



# Canterbury South Public School

NBRS Architecture

Green Travel Plan

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**SECA**solution >>>

Canterbury South Public School

High Street, Canterbury

## Green Travel Plan

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## 1. Introduction and Summary

### 1.1 Purpose of Report and Study Objectives

#### Background

The Canterbury South Public School Green Travel Plan has been prepared in support of the Development Application for the proposed expansion of the existing school facilities. The expansion entails the construction of a multi-storey education block with 30 teaching spaces accommodating up to 690 students, being a significant increase over the existing population of 265 students.

#### Scope of Report

The various tasks identified and completed have included:

1. Discuss with Client representatives and the study team the goals for the green travel plan and any limitations that may need to be considered. This will include the current status of bus services and whether there is a commitment to these increasing to support the expansion. These initial discussions will also require an understanding of the future staff needing to access the site and the potential travel needs of these people and the overall change in these over the current staffing demands. Understand the travel needs of staff and parents.
2. Undertake a review of the various transport options available to the site. Current and proposed pedestrian and cycling links throughout the area shall be identified as well as the topography of the surrounding area to determine their suitability for parents and children in encouraging riding by beginners. Access to the site for staff using bus and train connections shall also be reviewed and assessed for suitability.
3. Consult information from each local Council to understand any planned changes external to the site which may impact on the development or influence change to travel patterns.
4. The opportunity for Smart Travel and Car Share programs will also be discussed to determine any existing or future opportunities for car sharing in the area. Encouraging the use of such technology by staff and by families to arrange carpooling can improve the efficiency of travel and encourage non-singular car driving.
5. Review the current bus utilisation by students and consider future demands to encourage use of this over car drop off
6. Consider use by parents of before and after school care services and how children are transported to such services
7. Develop an action plan outlining the measures suitable for implementation to encourage the use of sustainable travel options by both staff and families.
8. Green Travel Plans are living documents that require ownership by management to be effectively implemented. Review with the project team the recommended action plan options and agree on those that can be effectively introduced to support sustainable travel to and from the site. Develop the Action Plan based on these discussions.

#### Issues and Objectives of the study

According to the Canterbury DCP, parking for schools should be provided at a rate of one space per 2 staff. Based on a total of 58 staff, the parking demand would equate to 29 spaces which is 15 spaces more than currently provided within the school grounds. The concept plan for the school does not include additional parking within the school grounds so the additional parking demand will need to be met by the existing on-street parking available within the side streets that connect with High Street. The parking beat survey completed as part of the TIA found 15 vacant spaces in Canton Street to cater for this demand.

Further to this, the traffic assessment completed to support the development application determined the increase in school population for the expansion results in 36 parking spaces being required to meet future demand for student pick up and drop offs based on current travel patterns. In order to cater for the increase parking associated with pick up and drop off it is proposed to provide 90 degree parking in Napier Street adjacent to the school that will provide an additional 15 spaces, with a further 25 spaces available in Howard Street. As such, the parking outlined above shall be sufficient to accommodate the demands with an excess of 4 spaces.

The purpose of this plan is to inform and encourage staff and visitors to the school to utilise active (sustainable) travel options and in doing so ensure that the demand for parking and private vehicle travel can be managed within the context of the expansion of the school, thus improving the amenity of the local residential streets.

Sustainable Travel Plans are living documents that require ownership by management to be effectively implemented. Recommendations have been reviewed with the project team to form the recommended action plan options to support sustainable travel to and from the site. This action plan provides suitable information to be included on the school's web site and newsletter to direct staff and visitors to use sustainable transport. This could also be included in new staff welcome packs and staff induction discussions to broadly outline public transport options and access to appropriate tools and Apps to support such travel.

## Planning Context

In developing this Green Travel Plan, the following documents have been considered:

- Workplace Travel Plans
- Active Living NSW
- Green Travel Plans
- Burwood Council LEP and DCP
- Guide to Traffic Management Part 11: Parking
- Austroads Guides to cycling (various)
- Austroads Guide to Road Design Part 6A: Pedestrian and Cycling Paths
- NSW Planning Guidelines for Walking and Cycling

## 1.2 Methodology

The methodology applied to the development of this plan focussed on the following key questions:

1. What travel options are available in the local area?
2. What are the travel needs of the staff and visitors to Canterbury South Public School?
3. How can staff and visitors be supported and encouraged to utilise active travel measures over single car use?

