

**GREEN TRAVEL PLAN
FOR THE
FAIRVALE HIGH SCHOOL
AT
1 THORNEY ROAD, FAIRFIELD**

Prepared For:



Assessed and Approved by:



1 Introduction

McLaren Traffic Engineering (MTE) was commissioned by Icon to provide a Green Travel Plan (GTP) for the proposed expansion of Fairvale Public School at 1 Thorney Road, Fairfield. This GTP has been prepared in response to conditions of consent from NSW Government Department of Planning and Environment. The relevant conditions are provided below:

Prior to the commencement of operation, a Green Travel Plan (GTP), must be prepared and be submitted to the Secretary to promote the use of active and sustainable transport modes. The plan must:

- a. Be prepared by a suitably qualified traffic consultant in consultation with Council and Transport for NSW*
- b. Include objectives and modes share targets (i.e. Site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP*
- c. Specific tools and actions to help achieve the objectives and mode share targets;*
- d. Measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP; and*
- e. Details regarding the methodology and monitoring / review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of students and staff to and from both schools at appropriate times throughout the academic year.*

1.1 Development Characteristics and Approvals

Currently, the Fairvale High School campus at 1 Thorney Road, Fairfield includes classes from year groups Year 7 to Year 12. The current school has the following characteristics:

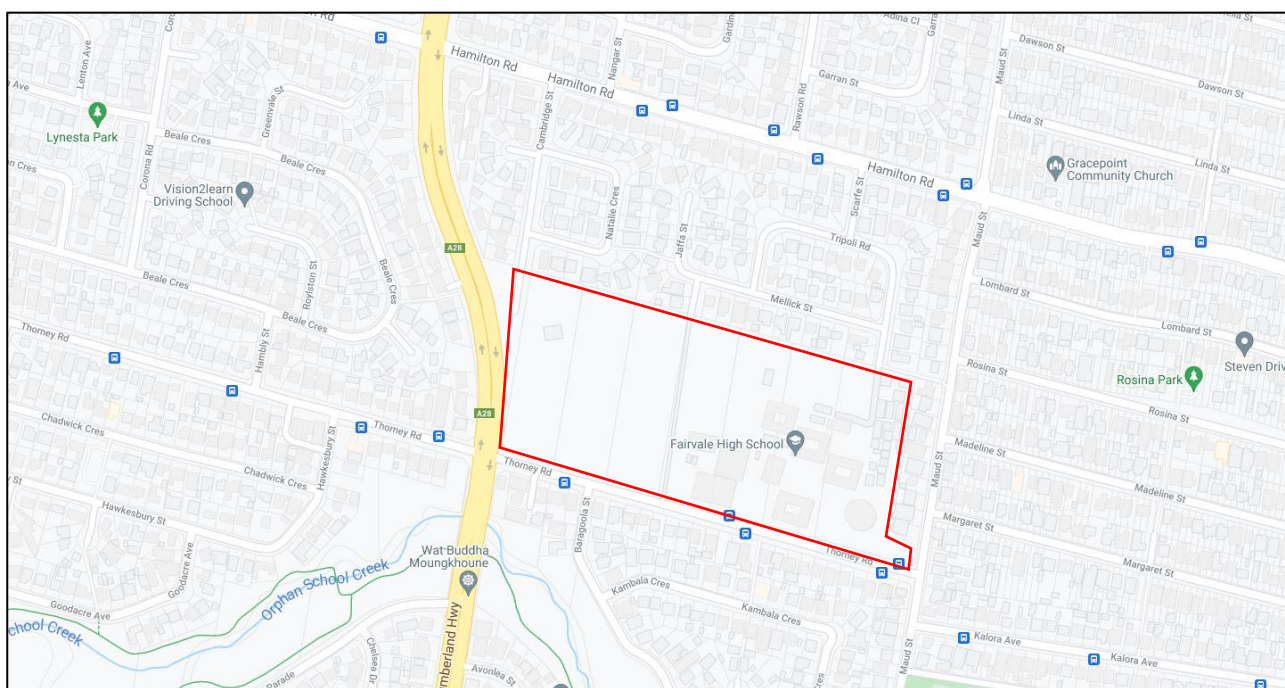
- A total of 1506 students enrolled in 2021 comprising of:
 - 235 Year 7 students;
 - 265 Year 8 students;
 - 256 Year 9 students;
 - 276 Year 10 students;
 - 230 Year 11 students;
 - 244 Year 12 students;
 - Typical absenteeism of 5-10%
- A total of 160 staff members;
- School start time of 8:40am, finish a 3:00pm.

