

SUSTAINABLE TRAVEL PLAN
FOR THE
SAINTS PETER AND PAUL ASSYRIAN
PRIMARY SCHOOL
AT
17-19 KOSOVICH PLACE, CECIL PARK

Prepared By:



1 Introduction

McLaren Traffic Engineering (MTE) was commissioned by Assyrian Schools Ltd to provide a Sustainable Travel Plan (STP) for the Saints Peter and Paul Assyrian Primary School at 17-19 Kosovitch Place, Cecil Park. This Sustainable Travel Plan (STP) has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) dated 13th April 2018. The relevant comments from the SEARs are provided below.

Include a transport and accessibility impact assessment, which details, but not limited to the following:

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

The comments from the SEARs are satisfied by this Sustainable Travel Plan.

1.1 Development Characteristics

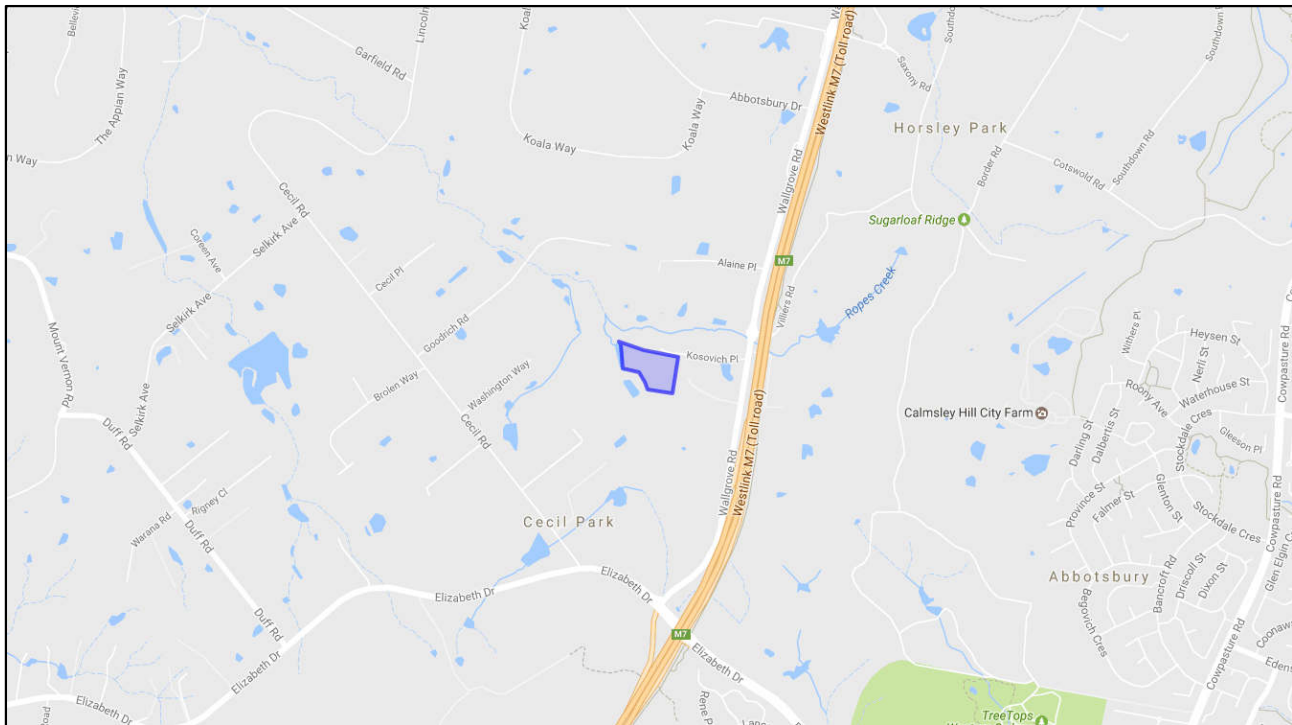
The proposed Saints Peter and Paul Primary School will include classes from Kindergarten to Year 6, with a maximum total of 630 students to be enrolled in the school and 35 school staff. The school will be occupied in a number of stages as construction completes, with the first Stage of occupation proposed to include 210 students and 12 staff.

The school is relatively isolated from residential areas and is to be situated on two neighbouring lots zoned RU4 – Primary Production Small Lots under the Fairfield City Council Local Environmental Plan 2013. The location of the site is depicted on an aerial image and a street map in **Figure 1** and **Figure 2** respectively.