## 2. Existing Transport Services and Facilities

### 2.1 Parking

Parking associated with the school is concentrated primarily in France Street and Napier Street with a minor amount of parking in Canton Street. The parking capacity in the vicinity of the school is estimated as follows:

- France Street has 12 designated 90 degree parking spaces;
- Napier Street has a capacity of up to 25 vehicles parking parallel to the kerb along both sides; and
- Canton Street has the capacity for up to 25 vehicles parking parallel on both sides between High Street and Ivy Street. However, during the traffic surveys it was observed that no more than 10 vehicles were parked in Canton Street at any time.

This equates to a practical total of 47 parking spaces that could be associated with school traffic during the morning and afternoon peak periods. The 14 staff parking spaces within the school grounds have not been included as staff generally arrive and depart outside the school peak periods.

During the morning peak period in November 2017 the main parking activity occurred in France Street and Napier Street where on-street parking was operating almost at capacity. The parking situation was the same during the afternoon peak period in May 2018. Due to the No Stopping restrictions along the school frontage in High Street all parking activity at this location occurred in Canton Street where around 10 vehicles parked for short periods.

### 2.2 Bus Travel

The closest bus service to Canterbury South Public School is the 491 Hurstville to Five Dock route which runs along Fore Street about 240 metres from the main entrance to the school. Suburbs along this route include Bexley North, Bardwell Park, Earlwood, Croydon Park and Ashfield. Bus stops for services in both directions are located in Fore Street about 30 metres north of Ivy Street.

Other routes that provide opportunities for travel via public transport to and from Canterbury South Public School are the 444 and 455 routes that operate along Canterbury Road between Campsie Station and Darling Harbour and the 487 route between Bankstown Station and Canterbury Station that also operates along a section of Canterbury Road near the school.

These bus services provide links between the school and adjoining suburbs and also link with rail services operating from outer suburbs to the south and west of the school.

These bus routes and are shown below in Figure 2-1.

The local area around the school has an extensive network of footpaths that provided a continuous pedestrian link between the school and the bus stops located in Fore Street and Canterbury Road.





Canterbury Railway Station is almost 1 kilometre north-east of the school via High Street, Fore Street and Canterbury Road. Canterbury Station is on the Bankstown Line with services running between the Sydney CBD, Liverpool and Lidcombe every 15 minutes during the week.

### 2.4.1 Cycle routes

A shared cycle path is located within the Pat O'Connor Reserve to the rear of the school. This shared pathway is accessible via France Street and continues north to the Cooks River Cycleway and south through Hughes Park to two proposed new cycle routes along Jarrett Street and Francis Street. This allows a safe connection for pedestrians and cyclists from the school to the wider surrounding area. Local roads without designated cycleways can also be utilised.

#### 2.4.2 End of trip facilities

P0955 Canterbury South PS Green Travel Plan



## 2.5 Pedestrians

There is an extensive network of pedestrian footpaths throughout the school catchment area with footpaths provided on at least one side of all streets. Pedestrian footpaths are provided along both sides of the streets surrounding the school except for Canton Street that has a footpath only on the eastern side. These footpaths provide a high level of pedestrian safety and connectivity between the surrounding residential areas and the school.

A marked pedestrian crossing is provided in High Street at the Canton Street intersection which provides access to and from the main pedestrian entry to the school. A 40km/h school speed zone is in place on all streets surrounding and approaching the school.

## 2.6 Taxi and Uber Services

Several taxi companies operate 24 hours a day in Canterbury and surrounding suburbs. Taxis can be booked by telephone or online. Uber services are also available.

## 2.7 Trip Planning

Transport for NSW provides a range of services to assist in planning bus and train travel throughout Sydney.

Information can be sought online at <https://transportnsw.info/trip/#/> but also by calling 131 500 and selecting option 2.

