Green Travel Plan
Blue Gum Community School
1 Rosemead Road, Hornsby

VARGA TRAFFIC PLANNING Pty Ltd

Transport, Traffic and Parking Consultants

Suite 6, 20 Young Street, Neutral Bay NSW 2089
PO Box 1868, Neutral Bay NSW 2089
Ph: 9904 3224

Contents

Tables

Figures

Appendices

1.   Background

1.1   Introduction

This Green Travel Plan (GTP) has been prepared on behalf of *Blue Gum Community School,* to inform future staff and visitors (parents/carers) of the abovementioned Blue Gum Community School & Pre-School located at 1 Rosemead Road, Hornsby of the alternative transport options available within the vicinity of the Site.

The facility has approval to accommodate up to 32 children at the pre-school (3-5 year olds only) and 48 children at the primary school (5-12 year olds).

In this regard, due to the relatively small size of Bluegum Community School, the school Principal, *Jill McLachlan,* will undertake the role of 'Building Manger' and 'Travel Plan Coordinator', and will be designated with the responsibility of maintaining the Green Travel Plan.

1.2   Green Travel Plan Objectives

The purpose of the Green Travel Plan is to set site-specific actions and influence the travel behaviour of the end users prior to it being occupied, as required by **DA consent condition No. F6** for SSD-10444.

A number of objectives are introduced to manage travel demands, and are listed as follows:

- Reducing dependence on private cars
- Improving pedestrian and cycling facilities
- Promoting public transport and car sharing
- Reducing congestion in the local area

This Green Travel Plan encourages the use of transport modes that have a lower environmental impact, for example sustainable transport modes including walking, cycling, public transport and better management of car use.

The use of sustainable modes of transport will provide a range of public benefits including:

- improved personal health
- improved community connectivity
- reduced traffic congestion
- reduced competition for car parking
- reduced noise and air pollution
- potential cost savings.

This Green Travel Plan therefore aims to provide a package of coordinated strategies and actions to facilitate a shift towards sustainable modes of transport and reduce private vehicle trips across the Shire by 2040 as envisaged by Hornsby Shire Council.

2   Existing Transport Planning Context

2.1   Strategic Directions

In 2002, Hornsby Shire Council engaged a consultant to undertake an Integrated Land Use and Transport Strategy (ILUTS) to establish a strategic direction to guide transport planning decision making within Council over the following years.

The scope of the study was to develop an integrated transport plan which addresses the Shire's current and planned transport system with the objective of relieving traffic pressure on the road network to make the Shire a better place and overcome some of the challenges facing the Hornsby Strategic Centre.

In addition, the *Sustainable Hornsby 2040 Strategy* was also developed by Council as a roadmap to help achieve its vision for the community of Hornsby Shire over the coming 20 years.

The *Sustainable Hornsby 2040* forms the overarching Strategy that brings together a number of supporting documents, which interconnects with the *Integrated Land Use and Transport Strategy 2004* and the *Walking and Cycling Strategy 2020*, with the following aims:

- to promote the benefits of walking and cycling within the Shire
- to create streets and roads that are safe and conducive to walking and cycling
- to improve links to key destinations, including bush walking tracks
- to increase the priority for pedestrians and cyclists relative to vehicular traffic
- to ensure the recommendations of the Hornsby Shire Bike Plan and Pedestrian Access and Mobility Plan (PAMP) are implemented, reviewed periodically and revised
- to develop a formal pedestrian planning strategy for the whole Shire.

In this regard, the above responsibilities for the provision of transport planning in the Shire is shared between Council and the State government.

The shared responsibility for transport means that in delivering the ILUTS, Council has direct responsibility for some transport actions and policies, whilst in other instances it contains advocacy actions for issues beyond Council's jurisdiction.

As such, a summary of other relevant planning policy and their objectives are also summarised in the table below.

