



ALEX AVENUE PUBLIC SCHOOL, SCHOFIELDS GREEN TRAVEL PLAN

FOR

TSA MANAGEMENT

BITZIOS
consulting

Gold Coast

Suite 26, 58 Riverwalk Avenue
Robina QLD 4226

P: (07) 5562 5377

W: www.bitziosconsulting.com.au

Brisbane

Level 2, 428 Upper Edward Street
Spring Hill QLD 4000

P: (07) 3831 4442

E: admin@bitziosconsulting.com.au

Sydney

Studio 203, 3 Gladstone Street
Newtown NSW 2042

P: (02) 9557 6202

Project No: P3405

Version No: 005

Issue date: 24 May 2019

DOCUMENT CONTROL SHEET

Issue History

Report File Name	Prepared by	Reviewed by	Issued by	Date	Issued to
P3405.001R Schofields Primary School Alex Avenue Green Travel Plan	S. Daizli	A.Giyahi	A.Giyahi	17/10/2018	Natalia Krysiak, Hayball Architects
P3405.002R Schofields Primary School Alex Avenue Green Travel Plan	J. Yang	A.Giyahi	A.Giyahi	14/12/2018	Rob Chan, Hayball Architects rchan@hayball.com.au
P3405.003R Alex Avenue Public School Green Travel Plan	J. Yang	A.Giyahi	A.Giyahi	24/01/2019	Frederic Terreaux, Group GSA FTerreaux@groupgsa.com.au
P3405.004R Alex Avenue Public School Green Travel Plan	J. Yang	A.Giyahi	A.Giyahi	8/02/2019	Frederic Terreaux, Group GSA FTerreaux@groupgsa.com.au
P3405.005R Alex Avenue Public School Green Travel Plan	J. Yang	A.Giyahi	A.Giyahi	24/05/2019	Justine Butler, TSA Management jbutler@tsamanagement.com.au

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1. INTRODUCTION

1.1 BACKGROUND

This Green Travel Plan has been prepared by Bitzios Consulting on behalf of the Schools Infrastructure NSW (the Applicant). It accompanies an Environmental Impact Statement (EIS) in support of State Significant Development Application (SSD 18_9368) for the new Alex Avenue Public School at the corner of Farmland Drive and future realignment of Pelican Road in Schofields (the site). The site is legally described as proposed Lots 1 and 2, being part of existing Lot 4 in DP1208329 and Lot 121 in DP1203646.

The new school will cater for approximately 1,000 primary school students and 70 full-time staff upon completion. The proposal seeks consent for:

- Construction of a 2-storey library, administration and staff building (Block A) comprising:
 - School administrative spaces including reception;
 - Library with reading nooks, makers space and research pods;
 - Staff rooms and offices;
 - Special programs rooms;
 - Amenities;
 - Canteen;
 - Interview rooms; and
 - Presentation spaces.
- Construction of four 2-storey classroom buildings (Block B) containing 40 homebases comprising:
 - Collaborative learning spaces;
 - Learning studios;
 - Covered outdoor learning spaces;
 - Practical activity areas; and
 - Amenities.
- Construction of a single storey assembly hall (Block C) with a performance stage and integrated covered outdoor learning area (COLA). The assembly hall will have OOSH facilities, store room areas and amenities;
- Associated site landscaping and open space including associated fences throughout and games courts;
- Pedestrian access points along both Farmland Drive and the future Pelican Road;
- Substation on the north-east corner of the site; and
- School signage to the front entrance.

All proposed school buildings will be connected by a covered walkway providing integrated covered outdoor learning areas (COLAs). School staff will use the Council car park for the adjacent sports fields pursuant to a Joint Use agreement. The proposed School pick up and drop off zone will also be contained within the future shared car park and will be accessed via Farmland Drive.

The purpose of this Green Travel Plan is to:

- identify and promote sustainable travel options to and from the future site; and
- reduce the reliance on private vehicle trips to and from the school by endorsing alternative transport schemes in public transport, walking and cycling.

This plan covers:

- availability of local on-street parking;
- existing transport facilities and services;
- current travel patterns for the site;
- methodology for collecting travel information about the site;
- targets for mode share and vehicle kilometres travelled; and
- achievable strategies with measurable performance indicators.

1.2 RESPONSE TO SEARS

The Green Travel Plan is required by the Secretary's Environmental Assessment Requirements (SEARs) for SSD 18_9368, as a part of the Traffic Impact Assessment (TIA). For a full list of the SEARs, refer to the TIA in the EIS.

1.3 BENEFITS

An increased uptake of public and active transport can bring a number of benefits to residents, local communities and the environment. These include:

- reduced congestion on surrounding roads;
- reduced emissions associated with car use;
- a healthier, more active community;
- a greater sense of community among residents and the school; and
- reduction in car operating costs such as fuel and vehicle wear.

As the site is currently unoccupied, this plan is primarily directed towards residents in the Alex Avenue Precinct and Schofields as reference material for travel plans aimed at future local students.

