

Green Travel Plan

New Catherine Field Primary School
O'Keefe Drive, Oran Park

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1 Introduction

1.1 Background

Ason Group has been engaged to prepare a Sustainable Travel Plan (the Plan) — also known as a Green Travel Plan or Workplace Travel Plan — in relation to the Catherine Field Primary School. The site is located within the Camden Council local government area (LGA) but is subject to approval under Section 89E of the Environmental Planning and Assessment Act 1979 as a State Significant Development (SSD 18_9477). Specifically, this Plan has been prepared in response to Secretary's Environmental Assessment Requirements (SEARS), which include the following requirement:

“details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location specific sustainable travel plan (Green Travel Plan and specific Workplace travel plan) and the provision of facilities to increase the non-car mode share for travel to and from the sit”

1.2 Purpose

This Plan is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and car sharing. These strategies will therefore assist in less reliance on private vehicles for the proposed development, supporting sustainability initiatives for growth into the future.

In this regard, this Plan sets out objectives and strategies to assist both the NSW Government and Council in achieving their goals to improve sustainability.

This Plan includes a review of the existing transport choices and sets targets so that the effective implementation of the Plan can be assessed. These targets are intended to be realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes, given existing and future multi-modal transport networks.

This Plan is expected to be coordinated with the property owners or their representatives. It shall be reviewed regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

1.3 Reference Documents

In preparing this Plan, Ason Group has made reference the following key planning documents:

- Transport for NSW (TfNSW), *Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area*, December 2013
- TfNSW, *Future Transport Strategy 2056*, March 2018
- TfNSW, *Sydney Walking Future*, December 2013
- TfNSW, *Sydney's Cycling Future*, December 2013
- TfNSW, *Sydney's Bus Future*, December 2013
- NSW Government, *Planning Guidelines for Walking and Cycling*
- Cycle Planning Consulting Services, *Camden Council Bicycle Plan*, March 1996

2 Site Audit and Data Collection

2.1 Site Location

The Site is legally referenced as Lot 1001 in DP1234527, with a street address of O'Keefe Drive, Oran Park. It lies within the Catherine Field (Part) Precinct (CFPP) and is currently bordered by O'Keefe Drive to the west; in the future, local roads will form the eastern and southern borders of the site, while sporting fields and a cycle path will border the site to the north, as identified below in **Figure 1**.