The online planner provides the commuter with a mobile friendly option with real time data. This means that one can determine which service is scheduled and when it will arrive. It also includes service alerts to advise when services are delayed. Next departure information and being able to use an interactive map all improve the public transport option for commuters.

There are a number of apps promoted for mobile devices and available through app stores.

<http://www.transportnsw.info/en/travelling-with-us/keep-updated/apps/real-time-transport.page?#services>

These apps allow commuters to track their service in real-time:

- Where a train and bus is now;
- Train service updates such as cancellations and delays;
- If selected train stations have a lift or escalator;
- The closest bus stops and routes; and
- Estimated bus arrival time.

### 3. Future Travel Demands

#### 3.1 School Catchment Area

The catchment area for Canterbury South Public School is only about 3 square kilometres in area and is bounded by Canterbury Road, Cooks River, Earwood Road, Kitchener Street, Spark Street, Hughes Park and Bexley Road, as shown in Figure 3-1 below.

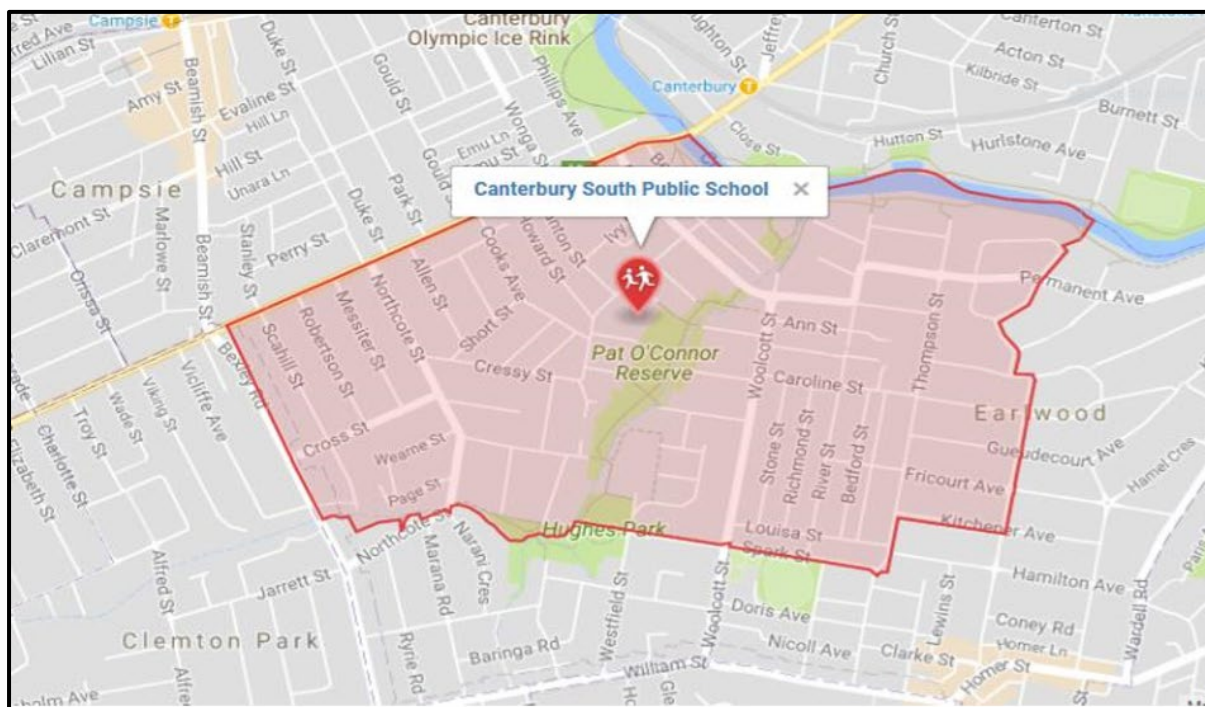


Figure 3-1 – Catchment area for Canterbury South Public School

The longest travel distance to and from the school within the catchment area is 1.6km and it is estimated that 80% of the properties within the catchment area are within 1km travel distance from the school. Combined with the extensive network of pedestrian footpaths and the reasonably flat topography in the area there is potential for a large proportion of the school population to walk, cycle, scooter to and from the school.

