



TRINITY
GRAMMAR SCHOOL

Green Travel Plan Bishop Chambers House

Contents

| | |
|--|----|
| Introduction | 3 |
| Location of Bishop Chambers House (BCH) | 3 |
| Car Parking | 5 |
| How to get to and from Bishop Chambers House | 7 |
| Public Transport..... | 7 |
| Walking | 8 |
| Cycling | 9 |
| Trinity Bus | 10 |
| Service Reviews | 11 |
| Car Pooling | 11 |
| Management and Monitoring | 11 |
| Governance and Leadership | 11 |
| Management and monitoring | 12 |
| Promotion | 12 |
| Conclusion | 12 |

Introduction

A Green Travel Plan (GTP) is a management strategy for delivering long term behavioural change towards sustainable travel patterns. It is about understanding how people make their transport decisions and using this to influence behaviours that lead to better organisational and health outcomes, while reducing adverse impacts such as congestion.

The plan will provide students, staff and parents with the framework, tools and actions to make sustainable transport choices. The information in this GTP is to be provided to students, staff and parents prior to the use of the site.

Location of Bishop Chambers House (BCH)





Figure 1 Bishop Chambers House Location

Car Parking

All students, staff and persons attending the site are not permitted to park in the surrounding streets. They must park at the main campus located at 119 Prospect Road and use the pedestrian path to walk to and from Bishop Chambers House as shown in figure 3. The car park located at the main campus is accessed off Victoria St as indicated in figure 2 below. The proposed parking spaces will adequately meet the parking demand within the School both now and into the future.



