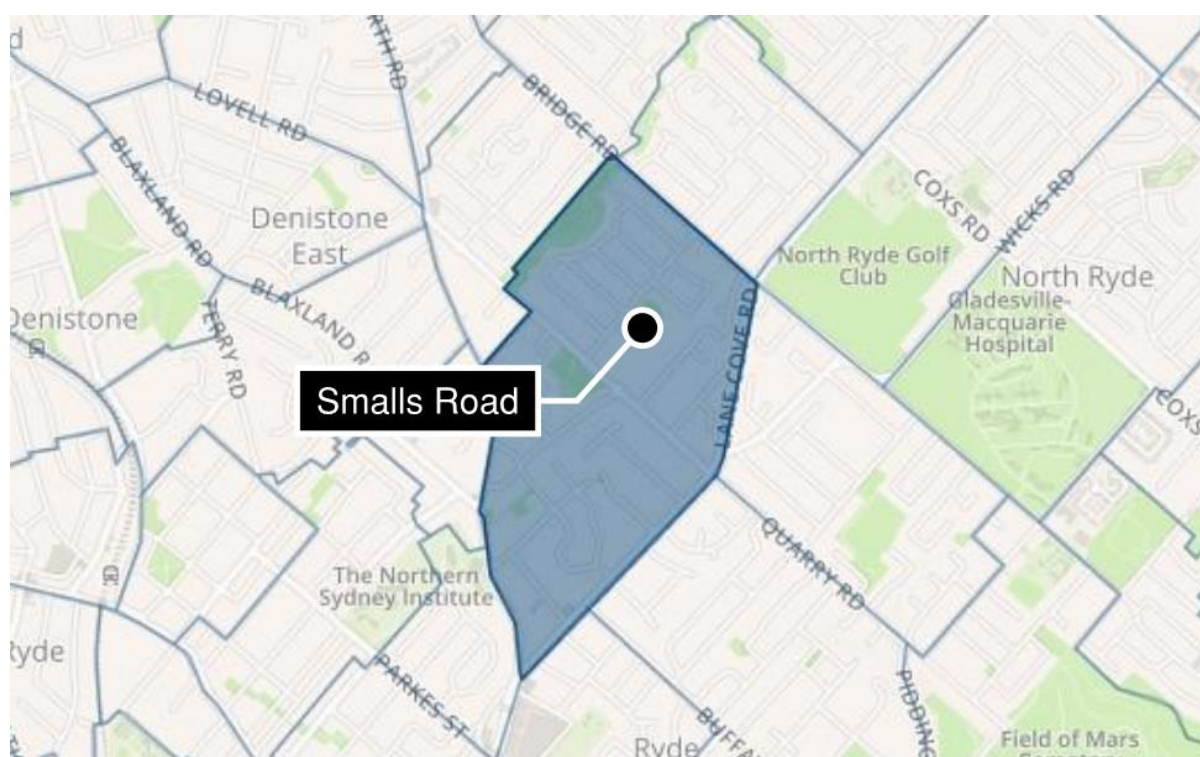


Figure 3.3: Travel Zone Area

Image Source: Journey to Work Visualiser

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 through comparison of other workers within the vicinity. The majority of the area within the TZ is low density residential, with only 617 workers reported travelling to the TZ. Notable places of employment within the TZ include:

- The existing Department of Education facility for the Economics and Business Educators of NSW
- The Cerebral Palsy Alliance
- North Ryde Community Pre-School Centre
- Aged Care services

JTW data indicates that the majority of workers travelling to the zone do so by private vehicle (76%) and train (9%). Further details on the travel modes of staff are detailed in Table 3.2.

Table 3.2: Travel Mode Share
Data Source: Bureau of Statistics

Mode of Travel	Mode Share Split
Vehicle Driver	76%
Train	9%
Vehicle Passenger	4%
Bus	4%
Walked Only	3%
Mode not Stated	2%
Other Mode	2%

Previous experience from TTW indicates that teaching staff generally have a higher rate of private vehicle use than other types of employees. This is largely due to the following:

- Requirement to transport teaching supplies and/or materials.
- Teachers are often not local to the school and may travel large distances to reach work.