1.4 WHAT IS A GREEN TRAVEL PLAN?

A Green Travel Plan is a document that explores strategies to reduce the number of single occupancy trips made by car. It contains information on sustainable travel options for trips made to and from Alex Avenue Public School and proposes a range of strategies aimed at encouraging public and active transport use.

The Green Travel Plan is designed as a 'living document' that should be updated and reviewed on a regular basis to monitor progress towards targets and review the success of current strategies.

1.5 GREEN TRAVEL PLAN PROGRESS

Step 1 – Understanding Existing Travel Patterns and Infrastructure

Background information is collected about the existing site, such as:

- description of the site;
- existing travel patterns;
- local public transport facilities;
- walking routes; and
- cycling facilities.

As the site is currently unoccupied, we have drawn the existing travel patterns from the Journey to Work census data. This has been used as a base for setting targets for transport.

Step 2 – Setting Achievable Targets

With reference to the existing conditions, a range of targets should be developed to meet the aims of the plan. The targets would involve:

- reducing private vehicle mode share; and
- reducing the vehicle kilometres travelled.

Step 3 – Developing Actions

A range of actions have been developed to facilitate meeting the targets. For each action, a measurable outcome has been identified.

Step 4 – Monitoring and Revision

It is intended that this plan is updated every 12 months with the targets and actions reviewed.

More Information and References

http://www.pcal.nsw.gov.au/__data/assets/pdf_file/0015/100527/Brochure_FINAL_23.08.10.pdf

http://www.pcal.nsw.gov.au/workplace_travel_plan/references

<https://getthehealthyatwork.com.au/en/About-GHaW/Health-focus-area-resources/Active-travel-resources.aspx>

2. SITE CONTEXT

2.1 LOCAL AREA

Schofields

The site is located at the corner of Farmland Drive and future realignment of Pelican Road, Schofields, and has street frontages along both road.

Schofields is a developing suburb located in the north-west of Sydney, approximately 45 kilometres from the Sydney CBD. It is within the Blacktown Local Government Area (LGA), with development of the surrounding area is proposed by the state government over the next decade as part of the *Alex Avenue and Riverstone Precinct Plan 2010*. The proposed surrounding land uses include:

- Medium to High Density Residential to the west of the school, on the other side of Pelican Road;
- Medium Density Residential to the north and south of the school;
- A sporting field on the immediate east side of the school, with shared boundary;
- Low Density Residential to the east of the school;
- A creek with associated riparian corridor and drainage land along the south boundary of the school; and
- Mixed Use and Retail/Commercial developments to the south-west of the school, next to the Schofields Train Station approximately 1km walking distance away, around which the commercial town centre of Schofields is expected to form.

2.2 PROPOSED DEVELOPMENT

The proposed Alex Avenue Public School comprises a hall, library, administration office and a number of two-storey buildings totalling 40 Home Bases with an ultimate school capacity of 1000 students.

Staff carparking is proposed to be provided via a shared car park located off Farmland Drive on the north side of the adjacent playing field site. A Joint Use Strategy is under way with Blacktown City Council. At this stage, a total of 100 parking spaces are to be provided in the car park.

A drop-off/pick-up zone is proposed on the southern side of the future shared car park. It will be approximately 50 metres long and cater for approximately eight to nine standard vehicles at one time. A second drop-off/pick-up zone (28m long) for Person with Disability (PWD) vehicles is proposed on Farmland Drive, next to the main entry.

A future bus zone is proposed on the western side of the site along Pelican Road for school bus services.

Three separate pedestrian accesses to the school are proposed, including two on Farmland Drive and one on Pelican Road. The east gate on Farmland Drive is expected to be the main entrance of the school.

An additional site access is provided via the shared plaza between the school site and the shared car park, easily accessible for students disembarking and getting picked up from cars at the main drop-off/pick-up zone.



Adapted from Nearnmap

Figure 2.1: Site Location

2.3 EXISTING TRAVEL PATTERNS

Journey to Work

Schofields is currently occupied by residential and rural land uses. Base travel patterns for the site and surrounding areas can be assumed from the Journey to Work data which is based on 2016 Australian Bureau of Statistics (ABS) Census data.

Mode Share

As illustrated in Figure 2.2 below, over 70% of residents within Schofields use a private vehicle to travel to work as either a driver or passenger. Almost 20% of residents travelled by train, 2% by bus and 1% walked as their primary mode of transport.

Origins and Destinations

Residents travelling within the Blacktown LGA made up 31% of the local working population, followed by 12% to Parramatta, 10% to Sydney and 8% to The Hills Shire. Other LGAs residents travelled to include Cumberland (6%), Penrith (6%) and Ryde (3%).

