

# THE NEW PRIMARY SCHOOL AT WARNERVALE GREEN TRAVEL PLAN

**PREPARED FOR BILLARD LEECE PARTNERSHIP**

14 MAY 2019

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## QUALITY STATEMENT

### PROJECT MANAGER

Desmond Ang

### PROJECT TECHNICAL LEAD

Kirk Martinez

### PREPARED BY

Desmond Ang ..... 14/05/2019

### CHECKED BY

Kirk Martinez ..... 14/05/2019

### REVIEWED BY

Kirk Martinez ..... 14/05/2019

### APPROVED FOR ISSUE BY

Kirk Martinez ..... 14/05/2019

### SYDNEY

Level 4, 99 Walker Street, PO Box 1831, NORTH SYDNEY, NSW 2060

TEL +61 2 9493 9700, FAX +61 2 9493 9799

## REVISION SCHEDULE

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## Executive Summary

Stantec was engaged by the NSW Department of Education to prepare a Green Travel Plan (GTP) for the New Warnervale Primary School. Travel plans are developed to manage travel demand at a workplace, school or other place where people gather. Their primary aim is to inform delivery and promotion of a variety of transport choices for people who travel, to mitigate against any negative effects of car use. A school travel plan aims to provide options for students, parents and teachers to counter excessive congestion at the school gate, and to promote healthy, active transport choices such as walking and cycling.

This Green Travel Plan (GTP) has been prepared for the new Warnervale Primary School, at 75 Warnervale Road, Warnervale.

This report summarises the travel plan actions that are recommended for the school. These recommendations have been based on discussions with the school. A survey of parents and caregivers from the 2018 school community, and a desktop and field assessment of the road and transport environment in the vicinity of the school. Sample questions for the Travel Mode Survey are prepared within Appendix A.

The main actions therefore relate to supporting and encouraging initiatives to support this behaviour, and building on the travel choices of students to encourage more staff to consider active transport. There are also actions related to engaging with Council and the local bus department to promote safe, attractive and convenient walking, cycling and public transport routes to the school from within its enrolment zone.

The recommendation for the next stage is for this travel plan to be adopted by the Schools Senior Leadership Team, so that actions can be implemented.

# Billard Leece Partnership

## The New Primary School At Warnervale Green Travel Plan

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# 1. Introduction

The NSW Department of Education proposed to construct a new Warnervale Primary School at 75 Warnervale Road. The School will accommodate approximately 460 students from kindergarten to Year 6, and 32 on-site staff. There will be on-site car parking for staff and visitors, a parents drop-off/pick-up area, and a designated bus area.

The purpose of this document is to establish the framework, objectives, targets, structure and systems for an operational Green Travel Plan (GTP) for the School.

The Green Travel Plan Initiatives are set out in the following Sections.



## 2. Existing Transport Environment

### 2.1 Site Location

The proposed development is located at 75 Warnervale Road, Warnervale. Figure 2-1 shows the location of the site in relation to Warnervale and the surrounding transport network.