With consideration to the characteristics of the site, the unique requirements of educational staff and previous experience, a vehicle driving rate of approximately 85% – 90% can be expected prior to sustainable transport initiatives. It is expected that the majority of these vehicle trips will be single occupant prior to any initiatives to promote carpooling.

3.4.2 Denistone East Public School

In 2011 and May 2012 travel mode surveys were conducted for Denistone East Public School which is located approximately 1.6 kilometres north-west of the site. While Denistone East Public School is located closer to Denistone Station, the walking time from the School to the Station is still approximately 26 minutes.

It is important to note that these travel mode surveys were conducted as a part of “Go Active 2 School”, an initiative of the City of Ryde and Ryde Hornsby Health Promotion Unit. A number of schools within Ryde participate in this program including Denistone East Public School, North Ryde Public School, Kent Road Public School and Ryde Public School. Schools participating in this program receive resources to encourage and promote active travel to and from school, which may include:

- A Transport Access Guide (TAG) showing walking, cycling and bus routes to school.
- Water bottles to promote active travel.
- Pedometers to encourage walking as a travel mode.
- Reflective fluoro safety bands to increase visibility when walking to and from school.
- Road safety information packs.

The travel mode surveys were conducted via online survey to parents of students at the School. The two surveys were conducted to determine the impact that the initiatives as part of “Go Active 2 School” had on the travel mode share. It was found that these initiatives significantly decreased the rate of car only trips (a reduction in mode share of 20%).

Following these travel initiatives, in 2012 it was found that the most common travel modes for students were car only (31%) or walking only (27%).

As part of the travel mode surveys, parents were asked about their opinion on their child's travel to school. Approximately two thirds of parents believed in 2012 that their child could walk the distance to school and over 90% preferred that their children walk, ride a bike or catch public transport to and from school. The majority of parents (69%) believed that their child could use active transport to travel to school.

A barrier to students using active or public transport identified as part of the survey was parental employment. Within the survey parents identified that they usually dropped their child at school during their morning travel to work.

Table 3.3: Travel Mode Share for Students

Data Source: Denistone East Public School "Go Active 2 School"

Mode of Travel	Mode Share Split 2011	Mode Share Split 2012	Mode Share Change	Preferred Mode Share Split 2012
Car Only	51%	31%	-20%	9% ¹
Walking Only	34%	27%	-7%	87% ²
Walking and Car	11%	20%	+9%	Not Surveyed
Public Transport	3%	12%	+9%	1%
Bike, Skateboard and Scooter	1%	10%	+9%	3%

¹Car was further divided into *driven by car* (8%) and *car sharing* (1%).

²Walking was further divided into *walk* (15%), *walk with friends* (28%) and *walk with parents* (44%).

4 OBJECTIVES

4.1 Reduce Traffic Congestion

Smalls Road Public School is located within a residential area with limited road access to the site. Traffic demand for the School is therefore highly concentrated into a small number of roads and intersections close to the site. To reduce the amount of traffic congestion experienced by School users and the general public, efforts must be taken to reduce the total volume of vehicle travelling to the School. The most significant delays at any school occur around the drop-off and pick-up periods, and this will need to be a key area of focus in sustainable travel actions.

Reduction in traffic congestion will also become critical for the long-term operation of the School. It is noted that while the student population is expected to increase over time, this is associated with population growth in the local area. This area growth also results in an increased level of background traffic, which may lead to worsening traffic congestion regardless of the School's operation and activities.

4.2 Improve Student Safety

In the interest of student safety, it is critical that the volume of vehicles moving around the School is reduced as much as possible. While all efforts will be taken to ensure that students remain safe around roadways and are separated from the road as much as possible, mistakes and accidents can occur which cannot be foreseen or fully prevented. For example, children could still run out onto the roadway during a reasonable and understandable lapse in supervision, and are more likely to be involved in an accident if there are more vehicles on the road.

Note that it is not only student safety but also safety of local residents that shall be improved by a reduction in vehicle volumes.

Student safety can also be improved by providing comprehensive training and education programs relating to active transport. Many young children may not yet have developed an understanding of road safety and awareness, but may be able to do so in a supervised group such as a Walking School Bus, or learn important information at a Ride To School Day workshop.