#### 3.2 Land Use Zoning

The majority of the properties within the school catchment area are zoned R3 (Medium Density) or R4 (High Density) with a strip along the Canterbury Road corridor zoned B5 (Business Development) which permits residential use in conjunction with mixed use development such as business, warehouses and bulky goods.

The Canterbury Residential Development Strategy prepared for Canterbury City Council in 2013 indicated that there is potential for housing in the Canterbury area to increase at a rate of 483 dwellings per year up to the year 2031 - an increase of 1% per annum. This increase in dwellings will be achieved by the medium density redevelopment of existing single dwellings and the increase in high density dwellings particularly along the Canterbury Road corridor.

According to the Canterbury DCP such development has parking rates ranging from one space per one bedroom dwelling up to 2 spaces per 3 bedroom dwelling. The RMS *Guide to Traffic Generating Developments* specifies lower parking rates of 0.4 spaces per one bedroom dwelling up to 1.2 spaces per 3- bedroom dwelling and is the preferred reference on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core according to the NSW Department of Planning and Environment's *Apartment Design Guide*. These lower rates reflect the expectation that the majority of residents do not need to rely on car ownership but rather can benefit from access to public transport as well as car sharing programs and taxis/uber.

This increase in high and medium density housing in the Canterbury area will create increased opportunities for walking / cycling to school given that the primary school has a local catchment that is within an easy walking distance of where this type of development will occur.

### 3.3 Staff Travel

The current number of staff at the school is 22, none of which live within the catchment area, however, most of the staff live close enough to be within 15 to 20 minutes travel by car or between half to one hour by public transport. The expansion of the school population from 265 to 690 students will require staff numbers to be increased to 58 and also provide opportunities to promote sustainable travel either by walking / cycling, carpooling or public transport. The future increase in residential densities and more affordable housing in the area may provide incentives for future staff to live within the local area close to their employment and so reduce the reliance on car-based transport.

## 4. How to Influence Change

### 4.1 Background on Workplace and Sustainable Travel Plans

Travel Plans are seen as a way of supporting active travel, making it easier for employees and visitors to get to and from the workplace and to reduce dependence on private vehicles and parking space.

“A travel plan typically includes support for walking, cycling, public transport and car sharing reinforced with promotion and incentive and the management of workplace parking.”

Premier's Council for Active Living NSW (PCAL)

Active Workplaces are identified as a means by which workplace health and wellbeing can be promoted and supported. Investing in workplace health promotion (such as physical activity programs) has the potential to increase economic return for employers through enhanced worker productivity, reduced absenteeism and improved corporate image. (PANORG (2009) *Evidence module: Workplace physical activity and nutrition interventions.*)

A Workplace Travel Plan is a “business management tool designed to address an organisation's travel needs and impacts. It can deliver efficiencies, savings and benefits to an organisation, its operation and its employees. A Workplace Travel Plan can include promotion of ‘sustainable’ travel choices such as walking, cycling, using public transport and car-sharing, as well as reducing the need to travel by encouraging the use of video-conferencing and remote working. This will be reinforced with promotion and incentives and by the management of workplace parking.”

### 4.2 Spheres of Influence

The areas which may be influenced by the implementation of a travel plan include:

- Reduction in parking demand, its associated cost of provision and in turn the cost to employees for parking usage if charged parking is relied upon.
- Reduction in private motor vehicle travel by individuals, the impact on the road network and associated environmental costs and costs to the employee.
- Increased walking, cycling and public transport use and its resulting increase in physical exercise and health benefits.

With regards to the Canterbury Public School development the primary spheres of influence are:

- Car Pooling - reduce the number of individual private car drivers by encouraging carpooling by staff and parents / carers both to and from the school.
- Train Travel – ensure that new staff understand that train travel is a viable alternative to car travel.
- Bus Travel – ensure all existing public transport users continue to be public transport users and that new school staff who are open to using public transport are supported in this choice.
- Promote walking / cycling to school for students, e.g. \*Walk Safely to School Day campaign and Ride2School
- Ensure staff who indicate that they are prepared to walk or cycle are supported in this choice.

