



12<sup>th</sup> September 2018

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Project	Green Travel Plan (GTP) for staff, students and their parents at Kellyville North New Primary School
Purpose of this GTP	To encourage parents, students and staff at the Kellyville North New Primary School to use walking, cycling and public transport as their usual transport modes to school

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### Background

A new school, North Kellyville New Primary School (NKPS), has been proposed on Hezlett Road in Kellyville. The new school is expected to accommodate up to 1,000 students and 40 teachers. The Secretary's Environmental Assessment Requirements (SEAR's) states that a Green Travel Plan (GTP) be included that outlines proposals to encourage sustainable travel choices and details programs for implementation. School Infrastructure NSW (SINSW) proposes to limit the number of parking spaces within the school site to 12 spaces, of which, two spaces are designated for people with a mobility impairment. Whilst the NKPS is a new school, a *Mode of Travel Survey* was carried out for a school located close to the school (Beaumont Public School) which has shown that around 85% of parents drive their children to school in the morning peak period. Should this reliance on car-based transport be replicated at the NKPS, there may be issues associated with traffic congestion, safety of children and general amenity in the surrounding road network. The implementation of a GTP for NKPS is intended to be part of a suite of responses to ensure that sustainable travel behaviours are encouraged for parents, students and staff from the time of the school opening. The information in this GTP can be disseminated to students and their parents in student enrolment packs, newsletters, school assemblies, and to staff in employment information packs and staff communicate.

### What is a Green Travel Plan (GTP)?

A GTP is a tool designed to address an organisation's travel needs and impacts. GTPs are frequently a requirement of Development Applications (DAs) in NSW, as local governments are concerned with the intensification of land uses and their associated travel impacts on the surrounding communities' amenity and functionality. GTPs for schools are specifically focussed on staff, students and the broader school community including parents and service providers. The plan provides a set of measures and initiatives in encouraging sustainable travel alternatives that can be implemented for staff, students and their parents or guardians.

GTPs can deliver efficiencies, savings and benefits to schools, its operation and its employees. GTPs can be a useful tool in managing limited land resources and help prioritise the use of space. Many schools are seeing reduced amounts of on-site car parking which may not align with expectations, based on experiences at other schools.



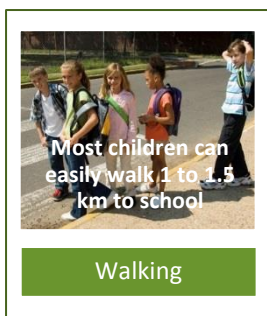
### How to get to North Kellyville New Primary School

The North Kellyville New Primary School GTP promotes a shift towards sustainable travel choices such as walking, cycling, and using public transport. It recognises that on occasion, carers and staff may have to drive to school, but this is not encouraged on a daily basis unless the student or staff member has a mobility impairment which makes other options unfeasible.

This GTP includes maps showing routes for these modes, along with the benefits of each mode and options for access to the school.

#### Walking

As the existing Kellyville North is underdeveloped, the current pedestrian infrastructure is not fully constructed, particularly on Hezlett Road. However, given the proposed location for the school, there is likely to be good walking infrastructure surrounding the school, with future signalised intersections



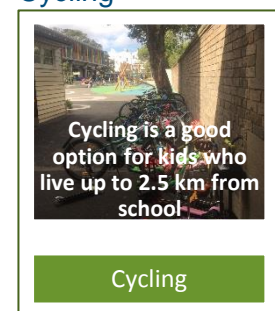
at busier intersections and a proposed pedestrian crossing point at the entrance gate on Hezlett Road. The proposed grid structure and short road links of the surrounding residential areas will likely provide good connectivity for students to walk to school. Walking is a good option for commutes to the school of up to 3 km for staff members and 1 km to 1.5 km for children.

The upgrade of Hezlett Road (sub arterial) and other collector roads (such as Withers Road, Foxall Road and Barry Road) in accordance with the North Kellyville Growth Centre Precinct Development Control Plan (DCP), includes wide verges (3.5 m – 5 m) to facilitate the movements of pedestrians to and from the school.