NSW State Government

Policy/Strategy	Key Aims/Objectives/Goals
Future Transport Strategy 2056	Future Transport 2056 is an overarching strategy, supported by a suite of plans to achieve a 40-year vision for our transport system. The Strategy aims to increase the mode share of public transport services and reduce the use of single occupant vehicles. The Strategy also considers how active transport can play more of a role in our everyday journeys through providing better facilities and more extensive network of bicycle paths and safer networks for cyclists and pedestrians where they share road space with vehicles.
Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People	A Metropolis of Three Cities, the first regional plan prepared concurrently with Future Transport 2056 and the State Infrastructure Strategy, aligning land use, transport and infrastructure planning to reshape Greater Sydney as three unique but connected cities, enabling the majority of the people to commute to their nearest city within 30 minutes. The site is located in close proximity to sustainable forms of transports, with Hornsby Railway Station located within 10 minutes walking distance. This means parents and students can have easy access to the alternative forms of transport with a number of services located within their doorstep.
Sydney's Cycling Future, Cycling for Everyday Transport (NSW Government 2013)	Sydney's Cycling Future's key Strategy is to improve cycling infrastructure. The Three Pillars of Sydney's Cycling Future include: • **Connect:** Providing safe, connected networks • **Promote:** Better use of existing infrastructure • **Engage:** Policy and partnerships The site aligns with the objectives of the plan by providing a number of bicycle parking as well as end-of-trip facilities located on the ground floor level.

3. Existing Sustainable Transport

The existing public transport services available in the vicinity of the site are illustrated on the attached Transport Access Guide. Bus and train timetables can be found via the Transport Info website at https://transport.info as well as on the phone transport app 'TripView'.

3.1 Rail Services

Hornsby Railway Station & Bus Interchange is located approximately 750m walking distance east of the site along either Dural Street or William Street, with studies suggesting that people are typically willing to walk up to 800m to get to public transport. An 800m radius aerial image is reproduced below, showing Hornsby Railway Station & Bus Interchange at the outer eastern edge of the 800m radius.
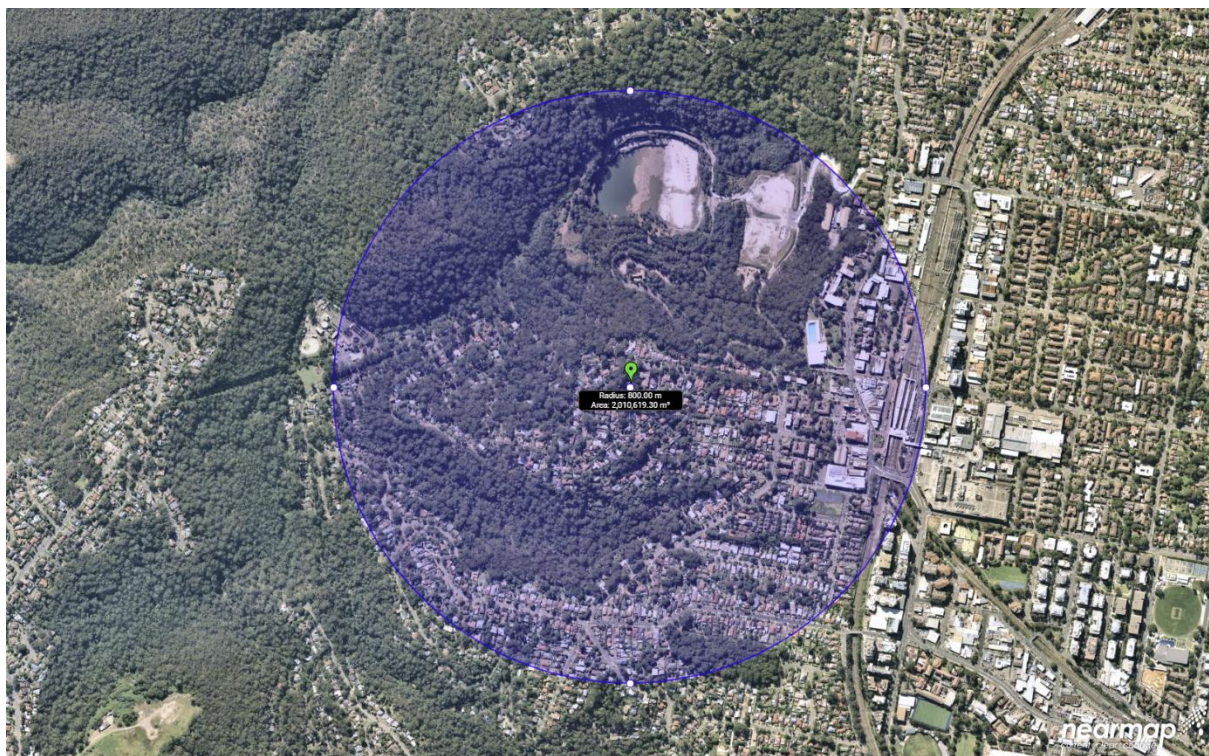
Hornsby Railway Station is situated on the T1 North Shore Line and the T9 Northern Line, operating between Emu Plains and Hornsby via Strathfield and Epping, with train services operating every 5-10 minutes during peak periods and every 15 minutes during off-peak periods.