4.3 Improve Health and Wellbeing

It is the responsibility of any school to ensure the health and wellbeing of students while at school. This responsibility can extend beyond school hours to include daily travel to and from the school. An uptake in active transport such as walking and cycling can provide health benefits to students (and staff) by increasing the amount of physical activity in which they are involved.

4.4 Reduce Parking Impacts

Significant concerns were raised by local residents during the development of Smalls Road Public School regarding the impacts to on-street parking in the surrounding residential areas. Parking surveys undertaken during the development demonstrated that reasonable spare capacity was available within residential streets, on the order of 300 parking spaces within 400 metres of the site. Regardless, any reduction in impact shall be a welcome benefit to residents.

It is noted that staff are expected to park on-site, with a staff car park provided. Parking impacts may result from School visitors, or during the drop-off and pick-up operations.

4.5 Promote Public Transport Usage

As part of any long-term sustainable transport plan, promotion of public transport as a travel mode is a critical component. Public transport services are generally reasonably reliable, and convenient for those users living along or near the service corridor. Usage of public transport also assists in achieving other objectives such as reduced traffic congestion and reduced demand for parking.

With regards to Smalls Road Public School, it is noted that existing bus services along Bridge Road and Quarry Road have significant spare capacities. This results in a convenient service for users, without concern for available space as can be an issue on busier services.

Note that while occupancy on bus services may currently be low, increased usage from school students and staff will naturally lead to high occupancies and there may be more limited capacity in the future. It is possible that demonstration of higher demand on these services will encourage service providers (in this case State Transit) to add extra services to their operation, improving the public transport experience for all school users (potentially in other travel corridors) and the general public. Note that public transport systems as discussed in this Plan include not only public bus services but also school bus services.

Promotion of public transport also assists in educating students in their awareness of transport opportunities, travel safety, and becoming generally more comfortable with public transport. This is of significant long-term benefit to these students and the general public, by raising children with a good understanding of public transport and who are more likely to continue using it in the future.

5 TARGETS

5.1 Key Issues

The following key issues have been considered when developing this Green Travel Plan for the proposed Smalls Road Public School:

- Teaching staff are often not local to their place of work and may be required to travel far distances.
- Staff may have unique requirements for transporting teaching supplies and/or materials.
- Limited public transport is available for staff travelling long distances.
- The proposed catchment for the School does not place the School at the centre of the catchment resulting in some students having to travel up to 2.5 kilometres. This may limit the attractiveness of active transport.

5.2 Student Mode Share Targets

The proposed catchment for Smalls Road Public School is as shown in Figure 5.1. Due to the location of existing schools within the area, the proposed catchment is not equally distributed around the proposed school. Students travelling within the catchment could be located up to 2.5 kilometres away from the proposed School, which may impact their willingness to use active travel modes to the site. For comparison, the existing catchment for Denistone East Public School (refer to Section 3.4.2 for travel mode surveys) has a maximum travel distance of approximately 1.3 kilometres.



Figure 5.1: Draft School Catchment

Image source: Nearmap (dated 18th July 2017)

Following the survey results for Denistone East Public School and applying the varied site characteristics, realistic targets for travel mode share are detailed in Table 5.1. It is noted that these targets have been estimated based on data for a local public school near to the site. Following the opening of the proposed school, a travel mode share survey should be conducted and targets adjusted accordingly.

Table 5.1: Student Mode Share Targets

Student Mode of Travel	Mode Share Split
Car Only	40% – 50%
Walking Only	30% – 35%
Public Transport	10% – 15%
Bike, Skateboard and Scooter	10% – 15%

5.3 Staff Mode Share Targets

Given the School is not currently in operation, a number of assumptions need to be made to determine the travel mode share of staff to the site. A review of the JTW data within the context of teaching staff provides an estimate of expected travel modes to the site which has been detailed in Table 5.2.

As with the student travel mode targets, these have been estimated and should be adjusted following a travel mode survey of the school in operation.