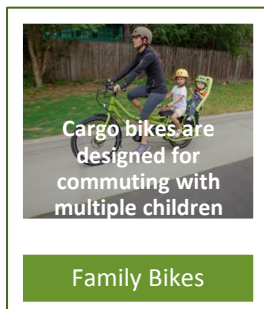
**Walking school bus:** This may be an appropriate option for students to walk to school in a group setting monitored by an adult ‘driver’ in the front and an adult ‘conductor’ at the rear. The walkers are the bus and the bus takes in a set route to school picking up children along the way. The Walking 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 1.5 to 2 km long.

Presuming a 6 km per hour average speed for pedestrians, the 30 minute walking catchment for the school generally covers the majority of the North Kellyville Precinct.

#### Cycling



Existing cycling infrastructure linking the surrounding neighbourhood to the school location is limited, however there are a combination of on-road and off-road cycle routes planned that may provide good connectivity to the school. There is a good network of off-road shared paths in the surrounding street network which will make cycling and scooting feasible for school-aged children, although parents and carers should be aware of the risks posed by



the vehicle cross overs (driveways), which are common in the surrounding residential area.

There are now a range of 'family' style bikes available at select retailers in Sydney. These are specifically designed cargo bikes which can fit multiple children. They can come in motorised (electric) or non-motorised models.

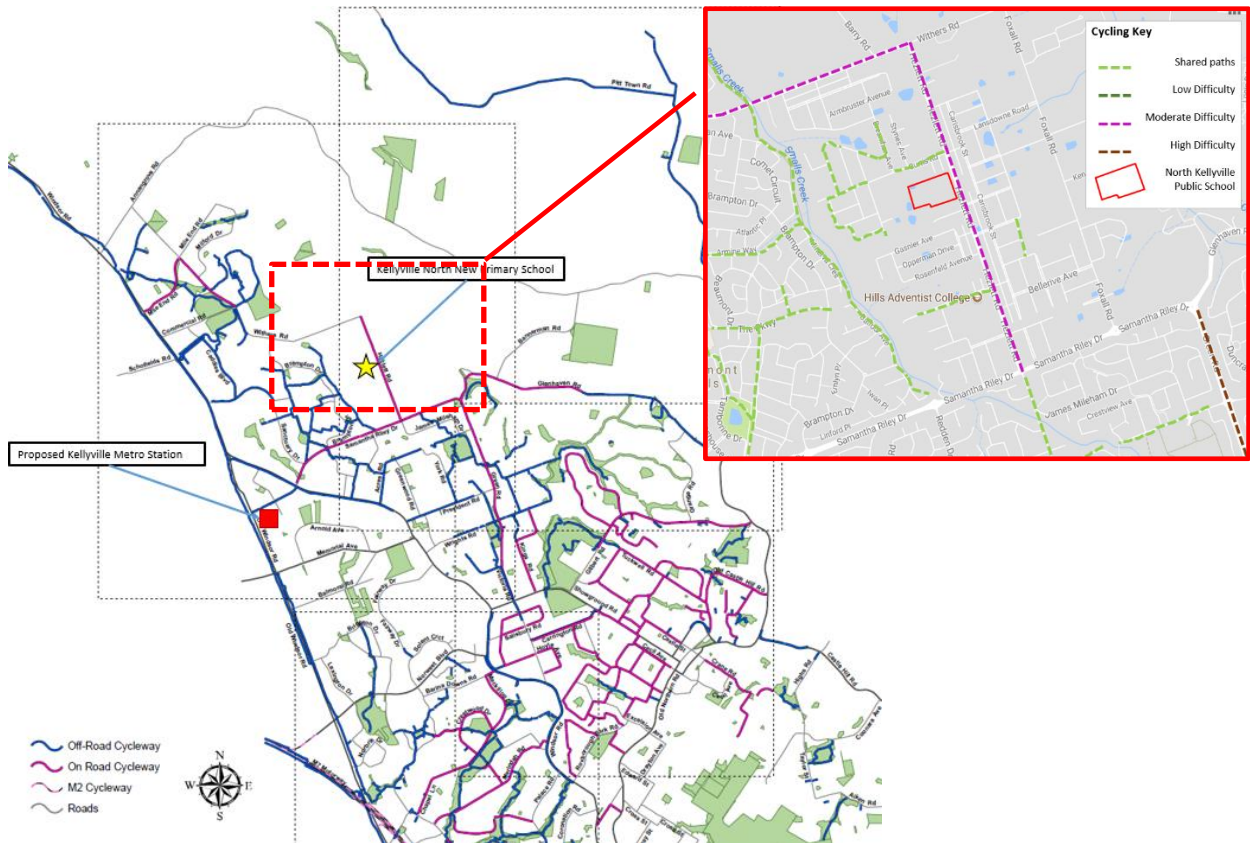
**Bike Maintenance and Cycling skills:** A number of Councils now run bike maintenance and cycling skills workshops on a regular basis. These are designed for a range of abilities from beginner cyclists to commuters. Bicycle NSW run basic maintenance course in Sydney Olympic Park. Other annual cycling events include NSW Bike Week in September and National Ride to Work Day in October. The Hills Council does not run these workshops however other councils such as Parramatta and Ryde have run workshops for cycling in the past. Cycling workshops may be run by the Council in which NKPS staff live.