Figure 2 Car Park Entry

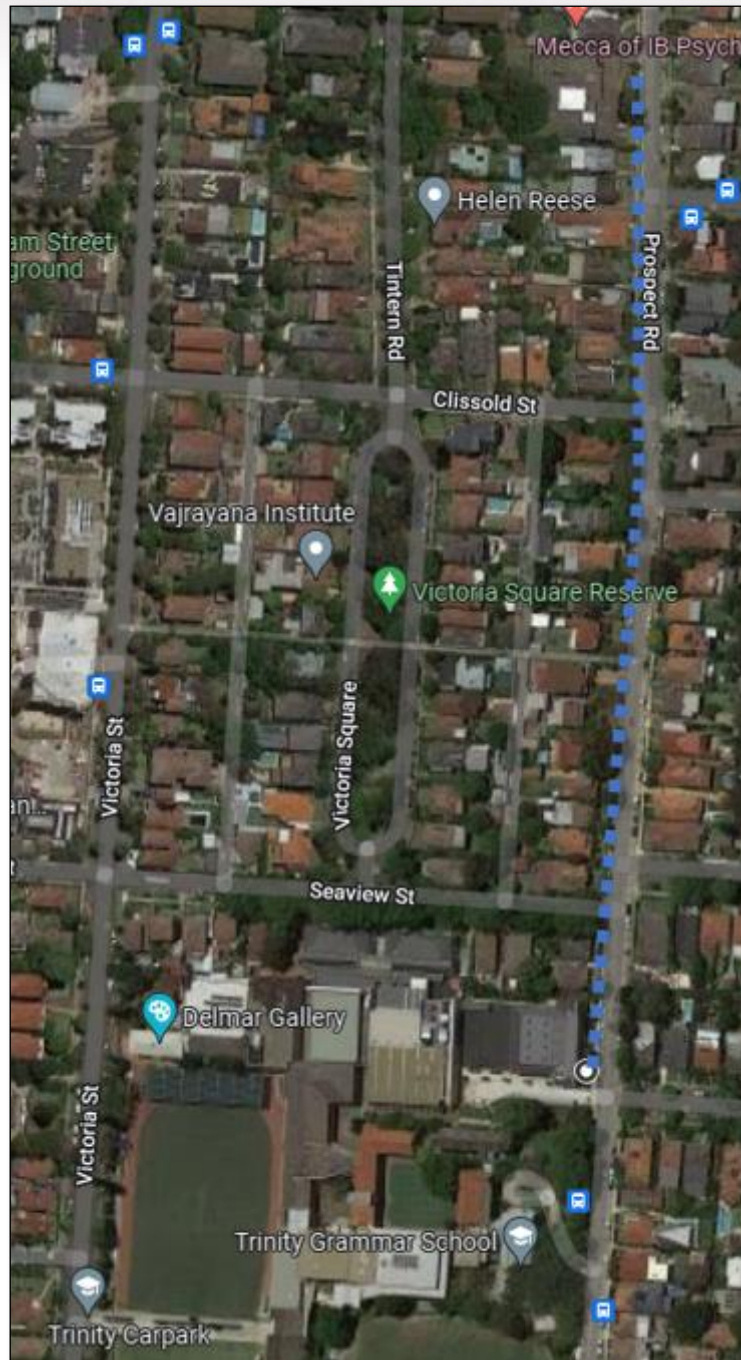


Figure 3 Walking Route to and from main campus

How to get to and from Bishop Chambers House

There are numerous ways in which Bishop Chambers House can be accessed. These include:

Public Transport

Bishop Chambers House is serviced by the public bus network, heavy rail and light rail. Based on the Travel Survey, the majority of students who travel by train access Ashfield or Summer Hill stations when travelling to the School's main campus. The walk to BCH from Summer Hill Station is less than 1 kilometre, and 1.3 kilometres from Ashfield Station and The Waratah Mills light rail stop. This should take no longer than 15 minutes. Students have the option to use the 406 bus from Ashfield Station which stops 433 metres from BCH and runs every 30min during peak times.