\*Walk Safely to School Day is an annual, national event in Australia in which primary school children are encouraged to walk or commute safely to school, an initiative of the Pedestrian Council of Australia. It is held annually in May on a varying date. Ride2School is promoted and supported by the Bicycle Network.

#### 4.2.1 Relevant Spheres of Influence

Those factors which may influence, both positively and negatively, staff and student travel choices relevant to this development are detailed below.

##### 4.2.1.1 *Car Pooling*

Many staff do not perceive carpooling as a viable option because they are concerned that their plans may change and they are either stranded at work or will let other people down. Improvements in, and increased acceptance of, ride share apps however provide opportunities for staff to easily determine whether other staff live nearby and are candidates for ride sharing. The future increase in medium and high-density dwellings within the school catchment will provide increased opportunity for car-pooling by parents / carers as the number of school families living in close proximity increases.

##### 4.2.1.2 *Car Sharing*

Formal car sharing services “GoGet” and “Car Next Door” operate in Canterbury and surrounding suburbs. Whilst there are no cars located in the school catchment area, there are multiple cars based in the surrounding locality. This service encourages people to be less reliant on private vehicle ownership and use active transport for the majority of their needs.

##### 4.2.1.3 *Availability of alternatives*

Alternative travel options not centred on car travel include train and bus travel (public transport), cycling and walking. These form modes of active transport which provide health benefits as well as improved environmental benefits and reduced pressure on road and parking infrastructure.

##### *Train*

Although the school is located less than 1km from Canterbury Railway Station the general perception is that travel by rail is not convenient. However, many of the suburbs from which staff currently travel have a reliable, regular train service to and from Canterbury Station offering a viable alternative to car-based travel.

##### *Bus*

Bus travel is one mode for which there is the potential for an increase in demand to be created by the new development. As outlined in section 2.2, bus service 491 Hurstville to Five Dock runs along Fore Street about 240 metres from the main entrance to the school. Suburbs along this route include Bexley North, Bardwell Park, Earlwood, Croydon Park and Ashfield. Bus stops for services in both directions are located in Fore Street about 30 metres north of Ivy Street.

Other routes that provide opportunities for travel via public transport to and from Canterbury South Public School are the 444 and 455 routes that operate along Canterbury Road between Campsie Station and Darling Harbour and the 487 route between Bankstown Station and Canterbury Station that also operates along a section of Canterbury Road near the school.

These bus services provide links between the school and adjoining suburbs and also link with rail services operating from outer suburbs to the south and west of the school.

The local area around the school has an extensive network of footpaths that provided a continuous pedestrian link between the school and the bus stops located in Fore Street and Canterbury Road.

##### *Cycling*

Cycling as a mode of travel to school / work generally provides a viable and healthy alternative over car travel. The topography in the area surrounding the school is relatively flat and there are several identified cycle routes in the area surrounding the school as well as footpaths suitable for children and accompanying parents to ride on. It is important to promote cycling for students as a safe alternative travel option and to support those staff who are

open to riding to work through the provision of suitable information about routes and end of trip facilities as well as ride-based activities.

### *Walking*

Walking to school can be perceived as undesirable by some parents / carers due to concerns about safety for students. Participation in the annual Walk Safely to School Day campaign will assist in addressing these safety concerns and help to reduce dependence on car-based travel. Similarly, the development of “walking buses” becomes more practical as more families walk similar routes to school with a common starting point. Educating families and children about safe walking and cycling practices as well as the health and environmental benefits of walking and cycling also provides confidence for these travel options.

In addition, providing information about end of walk facilities, showers and lockers, can increase the number of staff prepared to walk over driving.

Some of the reasons given for driving over more sustainable travel options often indicate a lack of understanding of the alternatives. This does not mean that if all objections were overcome that all students and staff would choose alternative travel modes, but it does reflect opportunities to improve travel choices through education and promotion with the potential shift away from private vehicle transport.

## 4.3 Opportunities to reduce commuter car dependency

### 4.3.1 Car Pooling

Formal carpooling programs are effectively run by various organisations throughout NSW and other states and can provide a practical alternative to being a single commuter driving daily. Given that many of the staff live in neighbouring suburbs there may be opportunities through either formal or less formal means to promote carpooling on a regular or semi-regular basis. This willingness to carpool should be encouraged through the instigation of preferred parking for carpooling vehicles given that there will be limited parking available in the school grounds.