Table 5.2: Staff Mode Share Targets

Staff Mode of Travel	Mode Share Split
Vehicle Driver	70% – 75%
Train	5% – 10%
Vehicle Passenger	5% – 10%
Bus	10% – 15%
Walked Only	0% – 5%

6 ACTIONS

As previously discussed, the main objectives of this Green Travel Plan are to:

- Reduce traffic congestion;
- Improve health and wellbeing;
- Promote public transport usage;
- Improve student safety; and
- Reduce parking impacts.

In order to achieve these objectives, a number of initiatives and programs are recommended to be implemented as detailed in the following sections. Five base strategies are considered which aim to meet the objectives of the Plan:

1. Enable informed users
2. Encourage active transport
3. Encourage public transport
4. Encourage carpooling
5. Ongoing management

Actions to encourage active transport, public transport, and carpooling, total vehicular demand and vehicle activity around the School will be reduced. This will assist in achieving the objectives of reduced traffic congestion, improved student safety, and reduced need for on-street parking. Encouraging active transport is intended to improve health and wellbeing for staff and students. Additionally, by ensuring users are enabled with the appropriate information and undertaking continued management of the sustainable travel strategies, the objectives of the Green Travel Plan can best be achieved over time.

Each strategy consists of a number of actions which should be implemented to achieve a shift toward the ultimate objectives of the Plan. These actions are summarised and included in a table which can also be used as a convenient checklist to assess the School's progress with sustainable travel initiatives. The staff member responsible for green travel (as recommended in these initiatives) should review this checklist periodically to reflect on the School's progress and opportunities.

6.1 Strategy 1: Enable Informed Users

6.1.1 Transport Access Guide

Users often face difficulties in using sustainable travel modes due to a simple lack of awareness of their travel options. If these options can be presented to users in an easy-to-understand format, they may be more likely to change their travel behaviours.

It is recommended that a brochure or leaflet be developed that provides information on bus routes and active transport facilities near the School. Brochures can easily be given to staff, students, and parents, and can be developed in-house or by an external consultant. The brochure should also be uploaded to the School website to provide information for visitors.

Stay healthy. Save money.
Save the environment.

Public and active transport keeps you feeling good and keeps vehicles off our roads. Make the right choice by taking one of the following options for your journey to St. Andrew's College.

Walking

Safe and convenient walking routes are available to many local services and transport routes:

- 1 minute to Carillon Avenue bus services
- 4 minutes to King Street bus services, food, and retail
- 10 minutes to Macdonaldtown train station
- 11 minutes to Parramatta Road bus services

Cycling

The streets of Camperdown and Newtown provide a number of bicycle friendly routes. 30 bicycle parking spaces are available at the front of the Thyne Building, and 48 spaces on the Oval.

Cycling maps and tips are available from the City of Sydney on sydneycycleways.net or by calling 9265 9333.

Buses

The following bus routes are within easy walking distance:

- Missenden Road: 412
- King Street: 352, 370, 422, 423, 426, 428, M30
- Parramatta Road: 413, 436, 438, 439, 440, 461, 480, 483, M10

Trains

Macdonaldtown Station is serviced by the T2 Inner West Line and the South Line, connecting to Campbelltown, Strathfield, and the City. The travel time to Central Station is around 6 minutes. In peak times, trains operate every 5 to 10 minutes.

Ferries

Sydney Ferries are also a great option for those travelling from around the Harbour. Pymont Bay Wharf (a 45 minute walk) services the central harbour and Manly, while Darling Harbour Wharf (45 mins) services most Sydney ferry routes.

Plan your trip

Not sure how to make your way here?

To organise your trip on public transport, visit transportnsw.info to check times and services, or call the Transport Information Line on 131 500.

Alternatively, download one of these apps to get the latest information and plan your trip on the go.

- Opal Travel
- TripGo
- Triptastic
- TripView
- Transit App

Car Sharing

Need to use a car? Consider a Car Sharing program. The following outlets provide car sharing facilities in the area.