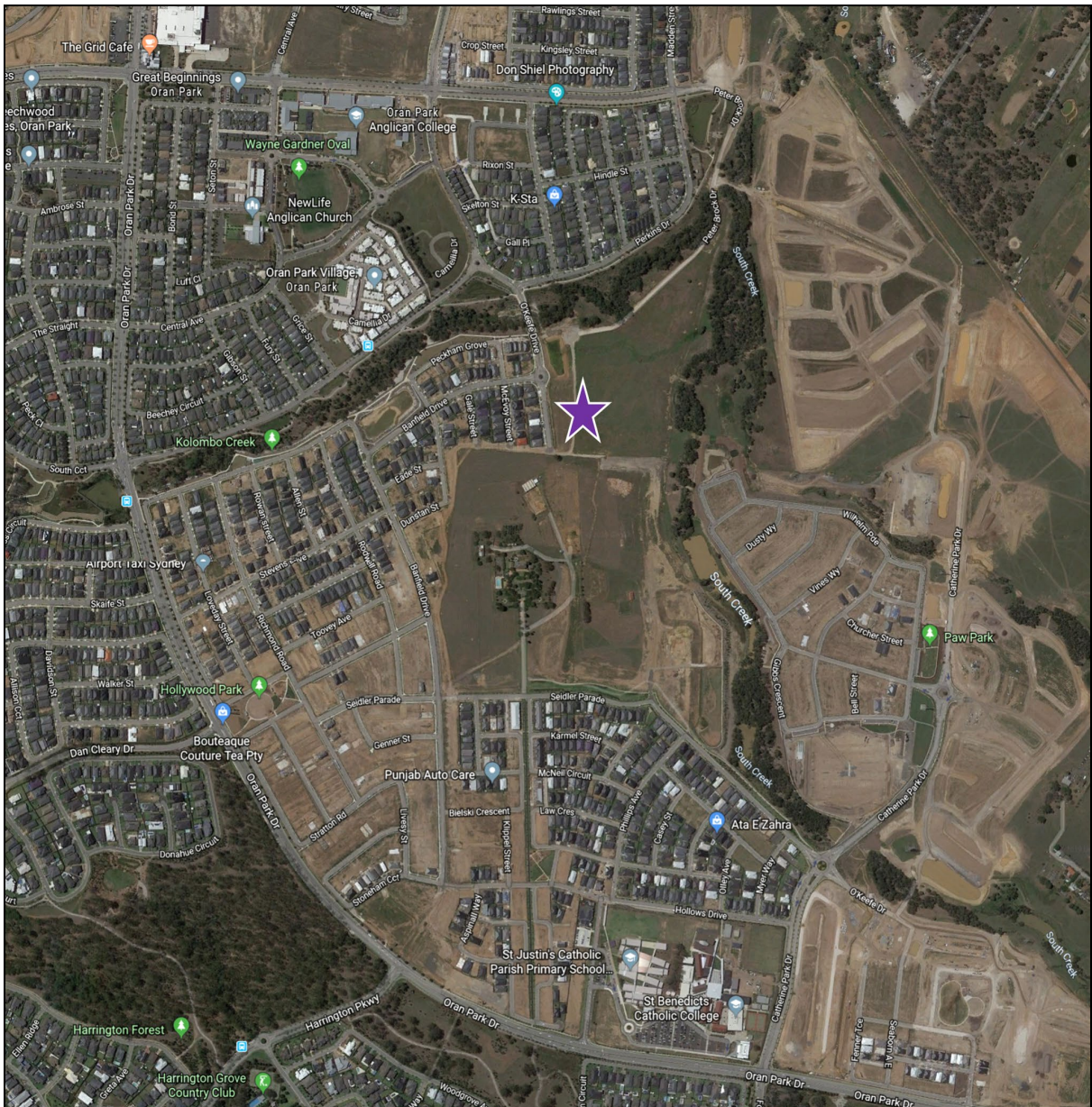


Figure 1: Site Location

2.2 Proposed Development and Site Facilities

As it relates to the travel planning, the School includes provision of:

- 68 car parking spaces, and
- Bicycle parking rails at the norther side of Building E, near the car park.

2.3 Travel Mode Share Analysis

The Site is currently vacant and, as such, reliable travel mode data is not yet available.

Establishing baseline data will be key objective of future updates to this Plan, in accordance with the monitoring and maintenance requirements discussed in Section 6.

2.4 Surrounding Public Transport Services

2.4.1 Railway Services

The *Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area* (Transport for NSW, December 2013) states that rail services influence the travel mode choices of areas within 800 metres (approximately 10 minutes' walk) of a railway station.

The Site is located some 8km south of Leppington Station, and 9km north-west of Campbelltown Station. Access to Leppington Station will be provided by buses running along the future Rickard Road Transit Boulevard, while buses running along both O'Keefe Drive and Oran Park Road are expected to provide access to Campbelltown Station, likely via the new Gregory Hills Drive connection.

As a local public school, the use of rail services by students is not anticipated. Given distance to nearby railway stations, it is expected that any staff using rail services would also require the use of bus or other modes as part of a multi-modal trip.

2.4.2 Bus Services

Having regard to the standard bus travel, the *Integrated Public Transport Service Planning Guidelines* state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes) of a bus stop.

As discussed above, Rickard Road will be developed as a Transit Boulevard to provide a key link through the SWGC between Oran Park and Leppington Station. Dickson Road will also provide bus connections between Oran Park and Leppington in 2036, while Oran Park Drive and Gregory Hills Drive

have also been designated as Transit Boulevards. In addition, the SWSBS Strategy provides for regional services along Camden Valley Way and Oran Park Drive around the precinct.

More broadly, the SWSBS Strategy's long-term 7 regional, 6 district and 3 peak hour only bus routes forming a network linking the CFPP with regional centres including Liverpool, Campbelltown, Parramatta and Leppington). The SWSBS Strategy's bus network plan is shown in **Figure 3**.