The Sydney Rail Network map is also illustrated in **Figure 3.1** with the T1 North Shore, Northern and Western Line shown in orange.

Figure 3.1: Sydney Trains Network

3.2   Bus Services

There are currently 11 bus services operating from Hornsby Bus Interchange, servicing the local areas and beyond, as follows.

- 575 (Hornsby to Macquarie University via Turramurra)
- 587 (Hornsby to Westleigh)
- 588 (Hornsby to Normanhurst West)
- 589 (Sydney Adventist Hospital to Hornsby)
- 591 (Hornsby to St Ives)
- 592 (Brooklyn to Hornsby)
- 595 (Hornsby to Mt Colah)
- 596 (Hornsby to Hornsby Heights)
- 597 (Hornsby to Berowra)
- 598 (Hornsby to Asquith)
- 600 (Hornsby to Parramatta)

The site is therefore considered to be highly accessible to public transport options and ideally located for staff without cars and for those who choose public transport as their preferred mode of transport to/from work.

3.3   Car Share

Car sharing is becoming increasingly popular in Sydney and offers a convenient, affordable and sustainable alternate transport option for resident and businesses located in close proximity to public transport.

Car sharing encourages more sustainable travel habits and helps keep everyone connected. It also makes more efficient use of available parking by allowing a single vehicle to be used by a large number of people. This reduces road congestion and the competition for parking spaces, which ultimately benefits all road users.

Car share involves signing up to a membership plan offered by car share operators. Plan fees vary depending on how frequent the user intends to use the service and affects hiring costs.

Car share users are charged by time and distance, at a rate set by each operator. Costs associated with fuel, vehicle maintenance and insurance are usually included in the operator's hire fees which ranges from $6 to $13 per kilometre depending on the type of vehicle.

Car share vehicles mostly comprise small hatchbacks but can also include SUVs, vans and luxury vehicles depending on location. Each vehicle has a designated "home" location referred to as a "pod" in a publicly accessible location.

GoGet is the most prominent car share providers in Australia and has a large number of car share vehicles positioned in the vicinity of the site shown in **Figure 3.2** on the following page and as illustrated on the attached *Transport Access Guide*.

Contact information for the various car share companies are shown below:

*   Go Get – 1300 769 389 – www.goget.com.au
*   Green Share Car – 1300 575 878 – www.greensharecar.com.au
*   Hertz 24/7 – 1300 146 897 – www.hertz247.com

Figure 3.2: Existing Car Share Pods

3.4   Rideshare and Taxi Apps – Uber, DiDi, Ola, Ingogo and more

Tap to ride (Ridesharing) services is another convenient, affordable and sustainable alternative form of transport which is becoming increasingly popular with a number of competitors in Australia. Taxi companies have also released similar apps, to match the convenience that ridesharing services provide.

Trips are happening around the clock and across the week, but there are certain times that are busier than others, which include the typical weekday commuter peak periods. Ridesharing services allow linked trips to occur for drivers and end-of-trip users along the same route to be booked.

Ridesharing services also allow carpooling to occur – i.e. Uber Pool – which enables booking of a 'shared ride' with clienteles heading in the same general direction, allowing a cheaper ride service. The Pooling adds other riders as they book, so you don't need to coordinate locations and times with people you don't know.

3.5   Pedestrian Infrastructure

Walking is the most sustainable form of transport and have a significant part to play in the transport system. Well established pedestrian facilities are generally provided on both sides of all roads in the Shire, in particular within the vicinity of the Hornsby Railway Station connecting to/from the site, which encourages walking as an active form of transport and in keeping local residents and businesses connected.

Footpaths are generally provided on both sides of all roads in the local surrounding area. This includes along both site frontages, thereby providing safe means of pedestrian access to/from the site.

3.6   Cycling Infrastructure

Travelling by bicycle is healthy and good for the planet, not to mention transportation cost savings when compared to driving. The existing cycleways in the vicinity of the site is shown in **Figure 3.3** below.