- GoGet goget.com.au
- Hertz 24/7 hertz247.com.au

Transport Access Guide

Your guide to accessible and sustainable transport around St. Andrew's College

T B F L

St Andrew's College

This guide courtesy of Taylor Thomson Whitting

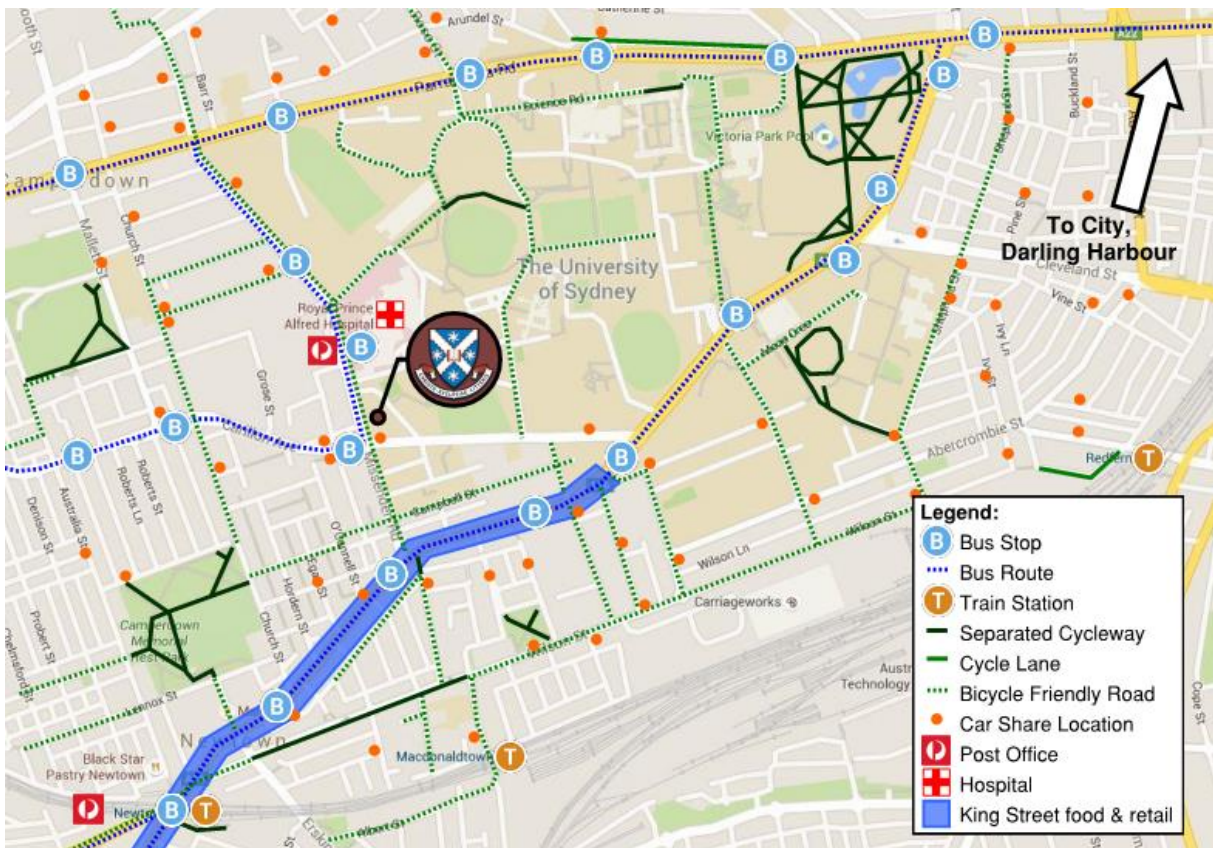


Figure 6.1: Transport Access Guide brochure example
Source: Developed by TTW for St Andrews College at the University of Sydney

6.1.2 Induction Information for New Users

It is important that both students and staff at the School are aware of the travel options available to them. Particularly for new users, the default option may be to drive to the School or be dropped off if they are unfamiliar with the area.

To ensure that users are aware of their options, a Transport Access Guide (discussed above) and any other relevant information such as health and activity leaflets should be distributed to all users. Distribution methods could include information being included in induction or orientation packages. Information provided directly in this manner results in users being more likely to engage in sustainable travel patterns, rather than being required to seek out information independently.

Distribution of information should also include parents, as they are likely to encourage or govern the travel behaviour of their children. Parents aware of the health benefits for their children are particularly likely to encourage active transport options.