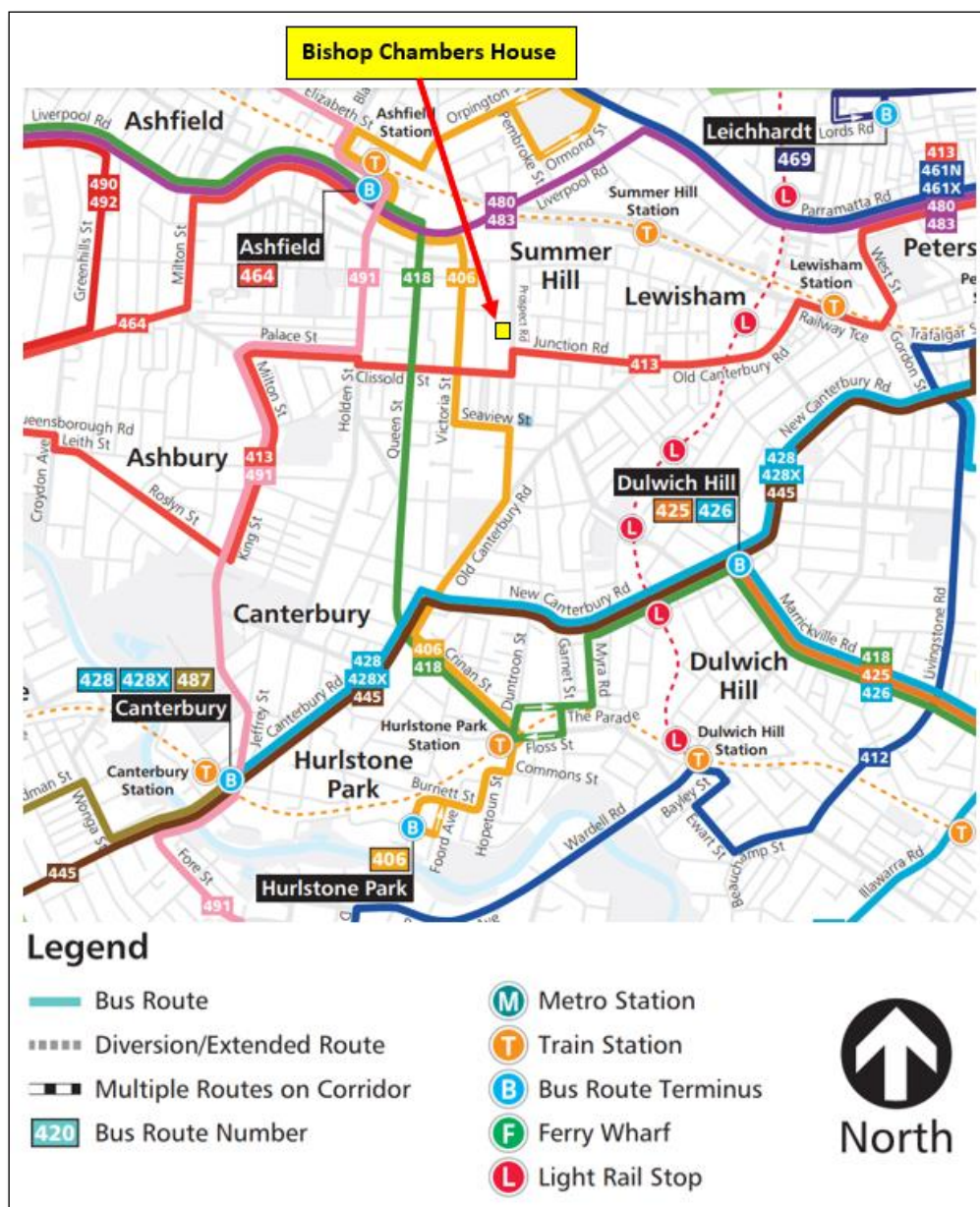
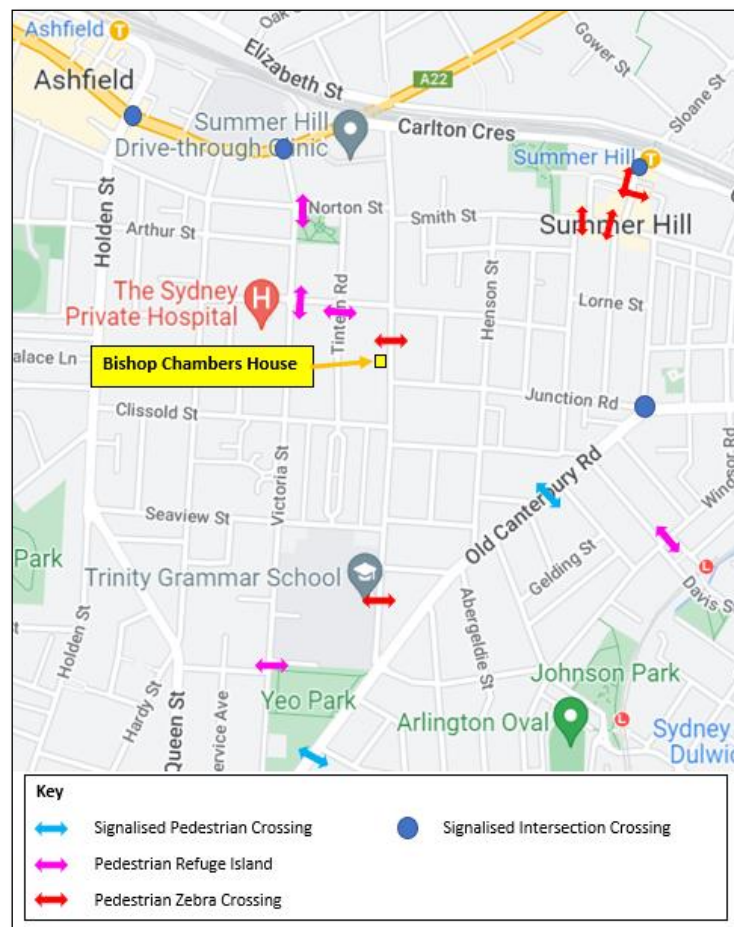


Figure 4 Public Transport near Bishop Chambers House

Walking

All streets around the School have concrete footpaths on both sides of an adequate size for the student volumes. The pedestrian infrastructure is outlined below:

- ▲ There is a raised pedestrian (zebra) crossing 40 metres to the north of BCH on Prospect Road.
- ▲ There is a pedestrian (zebra) crossing on Prospect Road near the entrance to the School, and this will be upgraded to a raised pedestrian crossing.
- ▲ There are two signalised pedestrians crossing on Old Canterbury Road. Students that access light rail may use this facility.
- ▲ A pedestrian refuge island has been provided on Old Canterbury Road near Constitution Road. Students that access light rail may use this facility.
- ▲ A pedestrian refuge island on Victoria Street at the southern end of the School (near Yeo Park).
- ▲ There are four pedestrian (zebra) crossings for possible use in the Summer Hill Village.
- ▲ A pedestrian refuge island on Norton St near Victoria St.
- ▲ A pedestrian refuge island on Robert St near Victoria St; and
- ▲ A pedestrian refuge island on Windsor Rd near Weston St.