Informal carpooling by parents / carers and staff can be promoted through school newsletters and website.

### 4.3.2 Car Sharing

The opportunities for car sharing services within the immediate area surrounding the school supports families to be less reliant on private car ownership and more open to active transport options. This includes walking their children to school.

Car sharing within the general vicinity of the school also provides staff with a back up plan should they need access to a vehicle on a day when they would normally travel to work by other means.

### 4.3.3 Public transport

The opportunity to encourage bus and train patronage must be supported, ensuring all staff who are open to bus and / or train travel have sufficient relevant information supporting this as a positive experience. This can be done by providing staff with information about public transport options and including the Transport for NSW Trip Planner app on the staff intranet for convenient use.

An analysis of public transport options for staff indicates that travel by train and or bus is a viable alternative to car-based travel with travel times equal to or, in some cases, less than travel by car. This situation applies to a range of suburbs either close to the school such as Marrickville, Ashfield and Bankstown and those further away such as Wetherill Park and Guildford.

### 4.3.4 Cycling and Walking

The opportunity to increase the number of students walking and cycling to school should be investigated with reasons for not doing so understood and objections overcome where possible (e.g. understanding suitable safe routes, provision of end of ride facilities etc). New staff can be buddied up with existing staff who cycle to gain confidence and create a social cohesion. Staff may also consider cycling for part of their week through the promotion of appropriate cycle routes and familiarity with end of ride facilities.



Transport for NSW has developed a Cycleway Finder, a purpose-built bicycle trip planner, with cyclists able to nominate their route preferences. <http://www.rms.nsw.gov.au/roads/bicycles/cycleway-finder.html>