6.1.3 Periodic Reminders

Travel options often change over time, and new site users may miss pieces of information in provided to them. Periodic reminders can assist in providing continued information to users and aim to provide a greater reach and impact. One convenient way to reach a broad user base is to include information and reminders in the school newsletter. Content could include details on new travel initiatives, mode share progress, and upcoming events or changes, as well as reminding parents of the importance of sustainable travel.

This style of communication could also request feedback from parents regarding current initiatives and any other travel-related concerns.

6.2 Strategy 2: Encourage Active Transport

6.2.1 Student Bicycle Rails

At time of writing, it is expected that bicycle rails are to be provided for student usage. These rails should be maintained and kept to an appropriate standard, to provide a good environment for students to store their bikes. Usage of the rails should also be monitored, and additional rails should be installed as demand increases.

Installation of bicycle rails should be in accordance with Australian Standards AS2890.3 *Bicycle parking*, and any other specifications from authorities including City of Ryde Council or the Department of Education.

6.2.2 Staff Bicycle Storage

At time of writing, it is expected that bicycle storage in the form of rails or secure indoor storage shall be provided for staff usage. Storage areas should be maintained and kept to an appropriate standard, including any security or monitoring systems present. Given the likely higher value of staff bicycles compared to student bicycles, an appropriate level of security or surveillance should be maintained. Usage of the storage should be monitored, and additional storage provided if demand increases.

Installation of bicycle rails should be in accordance with Australian Standards AS2890.3 *Bicycle parking*, and any other specifications from authorities including City of Ryde Council or the Department of Education.

6.2.3 End-of-Trip Facilities

Users wishing to engage in active transport often face difficulties dealing with physically exerting journeys travelling long distances or along steep grades. These journeys can leave travellers sweaty and uncomfortable, particularly during the warmer months of the year. End-of-trip facilities are designed to allow users to shower and change after their journey, feeling refreshed and ready for their daily routine.

End-of-trip facilities should ideally provide showers, change rooms, lockers, and drying facilities for users. Depending on the layout of the facilities, these may be separated to male and female, or may be combined gender-neutral facilities. Many locker systems are available which can provide vertical space for clothes hangers and storage for personal items in an L-shaped system, providing a high density of lockers in a room.



Figure 6.2: Storage locker example

Source: 'L Shape Locker', Storage Aspects (storageaspects.co.uk)

End-of-trip facilities are generally designed to cater for users of secure bicycle storage areas. Less secure bicycle parking racks (such as may be used for students of the school) are generally not considered for end-of-trip facilities. Existing shower and change areas for students may exist (such as for weekly sport activities) which could be suitable for use by students involved in active transport to school.

6.2.4 Walking School Bus

A number of schools are starting to implement travel programs known as a Walking School Bus. Students walk to and from school in a group supervised by parents, with a specified route and pick-up points similar to that of a school bus. This supervised and organised system is considered to provide improved safety for students walking to school, which is an encouragement to children and their parents.



Figure 6.3: Walking School Bus route example

Source: Walking School Bus guide for parents and teachers, TravelSmart Australia

A Walking School Bus program could be developed for the new School to encourage additional walking as a mode of travel. The chosen route should utilise pedestrian crossings where available (signalised or zebra) and other local streets with low traffic volumes. Training programs are likely to be required for the parents responsible for the groups, and volunteers may require police Working With Children checks.

The Department of Education has issued a list of considerations for schools which should be discussed by the School administration and community prior to implementation.

6.2.5 'Ride 2 School Day' and Health Events

Various organisations and groups develop programs and events to encourage active transport for children and adults. Schools can register to be involved in these events which can act as both promotional and educational activities for their users.

For example, Bicycle Network coordinates both a Ride2School Day and a Ride2Work Day each year. These events provide a good opportunity for schools to encourage cycling for their students and staff respectively, though each event can also assist in influencing the travel behaviour of the other group by association. Events hosted at or by the School could include organised riding routes (similar to the Walking School Bus program detailed above), bike safety programs, bike maintenance instructions, community outreach (e.g. Police), and more.