The proposed alterations for the approved DA included increasing the student capacity by 200 places. The site is shown on aerial imagery and a street map in **Figure 1** and **Figure 2**, respectively.



 Site Location

FIGURE 1: SITE CONTEXT – AERIAL IMAGE



 Site Location

FIGURE 2: SITE CONTEXT – MAP

1.2 References

A number of sources have been consulted to inform the preparation of this Green Travel Plan including:

- NSW Premier's Council for Active Living's Workplace Travel Plan Guidelines – Final Report (April 2010);
- NSW State Government Long Term Transport Master Plan;
- Transport for NSW Future Transport Strategy 2056;
- ABS Census Data;
- NSW Bureau of Transport Statistics Journey to Work Data;
- Public Transport or Private Vehicle: Factors That Impact on Mode Choice, Grace Corpuz (Transport Data Centre, New South Wales Ministry of Transport);
- Fairfield City Council – Fairfield City Cycleways 2019.

2 Objectives

Alternative modes of transport including walking, cycling and public transport quantifiably promote positive transport and health outcomes. The NSW State Government *Long Term Transport Master Plan* emphasises the importance of alternative transport options in the growth of Greater Metropolitan Sydney. Further to this, the *Future Transport Strategy 2056* also emphasises the importance of encouraging active travel (walking and cycling) and the use of public transport.

Reference is made to the *NSW Premier's Council for Active Living Workplace Travel Plan Guidance – Final Report (April 2010)* provides examples of travel plans appropriate for different size and types of employers outlining that for:

20-250 employees

Mainly office-based employees

Likely to be beneficial to form alliances with other organizations in the locality also developing a WTP [Workplace Travel Plan].

Could focus on key cost saving opportunities such as business travel, and reducing fleet expenses.

While the employees at Fairvale High School are not strictly office-based employees this description best matches the nature of how staff work at the school and their associated travel patterns.

This Green Travel Plan has been developed to assist in identifying a range of low-cost initiatives and promotions which will directly benefit staff, students and the school community. This plan will help advise staff and students of sustainable and alternative transport options. The overall objective is to shift travel from private cars to active or public transport options, with the following positive implications:

- Reduced parking demand;
- Reduced traffic congestion and trip duration;
- Positive health outcomes from walking and cycling;
- Improved air quality and reduced per-capita emissions.



3 Implementation

3.1 Management and Authority

The distribution of and implementation of the measures detailed in this Green Travel Plan is the responsibility of the management bodies of Fairvale High School. It is the responsibility of the school's management to include alternative transport methods and initiatives in the school website and the school newsletter as well as their regular communications to school staff.

Accordingly, authority is provided to the school's management to implement measures, review the plan and undertake further relevant and appropriate actions.

3.2 Distribution

Fairvale High School management will be responsible to inform staff and parents about any initiatives that they choose to implement via the school website, newsletter and any message boards accessible to members of the school.

4.1 Public Transport – Bus Services

Fairvale High School is serviced by bus routes 802 (Liverpool to Parramatta via Green Valley, including Parramatta Station) and 804 (Liverpool to Parramatta via Hinchinbrook, including Fairfield Station) which is operated by *Transit Systems*. **Figure 3** below outlines the local transport network surrounding Fairvale High School.