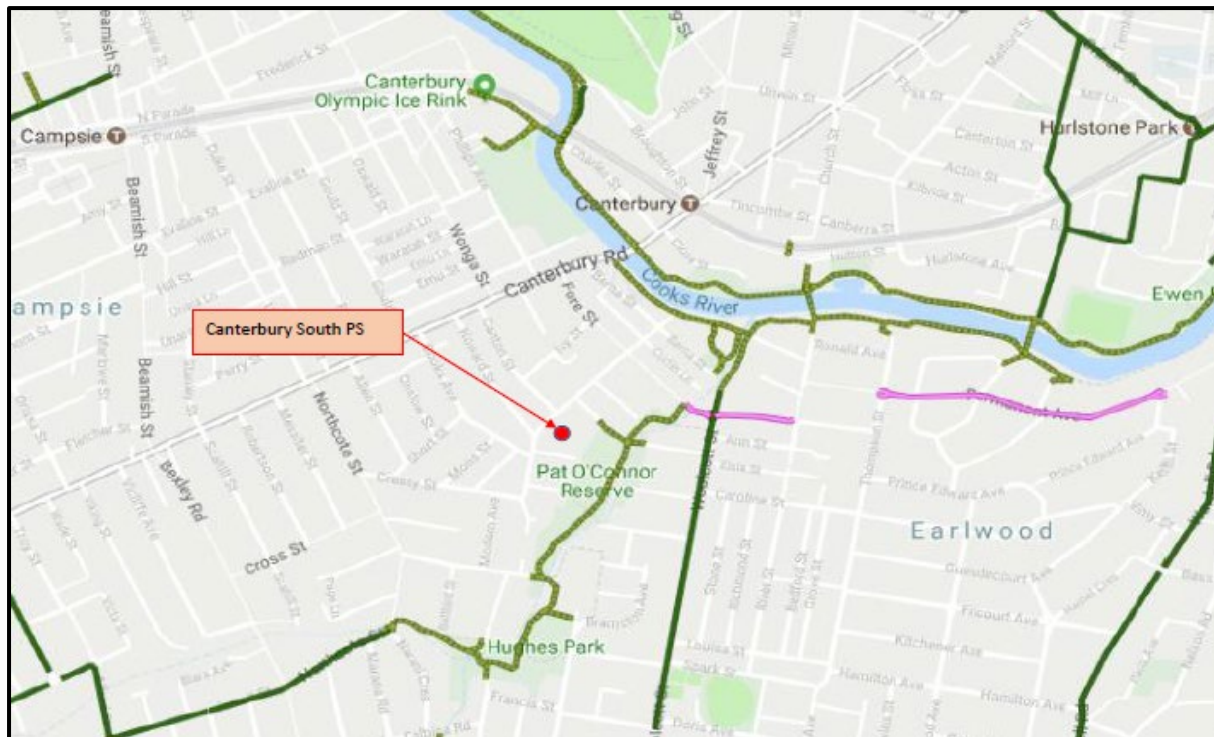


Figure 4-1 Review of output from the Cycleway Finder for the Canterbury area.

While there is an extensive network of footpaths across the school catchment area, many of the footpaths are relatively narrow at 1.2 to 1.5 metres wide. In order to encourage a greater use of these paths for walking and particularly cycling to and from the school, the most popular routes should be identified and programmed for widening to at least 2 metres where physically possible. This could be undertaken by Council in conjunction with the development of new medium and high density housing within the school catchment.

#### 1.1.1.1 Active Paths

These are designated routes to school that have been identified in conjunction with the local council and the school community. They are designed to make the journey to school as clear, popular and fun as possible.

This provides the school community a network of routes that allow all students to actively travel at least part of the way on their journey to school with great benefits:

- Reduced traffic congestion outside the school
- Students arrive alert and ready to learn
- Students that actively travel contribute to their daily amount of physical activity





Photo 1 Active Paths can provide a fun and clear route for travel to and from school (Source: [www.bicyclenetwork.com.au](http://www.bicyclenetwork.com.au))

#### 1.1.1.2 What is a Walking School Bus?

A Walking School Bus is a school bus powered by legs. Children walk in a group to school, with an adult 'driver' in the front and an adult 'conductor' at the rear. The walkers are the bus. This is how the bus works:

- The bus travels along a set route to or from school, picking up or dropping off children along the way at designated 'bus stops'. Bus stops can be meeting points along the route or each child's front gate.
- All primary school age children are welcome to join the bus, even if their parents aren't able to be drivers.
- The size of the bus depends on the number of accompanying adults: 8–12 children with two adults is common. There are a maximum of 8 children for every adult on each bus.
- The bus can go as seldom or as often as volunteers want to 'drive' it and parents and children want to use it. Volunteers agree on a schedule/timetable.
- The bus operates rain, hail or shine. Volunteers make decisions about cancelling the bus in adverse weather conditions.
- Safety on the bus is of high importance. The route therefore is thoroughly checked for traffic hazards, and children and adults often wear bright, distinctive sashes or vests to be easily seen.
- The volunteer drivers and conductors (often parents) are registered and provided with personal accident and public liability insurance by the councils and/or other organisations implementing the Walking School Bus. They also require a Working with Children Check.
- The Walking School Bus travels the safest and most convenient route for its passengers. Routes can vary in length but are usually a maximum of 30 minutes or around 2km.

#### 1.1.1.3 National Ride2School Day

National Ride2School Day is a promotion coordinated through Bicycle Network as a day of fun and colour and a chance for every student to discover and celebrate the joy of riding.

National Ride2School Day is on Friday 22 March 2019 with registrations opening in term 4.

Schools in the Ride2School program can apply for grants up to the value of **\$5,000**. Grant money can be used on bike parking, Ride2School Active Paths, a fleet of bikes for the school, financial contributions to a new bike shed etc. Schools aren't limited in what they can apply for, as long as they can demonstrate a willingness to support more students actively traveling to school.

## 5. Active Travel Plan

Having completed the above analysis, the following provides an action plan to improve the opportunities for sustainable travel to Canterbury South Public School. As an ongoing facility, there is the opportunity to collect baseline data through the surveying of existing students and staff to quantify existing travel patterns. Regular surveying of students and staff and monitoring of facilities can be undertaken to enable improvements to the action plan to obtain the set targets. The details for this shall be established by the Transport Coordinator in conjunction with the school principal.