Cycling

As part of Trinity Grammar School's GTP, students and staff are encouraged to cycle to School. The School will have in place 96 bicycle parking spaces and will be upgrading their end of trip facilities. All students, staff and persons wishing to access BCH will be encouraged to cycle to the main campus, use the end of trip facilities and then walk to BCH. Cycling and walking routes are also displayed on the Trinity App as shown in figures 5 and 6 below.

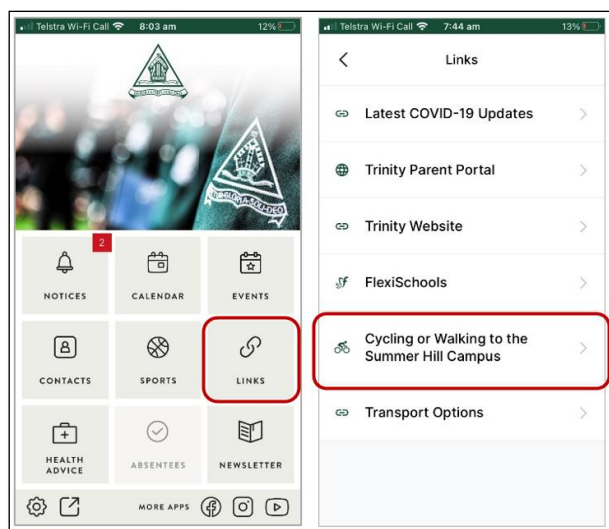


Figure 5 Trinity App Link to Cycling or Walking routes

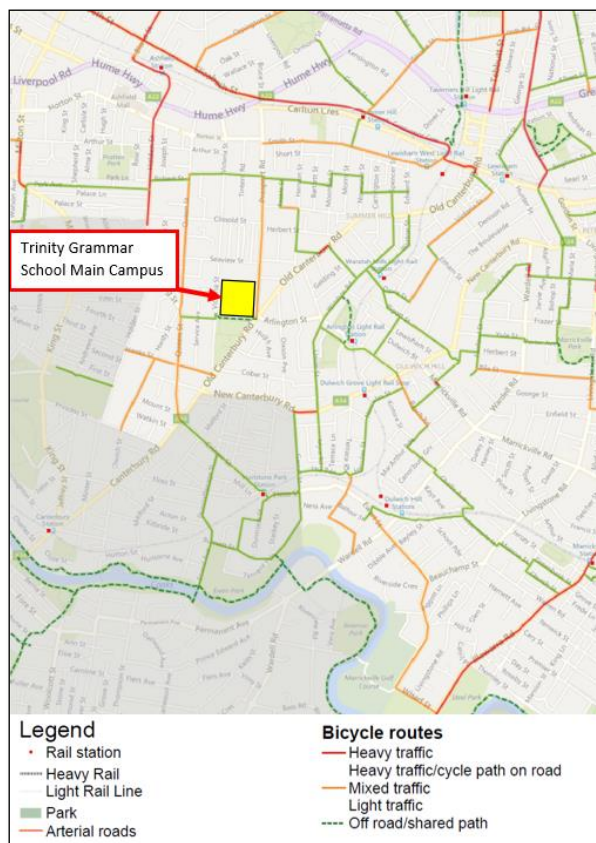


Figure 6 Extract from Inner West Council Cycling Routes

Trinity Bus

The School operates a substantial bus network to meet the needs of its students and 28% of students use this service to travel to School. This service runs in the mornings with students arriving between 8.00 and 8.15am and departing in the afternoons between 3.45 and 4.05pm. Students will arrive at the main campus and then walk to BCH. The network for this service is shown in Figure 7.