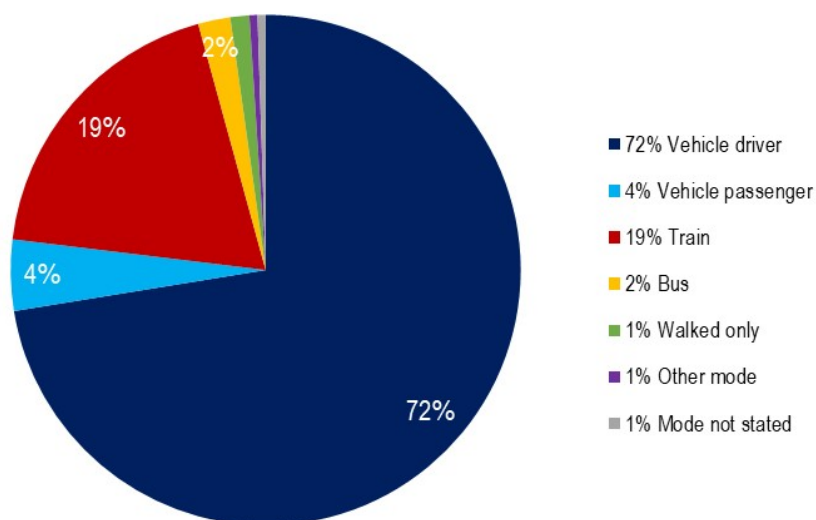
This suggests that over 40% of trips are less than 30km long and almost 50% less than 60km.

Travelling to Alex Avenue Public School

The Alex Avenue Public School is expected to draw families primarily in the local area to enrol their children as students. This means that primary school students will be making up the bulk of people traveling to the school. Due to the difference in distances to travel and lack of independence in travel via private vehicles, school children are expected to have different travel patterns to working adults.

That being said, it's recognised that, especially during the morning peak, trips to the school can be made up of parents dropping off their children on their way to work – referred to as a 'chain trip'. While the convenience of such arrangements is acknowledged, this travel plan still aims to encourage the use of public or active modes of travel to promote a healthier and active community from a young age.

Journey to Work Mode Share



Source: ABS TableBuilder 2016

Figure 2.2: Schofields Mode Share

3. OPTIONS OF TRAVELLING TO SCHOOL

3.1 DRIVING AND PARKING

Unrestricted on-street parking is available on all developed local roads in vicinity of the school.

Staff parking is provided through a shared car park with the adjacent playing fields site. A total of 100 spaces are available, with a preliminary specified allocation of 80 spaces for staff parking during school hours.

Students can be dropped off and picked up from school via one of the two drop off zones provided (main zone in the shared car park or PWD zone on Farmland Drive).

3.2 PUBLIC TRANSPORT

3.2.1 Buses

As the area is currently under development, there is a limited public transport network. At the moment, there is no direct public transport accessibility to the proposed site. The nearest bus stop is located within a walking distance of 1.3km east of the proposed site on Alex Avenue.

Bus route destinations and frequency of services are summarised in Table 3.1.

Table 3.1: Bus Routes and Frequency

Route No.	Destination	Frequency
751	Rouse Hill Town Centre to Blacktown	60 mins (daily)
T72	Rouse Hill to Blacktown	30 mins (daily)
T74	Riverstone to Blacktown	30 mins (peak periods) 60 mins (off-peak periods)

3.2.2 Trains

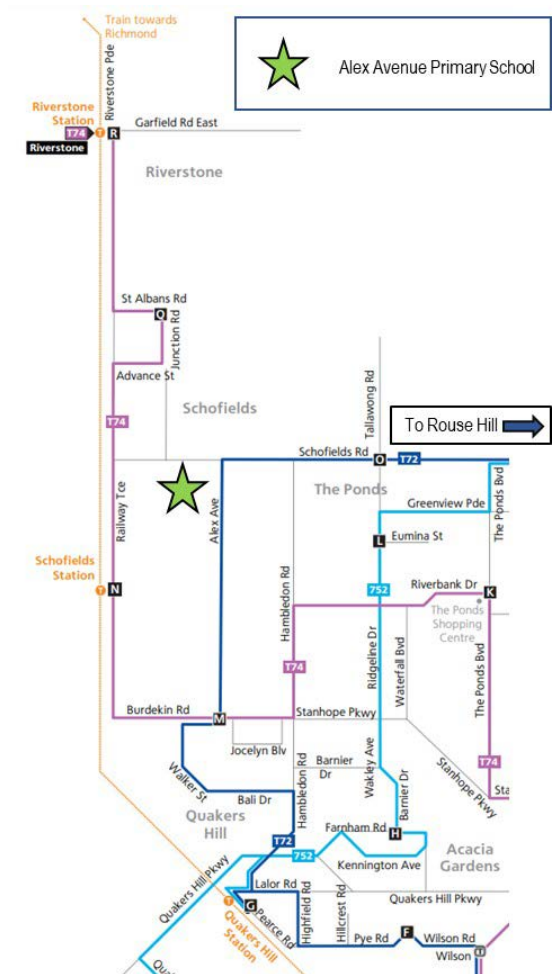
Schofields Railway Station is located west of the site at a walking distance of around 1km via the future connections of Pelican Road and Jerralong Drive. In the interim period, the walking distance is around 300-400m longer via Schofields Road.