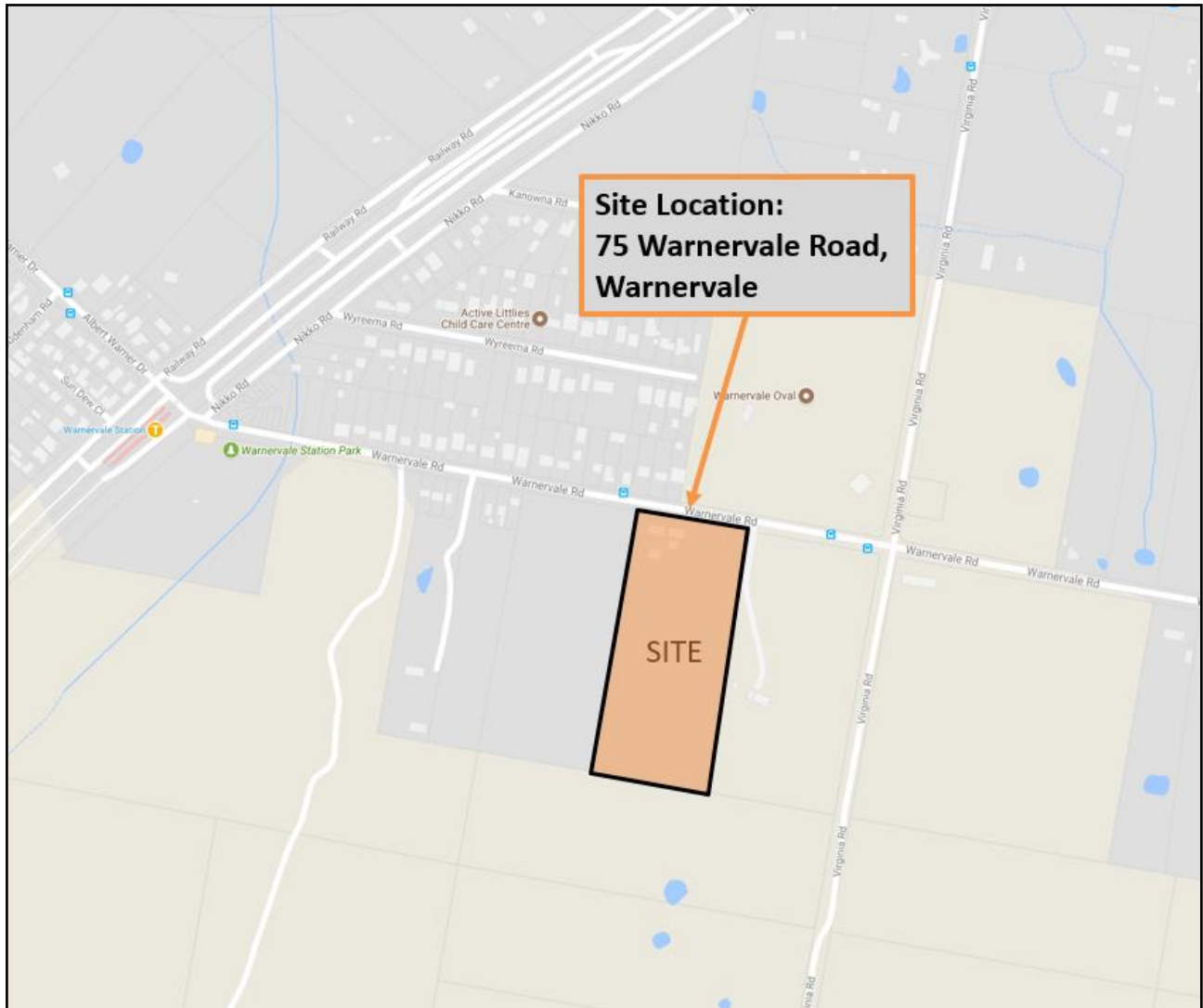


Figure 2-1: Site Location<sup>1</sup>

The site is currently occupied by the decommissioned Warnervale Public School, and majority of the site is covered in vegetation. The site has a primary frontage to Warnervale Road, with access to the site provided at the northern site boundary. Warnervale Road connects to the wider road network via Albert Warner Road in the westbound direction and Virginia Road in the northbound direction.

The surrounding land uses are predominantly residential, with the following key features of the surrounds as follows:

- Warnervale Oval is located approximately 160 metres north-east of the site;
- Warnervale Train Station is located approximately 600 metres west of the site; and
- Active Littles Child Care Centre is located approximately 300 metres north-west of the site.

<sup>1</sup> Source: Google maps (<https://www.google.com/maps>)

An aerial photo view of the site in relation to the local road network is shown in **Figure 2-2**.



Figure 2-2: Aerial Image of the Site<sup>2</sup>

## 2.2 Road Environment

The roads in the vicinity of the site are maintained and controlled by Central Coast Council. The local road environment is described below:

- Warnervale Road is local road with a speed limit of 50km/h, extending from Warnervale Road to its termination at the Sparks Road. It runs in an east-west alignment with a sealed carriageway width of ranging from 7.4 metres to 10.8 metres. It provides one lane of traffic in each direction, allowing for simultaneous two-way traffic movement.
- Virginia Road is a local road that runs in an east-west alignment. On the northern approach for the intersection of Virginia Road and Warnervale road, Virginia Road has a sealed carriageway width ranging from 6.6 metres to 10.2metres. On the southern approach, Virginia Road has an unsealed carriageway width of 2.9 metres.
- Albert Warner Drive is a local road with a speed limit of 50km/h. It runs in a north-south alignment, extending from Warnervale Road to its intersection with Sparks Road. It has a sealed carriageway width ranging from 7.4 metres to approximately 28 metres upon approaching its intersection with Sparks Road.
- Sparks Road is an arterial road controlled by Roads and Maritime Services(RMS) with a speed limit of 70km/h. It runs in an east-west alignment with a sealed carriageway width of ranging from 9.6 metres to approximately 28 metres at its intersection at Minnesota Road. At its intersection with Virginia Road, it provides one lane of traffic in each direction.
- Minnesota Road is a local road that runs in a north-south alignment. It has a sealed carriageway of approximately 10.5 metres, allowing for simultaneous two-way traffic movement. It typically has a posted speed limit of 50km/h, which slows to 40km/h as it approaches the intersection of Minnesota Road and Warnervale Road during school times.

<sup>2</sup> Source: Spookfish (<https://www.spookfish.com/>)



- Between 8:00am to 9:30am and 2:30 to 4:00pm on school days a speed limit of 40km/h applies on the surrounding streets of the subject site.
- All the immediate intersections surrounding the school are priority controlled, with 'Give Way' signage provided for vehicles exiting Virginia Road and Railway Road to Warnervale Road.
- Pedestrians footpaths are provided on the southerly side of Warnervale Road within the vicinity of the site.