**Bikes on Public Transport:** Bicycles are permitted on Sydney and Intercity trains free of charge with possession of an Opal Card. If possible, it is best to avoid peak hour services when there is little space available. If staff / students take a bicycle on a train they should not to block the aisle or doorway. Bikes must also be secured such that it will not prevent other passengers from getting a seat.

Bikes are generally not allowed on buses because they are difficult to stow without inconveniencing or potentially endangering other passengers. Parking and storage for 45 bicycles will be provided at the new Kellyville Metro Station to assist with transfer between Sydney Metro trains or bus services.

The following maps show the existing and proposed cycling networks in proximity to the school. Off-road cycleways (blue in main map and green in inserted map) are generally suitable for primary school aged children as they separate children from general traffic.

Figure 1 - Proposed Cycleways and existing local cycle network



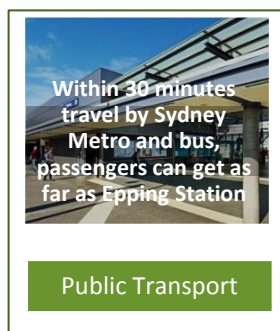
Source: The Hills Shire Combined On-Road / Off Road linked maps

Some of the key objectives / controls in the DCP with respect to the provision of a pedestrian and cycle network within North Kellyville include:

- To provide a convenient, efficient and safe network of pedestrian and cycleway paths for the use of the community, within and beyond the site.  
To encourage residents to walk or cycle, in preference to using motor vehicles, as a way of gaining access to the schools, shops, and local community and recreation facilities.
- Pedestrian paths, cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all.
- Pedestrian and cycle pathways are to be constructed as part of the infrastructure works for each residential stage with detailed designs to be submitted with the construction certificate application.

The proposed bicycle network for North Kellyville (included in the DCP) is displayed in Figure 2, it includes the key sub-arterial and collector roads and will provide utility for students accessing / egressing the school using active transport.

Figure 2 – Proposed Pedestrian and Cycle Network.(DCP)



### Bus and Train

The nearest bus stops to the school are located on Hezlett Road, just north of Curtis Road and approximately 160 metres north of Rosenfeld Avenue.