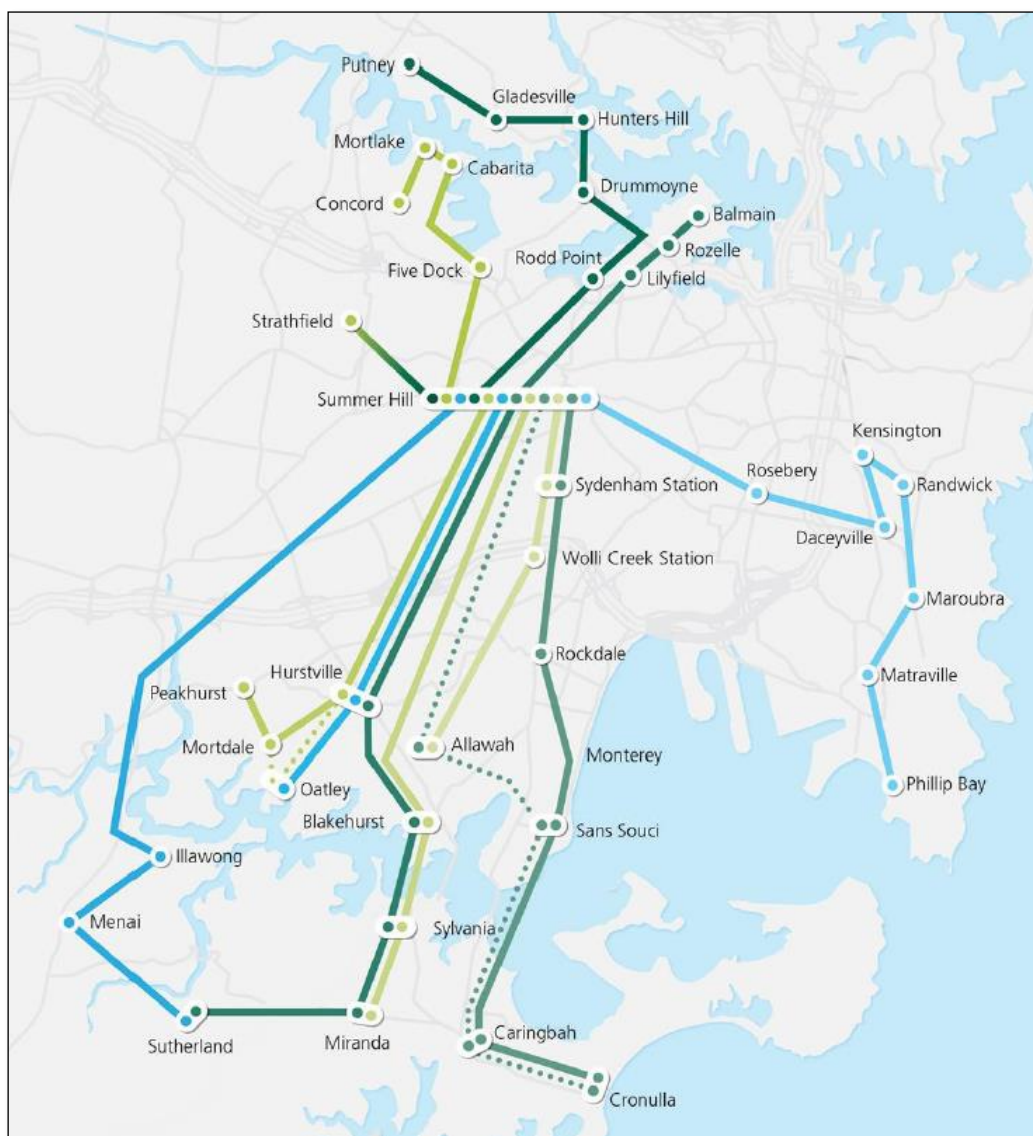


Figure 7 School operated bus network

This mode of travel to and from School is well used by students. The School provides excellent information on the Trinity App and its website on the operation of this service.