## 2.3 Existing Sustainable Transport

### 2.3.1 Public Transport

Bus stops are provided on both sides of Warnervale Road, within 100 metres walking distance of the proposed site. The locations of the bus stops are shown in Figure 2-3.

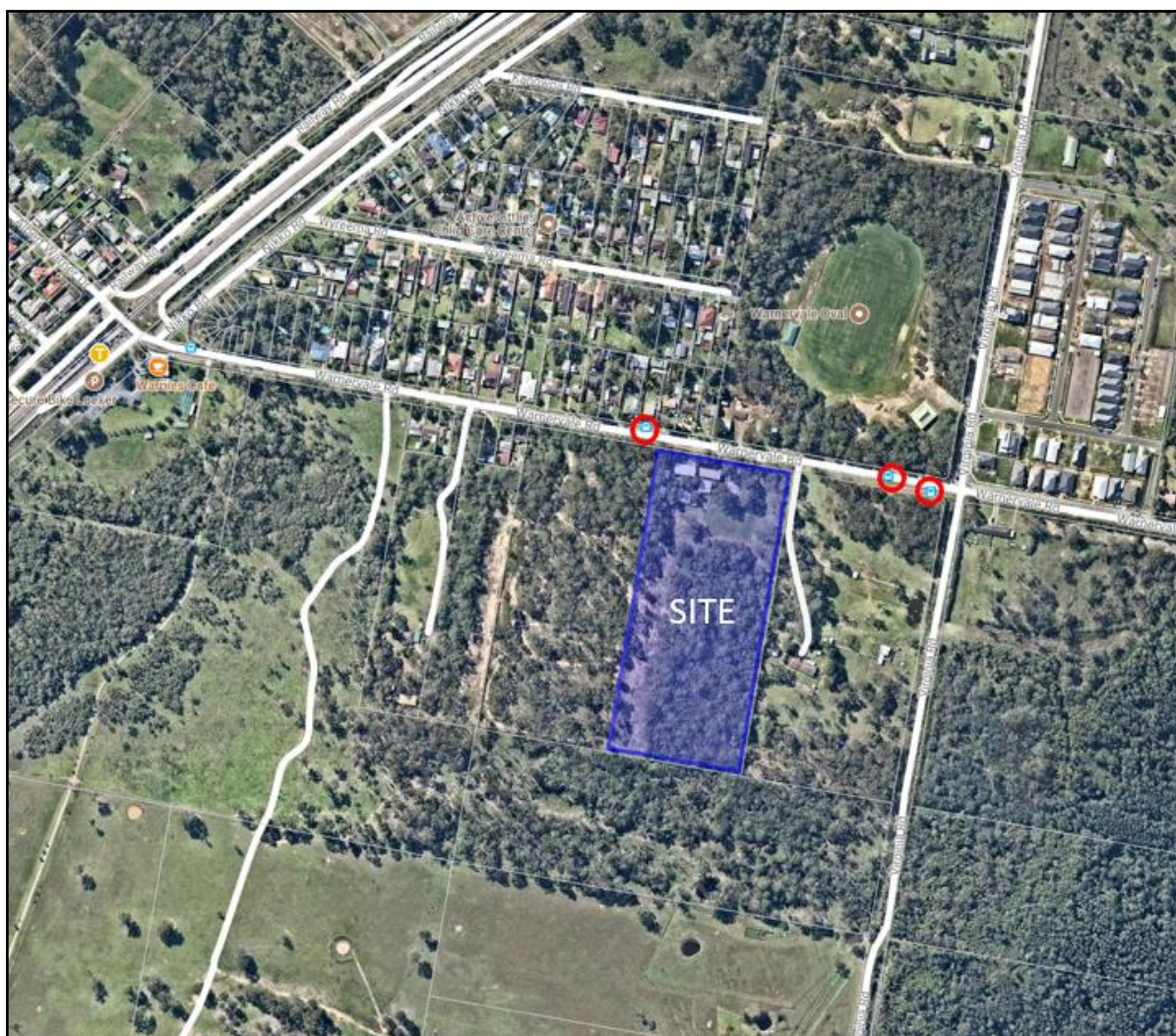


Figure 2-3: Location of Bus stops

The bus services and the frequency of the services is provided within Table 2-1.

Table 2-1: Bus Services and frequency<sup>3</sup>

Bus Route No.	Direction	Bus Route	Frequency
11	Inbound	Tuggerah to Lake Haven via Warnervale via Warnervale	One services during the morning peak periods.  Two services during evening peak, with a 70 minutes interval.
11	Outbound	Lake Haven to Tuggerah via Warnervale	Two services during morning peak with a 40 minutes interval.  No bus services during the off-peak and evening peak periods.
78	Inbound	Tuggerah to Lake Haven via Wadalba, Warnervale and Sparks Road	Two services during the morning peak period.  Every 60 minutes during the off-peak period.  Three services during the evening peak periods, with a 60 to 90 minutes interval between each services
78	Outbound	Lake Haven to Tuggerah via Wadalba, Warnervale and Sparks Road	Every 60 minutes during the morning peak, and every 30 minutes during the evening peak periods.  Every 90 minutes during the off peak periods.