Site Location 

FIGURE 1: SITE CONTEXT – AERIAL IMAGE



Site Location 

FIGURE 2: SITE CONTEXT – STREET MAP

1.2 References

A number of sources have been consulted to inform the preparation of this report including:

- The Secretary’s Environmental Assessment Requirements (SEARs) dated 13th April 2018;
- Fairfield City DCP 2013;
- NSW State Government Long Term Transport Master Plan;
- Fairfield City Community Profile;
- Travel Mode and Family Characteristics Surveys completed at the associated St Hurmizd Assyrian Primary School;
- Review of the NSW Household Travel Survey, Grace Corpuz, 2007
- NSW Future Transport Strategy 2056;
- Sydney’s Cycling Future 2013;
- Sydney’s Walking Future 2013;
- Sydney’s Bus Future 2013.

2 Objectives

Alternative modes of transport including walking, cycling and public transport quantifiably promote positive transport and health outcomes. The NSW State Government *Long Term Transport Master Plan* emphasises the importance of alternative transport options in the growth of Greater Metropolitan Sydney.

This Sustainable Travel Plan has been constructed to advise both parents of enrolled children and employees of Saints Peter and Paul Assyrian Primary School of sustainable and alternative transport options, with the overall objective to shift travel from private cars to collaborative or public transport options, with the following positive implications:

- Reduced parking demand and occupancy;
- Reduced traffic congestion and trip duration;
- High benefit to cost (BCR) ratio;
- Improved air quality and reduced per-capita greenhouse gas emissions.

3 Implementation

3.1 Management and Authority

The distribution of and implementation of the measures detailed in this Sustainable Travel Plan is the responsibility of the management of Saints Peter and Paul Assyrian Primary School.

3.2 Distribution

Saints Peter and Paul Assyrian Primary School will be responsible for providing access to the Sustainable Travel Plan for all school students and staff.

4 Site Characteristics and Expected Travel Mode Choice

The proposed site is isolated from suburban residential areas and all routes to and from the site require the use of Wallgrove Road, a State Classified Road with a typical 80km/h speed restriction and no footpath or bicycle facilities on either side. In consideration of this, it is not recommended as part of this STP that staff or students should travel to or from the site on foot or on a bicycle, as safe facilities exist for neither option. No public transport options are currently available to access the site.

The travel modes available to students and staff will, therefore, be by private car or by public bus. In the absence of an effective Sustainable Travel Plan, it is expected that all staff and most students will travel to and from the site by car.

Travel mode surveys of the associated St Hurmizd Assyrian Primary School were undertaken in July 2018, with the results summarised in **Table 1**. As shown, the associated St Hurmizd Assyrian Primary School exhibits a very low use of buses. It should be noted that St Hurmizd is located in a suburban area in Greenfield Park and is not as isolated as the proposed Saints Peter and Paul Assyrian Primary School.

TABLE 1: ST HURMIZD STUDENT TRAVEL MODE SURVEY RESULTS

	To School	From School
Walk	3%	3%
Car	94%	93%
Bus	3%	4%

Through the implementation of the initiatives in this Sustainable Travel Plan, the proposed school will achieve a higher usage of buses than is reflected at the associated school. It should be noted that unlike in the case of the the St Hurmizd school, the buses servicing the subject site will be shared with the associated St Narsai Assyrian College, the associated High School. Older siblings will be able to look after their brothers and sisters at the proposed school, increasing the attractiveness of the bus service, particularly for older primary school children.

5 Alternative Transport Strategy

5.1 Timeframe

This Sustainable Travel Plan will apply from the issue of the Occupation Certificate for any works performed under this State Significant Development Application.

5.2 Proposed Transport Use of School Staff

Considering the location of the site and the lack of existing public transport options available, it is expected that without the implementation of an effective Sustainable Travel Plan that all staff would travel to and from the school via private vehicle.

Based on past surveys conducted on schools, some students and staff members will change their mode of travel if convenient alternatives or incentives were offered, such as:

- Improved access to public transport;
- Improved public transport service connecting to Cecil Park;
- Implementation of a car-pooling scheme;
- Incentivisation strategies to encourage travel by bus or using carpooling.

5.3 Existing Transport Use in Surrounding Area

To assist in setting the targets and milestones for transport use, the Fairfield City community profile has been consulted. The data shows that 71.77% of people who work in the Fairfield City Council Local Government Area (LGA) drive to and from work. The travel mode distribution for workers in the Fairfield LGA is illustrated in **Figure 3**.