Figure 3.3: Existing Cycleways
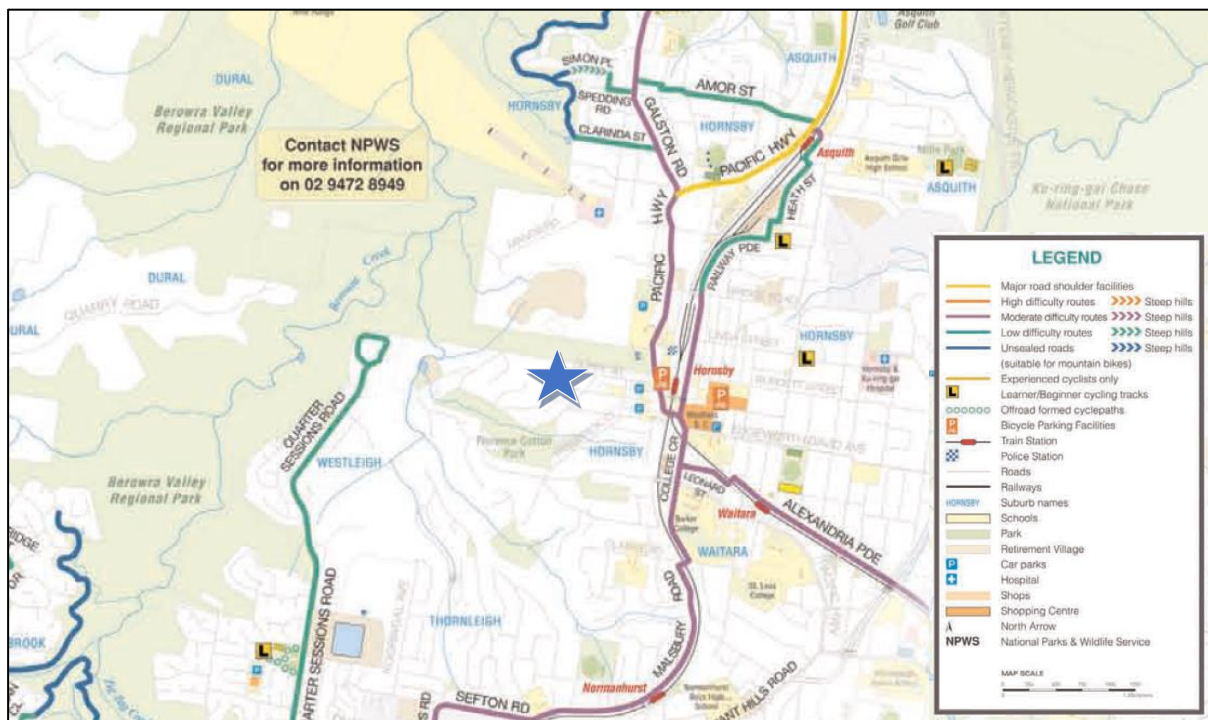
Source: Hornsby Shire Council

The full bicycle map for the local area developed by Hornsby Shire Council is provided in **Appendix B**. There is also a smart phone app "Bike Citizens - Bicycle GPS" available for download designed to help cyclists in urban areas and provides the following features:

- **Routing Profile** - The route navigation feature can adapt to suit personal needs and cyclists are able to choose between leisurely, fast or convenient route.

- **Bicycle Type** - The route navigation feature takes the cyclists type of bicycle into account. For example, if a person is riding a road bike, roads with tram tracks or cobblestones are avoided.

- **Gradient Profile** - Bike Citizens always highlights the route with the most suitable gradient. More or less tolerance will be allowed depending on the routing profile.

- **Surfaces** - The cycling app searches for the most suitable route in accordance with the type of bicycle that is selected and avoids surface features such as cobblestones or unsurfaced routes.

- **Offline Map Material** – Once the map material has been downloaded, cyclists do not need an internet connection to use the navigation tool. This means that the phone battery will last longer and avoiding potential high roaming charges.