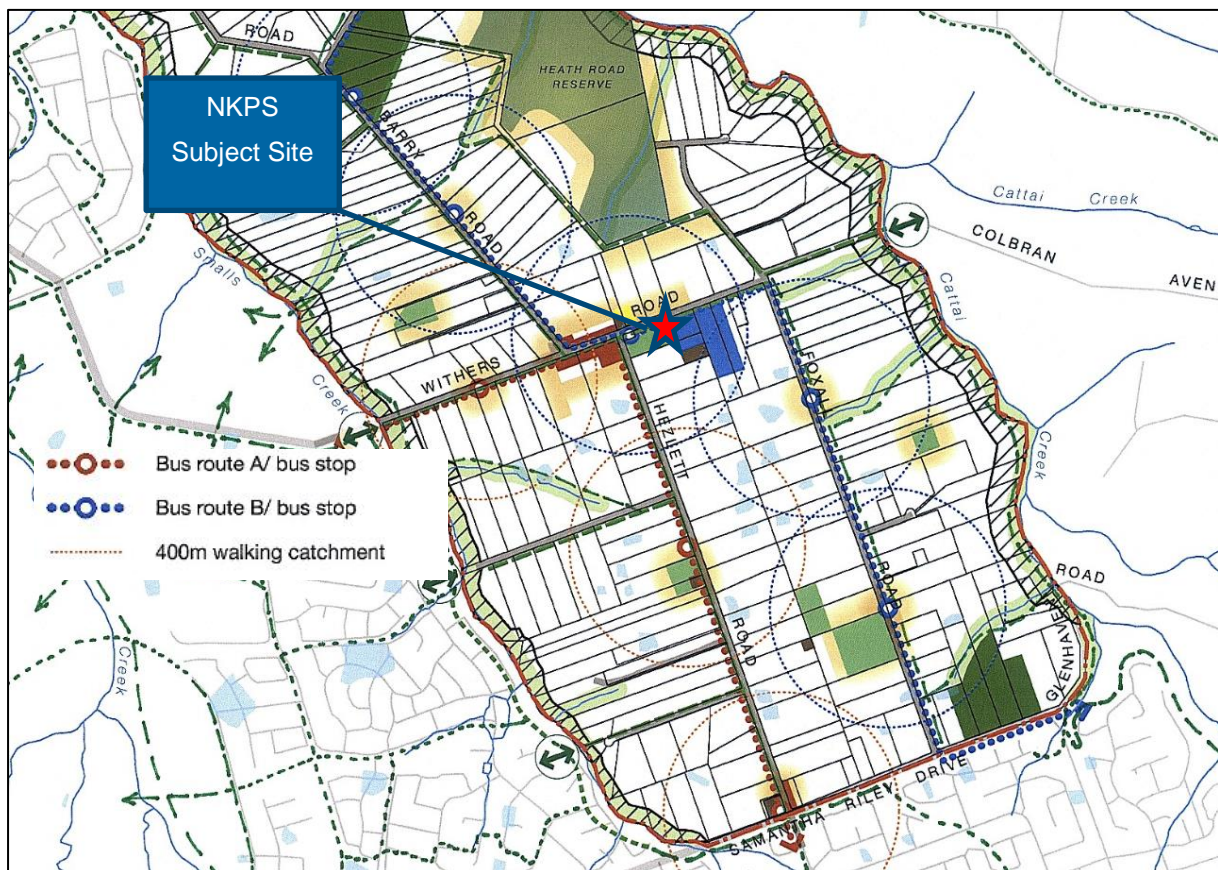
Bus Route 603 and 615X currently operates on Hezlett Road and serves Rouse Hill in the north and Glen Haven and Castle Hill to the south. Further south of Castle Hill would be a longer than a 30 minute bus trip duration, however this bus route does service as far as Parramatta in the south.

To the south of the school the T64 Rouse Hill to Parramatta and 610 / 610X Rouse Hill to Sydney CBD operate on Samantha Riley Drive. These are not school services, however, on weekdays, during morning and afternoon peak periods of school activity, a single bus service diverts from its typical route to include Hills Adventist College. Thus a “regular” bus services also functions as a school service.

Proposed bus services are to serve Hezlett Road, however details on these are not currently available. It could be beneficial for future proposed bus routes to transfer via the Kellyville Metro Station to the school on Hezlett Road as shown in the bus network map below, which could increase the passenger catchment distance. The stops that buses divert to on are located approximately 500 m south of the NKPS on Hezlett Road and could offer significant utility to the future student population of the school as this is a relatively short walking distance.

The proposed public transport networks specified in the DCP (Bus Route A and Bus Route B) are displayed in Figure 3. In addition to Hezlett Road, the networks include Stringer Road, Barry Road, Withers Road, Foxall Road, all of which are designated as collector roads within the road hierarchy.