The objective of this Green Travel Plan is to identify and implement measures that will increase active transport and the use of public transport while reducing the dependence on car-based travel. As a guide, an estimation of the impact of such measures on the future trip generation from the school redevelopment has been made based on a Green Travel Plan that was developed in 2012 for Flemington Primary School, an inner-city school in Melbourne. One of the main targets was to increase the proportion of the school community regularly travelling to and from school other than by car from 57% to 70%, an increase of 13%. However, for the purposes of the current assessment a conservative target of 10% has been adopted as a more realistic objective as past experience has identified a general resistance by Sydney residents to change their travel behaviour away from private vehicles.

5.1 Active Transport	Implementation
<p>Introduce the role of Transport Coordinator to oversee the implementation and management of this Green Travel Plan.</p> <ul style="list-style-type: none"> <li>Undertake a staff and student survey to determine current travel patterns and provide a baseline for implementation and monitoring.</li> <li>Review the plan in conjunction with the surveys, determine mode share targets and prioritise implementation around survey results and the implementation timeline provided in this plan.</li> <li>monitor the effectiveness of this plan through regular reviews once the majority of the measures have been implemented then an ongoing annual review with the overarching target to be to reduce car-based travel.</li> </ul>	Immediate
Ensure that staff or parent concerns or complaints relating to travel or parking are fed back to the Transport Coordinator for review and assessment as appropriate.	Ongoing
Educate staff about their travel choices and provide an information pack to encourage active transport and shared trips. Include trip planning, cycle routes, end of trip facilities and bus timetable information.	3 months
Provide future staff with information about their travel choices as part of their orientation.	3 months and ongoing
Provide staff and parents with information that makes their travel choices easy to make and less car reliant.	3 months
5.2 Public Transport	
Encourage existing users of public transport to continue to be users of public transport.	Immediate
Ensure new staff who are open to travelling by bus or train have sufficient information and support for this to be a positive experience.	Immediate
Add Transport for NSW trip planning information to individual workstations and the school website.	Immediate
Provide information about public transport to new staff as part of their orientation including where Opal cards can be purchased.	3 months
5.3 Taxi and Uber Services	
Provide information for staff on accessing local taxi and Uber services.	3 months

5.4 Carpooling and Car Sharing	
Investigate the scope of establishing a staff carpooling program.	3 months
Provide priority staff parking within the school grounds for staff that carpool	Immediate
Provide information to staff regarding the availability of car share opportunities.	3 months
5.5 Bicycle and Pedestrian Travel	
Ensure that those who are intending to ride are well supported including allocation of lockers, showers, provision of route information.	Immediate
Provide secure and weatherproof bike storage for staff and students	3 months
Promote annual "Walk Safely to School Day" campaign	May each year
Promote "National Ride to Work Day" and networking with bike rider groups.	October each year
Promote "National Ride2School Day"	March each year Register Term 4
Apply for Grant funding to support Ride to School Day	6 month
Investigate opportunities for Active Paths and Walking Buses in collaboration with the school community	3 months
Promote the health and environmental benefits of walking and cycling to students and staff. Incorporate into the school curriculum where possible.	3-12 months
5.6 Communication Plan	
Using existing communication platforms educate parents and staff of active transport opportunities	3 months
Encourage staff and parents to utilise active transport options through access to quality accurate travel information	3 months
Liaise with City of Canterbury Bankstown Council to encourage and promote active transport to the wider community surrounding the school	3 months
Liaise with City of Canterbury Bankstown Council to support opportunities for improvements to the pathways network connecting the school and future residential developments.	3 months
Liaise with Bicycle Network and other bike user groups to access educational support for cycling and walking programs	3 months

## 5.7 Monitoring and Review

A Green Travel Plan is a living document which to ensure a successful outcome needs to be monitored and the actions reviewed and modified to support changing circumstances.

Actions implemented should be monitored to ensure they are having a positive impact in achieving the goals of reducing the degree of private car usage, particularly for single drivers or a parent and individual child.

Such a review should be monitored frequently during the first year of implementation or whilst the school cohort is expanding to adjust and modify as necessary. Once the plan has been fully implemented then an annual review is appropriate.