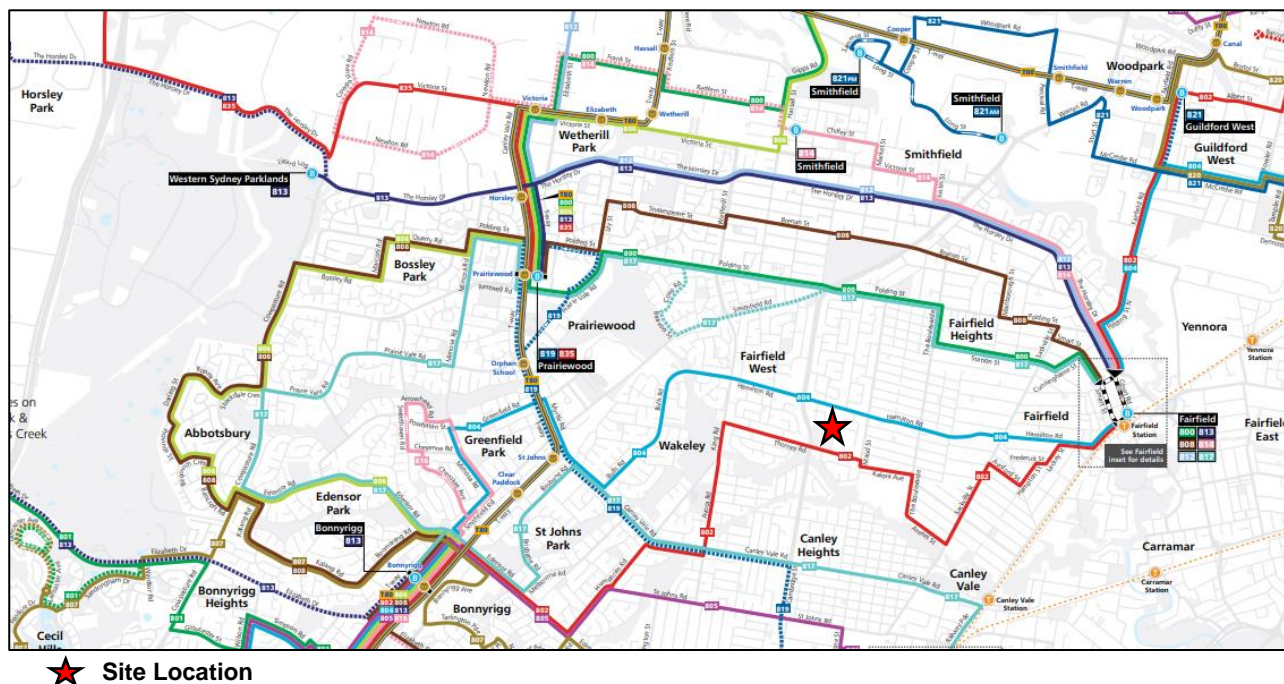


FIGURE 3: LOCAL TRANSPORT MAP

Table 1 outlines the frequency of the local bus services provided by *Transit Systems*, which pass the site along Thorney Road (route 802) and Hamilton Road (route 804) in both directions.

TABLE 1: BUS ROUTE FREQUENCY

Route	Destination	Frequency		
		Off-Peak	8 – 9 AM	3 – 4 PM
802	Liverpool to Parramatta via Green Valley	30 mins	30 mins	30 mins
804	Liverpool to Parramatta via Hinchinbrook	12 mins	12 mins	20 mins

As highlighted above the 802 and 804 bus routes provide regular bus services between Fairvale High School to Liverpool & Parramatta in both directions throughout the day.

4.2 Public Transport – Train Services

The closest train station to Fairvale High School is Fairfield Station, which is serviced by the *T2 – Inner West & Leppington Line* and *T5 – Cumberland Line*, providing access from Leppington Station to Central Station (*T2 Line*) and Richmond Station to Campbelltown

Station (T5 Line). Train Services from the Sydney CBD (Central Station) to and from Fairfield Station run approximately every 10 to 15 minutes during the AM and PM peak hours, and every 15-minutes during off-peak periods.