The bus routes provide drop-offs at the Warnervale Railway Station, which links with the wider Sydney public transport network.

The services which operate within the vicinity of the site are shown within **Figure 2-4**.

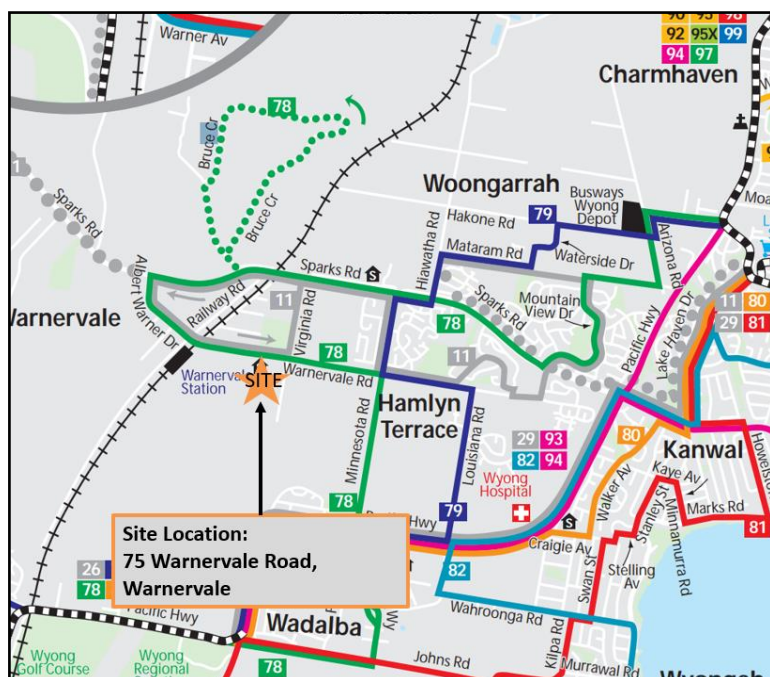


Figure 2-4: Bus Route Network Map<sup>4</sup>

<sup>3</sup> <https://www.railmaps.com.au/routedetails.php?RouteSelect=976&traveldate=2019-05-08>

<sup>4</sup> <https://www.busways.com.au/sites/default/files/network-maps/2019-03-11/Central%20Coast%20Network%20Map.pdf>

### 2.3.2 Existing School Bus Services

It is noted that the existing Warnervale Public School and Lake Grammar School have both catered school buses for their students. Details of the services are shown in Table 2-2 and Table 2-3.

Table 2-2: School Bus Service for Warnervale Public School<sup>5</sup>

Morning Period			
Bus Number	Time	Location Served	Route Description
2152	8:44 am	Lake Haven Hamlyn Terrace Bruce Crescent Wallerah Warnervale	Departs Lake Haven Shops via (R)Goobarabah Av (L)Lake Haven Dr (R)Wallerah Rd, Sparks Rd (R)Bruce Cr (8:55am) (R)1st Bruce Cr Loop (anti-clockwise direction) (L)Bruce Cr (L)Sparks Rd (R)Virginia (L)Warnervale Rd (R)Minnesota Rd to School.
Afternoon Period			
Bus Number	Time	Location Served	Route Description
2720	3:10 pm	Lake Haven Hamlyn Terrace Bruce Crescent Wallerah Warnervale	Departs School via (R)Minnesota Rd (L)Sparks Rd (R)Bruce Cr (3:13pm), (R)1st Bruce Cr Loop (anti-clockwise) (L)Bruce Cr (R)Sparks Rd (L)Albert Warner Dr to Lakes Grammar Junior School (3:25pm). Then continues as School Bus 2719 via Albert Warner Dr (R)Sparks Rd (L)Into MacKillop College (3:38pm), turns around & returns (L)Sparks Rd, Wallerah Rd (L)Lake Haven Dr to Pacific Hwy (3:48pm).

<sup>5</sup> [https://www.busways.com.au/sites/default/files/school\\_timetables/Warnervale\\_Public\\_School.pdf](https://www.busways.com.au/sites/default/files/school_timetables/Warnervale_Public_School.pdf)

Table 2-3: School Bus Service for Lakes Grammar School

Morning Period		
Bus Number	Time	Location Served
2192	7:13 am	Swansea Caves Beach Cams Wharf Nords Wharf Kingfisher Shores Lake Munmorah Doyalson Summerland Point Gwandalan Chain Valley Bay North Blue Haven San Remo Lake Haven Charm Haven
2113	7:28 am	
2188	7:37 am	
2149	7:39 am	
2169	7:54 am	
2125	8:04 am	
2127	8:14 am	
Afternoon Period		
Bus Number	Time	Location Served
2698	3:17 pm	Swansea Caves Beach Cams Wharf Nords Wharf Kingfisher Shores Lake Munmorah Doyalson Summerland Point Gwandalan Chain Valley Bay North Blue Haven San Remo Lake Haven Charm Haven
2714	3:20 pm	
2668	3:24 pm	
2719	3:25 pm	
2704	3:34 pm	
2710	3:35 pm	



One school bus service is required for the existing Warnervale Public school during the morning and afternoon periods respectively. This is justified within Figure 2-4, with only 14% of the students travelling to the school by bus.