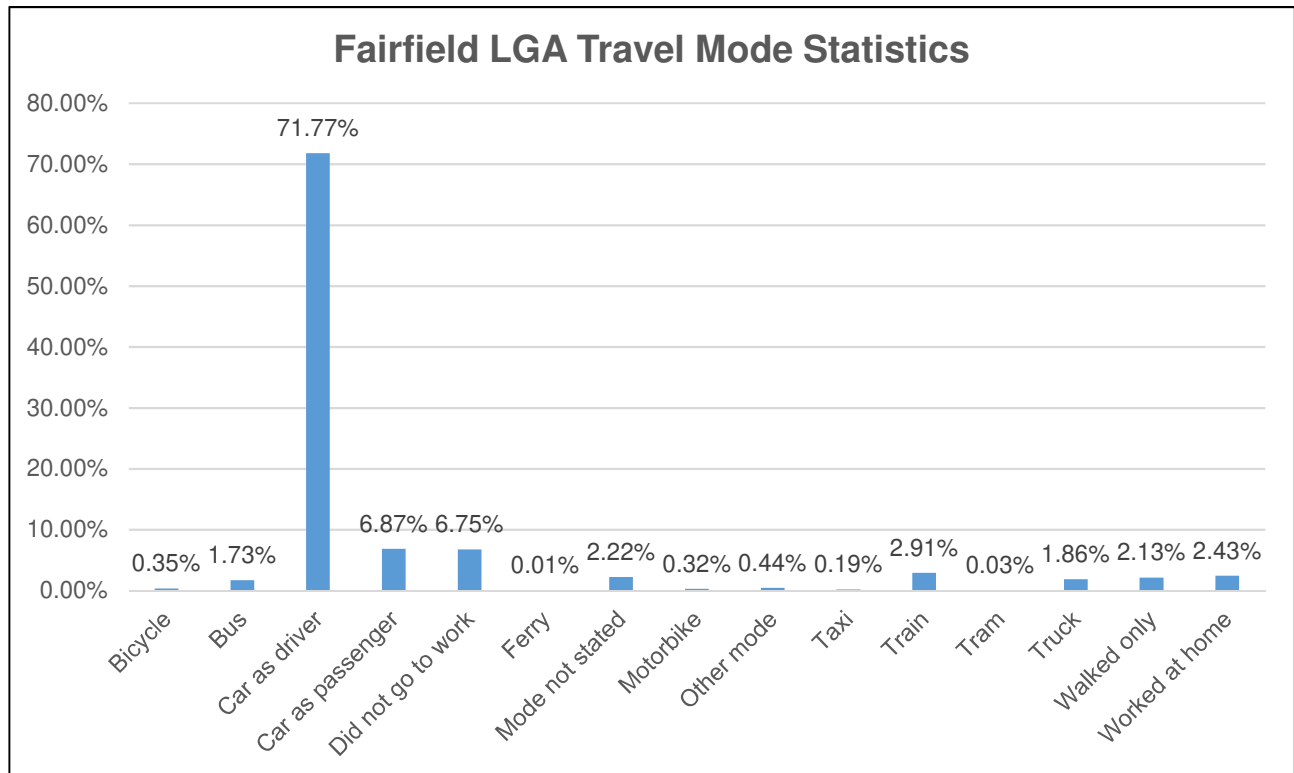


FIGURE 3: FAIRFIELD LGA JOURNEY TO WORK DATA

As shown, there is a high reliance on private vehicles within the Fairfield Local Government Area.

5.4 Targets and Milestones

Through the implementation of the actions described in **Section 6**, continuous increases in alternative transport use are anticipated for the duration of this Sustainable Travel Plan's effectiveness, with the overall target a 1% year on year growth in the use of shared transportation mode. It is expected that the commencement of the bus service will have a significant effect on the travel mode choice of students. **Table 2** depicts the 1, 3, 5, and 10-year goals for travel mode split.

TABLE 2: TARGETED TRANSPORT MODE SPLIT

Mode of Transport	Usage Rate				
	Estimated Travel Mode	After 1yr	After 3yrs	After 5yrs	After 10yrs
Staff					
Private Car	99%	97%	95%	92%	90%
Bus	1%	2%	2%	3%	5%
Car Pool	0%	1%	3%	5%	5%
Students					
Private Car	95%	92%	88%	83%	78%
Bus	5%	7%	10%	15%	20%
Car Pool	0%	1%	2%	2%	2%

The initial focus of the alternative transport initiatives will be implementing the initiatives described in **Section 6** of this report. It is expected that these initiatives will, over time, reach saturation point in terms of their effect on travel mode choice and that additional programs will need to be developed to precipitate further shift away from private car usage.