It is serviced by the T1 Western Line between Richmond and the City via Blacktown, Parramatta and Strathfield, and by the T5 Cumberland Line between Richmond and

Leppington via Blacktown, Parramatta and Liverpool. T1 Western Line services operate every 30 minutes throughout the day, with more services during peak periods.

T5 Cumberland Line services operate every 30 minutes Monday to Friday.

The existing train and bus timetables are available at <http://www.transportnsw.info/>. The bus route network and nearby train stations are shown relative to the Alex Avenue Public School site in Figure 3.1



Source: Busways Route Maps (Blacktown – Quakers Hill, The Ponds, Schofields, Rouse Hill & Riverstone)

Figure 3.1: Bus Routes and Stations

3.2.3 School Bus Service

A bus layby is proposed on Pelican Road next to the school. Details of a school bus service will be developed in correspondence with Busways Western Sydney, the local bus operators.

The school bus service will aim to provide a safe, convenient option for students travelling to school. It will cater for the needs of the school and the students, with services operating during the peak periods before and after school.

3.3 CYCLING

Cycling as a mode of active transportation has great potential, especially for primary school students. In NSW, as of 23rd July 2018, children under the age of 16 are allowed to cycle on the footpath, which keeps them safer and more protected from road traffic. This removes a lot of pressure on young children and early teens, who may not have the cognitive ability to be comfortable riding on the road.

Furthermore, adults supervising children riding on the footpath may also accompany them on the footpath, encouraging both parents and children to take up cycling to get to their destination.

An off-road shared path along the southern footpath of Schofields Road is currently the main pedestrian or cycle link near the proposed site. However, the Blacktown City Council 2016 Bike Plan proposes future cycling routes within the Alex Avenue Precinct. Figure 3.2 shows the proposed routes near the planned school.

The proposed cycle routes are located adjacent to the school site on Pelican Road and Farmland Drive. These cycle routes connect to the existing cycleways south-east of the proposed school and further develop the Blacktown Cycle Network by linking the cycling elements throughout the Precinct.

One future option that can be considered to achieve an integration of cycle and pedestrian networks as a precinct planning objective could consider the implementation of shared paths along the main bike routes and pedestrian footpaths. While students at the primary school are allowed to cycle on the footpath regardless, the additional infrastructure promotes the utilisation of cycling as a means of travel for staff members and raises safety and awareness among pedestrians.

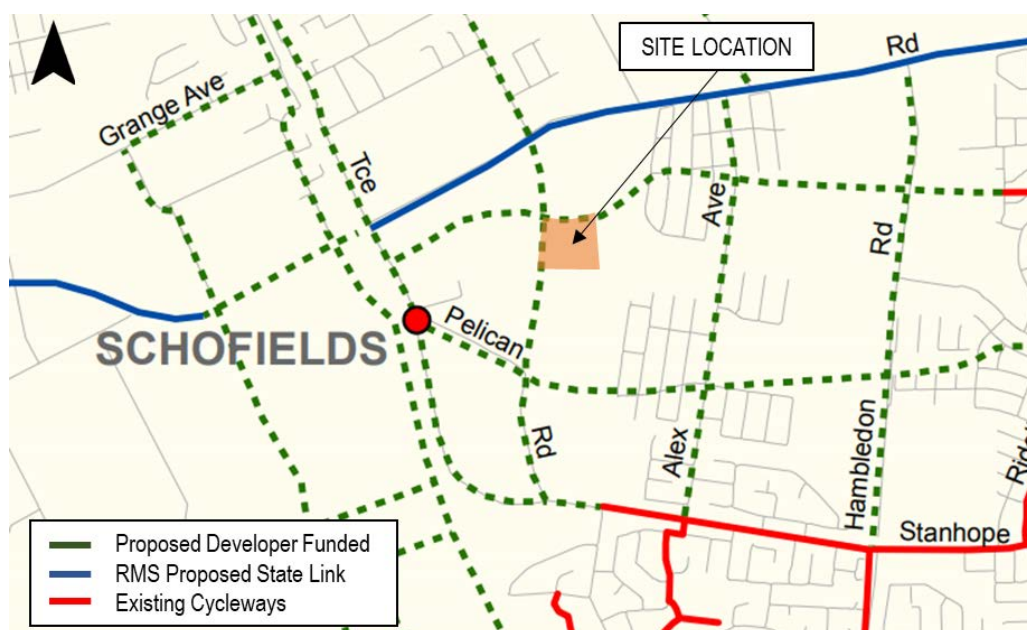
Bike Parking

Bicycle parking is proposed at Alex Avenue Public School, with a total of 56 spaces close to the pedestrian entrances and opportunity for future expansion.

End-of-trip accessible shower facilities are provided for staff members to change and refresh on site after cycling to work.

Bike lockers are available at nearby train and ferry hubs. Bike lockers attract a fee. A summary of the available facilities at the nearby public transport hubs is shown below. Information is available at <https://apln.transport.nsw.gov.au/bikelockers/faces/jsp/public/home.xhtml>.

51 bike sheds are available at Schofields Railway Station, located off Railway Terrace.