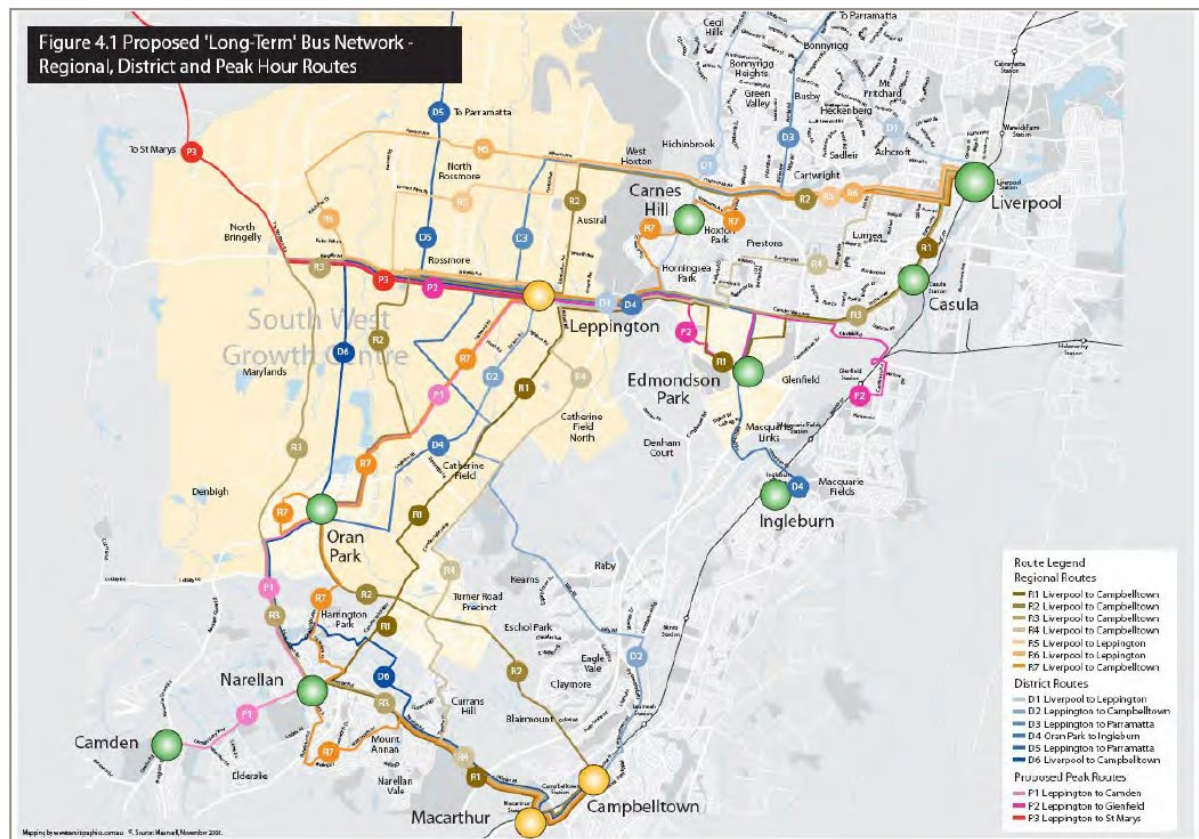


Figure 2: Regional Bus Services

2.4.3 Local Services

The CFPP bus network includes the regional routes as detailed above, as well as district and local to provide maximum coverage across the CFPP, in turn maximising public transport access and travel choice. While the district services will also primarily operate along arterial roads and the Transit Boulevards, local routes will operate along the collector road network (where minimum 3.5m travel lanes are available), focusing on the Oran Park Town Centre.

The coverage achieved by the proposed regional, district and local routes provides immediate (i.e. within 400m) access to all local centres, schools, medium density housing and some 90% of the remaining CFPP.

These routes are shown in **Figure 4**.