Fairvale High School is not within convenient walking distance of Fairfield Station, but the regular 802 and 804 bus services, as described in **Section 4.1**, provide a direct connection between Fairfield Station and Fairvale High School.

4.3 Active Transport – Cycling

The subject site has access to cycle paths as presented in *Fairfield City Council – Fairfield City Cycleways 2019* map. Marked cycle routes encourage individuals to utilise bicycles as a mode to travel, reducing motor vehicle congestion and overall motor vehicle usage. Cyclists can travel south utilising existing pedestrian paths connecting Thorney Road to Kambala Crescent and Kambala Crescent to Baragoola Street. Cyclists can then use the existing cycle paths which runs along Orphan School Creek.

The location of the site relative to the surrounding cycling routes is depicted in **Figure 4**, with a copy of the *Fairfield City Cycleways 2019* provided in **Annexure A**.



★ Site Location

FIGURE 4: SITE CONTEXT – CYCLING ROUTES

4.4 Active Transport – Walking

Pedestrian walking facilities are abundantly provided within close proximity to the site. Specific details of the walking facilities are provided below:

- **Thorney Road:**
 - Pedestrian walkways are provided along both sides of the road, for at least 200m to the east and 500m to the west of the site;
 - Line-marked pedestrian crossing facility located in front of the site providing access to a pedestrian walkway connecting Thorney Road to Kambala Crescent and Kambala Crescent to Baragoola Street.
- **Tripoli Road:**
 - Pedestrian walkways are provided along the western side of the road, providing a connection from the site to Scarfe Street and Hamilton Road to the north;
 - Signalised pedestrian crossing facility located at the intersection of Scarfe Street / Hamilton Road;
- **Hamilton Road:**
 - Pedestrian walkways are provided along both sides of the road, to the east and west of the site for the full length of Hamilton Road;
- **Maud Street:**
 - Pedestrian walkways are provided along the eastern side of the street, to the north and south of the site for the full length of Maud Street;

There are numerous existing pedestrian walking facilities that have been provided by Council within close proximity to the site. Staff and students who live close to the site may utilise these facilities to reduce the number of vehicles driven.

4.5 School Specific Transport – Assisted Transport

The department of education operates the Assisted School Travel Program which supports eligible students who need transport assistance because of the nature of the student's disability and the circumstances of the family. The school contains a Special Education Unit of approximately 80 students that could, if eligible, rely on this bus service to arrive/leave school.

5 Alternative Transport Strategy

5.1 Timeframe

This Green Travel Plan will apply from the issue of the Occupation Certificate for any works performed under this development application.

5.2 Existing Transport Use of School Staff

A survey of the existing school staff was undertaken and was found that 98% of school staff drive to school, resulting in only 2% utilising alternative modes of transport.

Based on the above, alternative modes of transport for staff are not desirable or have not been advertised to school staff. It is possible that some staff members would change their mode of travel if easy and accessible public transport was available or advertised to staff or car sharing schemes were available.

5.3 Existing Transport Use of Students and Parents

Surveys of the existing transport use of school student currently cannot be undertaken due to COVID-19 restrictions. When restrictions have been lifted and typical school operations have been restored, travel modes surveys consisting of the following questions will be undertaken. Without school travel mode surveys achievable travel mode targets cannot be developed as the baseline case cannot be determined.

5.4 Existing Transport Use in Surrounding Area

To assist in setting the targets and milestones for transport use of staff, the NSW Bureau of Transport Statistics 2016 Journey to Work data has been consulted for the suburb of Fairfield West. The data show that on average 83% of workers in these areas drive to and from work, with the detailed travel mode split summarised in **Table 2** illustrated in **Figure 5**.