### 2.3.3 Cycle Network

Pedestrian footpaths are provided on the southerly side of Warnervale Road near the school, with wide grass berms on both sides of Warnervale Road.

The RMS cycle finder is shown in Figure 2-5, with no dedicated cycling facilities provided within the vicinity of the site.

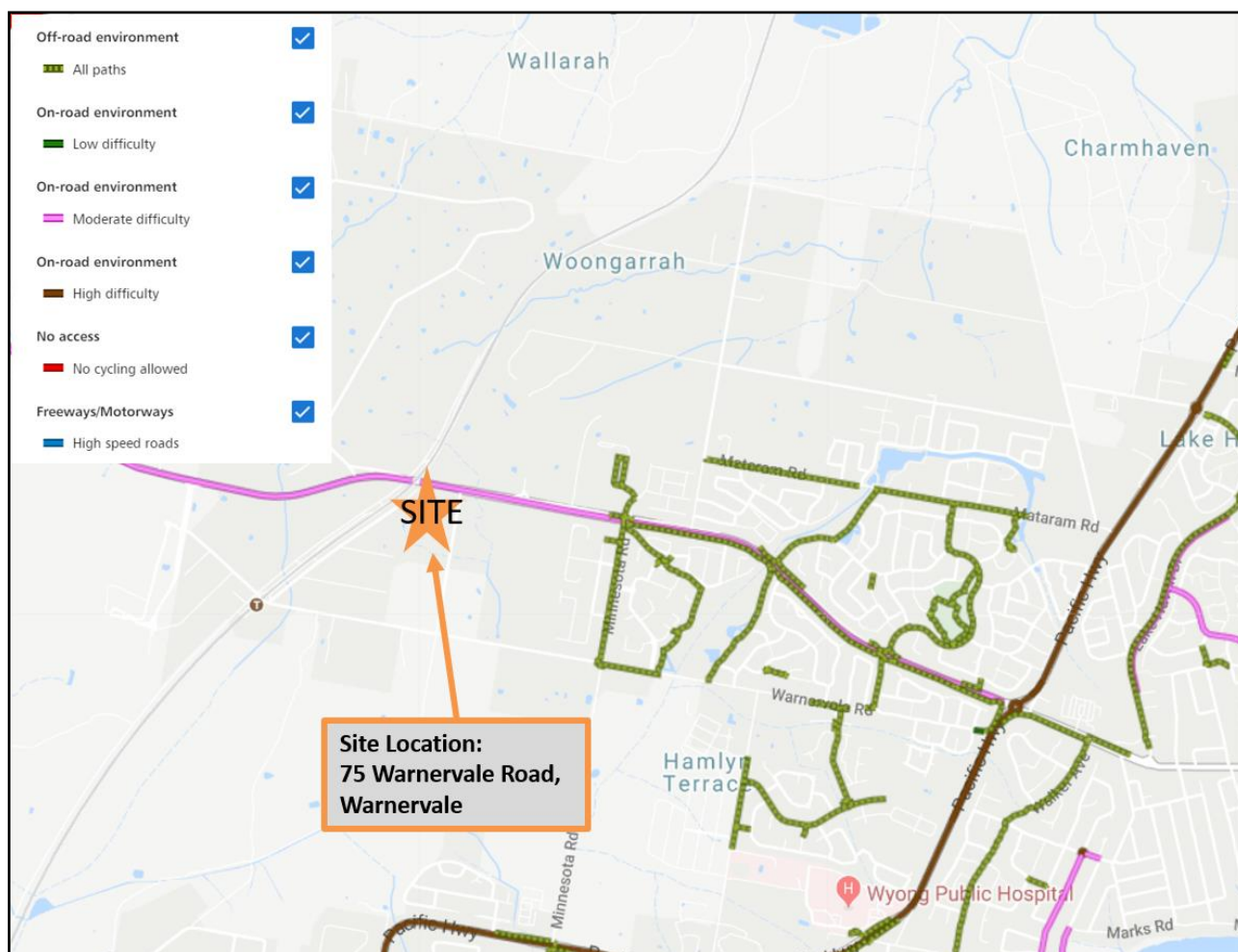


Figure 2-5: RMS Cycle Finder<sup>6</sup>

<sup>6</sup> Source: Transport Roads and Maritime Services Cycleway Finder ([http://www.rms.nsw.gov.au/maps/cycleway\\_finder](http://www.rms.nsw.gov.au/maps/cycleway_finder))



### 3. Aim

This Green Travel Plan (GTP) has been developed to help the New Warnervale Primary School to proactively manage travel demand. Its primary aim is to inform delivery and promotion of a variety of transport choices for people who travel to and from the School, so that any negative effects of excessive car use are mitigated. The actions within the plan also aim to provide options for students, parents and teachers to counter excessive congestion at the school gate, and to promote healthy, active transport choices such as walking and cycling.