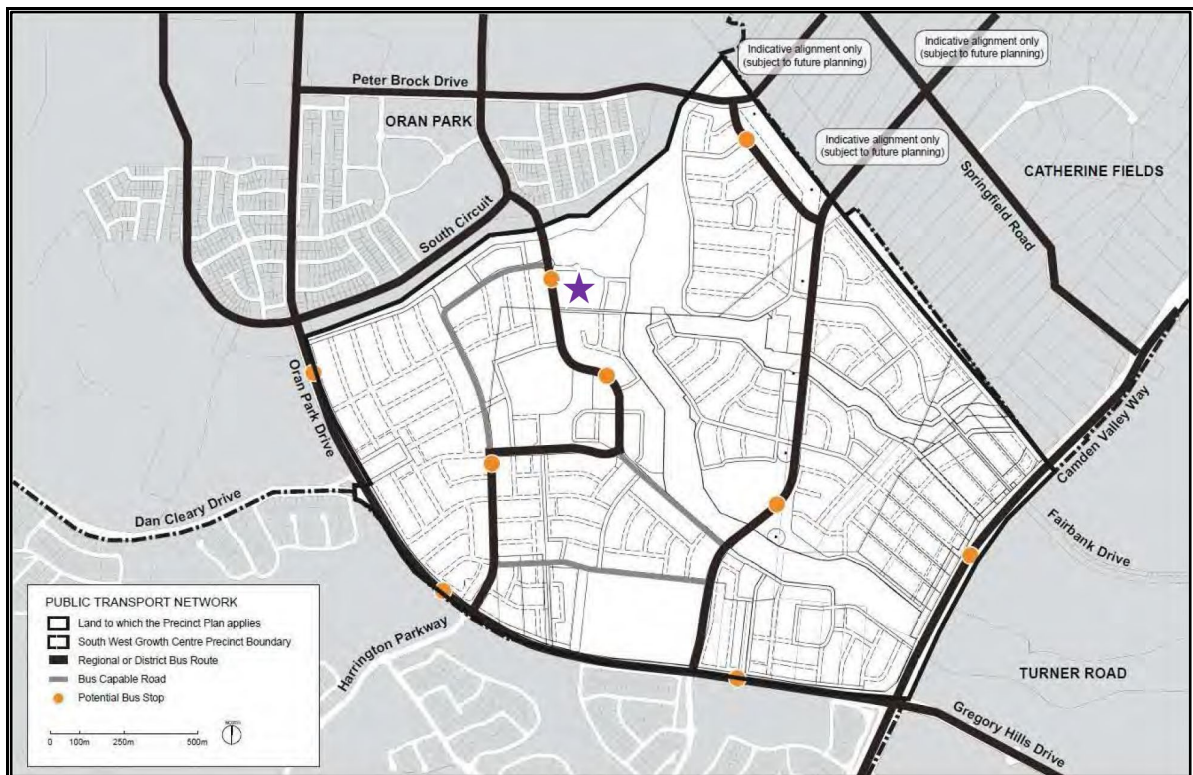


Figure 3: District and Local Bus Services

2.4.4 School Bus

While there is an expectation that the local and district bus services will provide the coverage and capacity required to accommodate student travel to and from the School, dedicated school bus services could be introduced should demand exceed public bus capacity. However, in general students would be encouraged to travel on scheduled public transport routes.

O'Keefe Drive has been designated as a bus route corridor and as such has been / will be designed in accordance with the appropriate bus standards, including the provision of minimum 3.5m travel lanes and indented bus bays in the vicinity of the Site.

2.4.5 Bus stops

Bus stops are expected to be provided approximately every 400m along all bus routes, noting that bus stops are proposed directly adjacent to the School in O'Keefe Drive.

2.5 Active Transport Connectivity

2.5.1 Pedestrian Accessibility

Footpaths are (or will be) provided on all site frontages, providing connections to the broader area. Indeed, immediately fronting the site, these footpaths are provided as Shared Paths.

Currently — with no school constructed — there are no pedestrian (zebra) crossings or Children's Crossing in the immediate area. As such, this infrastructure presents a potential opportunity to improve pedestrian connectivity.

2.5.2 Cycle Routes

Regional cycle routes are still under development. However, it is noted that a wide Shared Path is provided which is expected to link to the broader regional cycle network, including the cycleways within the riparian corridor to the north.

3 Objective and Targets

3.1 Objectives

The primary objectives of this Plan are to:

- Reduce the environmental footprint of the school,
- Promote the use of ‘active transport’ modes such walking and cycling, particularly for short-medium distance journeys,
- Reduce reliance on the use of private vehicles for all journeys,
- Encourage a healthier, happier and more active social culture.

Having regard for the above, this Plan adopts the following movement hierarchy with priority given to ‘active transport’ followed by mass public transport and lastly the use of cars and other private vehicles.