TABLE 2: FAIRFIELD WEST EXISTING TRAVEL MODE SPLIT

Mode of Transport	Usage Rate
Vehicle Driver ⁽¹⁾	83%
Vehicle Passenger	5%
Train	2%
Bus	2%
Walk Only	3%
Bicycle	1%
Motorbike / Scooter	<1%
Truck	3%
Other	<1%

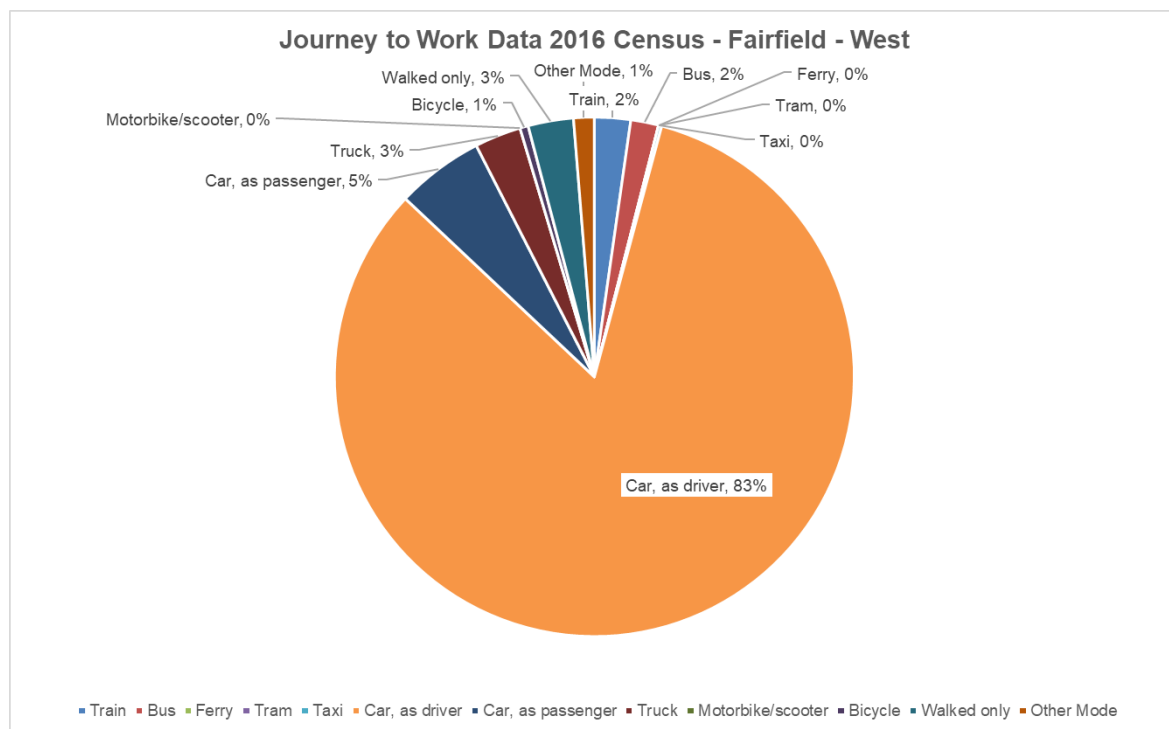


FIGURE 5: JTW WORK DATA FOR FAIRFIELD WEST

5.5 Targets and Milestones

An achievable and target for the travel mode split for staff is to aim for the existing journey to work car driver percentage of 83%. Through the implementation of the actions described in **Section 6**, continuous increases in alternative transport use are anticipated for the duration of this Green Travel Plan's effectiveness, with the overall target of 2% year on year growth in the use of public transport options for the first five years, with a target of 1% year on year growth for the following five years for staff.

Table 3 below depicts the 1, 3, 5, and 10-year goals for travel mode split for staff.

TABLE 3: TARGETED TRANSPORT MODE SPLIT FOR STAFF

Mode of Transport	Usage Rate				
	Existing	1yr	3yr	5yr	10yr
Private Car	98%	96%	92%	88%	83%

As discussed in **Section 5.3** the travel mode surveys were unable to be undertaken of students due to the COVID-19 lockdowns at the time of writing. Therefore, an achievable transport target cannot be development. Once school returns to normal operation travel mode surveys will be undertaken and this GTP updated to include existing travel modes of students and achievable travel mode targets.