The objectives of this Green Travel Plan are to:

- Promote actions to raise awareness of students, staff, parents and caregivers of their **transport choices** for travel to and from the School;
- Identify priority actions to **maintain and increase** the numbers of students traveling to the school on foot, and by bus;
- Identify priority actions to **encourage school staff** to consider traveling to school by walking, bicycle, public transport or using these as a component of their journey to and from the school;
- To recommend methods for Senior Leaders from the school to engage with Council to **improve safety and convenience of walking, cycling and public transport options**; and
- To document recommended monitoring methods, to continue to promote transport choice among the school community in years to come.

The overall aim of the Green Travel Plan is to limit the number of private motor vehicle movements by facilitating alternatives such as public transport, cycling, walking and car sharing.

## 4. Green Travel Planning Initiatives

The following Sections develop the Green Travel Plan for the School. This Green Travel plan outlines potential actions that the School community can consider, to promote and provide for travel to the School by bus, walking, skateboard, scooter and bicycle. Based on results from projects of similar nature, the actions recommended are those considered most likely to be successful feedback from the school community.

Actions are grouped according to whether they are School-led initiative, or community infrastructure issues that require collaboration with Council as appropriate.

The Green Travel Plan is to establish a Travel Plan Management Group who will meet regularly, adopting ownership and accountability for the actions, target setting and deliverables. The Green Travel Plan is expected to be a living document, developed and progressed with the actual performance of the activities, measured and reviewed against the key targets.

### 4.1 School-led initiatives

Potential School-led initiatives are described in Table 4-1.

Table 4-1: Travel Plan Actions: School-led Initiatives

TRAVEL PLAN: SCHOOL-LED INITIATIVES			
Action	Description	Likely Resource Commitment	Likely Timeframe
Measure and monitor travel behaviour	Collect data on how students and staff travel to school now, through sample survey days in each school term.	Staff working group	Ongoing
Raise awareness of existing options with current and future students and parents / caregivers	Collect information about walking and cycling routes to school by talking with students and staff who currently travel in these ways. Map favoured walking and cycling routes. Share maps online and distribute paper copies.	Staff lead Printing costs for paper maps	One-off exercise to be repeated annually or as required
Provide more secure bicycle parking for students	Provide information about most secure ways to lock bicycles to existing racks; Conduct feasibility study for more secure bicycle parking for students (e.g. sheds); discuss with school senior leadership.	Staff working group	One-off exercise
Establish carpooling group	Establish a group of parents who are willing to carpool and co-ordinate this using relevant media avenues or apps.	Staff working group Parents	Ongoing

## 4.2 Partnerships

Potential partnership activities between the School and Council or bus operators are described in Table 4-2. Beyond specific initiatives, building relationships with these organisations will help School leadership to be proactive in the future as the School community grows in conjunction with residential and commercial development of the surrounding land.

Table 4-2: Travel Plan Actions - School and Community Partnerships

TRAVEL PLAN: PARTNERSHIPS		
Action	Description	Likely Partners
Promote bus routes and walking routes from nearest bus stops	Raise awareness about proximity of the school to the nearest bus routes, and the ways that students can access the school by bus.	Central Coast Council Bus operator
Identify possible new bus routes to service key areas	Provide additional bus services to increase the use of buses to access the school.	Bus operator
Identify barriers to walking and cycling in school enrolment zones	Discuss priorities for safe routes to school with Council, particularly at key barriers. Consider extensions of quality walking and cycling paths in the vicinity of the school.	Central Coast Council

## 4.3 Actions to create an Active Travel Plan

To turn the initiatives and information in this Plan into an active programme of activities, it is recommended that the School establish a working group and collect baseline data to begin travel planning in practice. The following table is provided as a worksheet that can be used to kickstart this process.

Table 4-3: Travel Plan - Initial Actions

TRAVEL PLAN: INITIAL ACTIONS			
Action	Responsibility	Likely Partners / People Involved	Timeframe
Appoint Travel Plan Coordinator	Schools	Senior leadership Teams	One-off exercise
Convene Travel Plan Working Group of interested staff and students	Travel Plan Coordinator	Interested staff and students	
Establish performance indicators of interest (e.g. proportion of students / staff traveling by bus / walking in Summer / Winter)	Travel Plan Working Group	Staff and students	
Collect baseline data on indicators of interest			
Establish targets for maintaining or improving indicators of interest			
Liaise with partners to work on mutually beneficial activities		Central Coast Council Bus Operator	
Develop short term and long-term programme of activities to work towards targets		Staff and students	
Monitor progress and review action plans			Ongoing

## 5. Monitoring and Review

### 5.1 Strategy for Promoting and Marketing the Actions

The Travel Plan Management Group appoints a Travel Plan Coordinator who is to prepare a promotional and marketing strategy, including actions to support and drive the Green Travel Plan. In particular, the key responsibilities of the Travel Plan Coordinator will include:

- Coordinating implementation efforts;
- Conducting surveys or other data collection processes to measure progress;
- Communicating the travel plan to stakeholders;
- Coordinating events to promote awareness of the plan and associated initiatives; and
- Coordinating marketing and promotional programs.