Figure 3 - Proposed Transport Services (dcp)



As part of State Government's initiative to expand public transport services to Western Sydney, an \$8.3 billion Northwest Rail Link is under construction and will open in the first half of 2019 as Stage 1 of the Sydney Metro Northwest Project. Kellyville Station will be located at the corner of Old Windsor Road and Samantha Riley Drive. Kellyville Station will be located approximately 3.8 km south-west of NKPS.

Train journeys to and from the proposed Sydney Metro Line to Kellyville Station could provide a useful transfer to future bus services to the school as previously mentioned, as this could increase the



## North Kellyville New Primary School

passenger catchment due to the attractiveness and travel time reliability of the Metro train line. For a 30-minute journey in total for a train-bus transfer, train trips could reach as far as Epping Station (18 minutes approx.) with a bus transfer from the station to the school (10 minutes approx.).

Based on discussions with TfNSW they are currently reviewing bus services in North Kellyville and this is likely to include feeder routes to / from Kellyville Station.

The following maps show the local bus and train connections surrounding Kellyville North New Primary School.

Figure 4 - Existing Local Bus Network

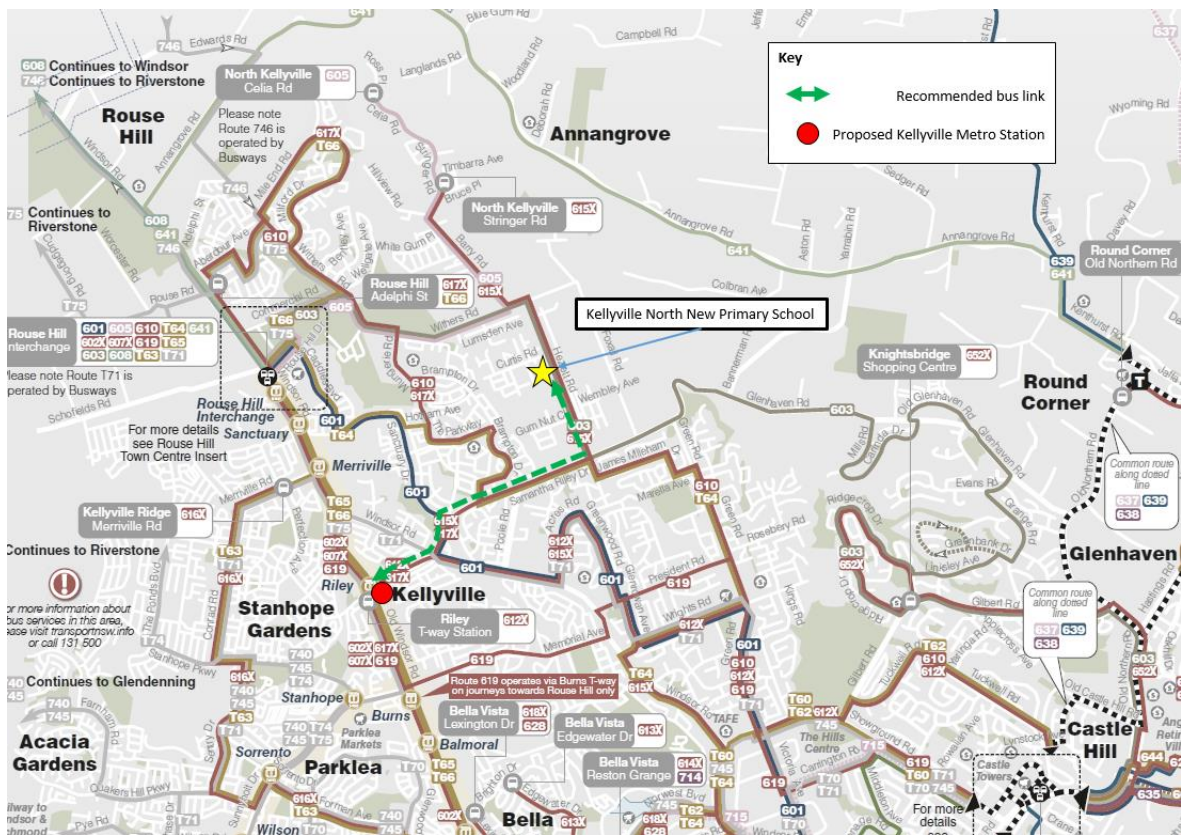
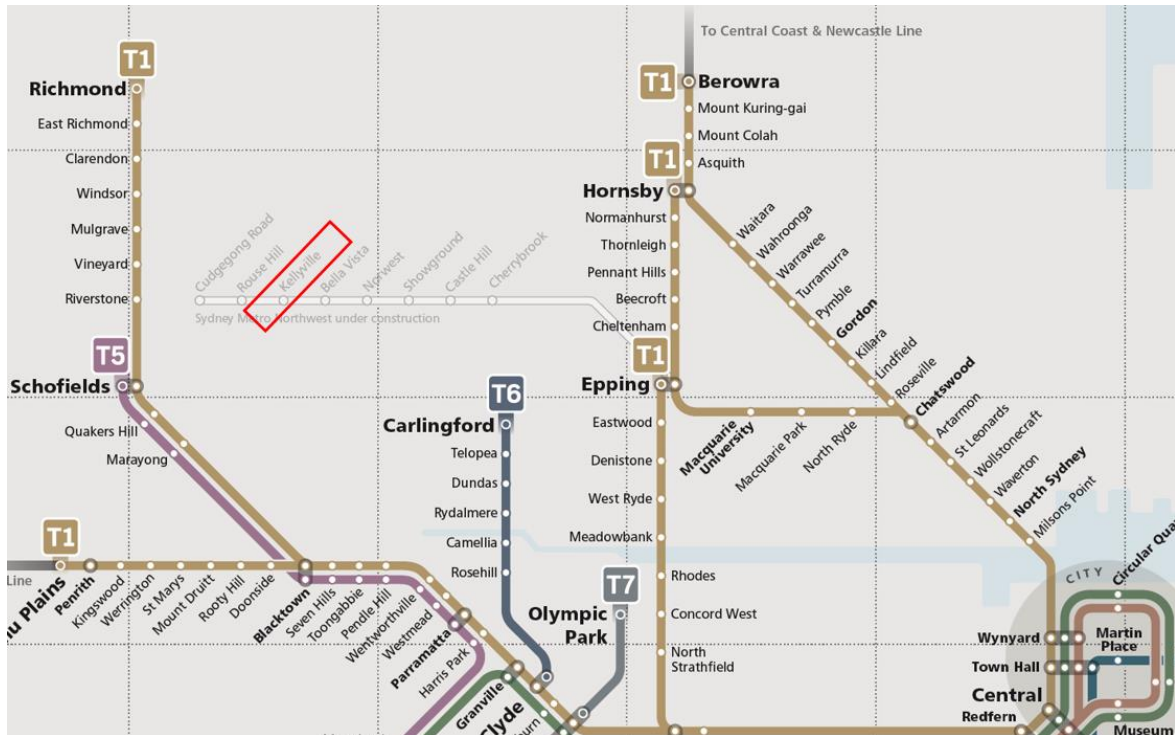
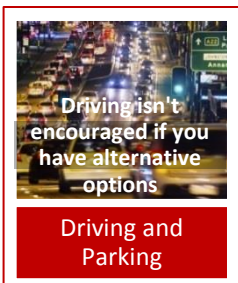


Figure 5 - Existing Local Train Network



### Driving and Parking



**Onsite:** Staff at the school have been provided with 12 onsite spaces with two of these spaces used only by those who have a permit as part of the Mobility Parking Scheme in NSW (part of the Australian Disability Parking Scheme). In addition, 75 new “community” parking spaces will be provided in proximity to the NKPS which will be available for use by teachers.

**On-street:** In general, there is currently unrestricted parking in the neighbourhood surrounding the new school. However, out of respect to our local neighbourhood, staff are encouraged not to park on-street.

A kiss and drop location will be primarily located at the front of the school on Hezlett Road (in an indented lay-by, which will likely provide space for about 13 vehicles).