5.6 Measurement and Reporting

5.6.1 Frequency

Travel mode surveys will be undertaken annually for the first three years of the school once operating at its intended increased capacity of students and staff, and from time to time thereafter.

5.6.2 Method

The school executives will conduct surveys in class once per year for a three-year period and then from time to time when the Green Travel Plan is updated. The surveys will also include a feedback field such that staff can suggest schemes or initiatives for the school to adopt to encourage alternative transport use.

5.6.3 Reporting

Following the completion of surveys and bicycle storage counts, the results will be compiled into a report for review and further initiatives if required.

6 Projects and Programs

The following actions form the basis for the implementation of the Green Travel Plan.

Collectively, these actions have been designed to help achieve the targets and milestones set out in **Section 5**. It should be noted that these actions are not necessarily a compulsory task but rather potential options that should be investigated and implemented as appropriate.

6.1 Initiatives to Specifically Reduce Private Car Use

The following initiatives are suggested to lower private car usage by providing for facilities or programs with the aim to allow for greater flexibility in the choice of travel mode to and from the school. The strategies that can be implemented with this goal in mind are not limited to the following actions as shown in **Table 4**, but these are the basis for further reduction in private car reliance.

TABLE 4: POSSIBLE INITIATIVES TO REDUCE PRIVATE CAR USAGE

Action	Cost	Target Group	Date
Provide large lockers or storage areas for the storing of books and other bulky items	Moderate	Staff and Students	Ongoing
Promote digital learning facilities that reduce the reliance on physical books and other resources that must be transported	Moderate	Staff and Students	From date of implementation
Encourage staff to plan ahead and to transport heavy/bulky items once or twice per week only	Minimal	Staff	From date of implementation

6.2 Public Transport Initiatives

The following actions are focused on encouraging staff and students to partake in public transport when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 5**, but these are the basis for further development of public transport options.

TABLE 5: POSSIBLE PUBLIC TRANSPORT INITIATIVES

Action	Cost	Target Group	Date
Develop a map showing public transport routes to Fairvale High School	Minimal	Staff and Students	Ongoing
Put up a notice board with leaflets and maps showing the main public transport routes to and from Fairvale High School	Minimal	Staff and Students	From date of implementation
Prepare a Transport Access Guide (TAG) for the site	Minimal	Staff and Students	From date of implementation
Create student groups based on home address, pairing groups of students to assist in the use of public transport	Minimal	Students	Ongoing
Make access to OPAL cards for students more accessible (i.e. provide cards to students upon enrolment)	Minimal	Students	Ongoing
Offer Staff subsidies to offset public transport costs	Minimal	Staff	Ongoing

6.3 Walking and Cycling Initiatives

6.3.1 Walking

The following actions are focused on encouraging staff and students to partake in walking when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 6**, but these are the basis for further development of active transport options.

TABLE 6: POSSIBLE WALKING INITIATIVES

Action	Cost	Target Group	Date
Identify students and staff living near work that may be interested in walking to work	Nil	Staff and Students	Ongoing
Produce a map showing safe walking routes to and from the site with times, not distances, to local facilities, such as shops and public transport	Minimal	Staff and Students	From date of implementation
Provide showers, lockers and changing room facilities	As per construction	Staff	From date of implementation
Implement incentive schemes to encourage employees to walk to work	Minimal	Staff	From date of implementation
Take part in ' <i>National Walk to Work Day</i> '	Nil	Staff and Students	Annually
Have some ' <i>TravelSmart Get to Work</i> ' days encouraging staff to commute by alternative transport modes	Nil	Staff and Students	Annually
Encourage staff and students to walk as a method of exercise	Nil	Staff and Students	Ongoing
Arrange for older students to adjust their route to walk past the houses of younger students when walking to and from school	Minimal	Students	Ongoing

6.3.2 Cycling

The following actions are focused on encouraging staff and students to partake in cycling when travelling to and from the site. The strategies to be implemented are not limited to the actions as shown in **Table 7**, but these are the basis for further development of active transport options.