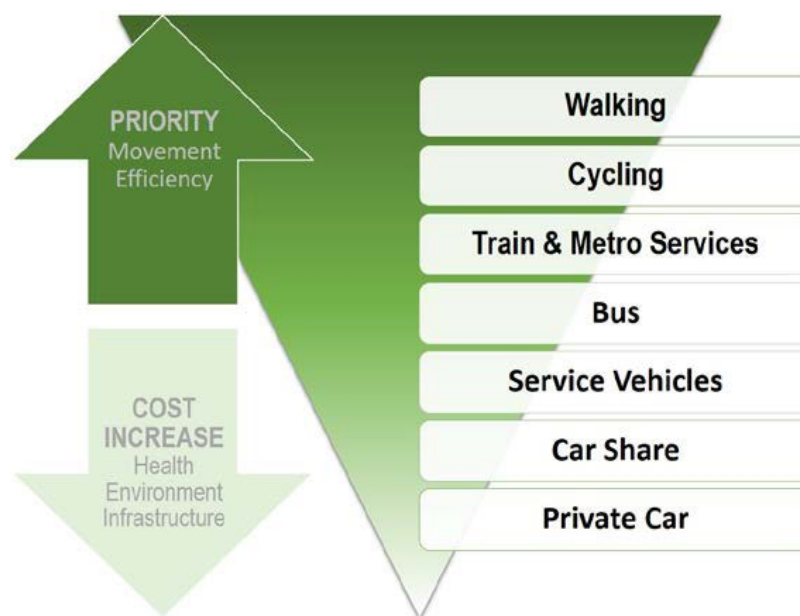


Figure 4 : Movement Hierarchy

In a broad sense, this Plan is intended to encourage the use of active transport thereby reducing the overall distance travelled by private vehicles.

3.2 Mode Share Targets

In the absence of 'existing' mode share figures for the school, the following target mode shares have been identified. It is expected that further travel mode surveys would be undertaken once the School is operational to establish baseline figures from which progress can be measured.

Table 1: Mode Share Targets

Travel Mode.	Existing	Proposed	
		Staff	Students
Walking	TBC ¹	5%	20%
Cycling ²		6%	10%
Train		1%	0%
Bus		3%	15%
Vehicle Passenger		15%	55%
Vehicle Driver		70%	n/a
Other/Mode Not Stated		n/a	n/a

Note: 1) 'Existing' mode share to be established via surveys, once the school is operational

2) Base targets obtained from the NSW *Planning guidelines for walking and cycling*. Increase cycle use to reflect close proximity to future regional cycle routes.

Strategies and specific actions to achieve these targets are discussed in the following section.

4 Action Plan

4.1 Action Plan Measures

The following specific actions have been identified to aid achievement of the targets outlined in Section 3.2.

These identified strategies include promotion of some event or day-specific activities. In isolation, these may not dramatically alter the day-to-day travel of staff. However, there are benefits of such activities whereby participation can increase awareness of alternative modes of travel that can then form the basis of future travel patterns.

Table 2: Action Plan Measures

Item No.	Action / Description	Responsibility
1. General		
1.1	Establish a centralised Travel Plan Coordinator (TPC) which is to take responsibility for the ongoing review and monitoring of this Plan. This person(s) shall also provide direction to staff / parents in relation to - specific requirements arising from the Plan.	School
1.2	Establish and maintain a transport coordinator to engage with the overall transport coordinator above.	School
1.3	Provide 'Travel Welcome Pack' for newly employed staff, highlighting alternate modes of transport other than use of a private vehicle.	School
1.4	Review of Plan as a regular item on the agenda of staff / management meetings.	TPC
1.5	Encourage flexible work hours. Whilst not reducing mode share, this can permit travel outside of peak periods which has other positive benefits.	Employers
1.6	To aid the above, encourage before and after school care services to be provided on-site.	DoE
1.7	Preparation of a Transport Access Guide (TAG).	TPC
2. Walking and Cycling		
2.1	Lobby Council / DPIE for improved cycle connections in the broader area and an updated cycle strategy — noting the current Camden Council Bicycle Plan has been in effect since 1996.	TPC / DoE
2.2	Promote participation in the community activities and events, such as: — National Ride2Work Day — Walk to Work Day — and other similar events	School / TPC