Source: 2016 Bike Plan Existing and Future Proposed Routes, Blacktown City Council

Figure 3.2: Proposed Cycling Routes within Alex Avenue Precinct

3.4 WALKING

The road network in the vicinity of the proposed Alex Avenue Public School is still undergoing significant development. Footpath provision in the area is relatively limited at the moment, with expansion of infrastructure in the area coming alongside the Alex Avenue Public School development. It is expected that Farmland Drive, as a connection from Alex Avenue, will have footpaths provided leading to the school.

Pelican Road, to the west of the school site, will be a major north-south connection in terms of how it affects travelling to and from Alex Avenue Public School. It provides significant more direct pedestrian access to the site when approaching from the west, which is noted to be in the direction of the Schofields Train Station. Jerralong Drive, which will interface with Pelican Road in the future, currently features a footpath along the north side of the street.

During the interim period after commencement of Alex Avenue Public School activities but prior to the construction of Pelican Road, there is opportunity to start a Walking School Bus (WSB) program among the students and parents attending the school.

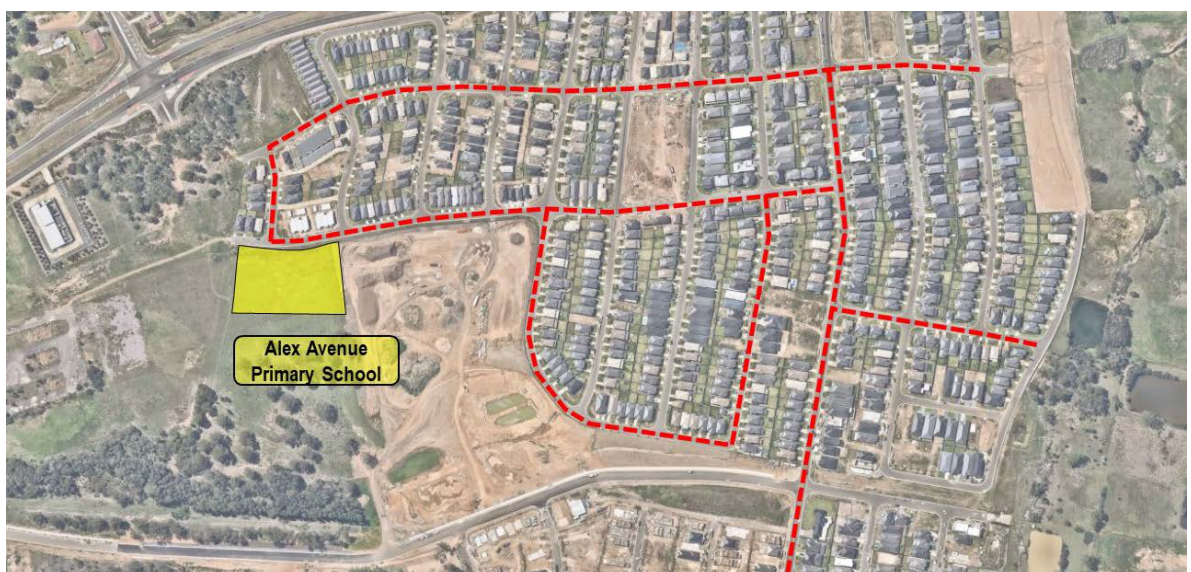
A Walking School Bus (WSB) is an initiative to have a group of primary school students walking to and from school together as a group, guided by a minimum of two (2) supervising adults. Supervisors can be staff members, volunteers and parents, and they usually guide the 'bus' with one leading and one bringing up the rear.

During the course of the program, supervisors are expected to model, teach and encourage safe walking habits, including crossing the road at safe locations, stopping at kerbs and doing safety observation checks (look left-right-left).

A WSB program can have a number of beneficial effects for school, children and the larger community as a whole. It can inspire healthier modes of transportation, reduce congestion and traffic load, build social relationships and a sense of community, and establish physically active travel patterns from a young age.

Details of the 'bus route' can be determined following a gathering of expressions of interest from students and parents. Buses can follow a set route through the area or visit specific houses of participating students. At this stage, it is recommended that the Walking School Bus program operates within the Alex Avenue Precinct, not travelling further north than Schofields Road.

The main streets in the area which are suitable for WSB routes include (but are not limited to) those shown in Figure 3.3.