TABLE 7: POSSIBLE CYCLING INITIATIVES

Action	Cost	Target Group	Date
Organise an after-work ride. It does not have to be long or strenuous and could end up somewhere for dinner. This idea is to encourage people who might be reluctant to cycle to give it a go	Nil	Staff	Quarterly
Provide sufficient bicycle parking to meet peak needs	As per construction	Staff and Students	From date of implementation
Have good, secure parking in an easily accessible location	As per construction	Staff and Students	From date of implementation
Provide bicycle parking for visitors	As per construction	Site Wide	From date of implementation
Ensure bicycle parking is clearly visible or provide signage to direct people to cycle bays	As per construction	Staff and Students	From date of implementation
Provide showers, changing rooms and lockers	As per construction	Staff	From date of implementation
Provide cycling incentives for students such as snack vouchers for the canteen (if the student cycled to school)	Minimal	Students	From date of implementation
Encourage Staff to set an example for students through demonstration of alternate transport use	Nil	Staff and Students	From date of implementation
Circulate maps of cycle paths in the vicinity	Nil	Staff and Students	Ongoing
Participate in annual events such as 'Ride to Work Day'	Nil	Staff	Annually
Arrange information sessions outlining cycling safety and health benefits	Minimal	Staff and Students	Annually
Hold weekly free breakfasts for staff and students who walk or cycle to and from school	Minimal	Students & Staff	From date of implementation
Hold yearly cycling safety sessions, promoting how to be a safe cyclist on the roads	Minimal	Students	Yearly

6.4 Sustainable Transport Initiatives

6.4.1 Carpooling

The following actions are focused on encouraging staff and students to partake in carpooling and limiting the number of cars used to travel when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 8**, but these are the basis for further development of alternative transport.

TABLE 8: POSSIBLE CARPOOLING INITIATIVES

Action	Cost	Target Group	Date
Set up carpooling databases for staff and students	Nil	Staff and Students	From date of implementation
Promote carpooling at quarterly staff meetings to encourage carpooling amongst staff members with similar travel routes	Nil	Staff	Quarterly
Encourage use of carpooling apps and/or subsidise costs of carpooling trips	Nil	Staff and Students	From date of implementation
Subsidise the cost of fuel for carpooling staff	Minimal	Staff	From date of implementation

6.4.2 Car Parking

The following actions are focused on encouraging staff to partake in alternative options when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 9**, but these are the basis for further development of alternative transport.

TABLE 9: POSSIBLE CAR PARKING INITIATIVES

Action	Cost	Target Group	Date
Identify priority users of car park e.g. people with disabilities, carpoolers	Nil	Staff	From date of occupation
Actively discourage senior students from driving to and from school through implementation of meetings and newsletters, with an emphasis and promote alternative transport modes such as the train or bus	Nil	Students	Ongoing

6.5 Use of Incentives

Many of the alternative transport initiatives described above require the willing participation of employees, students and parents and would not otherwise be effective. The incentivisation of alternative transport options could increase the number of employees, students and parents using alternative transport options.

The direct advertisement for alternative transport use is suggested as part of increasing alternative transport utilisation. Some incentivisation strategies are outlined below.

- Provide a yearly seminar of the benefits of utilising public transport including reduced greenhouse gas emissions and health benefits.
- Establish student based competitions focused on number of days students walk or cycle to school per term.

The above incentivisation strategies could be implemented to boost uptake of alternative travel modes if annual targets are not met.