The *Bike Citizens* app can be downloaded via the following links:
- Link to App Store: https://itunes.apple.com/app/bikecityguide/id517332958
- Link to Google Play: https://play.google.com/store/apps/details?id=org.bikecityguide
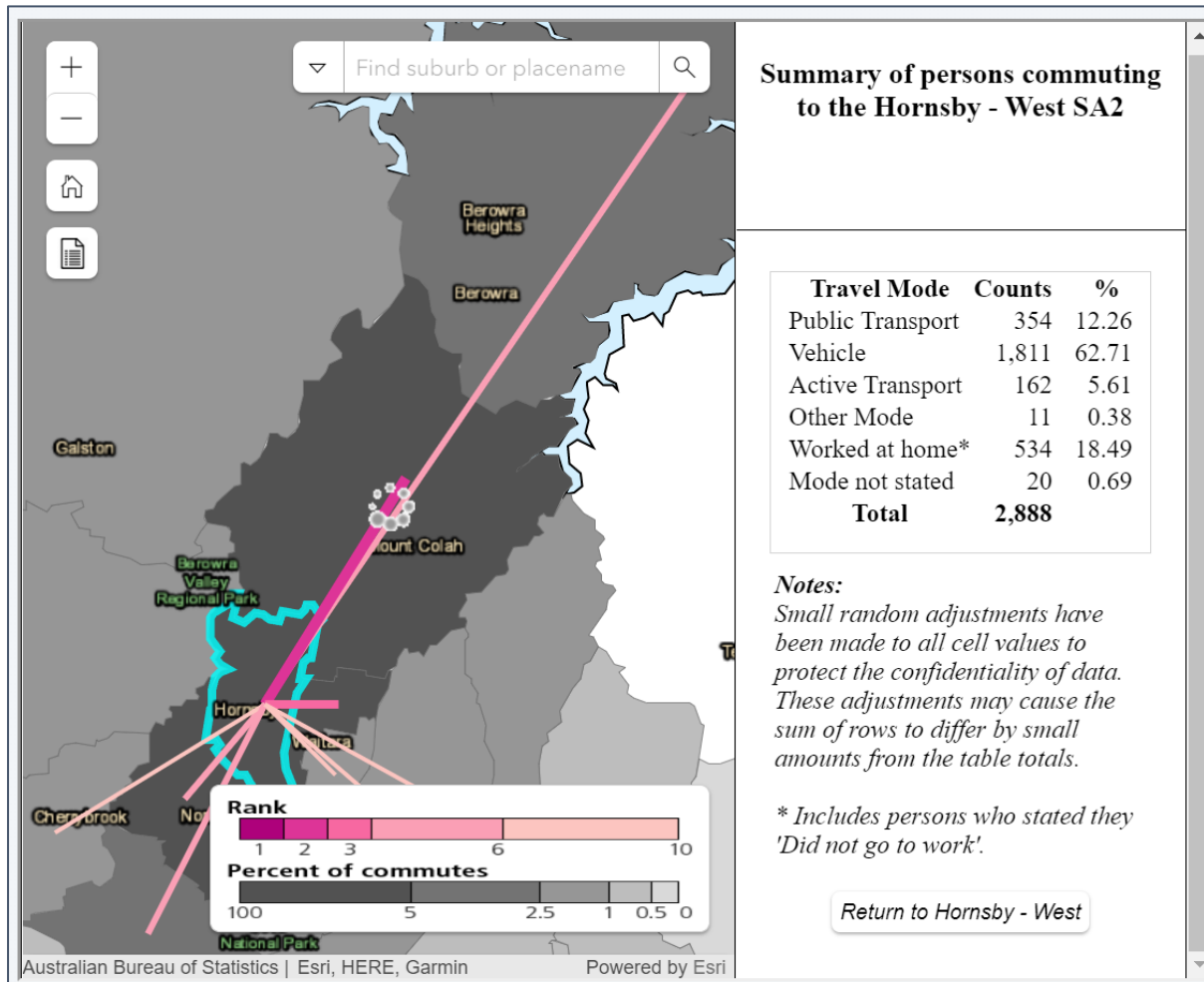
3.7 Existing Transport Modal Split

2016 Census data from Australian Bureau of Statistics (ABS) has been obtained to understand the existing method of travel to work for commuters travelling to the Statistical Area (SA2), Hornsby-West and is summarised in **Table 3.2**.

The existing transport modal split to the destination areas for commuters travelling to the SA2 area have also been reproduced in **Figure 3.8** below.

At the time of the journey-to-work (JTW) data being collected in 2016, approximately 2,900 trip data were included in the survey for Hornsby-West.