Adapted from Neamap

Figure 3.3: Example WSB Routes

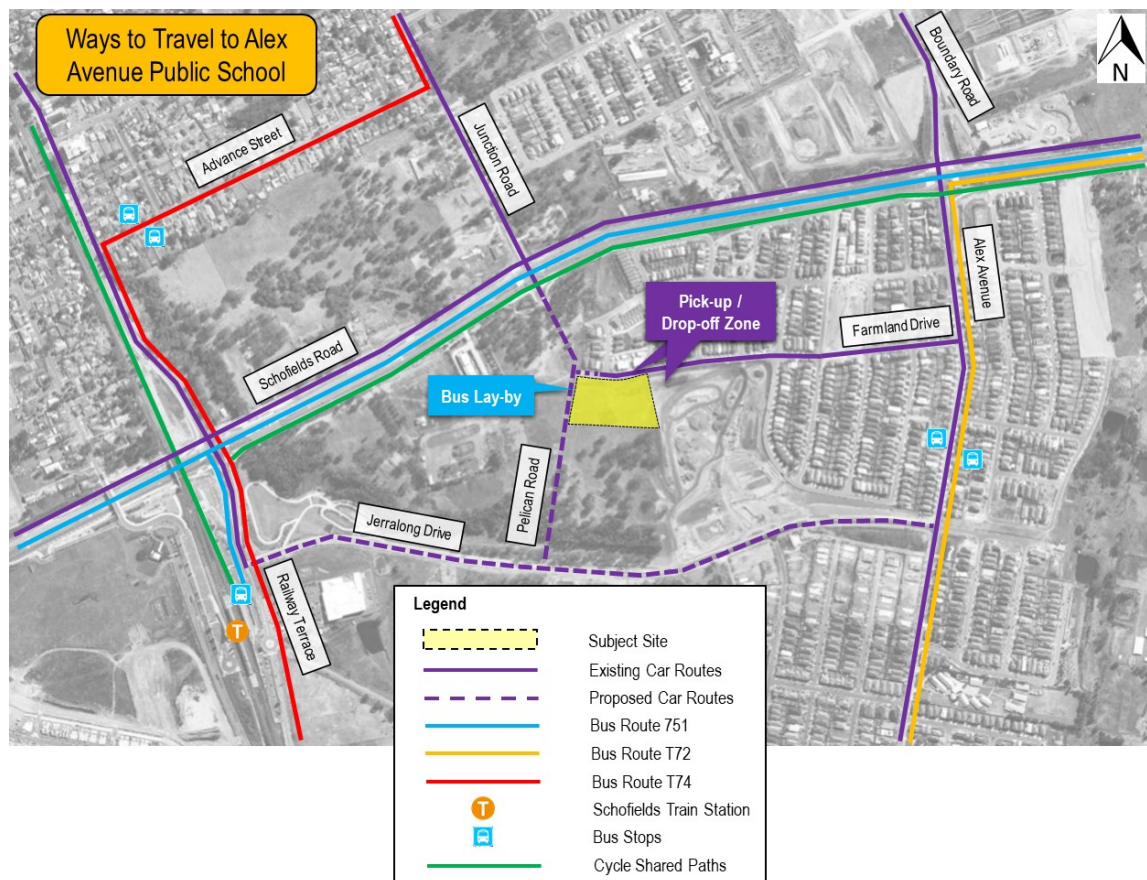
3.5 CARPOOLING

Carpooling is also an option for residents and staff members. An incentive program can be established by the school administration for staff members to share rides to and from school, either to staff residences or major transport hubs in the region (Schofields, Quakers Hill and Rouse Hill Stations). In reducing number of individual vehicles travelling to and parking at the school, a carpool program can guarantee availability of staff parking spaces.

Carpooling is also an option for residents. Carpool organisations allow members to register and connect with people making a similar trip. For example, Sydney Carpool has over 2,500 registered members and can be found at <http://www.sydneycarpool.org>.

3.6 WAYS TO TRAVEL TO ALEX AVENUE PUBLIC SCHOOL

Figure 3.4 below provides a map showing current and proposed car, and public and active transport travel methods and routes to the school that can be used as part of an information pack. Given the Alex Avenue Precinct is currently under development, this map can be updated at a later date to include details of the school bus service and when infrastructure for additional travel routes is provided.



Adapted from Nearnmap

Figure 3.4: Ways to Travel to Alex Avenue Public School

4. TRAVEL TARGETS

4.1 TRANSPORT INITIATIVES

A pro-active approach should be taken by school management to influence travel patterns of students, parents and staff at Alex Avenue Public School. This approach should aim to endorse public and active modes of transportation to shift away from a reliance on private vehicles. This can be built upon the strong foundation of the region's high level of walkability, existing cycling infrastructure, and school bus services.

A number of initiatives can be implemented, including but not limited to:

- School Travel Pass Applications
 - Provide support options and programs for parents of enrolled students to apply for a school travel pass under the Opal scheme
 - A school travel pass allow for free travel on associated public transport on school days between the student's home and school
 - All primary students Year 2 and younger are eligible for a school travel pass
 - All primary students Years 3 to 6 are eligible for a school travel pass if the straight line distance to their home exceeds 1.6km and walking distance exceeds 2.3km
 - Primary students not eligible for a school travel pass (home is too close) can apply for a School Term Bus Pass
 - This information should be provided in an information package, with administrative support available during school hours to assist parents and guardians.
- School Bus Service
 - The school bus service on Pelican Road is to be provided immediately following completion of the Pelican Road realignment.
 - Parents should be directly engaged on enrolment to discuss student travel options, highlighting the available the school bus service with clear, easy to understand maps of the bus route and scheduling
 - Parents and students should both be kept informed of any changes to scheduling, management or service

changes well in advance of any changes. This can take the form of notes circulated in classrooms, emails, notes in the school newsletter, etc.