The Coordinator is also to be responsible for monitoring, reviewing and updating the travel plan over time. It is likely that coordinators will require assistance from 'champions' to promote specific actions and encourage the uptake of initiatives.

### 5.2 Monitoring and Review

Monitoring and review is a process that sets out a systematic approach to measuring the impact of the Green Travel Plan.

The Green Travel Plan will be reviewed quarterly to track progress with regards to implementation of actions and achievement of goals.

An annual travel survey of staff and visitors will be undertaken to firstly establish a baseline level of performance. The results of successive surveys are to be maintained in the Appendices (Refer Appendix B example) to the Travel Plan for continued progress monitoring and evaluation.

Following surveys will then assess progress against the baseline data and toward the targets. Initially, the Travel Plan Coordinator will be responsible for implementing the survey however this will eventually become the responsibility of the Travel Plan Management Group.

The results of this survey will be published in an annual report to the Green Travel Plan Committee. It will detail progress against objectives and targets. The annual report will identify any modifications to the travel plan that are needed, such as revision of objectives or targets, or the addition or alteration of measures.

Once the Green Travel Plan has been prepared it should be ready to submit to Council for approval. The Transport Planning team is responsible for reviewing travel plans and may provide feedback or advice about how the plan could be improved, prior to being satisfied that it meets the intent of the development consent condition if one is established.

Monitoring and reviewing a travel plan is one of the most critical components of the travel planning process. It is crucial to understand whether and how the travel plan is having an impact on mode share.

Once the data has been updated, the targets and actions of the travel plan will need to be reviewed. The review should consider:

- Are the targets still realistic? Are they still ambitious? Should they be updated?
- Is the building struggling to achieve particular targets? What are the likely reasons for this?
- Are there any gaps with regards to actions?
- What is preventing further improvement on mode share, and how can this be addressed?

The steps outlined above should not be considered as a linear process, but rather an on-going cycle. Travel planning requires regular review and adjustments – a review may reveal the need to reconsider objectives or targets, or to add new actions to create greater incentives for the uptake of sustainable transport choices



## 5.3 Governance Support

Governance support for the Travel Plan Coordinator is to be provided by the Green Travel Plan Committee. The committee is in effect a "Board". It shall therefore comprise:

- Key personnel with an interest in the School, its efficient and effective operation;
- To enable the implementation of measures that may require works on the site, the committee should also include representation from the landlord or property owner representative;
- To provide for the application of the Plan in an everyday operational sense, the Travel Plan Coordinator should ideally be a person with operational responsibility and/or interface; and
- Specialist expertise may be incorporated within the committee, seconded as required or engaged in relation to specific tasks or undertakings.

The Green Travel Plan Coordinator or Management Group will be required to oversee the implementation of the actions of the Green Travel Plan. These might not all be implemented at the same time, but may be staged throughout time as appropriate. There may be some crucial actions that are implemented immediately, while others might take longer to plan and develop.

Before implementing actions, it is a key responsibility of the Green Travel Plan Coordinator to make sure relevant stakeholders are on board. For example, if the Green Travel Plan involves reviewing school policies and proposing changes, relevant members of the Senior Leadership Team will need to be on board to sanction and approve such changes.

## 6. Summary and Recommendations

The purpose of this Green Travel Plan is to provide information to support evidence-based actions that might raise awareness among students, staff, parents and caregivers of their transport choices for travel to and from the new Warnervale Primary School, and in doing so, to build on the use of alternative transport modes. Once the new Warnervale Primary School is in operation, a travel mode surveys will be undertaken for both parents and school staff to identify some of the following items:

- Number of car users;
- If parents have a desire to car pool or car share with other parents;
- How many students walk to school?
- How many students use public transport (bus / train) to get and from school?

Once the travel mode survey results have been reviewed, it is recommended that the School follow the action plan outlined in **Table 4-2** and **Table 4-3** of this report to transition from a plan 'on paper' to an active programme of activities and monitoring that supports continued success.

As described in Section 2.3.2, there are existing school bus services being catered for the students of Warnervale Public School and Lake Grammar School. It is recommended that the new Warnervale Primary School promote and encourage the usage of school bus services for future enrolment.

The programme relies on a working group of interested staff and students to prioritise actions that might create a culture of alternative transport use. As well as initiatives that can be delivered by the School community itself, there are several potential actions that can be delivered in partnership with Council. It is also recommended that as part of the Travel Plan, rates of active and public transport are monitored as actions are implemented to find the most effective mix of interventions that align with School and community objectives into the future.