In addition, a review of the NSW Household Travel Survey by Grace Corpuz identified several factors that affected the use of alternative travel options, identifying the following factors as most influential on alternative transport use (in order of importance):

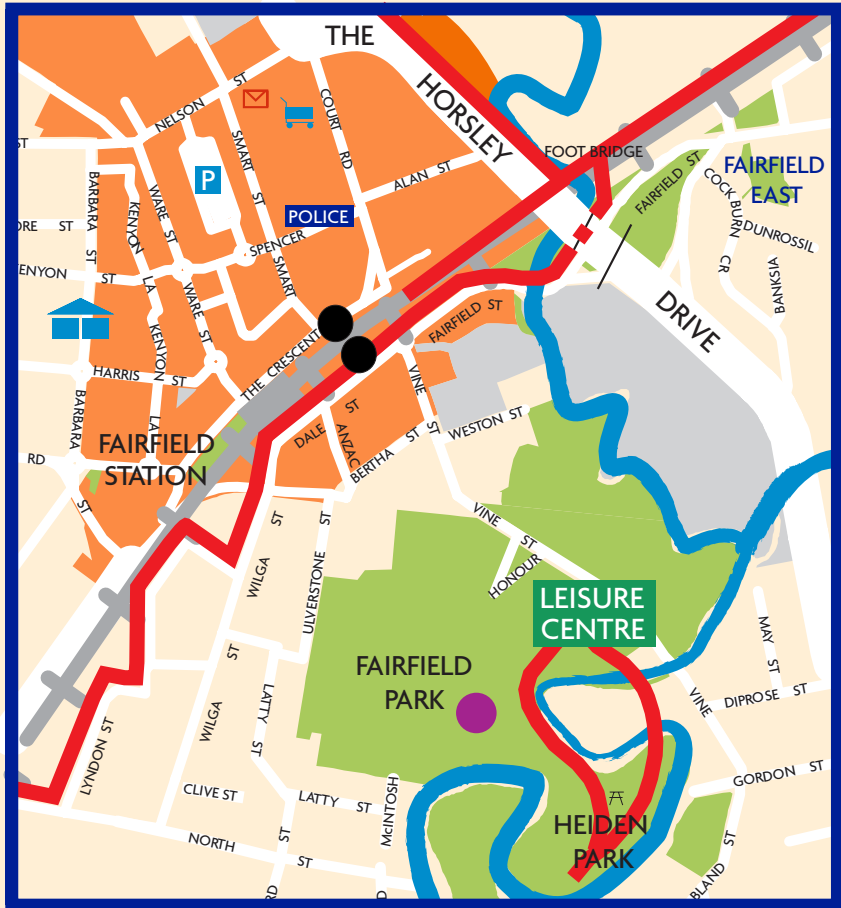
- Parking capacity and arrangements (destination factor);
- Where a vehicle is not available or accessible (origin factor);
- Where it is cheaper (origin & destination factor);
- Travel time (origin & destination factor);
- Convenience (origin & destination factor);
- Accessibility (origin & destination factor).

Future development of this Green Travel Plan should take into consideration the factors listed above.



ANNEXURE A: FAIRFIELD CITY CYCLEWAYS 2019
(1 SHEET)

FAIRFIELD CITY CYCLEWAYS - 2019



Carwarra Place Park Playground. Artist: Joe Hurst.

CYCLE NETWORK

EXISTING LOCAL CYCLEWAY ROUTE

BICYCLE STORAGE FACILITIES

TRANSITWAY

TRANSITWAY STATIONS

RAILWAY LINE

OPEN SPACE

SCHOOLS

RETAIL OUTLETS

EMPLOYMENT PRECINCTS

TAFE

POLICE

HOSPITAL

LEISURE CENTRE

SKATE PARKS

WESTERN SYDNEY CYCLING NETWORK

LIBRARIES

MUSEUMS

COUNCIL

EXERCISE EQUIPMENT

PUBLIC ARTWORKS

1A - 1B WARALI WALL (HOLROYD)

1C - 1D WARALI WALL (FAIRFIELD)

2A - 2D CYCLEWAY MARKERS

3A SEATING WALL 3B FISH HABITAT PROJECT

3C FISH AND DRAGONS PROJECT

4A CABRAMATTA HISTORY WALL

5A LANSVALE PARK - ROAD SAFETY & ACTIVITY CIRCUIT