- School Transport Coordinator
 - Appoint a member of staff to be the School Transport Coordinator (STC) for Alex Avenue Public School
 - STC will be the part of school management responsible for implementing the travel plan, reviewing processes and undertaking annual reviews and surveys to evaluate progress towards travel targets.
- Transport Access Guide
 - Prepare a Travel Access Guide (TAG) for Alex Avenue Public School
 - A TAG is a comprehensive package of documentation outlining the transportation methods available in travelling to a site
 - TAG should be clear, concise and easy to understand for both parents, staff and students
 - It will include details such as school and public bus service maps, nearby street maps and walking routes, bicycle parking facilities and contact details of STC for more information
 - Ensure the TAG is kept up to date with any changes to schedules or new facilities.
- Annual Plan Reviews
 - The Green Travel Plan should be reviewed annually, with a customised Travel Survey
 - Progress towards Green Travel targets can be measured via feedback and responses, and used to develop Plan objectives
 - The first review should be undertaken 12 months after commencement of school activities

An example structure for the travel survey is attached in **Appendix A**.

4.2 TARGETS

The following is a short list of targets that are aimed to be achieved within 12-24 months of the site being fully operational.

The targets below are generally centred around reducing the amount of car trips and focus on two areas, commuter trips and short trips. The targets apply to all individuals travelling to the site: staff, parents and students.

More information will be available such as the number of kilometres travelled in private vehicles after the survey and plan has been revised. It is expected that at this stage the revised targets will be reviewed and information to expand targets to include reductions in vehicle kilometres travelled.

Mode Share

The initial targets for this Green Travel Plan are:

- less than 60% of school trips made by drivers with single students by 12 months;
- greater than 20% of school trips made by active transport (walking / cycling) by 12 months; and
- greater than 20% of school trips made by train and bus by 12 months.

These progress towards these towards should be evaluated in the annual reviews, and the targets updated to desirably reflect a constant development of Green Travel options.

5. STRATEGIES

Action 1

Provide travel information pack.

Description

A travel information pack will be provided to staff, parents and students. The pack will contain:

- map of nearby train and bus services;
- map of local cycling routes;
- opportunities for feedback on alternative travel modes; and
- links to further information on cycling, carpooling and online public transport timetables.

Aim

To provide easily accessible information on alternative transport modes to all stakeholders.

Measure

Confirm distribution of travel information pack within 4 weeks. Monitor level of awareness among staff, parents and students using feedback.

Timeframe

Commence upon full operation of the site.

Action 2

Explore strategies and measure interest levels for a Walking School Bus program.

Description

A Walking School Bus is a group of primary school students walking to and from school together as a group, guided by a minimum of two supervising adults.

Supervisors can be staff members, volunteers and parents, and they usually guide the 'bus' with one leading and one bringing up the rear.

During the course of the program, supervisors are expected to model, teach and encourage safe walking habits, including crossing the road at safe locations, stopping at kerbs and doing safety observation checks (look left-right-left).

Aim

To provide parents and students with the information for a Walking School Bus program to and from Alex Avenue Public School.

To ultimately establish a Walking School Bus program, operating alongside other transportation options.

Measure

Confirm distribution of information regarding a Walking School Bus program and measure levels of interest in participation among students and parents.

Timeframe

Commence upon full operation of the site.

Action 3

Implement parking restrictions during school zone hours.

Description

The school should consider implementing No Parking restrictions between 8:00am-9:30am and 2:30pm-4pm on Farmland Drive, Pelican Road and at the drop-off/pick-up zone. The drop-off/pick-up zone should also have 'Drop Off & Pick Up Only' signage.

Aim

- reduce car travel and attractiveness;
- reduce and better manage local congestion;
- reduce long-term parking and queueing during school drop-off and pick-up periods; and
- increase alternative travel methods such as walking and cycling.

Measure

Staff should monitor parking compliance and provide travel survey to assess impact of parking restrictions.

Timeframe

Commence upon full operation of the site.

Action 4

Provide travel survey.

Description

The school should provide a travel survey questionnaire to staff, parents and students to collect travel information about how they travel to the school.

Aim

To inform the school on different travel methods and transport issues.

Measure

School to use travel survey results to inform potential measures and strategies.

Timeframe

12 months from full operation of the site.

Action 5

Investigate installing additional bicycle rails or racks onsite.

Description

The school may consider installing additional bicycle rails or racks onsite in accordance with the *Cycling Aspects of Austroads Guides (2014)*.

Aim

- reduce car trips, congestion and emissions;
- encourage cycling to the school; and
- support local cycling infrastructure.

Measure

Provide travel survey to determine popularity of cycling. Assess results to determine feasibility.

Timeframe

12-24 months from full operation of the site.

Action 6

Support Council in establishing additional off-street and on-street pedestrian/cycling infrastructure in the local area.

Description

Lobby Blacktown City Council to develop additional pedestrian/cycling infrastructure and pedestrian/cycling links in and through the local area.