Transport events are not limited to cycling. Other active transport events such as Walk to Work Day or other health events such as National Health & Physical Education Day are also possible events to be involved in. By exposing students and staff to these events and concepts in a passive and recurring (e.g. annual) manner, they are more likely to think about active transport for their own travel behaviour. Any opportunity to improve the safety and education of School users is also an important opportunity that should be embraced.

6.2.6 Safe Systems

By providing safe travel systems, users are more likely to be comfortable in considering active travel to and from School, without worrying about high levels of travel risk.

To improve the safety of students around the site, it has been recommended as part of the design development that a School Crossing Supervisor be provided. The School Crossing Supervisor program is a state-wide program that contributes to the safety of infants and primary school students. School crossing supervisors help students use the crossings on roads adjacent to or nearby schools. School crossing supervisors are provided where certain transport authority guidelines and criteria are met.

School Crossing Supervisors and other safe systems should be implemented to encourage active and public transport for all users.

6.3 Strategy 3: Encourage Public Transport

6.3.1 Opal Top-Up Facilities

There is a limited availability of physical top-up facilities for Opal cards in the vicinity of the School. If users do not utilise automatic top-up, they may avoid public transport options if unsure about their Opal balance or where to add funds to their card.

It may be possible to provide an Opal top-up facility at the School reception, similar to those found in convenience stores and supermarkets in many locations. The feasibility of such a system should be investigated with Transport for NSW regarding the best implementation.

This provision will be particularly relevant for staff. Most students would be expected to travel for free on School Opal cards, though must live outside the specified zone (1.6km straight line distance or 2.3km walking distance from School). Students within this zone who are not eligible for a School Opal card, and students travelling places other than home, may benefit from an Opal top-up facility.

6.4 Strategy 4: Encourage Carpooling

6.4.1 Staff Pairings

Staff could be encouraged to carpool by sharing information about potential carpooling pairs. Not all staff may be aware of others who live near to them, or along their travel route to School.

A meeting could be held for staff to provide an opportunity for staff members to discuss carpooling options, including coordination of staff by region and place of residence.

6.4.2 Priority Parking

Staff committed to carpooling with others could be allocated priority parking spaces in an area of the staff car park. The provision of dedicated spaces, ensuring that these users will be able to find a space on-site, may encourage users to investigate carpooling. Priority spaces could also come with other benefits such as weather protection or better location, as further encouragement for staff.

Note that this strategy is most relevant if the demand for parking exceeds the capacity of the parking area. Conversely it is the aim of other strategies and actions within this Green Travel Plan to reduce overall vehicular demand.

6.5 Strategy 5: Ongoing Management

6.5.1 Regular Reviews of Travel Plan

This Green Travel Plan and other associated documentation (such as a Transport Access Guide) should be reviewed regularly, and updated as required. It is recommended that an annual review would be an appropriate update schedule. This annual review should include an updated travel mode survey, consultation with staff and students, and adjustments to initiatives and targets.

6.5.2 Staff Responsibility

To ensure that the ongoing review of this Plan is carried out as expected, responsibility of this task should be allocated to a specific staff member.

Action	Why	How	When
Strategy 1: Enable Informed Users			
1.1 Develop a Transport Access Guide for the site	Important to make travel choices clear for site users, including walking, cycling, and public transport services nearby.	Develop brochure or leaflet outlining sustainable travel options to the site and provide to users (including on website)	Upon opening
1.2 Include travel information into the induction process for new staff and parents	Information should be convenient and accessible for users. Parents likely to govern student travel patterns.	Include TAG and any other relevant information sheets in induction and orientation packs.	Upon opening
1.3 Provide travel information and reminders in School newsletter	Periodic information ensures parents and students are kept up to date on any changes, and reminded of travel options	Allocate staff member responsible for periodic newsletter schedule or column relating to sustainable travel	12 months after opening
Strategy 2: Encourage Active Transport			
2.1 Provide bicycle rails for students	Students with knowledge of convenient storage rails are more likely to cycle to School. Outdoor bike rails are generally considered suitable for students.	Include provision for bike rails in initial construction program. Bike rails should be installed undercover if and where possible.	Construction
2.2 Provide bicycle storage area for staff	Staff with knowledge of a safe storage spaces are more likely to cycle to School. Staff may also have bikes with a higher sale value and wish to have a more secure storage than outdoor rails.	Include provision for bike storage area in initial construction program. Storage should have sufficient security features including access and surveillance.	Construction
2.3 Provide end-of-trip facilities for staff	End-of-trip facilities with showers, change rooms, and lockers encourage greater usage of active transport from users who may otherwise avoid due to long distances, steep grades, etc.	Install lockers for staff including provision for clothes hanging space (e.g. L-shaped lockers). Provide access to shower and change facilities.	Upon opening