Figure 3.8: Summary of persons commuting to the Hornsby-West (SA2)

Furthermore, a breakdown of the existing transport modal split of commuters travelling to the SA2 area is obtained from the 2016 Census – Employment, Income and Education data from the Australian Bureau of Statistics, and is summarised in **Table 3.2** on the following page.

It is noted that the transport modal split for the site, which is closely located to Hornsby Railway Station, would invariably have a much higher train modal share than a site located on the outskirts of the SA2 area, Hornsby-West.

Table 3.2: Existing Transport Modal Split (2016 Census Data)

	Number of Trips	**% of Total Trips***
Vehicle Driver	1,677	72%
Vehicle Passenger	116	5%
Train	316	13.5%
Bus	34	1.5%
Taxi	0	0%
Bicycle	8	0%
Walk Only	148	6%
Other	36	2%
TOTAL	**2,335**	**100%**

*percentages have been rounded to the nearest whole number

The above table indicates that 72% of commuters drive to Hornsby-West and 15% utilise train or bus services. Comparatively, 2016 Census Data shows that 63% of workers in the Greater Sydney region drives to work and 26% utilise train or bus services.

Accordingly, it is clear that the Hornsby-West SA2 area currently underutilises the public transport services which are readily available within the area, particularly given the proximity of the site to these public transport services and should expect higher train and bus usage by further discouraging driving as a mode of transport for staff.

In this regard, it is noted that the *Blue Gum Community School & Pre-School* development is located within a large residential catchment area such that a large amount of parents/carers are expected to *walk* to/from the facility and will consequently have a *lower* car modal split.

The school will also actively encourage walking or riding bikes to/from school for primary children.

4.   Travel Mode Targets

4.1   Objectives

The following objectives are set out to achieve the vision of this Green Travel Plan to encourage a shift towards sustainable modes of transport:

- **Accessibility** – Improve access, safety, amenity and convenience of sustainable transport modes for travel to and from the site.

- **Incentives** – Provide incentives for staff when they travel to work via public transport, car pool or cycle and establish a culture of active and public transport use.

- **Restrict** – Continue to limit the convenience of car access to the site to encourage other, sustainable modes of transport.

4.2   Mode Share Targets

The purpose of the Green Travel Plan is to reduce potential private vehicle trips to the site and facilitate a shift towards sustainable modes of transport.

It is pertinent that the Green Travel Plan is regularly monitored and updated to reflect the most current transport conditions to achieve its desired effect.

The success of the Green Travel Plan can be measured by setting modal targets and identifying the measures or actions that have the greatest impact.

The targets identified in this GTP are set out in **Table 4.1** on the following page, which intends for a reduced private car usage for staff, whilst maintaining the higher level of parental/carer supervision required for younger students, but encouraging older, more independent students to make greater use of public transport and active forms of transport as follows:

- reduce the number of single occupant vehicles being driven to/from the facility whilst maintaining or increasing car pooling
- encourage increased use of trains and buses within the vicinity of the Hornsby Railway Station
- encourage an increase in walking, by parents and their children.

Table 4.1: Target Transport Modal Split

	Existing Modal Split	**Target Modal Split**
Vehicle Driver	72%	63% (-9%)
Vehicle Passenger	5%	10% (+5%)
Train	13.5%	15% (+1.5%)
Bus	1.5%	2% (+0.5%)
Bicycle	0%	0%
Walk Only	6%	10% (+4.0%)
Other	2%	0%
TOTAL	**100%**	**100%**

4.3   Actions

A series of actions are recommended in this Green Travel Plan which forms the strategies and initiatives that can be implemented to achieve the desired transport modal split targets. It is pertinent to note that these actions should be regularly monitored and updated as required to reflect current transport conditions.

Table 4.2:   Green Travel Plan Actions

Strategy	Objectives	Actions	Resources
1. Promoting Public Transport			
1.1 Travel Pass	Encourage greater public transport usage.	Consider subsidy for staff travelling via public transport, provide Opal Travel Cards to staff for any work-related travels during their shift.	Employer's responsibility.