Aim

- reduce car trips, congestion and emissions; and
- encourage walking and cycling to the school.

Measure

Construction of footpaths, and bicycle paths and routes.

Timeframe

12-24 months from full operation of the site.

Action 7

Support Council and Transport for NSW in establishing more public transport options.

Description

Lobby Blacktown City Council and Transport for NSW to develop additional bus infrastructure and routes where necessary in and through the local area.

Aim

- reduce car trips, congestion and emissions; and
- increase alternative travel methods such as public transport, walking and cycling.

Measure

Introduce new bus services in line with development.

Timeframe

12-24 months from full operation of the site.

6. REVIEW OF PLAN

The following section is to be completed within 12 months of the school being fully operational.

Targets

Target	Less than 60% of school trips made by drivers with single students by 12 months
Target date	20XX
Current status	
Revised target	
Date for review	

Target	Greater than 20% of school trips made by walking by 12 months
Target date	20XX
Current status	
Revised target	
Date for review	

Target	Greater than 20% of school trips made by train and bus
Target date	20XX
Current status	
Revised target	
Date for review	

Actions

Action 1	Provide travel information pack
Steps taken	
Current status	
Future steps	
Date for review	

Action 2	Explore strategies and measure interest levels for a Walking School Bus program.
Steps taken	
Current status	
Future steps	

Date for review	
-----------------	--

Action 3	Implement parking restrictions during school zone hours
Steps taken	
Current status	
Future steps	
Date for review	

Action 4	Provide travel survey
Steps taken	
Current status	
Future steps	
Date for review	

Action 5	Investigate installing bicycle rails or racks onsite
Steps taken	
Current status	
Future steps	
Date for review	

Action 6	Support Council in establishing additional off-street and on-street cycling infrastructure in the local area
Steps taken	
Current status	
Future steps	
Date for review	

Action 7	Support Council and Transport for NSW in establishing more public transport options
Steps taken	
Current status	
Future steps	
Date for review	

7. NEXT STEPS

The next step in this Green Travel Plan is to start to implement the actions as described above. Some actions would be implemented as part of the building process while others are to be implemented once the site is open. Monitoring of the actions be undertaken after 12 months to assess if the actions have been implemented and are successful and if the site is achieving its targets.

The responsibility for adoption of this plan and monitoring within 12 months from the site opening will be with the school administration and STC.

Reporting for the Green Travel Plan could be linked to school meetings, annual reports and newsletters and could also be used for promotional material.

APPENDIX A

EXAMPLE TRAVEL SURVEY

Travel Survey

Alex Avenue Public School

34-38 Farmland Drive
Schofields NSW 2762

(SCHOOL LOGO)

Alex Avenue Public School is committed to promoting green and sustainable methods of travel for students, parents and staff to and from school. This survey aims to collect some details on how you currently travel to school, so we can assess the effectiveness of our methods.

1. Do you live in the Alex Avenue Precinct? If no, where do you live?

☐ Yes

☐ No

2. What time do you normally arrive at school?

☐ Before 7:30 AM

☐ Between 7:30 AM
and 8:00 AM

☐ Between 8:00 AM
and 8:30 AM

☐ Between 8:30 AM
and 9:00 AM

3. What time do you normally leave school?

☐ Before 3:00 PM

☐ Between 3:00 PM
and 3:30 PM

☐ Between 3:30 PM
and 4:00 PM

☐ After 4:00 PM

4. How do you usually travel to school in the morning?

☐ Bus

☐ Train

☐ Walking

☐ Cycling

☐ Drive
(private vehicle)

☐ Drive
(carpool)

☐ Other

5. How do you usually travel from school in the afternoon?

☐ Bus

☐ Train

☐ Walking

☐ Cycling

☐ Drive
(private vehicle)

☐ Drive
(carpool)

☐ Other

6. If you drive or are driven to school, what are the main reasons for doing so? *Please tick all that apply.*

☐ No public transportation
options close to home

☐ Concerns about safety

☐ Drop off (or dropped off) on
way to work elsewhere

☐ Health reasons

☐ Other (please specify)

7. How satisfied are you with the following facilities / services at Alex Avenue Public School?

If you do not know about the facility / service, please select 'I was not aware of it'.

	Very satisfied	Somewhat satisfied	Neutral	Somewhat dissatisfied	Very dissatisfied	I was not aware of it
(EXISTING FACILITY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(EXISTING FACILITY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(EXISTING FACILITY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(EXISTING FACILITY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(EXISTING FACILITY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Alex Avenue Public School is considering implementing the following facilities / services. For each, what is the likelihood that it will encourage you to reduce your private car usage?

	Very likely	Somewhat likely	Neutral	Somewhat unlikely	Very unlikely
(PROPOSED FACILITY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(PROPOSED FACILITY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(PROPOSED FACILITY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(PROPOSED FACILITY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(PROPOSED FACILITY)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Please write below if you have any other comments, suggestions or feedback on any facilities or services which will help encourage you to adopt more sustainable transport options while traveling to Alex Avenue Public School

Thank you for completing this survey!