5.5 Measurement and Reporting

5.5.1 Frequency of Measurement

Travel mode surveys shall be undertaken after the first year of the school's operation, and once every three years thereafter.

5.5.2 Method of Survey

The school executives are to conduct surveys of staff digitally and students in-class once per year. The surveys will also include a feedback field such that staff can suggest schemes or initiatives for the school to adopt to encourage alternative transport use.

5.5.3 Reporting

Following the completion of surveys, the results will be compiled into a report for review and further initiatives if required.

6 Projects and Programs

The following actions form the basis for the implementation of the Sustainable Travel Plan.

Collectively, these actions have been designed to help achieve the targets and milestones set out in **Section 5.4**. It should be noted, that these actions are not necessarily a compulsory task but rather potential options that should be investigated and implemented as appropriate.

6.1 Public Transport Initiatives

The subject site is not served by existing public transport and is not within walking distance of any bus stops or other public transport facilities. It is intended that a school bus service be established to provide transport to and from the school and consultation has been undertaken with the local operator, Transit Systems, to achieve this outcome.

The following actions are focused on encouraging students and staff to partake in the use of public transportation. The strategies to be implemented are not limited to the following actions as shown in **Table 3**, but these are the basis for further development of shared transport options.

TABLE 3: POSSIBLE SHARED TRANSPORT INITIATIVES

Action	Cost	Date
Develop a map showing shared transportation routes to the school (include school bus service & car-poolers who have capacity)	Minimal	Ongoing
Put up a notice board with leaflets and maps showing the main shared transport routes to and from the school	Minimal	From the date of implementation
Prepare a Transport Access Guide (TAG) for the site	Minimal	From the date of implementation

6.2 Walking and Cycling Initiatives

Because the subject site does not have suitable pedestrian and cycling infrastructure, it is not recommended that staff or students travel to school via those modes. Wallgrove Road is a State Main Road (No. 515) with a speed limit of 80km/h, being approximately 300m from the school with no footpaths or shared bike paths available making it an unsafe road to use for active travellers.

6.3 Sustainable Transport Initiatives

6.3.1 Carpooling

The following actions are focused on encouraging students and staff to partake in carpooling and limiting the number of cars used to travel when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 4**, but these are the basis for further development of alternative transport. A map of the home postcodes of all students and staff (adjusted appropriately for protection of private information) who currently drive to work/school should be compiled and distributed to allow for efficient scheduling of carsharing.

TABLE 4: POSSIBLE CARPOOLING INITIATIVES

Action	Cost	Date
Set up a carpooling database & group message chat	Nil	From the date of implementation
Priority parking for carpooling vehicles	Nil	From the date of implementation
Produce a group within a carsharing application (from App Store or Google Play) such as 'GoKid – Kids Carpool Organizer' which allow parents to organise carpooling with families they know and trust (or a group message chat for all the families which live in a certain suburb/area to discuss carpooling options).	Nil	From the date of implementation

6.4 Development and Implementation of Incentives

Many of the alternative transport initiatives described above require the willing participation of parents/carers and employees and would not otherwise be effective. The incentivisation of alternative transport options could increase the number of parents/carers and employees using alternative transport options.

A review of the NSW Household Travel Survey by Grace Corpuz in 2007 identified a number of factors that affected the use of alternative travel options, identifying the following factors as most influential on alternative transport use (in order of importance):

- Parking capacity and arrangements (destination factor);
- Where a vehicle is not available or accessible (origin factor);
- Where it is cheaper (origin & destination factor);
- Travel time (origin & destination factor);
- Convenience (origin & destination factor);
- Accessibility (origin & destination factor).

The development of any further initiatives should take into consideration the above priorities to have the best chance of reducing private vehicle usage.

7 Conclusion

The implementation of the initiatives and policies in this sustainable travel plan for the proposed Saints Peter and Paul Assyrian Primary School will markedly reduce the use of private car transport by both parents/carers and staff.

The initiatives suggested in **Section 5** are centred on encouraging bus use and cooperation between staff and between parents to establish a car pooling system. These initiatives have been suggested in direct response to the constraints and unique characteristics of the site and are expected to significantly alter the travel characteristics of staff and parents/carers.

Based on previous experience with primary schools and the characteristics of the site, it is reasonable to expect that over a 10-year period private car use will be reduced to 90% for staff and 78% for students. Further reductions may be possible with the implementation of further initiatives by the school in response to feedback and the results of annual travel mode surveys.