1.2 Transport information on School Website	Encourage greater public transport usage.	Providing the Transport Access Guide online via the school website, to assist in making employees more aware of the alternative transport options available at the site. Website as follows, https://bluegum.nsw.edu.au/	Building management.
1.3 Encourage flexible working hours	Encourage greater public transport usage	Encourage staff to commute outside peak periods to reduce overall congestion and travel time.	Employer's responsibility.
2. Managing Car Use			
2.1 Car Pooling Programmes	Encourage reduced private car usages	Encourage a car-pooling program to help future employees find someone to car pool within their daily commute.	Employer's responsibility.
2.2 Online Meetings (i.e. Zoom or Teams /conferences) and Working from home	Encourage reduced need to travel to work to a meeting and private car usages	Allowing staff, the flexibility to work from home and hold meetings at home to reduce overall congestion and travel time.	Employer's responsibility.
3. Promoting Cycling and Walking			
3.1 Bicycle Parking	To promote use of Active Transport	Provide bicycle parking areas, encouraging future employees and visitors to ride to the proposed development	Building management.
3.1 End of Trip Facilities	Encourage cycling and walking.	Providing end-of-trip facilities in the building	Building management.
3.2 Cycling & Walking Groups	Encourage cycling and walking.	Consider walking & cycling groups for staff and parents, with associated online forums	Travel Plan Coordinator
4. Other Incentives			
4.1 Travel Access Guide	Provide up to date and easy to access information on existing transport options on day one of occupation.	Provide Travel Access Guide to staff and parents as part of induction package and regularly review / update to ensure information are up to date.	Travel Plan Coordinator

5.   Monitoring and Maintenance

A monitoring and review process for the Green Travel Plan will be set out by building management to ensure that the information contained within reflects any changes to the transport conditions and building facilities.

Due to the small size of the Bluegum Community School, the school Principal, *Jill McLachlan,* will undertake the role of 'Building Manger' and 'Travel Plan Coordinator', and will be designated with the responsibility of maintaining the Green Travel Plan. She will also monitor and assess the modal-split for staff working on the site and revisit the proposed targets if necessary.

In this regard, the financial and resource budget for the implementation of the GTP has been anticipated to be approximately 0.5 hr/ week for 1 staff member. This is anticipated to vary depending on staffing leave, time of year etc.

The GTP will be reviewed periodically, at which point further Staff incentives (subsidized travel or similar) may be implemented. The financial and resource budget for the implementation of the GTP would be adjusted accordingly to reflect any revisions.
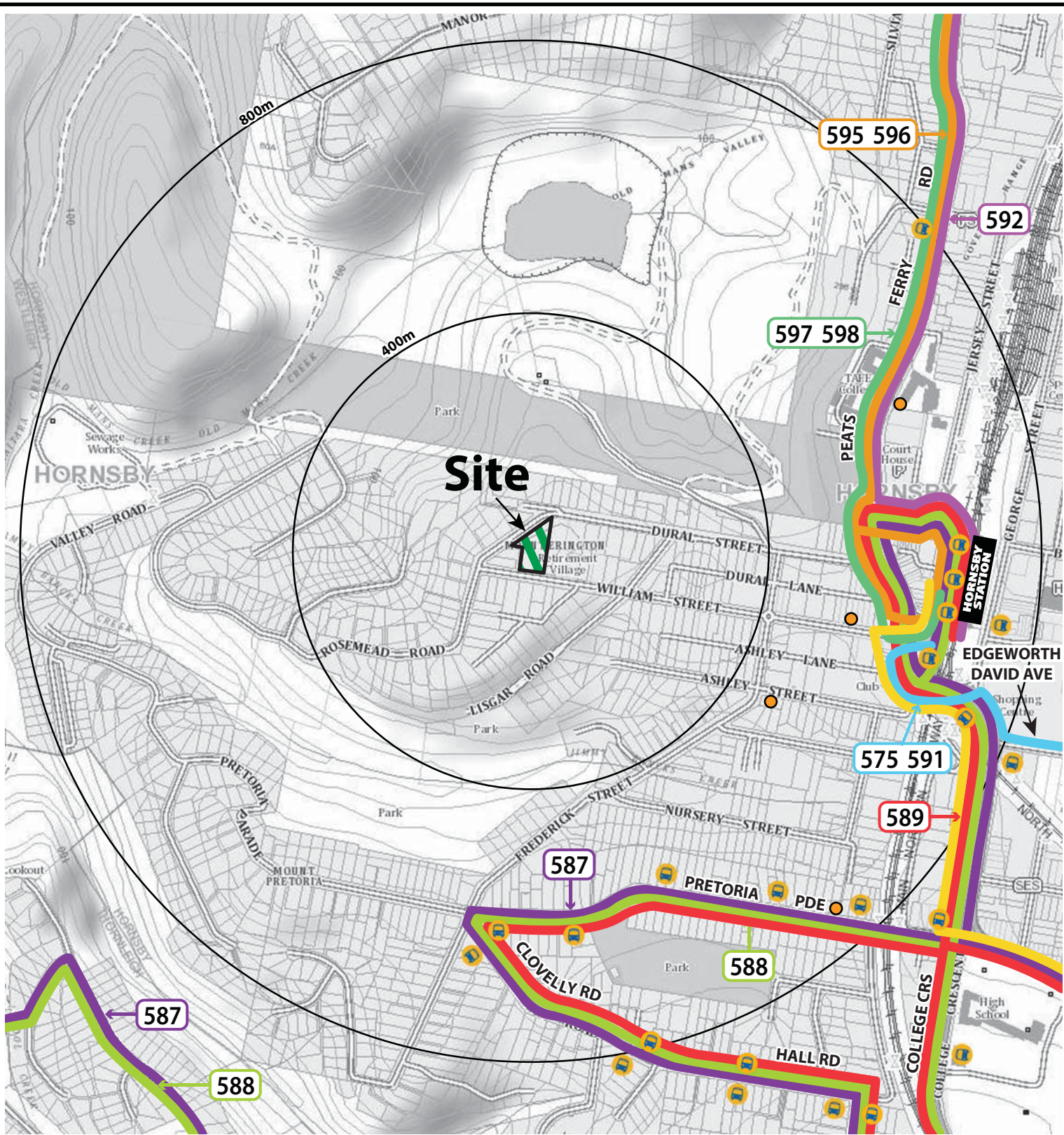
It is recommended that a survey will also be conducted every 12 months to monitor the progress of transport modal targets, which will be undertaken by the Travel Plan Coordinator.