Item No.	Action / Description	Responsibility
2.3	Develop further school-specific activities designed to get people moving with a reward participation. For example, a competition to see which staff and/or student in each year can get the most 'steps' in a given time period; similar to September activities.	TPC
2.4	Provide and maintain clearly signposted bicycle parking within the Site.	School
2.5	In accordance with the cycling mode share targets identified, sufficient secure parking spaces and 'EoJ' facilities shall be provided and maintained. (NOTE: this can be staged to reflect realised demand)	School
3. Public Transport		
3.1	Display route maps and timetables (for services within 10 minutes walking distance) on noticeboards, regular flyers, emails and social media.	DoE / TPC
3.2	Advocate for TfNSW to improve public transport services in response to increased development within the surrounding area.	DoE / TPC
3.3	Update this Plan and TAG to reflect changes to any bus routes and service times.	TPC
3.4	Undertake a review to promote initiatives for staff using public transport. This may include a review of potential tax incentives for Government employees that use public transport.	TPC
4. Shared Vehicles		
4.1	Review initiatives for staff to promote car-pooling. This may include (but not limited to) the provision of online services or forums to facilitate ease of finding carpooling scheme participants.	TPC
4.2	Undertake research in the feasibility of providing shuttle services to and from the Site to train stations or other interchange nodes. This may require additional coordination with surrounding precincts to facilitate additional capacity potential.	TPC

4.2 Communications Strategy

4.2.1 Welcome Packs

New staff shall be provided with a 'welcome pack' as part of the on-site induction process which includes the Plan and other information in relation to sustainable transport choices. This pack shall include a copy of the Plan as well as general information regarding the health and social benefits of active transport. Advice on where to find further information should also be included such as links to Sydney Cycleways website (<http://www.sydneycycleways.net>).

4.2.2 Accurate Transport Information

In addition to these 'welcome packs', a Travel Access Guide (TAG) shall be provided to all staff.

A copy of the TAG should also be displayed prominently in staff areas, such as lunchrooms and foyer areas. The TAG shall be presented in a form that is reflective of the commitment to achieving positive transport objectives.

5 Governance and Support

5.1 Travel Plan Coordinator

A person(s) shall be nominated as the Travel Plan Coordinator (TPC) and be responsible for:

- Engagement with the staff and parent bodies,
- Implementation and promotion of the Plan actions,
- Monitoring the effectiveness of the Plan (refer to monitoring requirements outlined in **Section 6**) and ongoing maintenance of the Plan,
- Provide advice in relation to transport-related subjects to staff, management and visitors, as required, and
- Liaise with external parties (i.e. Council, public transport and car share operators) in relation to Travel Plan matters.

This role does not necessarily require full-time position; however, it should be clearly designated among the key responsibilities of the building management group.

This may include financial incentives for staff to use active transport and public transport to travel to work. However, this is not a mandatory requirement and would be subject to the management discretion.

5.2 Resourcing

It is not anticipated that the maintenance of this Plan will have significant ongoing cost implications and shall be reviewed on an annual basis by the TPC in order for the best outcome.

6 Monitoring and Review Process

6.1 Plan Maintenance

This Plan shall be subject to ongoing review and will be updated accordingly. Regular reviews will be undertaken by the TPC, as required.

Key considerations regarding the review of the Plan shall be:

- Updating baseline conditions to reflect any changes to the transport environment in the vicinity of the Site such as changes to bus services, new cycle routes etc. In this regard, review of the Plan – and associated TAG in particular - may be undertaken on a more frequent basis,
- Tracking progress against proposed travel mode targets,
- To identify any shortfalls and develop an updated action plan to address issues, and
- To ensure travel mode targets are updated (if necessary) to ensure they remain realistic but also ambitious.

6.2 Travel Mode Audit Requirements

Travel mode surveys will be undertaken to determine the proportion of persons travelling to/from the site by each transport mode.

This will be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the Site, as far as practicable. This survey may be undertaken online or in-person at the discretion of the TPC.

It is recommended that an initial audit be undertaken within 6-months of the school opening to establish baseline mode share as early as possible.

Appendix B

Construction Traffic Management Plan