# Appendices



## Appendix A   Travel Mode Survey

## A.1 Travel Mode Survey for The New Primary School at Warnervale

**1. How old are your children at The New Primary School at Warnervale? (e.g. Child 1: 14) Fill in as many rows as you need for your child/children currently attending, and leave spare rows blank.**

Child 1 Age:

Child 2 Age:

Child 3 Age:

Child 4 Age:

**2. How far from the school do you live?**

☐ Less than 1 km

☐ Less than 2 kms

☐ Less than 5 kms

☐ Over 5 kms

**3. If you have any other children not at The New Primary School at Warnervale, please enter their ages here:**

**4. Do you live on a rural road (80-100 km/h speed limit) or an urban road (40-60 km/h speed limit)?**

☐ Rural (80-100 km/h speed limit)

☐ Urban (40-60 km/h speed limit)

Please specify the speed limit on your street:

**5. How does your child / do your children get to/from school?**

Select as many answers as relevant, for all of your children. For example, if one of your children "always" cycles and another "never" cycles you can select both options in the "cycle" column.

	Walk	Scoot	Cycle	Car	Bus	Train
Never	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sometimes (a few times per month)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Often (more than 1 day per week)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Usually (most days)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Always (everyday)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



## 6. Which of the following does your child / do your children have access to at home?

Please select as many options as applicable, for as many children as you have attending the school. Please leave irrelevant rows blank (for example if you only have one child attending the school, fill in the first row only).

	Bicycle	Bicycle helmet	Scooter	None of these
Child 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Child 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Child 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Child 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 7. If your child/children walk, scoot or cycle: why do they travel in these ways?

If they do not walk, cycle or scoot, leave this question blank.

If you have more than one child that walk, scoot or cycle for different reasons, select the most applicable response in each row.

	Major Reason	Minor Reason	Not a Reason
Convenience	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is healthy/encourages them to be active	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
He/she cannot get there any other way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cost efficient	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Saves time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My child's preference	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is good for the environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Too much hassle taking the car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## 8. If your child/children travel by bus: why do they travel by bus?

If they do not travel by bus, leave this question blank.

If you have more than one child at **The New Primary School at Warnervale** and they take the bus for different reasons, select the most applicable response in each row.

	Major Reason	Minor Reason	Not a Reason
Convenient	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Distance: too far to walk/scoot/cycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Easy availability of public transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
He/she cannot get there any other way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety of my child - personal/road safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cost efficient	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Saves time compared to other travel modes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weather	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My child's preference	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## 9. If you drive your child/children to school: why do they travel by car?

If they are not driven to school, leave this question blank.

	Major Reason	Minor Reason	Not a Reason
Convenient	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It's on my way to other places	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I enjoy driving my children to and from school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We spend more time together if I drive my children to school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Distance: too far to walk/scoot/cycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transport is not convenient	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
He/she cannot get there any other way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety of my child - personal/road safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cost efficient	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Saves time compared to other travel modes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weather	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My child's preference	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**10. How likely is it that your child/children would travel to school by a different mode, if..**

	Very likely	Quite likely	No change / not sure	Not very likely	Not at all likely
They had friends to walk with	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
They were more confident walking/cycling on their own	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
They could complete a cycle skills training course	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
They had a safe environment on the route to school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
They had more secure cycle parking at school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
They had an adult to walk with them	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We lived closer to school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cheaper fares on public transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent/reliable bus service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A bus service on or near to my street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

**11. Would a bus route from your home to The New Primary School at Warnervale make your child/children more likely to use the bus? If yes, please enter your street name here.**

**12. Do you have any concerns about the Journey to School? Are there any improvements that could be made?**

**13. Are there any places where you find it difficult or dangerous for your children to cross the road or difficult to walk, scoot or cycle on their school journey? If so, please list here, with specific locations and street names where possible.**

**14. Please indicate how much you agree or disagree with the following statements:**

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't Know
Children are safe walking to WPS					
People drive safely near the school					
Children are safe cycling to WPS					
I feel confident teaching road safely to my children					

**15. If you live too far for your children to walk to school, would you consider car sharing with other parents?**

- ☐ I already do this.
- ☐ Yes, possibly
- ☐ No
- ☐ Not Applicable

**16. Which of the following would you be interested in helping with? (Select all that apply)**

- ☐ Helping to develop your school's Travel Plan
- ☐ Being part of school carpool (where children from different households travel together in the same vehicle)
- ☐ Receiving advice specific to your children's travel needs
- ☐ Receiving an emailed updates of survey results, the travel plan and its progress

Other (please specify)

## **Appendix B    Annual Progress Monitoring, Survey and Review Results (To be Appended)**



**Sydney**

Level 4, 99 Walker Street, PO Box 1831  
NORTH SYDNEY, NSW 2060  
Tel +61 2 9493 9700  
Fax +61 2 9493 9799

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