In addition, the provision of bicycle spaces will also be monitored over time to ensure there is sufficient provision to further encourage cycling as a mode for staff, students and visitors.

The implementation date for this Green Travel Plan will be *prior* to the commencement of Term 1, thereby allowing a periodic review each year as the school year commences.

It is pertinent to note that the travel mode targets are aspirational and requires continual monitoring.

Appendix A: Transport Access Guide

Site

595 596

592

597 598

PEATS

FERRY RD

800m

400m

HORNSBY

VALLEY ROAD

ROSEMEAD ROAD

LISGAR ROAD

WILLIAM STREET

DURAL STREET

DURAL LANE

ASHLEY LANE

ASHLEY STREET

HORNSBY STATION

EDGEWORTH DAVID AVE

575 591

589

587

PRETORIA PDE

588

FREDERICK STREET

NURSERY STREET

PRETORIA PARADE

MOUNT PRETORIA

CLOVELLY RD

HALL RD

COLLEGE CRS

587

588

Bus Routes

575	Hornsby to Macquarie University via Turramurra
587	Hornsby to Westleigh
588	Hornsby to Normanhurst West
589	Sydney Adventist Hospital to Hornsby
591	Hornsby to St Ives
592	Brooklyn to Hornsby
595	Hornsby to Mt Colah
596	Hornsby to Hornsby Heights
597	Hornsby to Berowra
598	Hornsby to Asquith
600	Hornsby to Parramatta

T Train Station

● Car Share

TRANSPORT ACCESS GUIDE

1 Rosemead Road, Hornsby

Appendix B: Hornsby Shire Council Cycling Map

LEGEND

- Major road shoulder facilities
- High difficulty routes   >>>>> Steep hills
- Moderate difficulty routes   >>>>> Steep hills
- Low difficulty routes   >>>>> Steep hills
- Unsealed roads   >>>>> Steep hills
  (suitable for mountain bikes)
- Experienced cyclists only
- **L** Learner/Beginner cycling tracks
- Offroad formed cyclepaths
- Bicycle Parking Facilities
- Train Station
- Police Station
- Roads
- Railways
- Suburb names
- Schools
- Park
- Retirement Village
- Car parks
- Hospital
- Shops
- Shopping Centre
- North Arrow
- **NPWS** National Parks & Wildlife Service

MAP SCALE

Contact NPWS for more information on 02 9472 8949

BAULKHAM HILLS COUNCIL JOINS

HORNSBY

KU-RING-GAI COUNCIL JOINS

PARRAMATTA COUNCIL JOINS

RYDE COUNCIL JOINS