The lay-by is proposed to be designated as “No Parking” zone as vehicles are not permitted to park for more than two minutes and drivers must remain within 3 metres of their vehicle. This will facilitate improved turnover and efficiency of operation during pick-up and drop-off periods as vehicles should be left unattended.

**What if I need to use a car?** In some cases there are good reasons why staff and parents may need to use a car on a particular day. Staff may have teaching material to carry, need to work late or need to run an errand at lunchtime. Parents may be dropping off children on their way to another





destination such as work. This GTP encourages staff and parents to think about non-car travel and only use a car when other options don't suit.

**Carpooling:** Can you catch a ride with another staff member who lives near you? Carpooling saves money and reduces congestion on our roads and pressure on parking. It also gives teachers and other staff the opportunity to develop new friendships with co-workers or other commuters.

### Mode Share Targets

As indicated previously, the NKPS GTP encourages a modal shift away from cars by establishing a culture of active and public transport use. To evaluate this progress, there is a need to regularly monitor the GTP implementation. The success of the GTP is measured by setting modal share targets and observing the travel routines of students and staff over time. Table 1 shows the proposed modal splits targets. These targets have been developed based heavily on the amount of available parking as it is known that parking availability is an incentive for car use.

Table 1 – Proposed modal splits- Targets

Main method of Travel	Modal Split (teachers)		Modal Split (students)	
	No.	%	No.	%
Car	30	75%	300	30%
Walk	2	5%	400	40%
Cycle	2	5%	200	20%
Public Transport	6	15%	100	10%
<b>TOTAL</b>	<b>40</b>	<b>100%</b>	<b>1,000</b>	<b>100%</b>

Note: Kiss and Ride drop offs presume 30 minute window for drop offs and a 3 minute turn around for drop-offs.

### Mode Share Monitoring

To monitor the changes in travel routine over time, it is recommended for travel surveys to be undertaken after 3 months, 1 year, 3 years and 5 years of school opening. Mode of Travel Surveys will be released to the school community (staff, students, carers) at these times during the academic year. This can also be undertaken with a 'hands up' survey. This involves a survey administrator entering each class room and having students put their hands up for each travel mode and recording a tally. This method is often a more reliable method as it will achieve the greatest response rate.

The purpose of the survey is to determine whether the GTP is having the desired effect on staff and students' travel patterns and the mode share of trips to and from the school.

### Potential School-Specific Measures to Achieve Mode Share Targets

To support and encourage the transition in travel towards sustainable choices, the school can consider a range of measures be put in place to ensure the right balance of incentives and disincentives are in place to 'nudge' travel behaviour in the desired direction. As many of these factors



are outside the responsibility of the school, it will require the school community (possibly via a 'Green Travel Committee' comprising of interested staff, students and parents) to work with local Government and transport agencies.

#### Walking

The school could actively seek local and State Government support for the following pedestrian infrastructure surrounding the school:

- Generous footpaths to and from key public transport bus stops (e.g., Hezlett Road) and hubs (e.g., Kellyville Station).
- Increased attractiveness of walking infrastructure through landscaping which provides shade and added greenery which can buffer pedestrians from traffic;
- Incorporating traffic calming measures such as reduced posted speed limits, narrower street widths, speed humps, and raised crosswalks; and
- Adequate pedestrian crossing points including controlled crossing points if necessary.

Staff initiatives could also be implemented to encourage walking to school. Initiatives such as “10,000 steps per day” – where staff members are rewarded for achieving the 10,000-step goal over a set period – or a workplace walking group – where staff members who live locally are invited to walk together. Information regarding these initiatives could be circulated via email, school newsletter, posted on noticeboards or on the school website to promote participation.

#### Cycling

The school could promote cycling to school through:

- The provision of both end-of-trip facilities within the school (e.g., bicycle parking, locker, shower for staff and bicycle and scooter parking for kids); and
- Run bicycle skills courses for students; and
- Participate in Ride-to-School day – held annually in March

The school could actively seek local and State Government support for the following cycling infrastructure surrounding the school high quality cycling infrastructure. For example, on-road separated cycleways, off-road shared paths are both appropriate infrastructure responses for children on roads with moderate traffic. Such cycling infrastructure, that is safe for children, has been proven to be very successful in increasing cycling mode share to schools.