Action	Why	How	When
2.4 Establish a Walking School Bus program	Students are more likely to walk and parents are more likely to encourage walking if a safe and supervised route is available with a group of other children	Develop working group with P&C Committee to identify primary walking routes, allocate responsible parents, and implement training system for users and parents	12 months after opening
2.5 Promotion of 'Ride 2 School Day' and other health events and days	Students and parents exposed to active travel in an organised manner may be more likely to consider it for their own travel, and may also enjoy improved education regarding their options and safety	Ensure events such as 'National Ride To Work Day' and other relevant events are advertised by the School with special events held. This may best be organised by the School sustainable travel representative	Ongoing
2.6 Safe systems	Users are more likely to travel by active transport if they feel safe doing so. Parents are also more likely to encourage active transport for their children.	Implement a School Crossing Supervisor and other road and travel safety programs. Ensure safety infrastructure such as crossings and lighting are adequately maintained.	Ongoing
Strategy 3: Encourage Public Transport			
3.1 Opal card top-up facilities	There are limited top-up facilities (e.g. retail stores) near the site. Users may avoid public transport if they are unsure of their Opal balance or know they have insufficient funds. Facilities also act as a reminder of public transport availability to influence travel habits.	Investigate the feasibility of providing an Opal top-up facility at the School reception.	Upon opening

Action	Why	How	When
Strategy 4: Encourage Carpooling			
4.1 Introduce staff living in appropriate geographical pairings	Staff may not be aware of others who live near to them or along their route to School	Arrange meeting or workshop between staff with intention of arranging and organising by region and place of residence	12 months after opening
4.2 Provide priority parking for carpooling staff	Staff are more likely to use carpool programs if parking is guaranteed, particularly if parking capacity experiences high demand	Develop register of staff who wish to regularly carpool including vehicle registration. Allocate a number of parking spaces to carpooling staff only and patrol with administration or grounds personnel.	12 months after opening
Strategy 5: Ongoing Management			
5.1 Review this Green Travel Plan regularly	Consistent review will allow revision of mode share targets and provide an understanding of any deficiencies and possible improvements	Undertake an annual or biennial review of this Green Travel Plan including an updated travel mode survey of staff and users	Ongoing
5.2 Allocate responsibility to a staff member	Sustainable travel documentation, initiatives, and education are unlikely to be maintained if responsibility is not allocated to a particular staff member	Seek out one or more members who wish to take responsibility for sustainable travel. Staff members should also ensure that responsibility is transferred if they leave the School.	12 months after opening

7 CONCLUSION

This Green Travel Plan is a critical step in achieving more sustainable travel behaviour for staff, students, and visitors to Smalls Road Public School. Given that the School is a new facility, this provides a unique opportunity for promoting active and public transport and influencing travel behaviour right from the School's opening.

This document should not be taken as a strict guide to strategies and actions for the School, but rather a suggested framework based on preliminary assumptions and investigations. Some actions may not ultimately be suitable for the School, and additional actions may be identified which could provide further improvements not yet identified in this initial Plan.

Importantly, this document should be recognised as a site-specific Plan for Smalls Road Public School, and actions listed here should be undertaken in association with typical sustainable transport plans and actions. These could include adequate signposting of active and public transport infrastructure, sufficient lighting and security in all areas, and other actions relevant to all kinds of development.

It is recommended that this Plan, including its targets and methodologies, be updated regularly once the School has been in steady operation for some time (say 12 months). Updates to the Plan should consider consultation with relevant stakeholders such as staff, students, and parents, and external bodies such as the Department of Education or City of Ryde Council if deemed necessary.