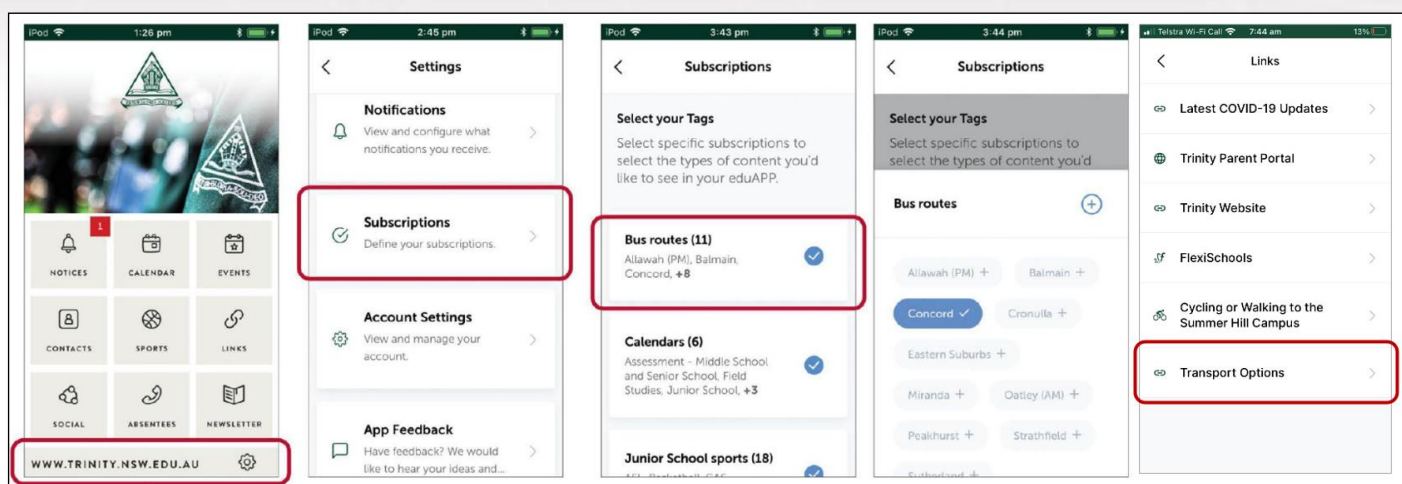


Figure 8 Trinity app bus service subscription screenshot and link to Transport Options

The network has been well designed to meet the dispersed student catchment. The School bus service is the most heavily favoured sustainable transport mode for students. Reliability and convenience are likely to be the key contributing factors for students and parents selecting this mode.

Service Reviews

The School has a process for reviewing services. Capacity constraints are reported in various ways by students, parents, staff and the bus drivers. The central coordination point is the Student Services Office that will then allocate the request/ concern to the relevant person. The School's Head of Operations manages the bus services.

Car Pooling

Carpooling is an opportunity to reduce the number of trips on the network by combining trips that might otherwise be taken by a single occupant. The School will encourage a carpool system for staff to reduce the number of trips and investigate and encourage carpooling by families.

Management and Monitoring

Governance and Leadership

Ownership for the implementation and monitoring of this GTP will sit with the Head of Operations (Summer Hill) with support from the Bursar, Deputy Head Master - Strategy and Policy, Head Master and relevant School departments including Marketing and Communications. Senior Executive support of the GTP is critical to ensuring its success and will be demonstrated by:

- ▲ Leading by example and actively promoting implementation.
- ▲ Providing recurrent budget and resources for implementation.
- ▲ Being highly consultative and engaged in developing, implementing and reviewing the GTP.

Management and monitoring

GTPs should evolve and develop over time. They should be flexible enough to respond to change and adapt to either accelerate or refocus actions throughout the lifecycle of the plan. Part of this process is to review and monitor the plan on a regular basis.

Promotion

The GTP will be regularly promoted by the School using various existing methods including the Weekly Bulletin and the School website. Collateral will be developed by the School's Marketing and Communications department.

In keeping with the sustainability objective inherent in a GTP, printed promotional materials will be kept to a minimum and electronic format such as apps, social media, or the School's website will be used instead.

Conclusion

Given a GTP is a behaviour change tool, it is important to recognise that change will take time. Any behaviour change program requires a strong level of consultation and engagement to be successful, and it is important that this approach is taken in developing these actions and implementing them.

A Green Travel Plan is a useful tool to manage the cumulative impacts of the development by enabling staff and students of the School to reduce reliance on private car travel and increase public and active transport use.

The School already has some excellent initiatives in place such as the School bus. The popularity of this service demonstrates that it significantly addresses the travel needs of the student population. The School should seek to further build on the success of this service as demand increases.

There are significant opportunities for improvement, in particular reducing the amount of staff using private vehicles and promoting walking and cycling within reasonable 2km and 5km catchments respectively.

3



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