#### Bus and Train

Some school students are applicable for the School Opal Card via the School Student Transport Scheme. To maximise the use of bus and train, noticeboards and school newsletters could include relevant information to increase awareness of the alternative transport options available. The school could also consider the provision of Opal Cards as part of their salary package to facilitate travel for staff.



#### Parking

The school could actively seek local government support for increased management of on-street parking surrounding the school, including the monitoring of on-street parking by parking inspectors / rangers.

It is noted that it is illegal for cars to queue across bus zones, pedestrian crossings and double park and carry heavy fines. Enforcement of this will quickly stop this behaviour and the school can work with council if it becomes an issue.<sup>1</sup>

#### Car Pooling

The school could promote staff carpooling to school through:

- The provision of priority designated parking within the staff car park.
- An online carpooling forum could be developed to promote workplace group travel. This forum would provide a platform for people travelling on the same route to form groups. Information could be posted on the staff website, noticeboards or in newsletters.

#### Car Share

To reduce car ownership it is recommended that the school consider the provision of GoGet membership. This would encourage staff to utilise future car sharing facilities near the school and enable people who travel by active travel to undertake emergency car trips if necessary throughout the day.

The school could consult with The Hills Council to investigate the feasibility of implementing additional car sharing facilities in the neighbouring area.

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<sup>1</sup> The Hills Shire Council have a "request a school zone patrol" facility to monitor and control traffic and parking issues.  
<https://epathway.thehills.nsw.gov.au/ePathway/Production/Web/mobility/Citywatch/index.html?Module=ECRREQ&Type=PA03>



**Actions**

The key strategy and framework action table is summarised in Table 2. It should be noted that the below details will be updated as required. However, it is emphasised that the availability for the suggested strategies is a key factor in influencing travel patterns.

The implementation of this GTP will require a formal Travel Plan Coordinator (TPC) who will have responsibility for further developing, implementing and monitoring the GTP. The TPC will be an independent expert of an appointed staff member of the school.

*Table 2 – Framework Action Table*

Strategy	Action	Targeted Audience	Timeline	Responsibility
<b>Managing Car Use</b>				
Car Sharing	Consider obtaining car sharing membership to reduce car occupancy	Staff	Prior school opening	School
Car Pooling	Establish a car pooling system to reduce single occupancy – priority parking for ‘sharers’	Staff and Students	When all staff are employed;  When all students are enrolled	School
<b>Promoting Public Transport</b>				
Bus / Train	Consider provision of Opal Cards as part of salary packages.	Staff	When all staff are employed	School
<b>Promoting Cycling and Walking</b>				
Landscaping and greenery	Consider landscaping and added greenery to increase the attractiveness of walking	-	Prior school opening; ongoing	School advocacy to Council
End-of-Trip facilities	Provide bicycle parking, showers, lockers and change rooms	Staff	Prior school opening	School



## Green Travel Plan:

### North Kellyville New Primary School

Strategy	Action	Targeted Audience	Timeline	Responsibility
	Bicycle and scooter parking	Students	Prior school opening	School
High quality cycling infrastructure	On-road separated cycleways, off-road shared paths	Staff, Students and Carers	Prior school opening	School advocacy to Council
Ride-to-School day	Participation in Ride-to-School day	Staff, Students and Carers	After school has opened	School
Bike Skills Course	Running a bike skills course as part of the curriculum	Students	After school has opened	School
10,000-step Challenge	Establish a 10,000-step challenge	Staff	After school has opened	School
<b>Other</b>				
Green Travel Plan	Provide staff with the Green Travel Plan to encourage sustainable travel choices	Staff	Staff induction	School
Establishment of a Green Travel Committee (GTC)	GTC could be responsible for the advocacy and coordination of specific initiatives in the GTP.	Staff, Students, Parents/Carers	Once the school is opened/ongoing	School
Ongoing Review	Ongoing review and update of the GTP to add or adjust measures as required should the targets not be achieved. Possible hands-up survey.	-	Ongoing	School