St Catherine’s School – Operational Transport Management Plan (OTMP)

30 January 2017

OTMP | Andrew Grech
OTMP structure

• Objectives
• Existing site operations
• Implemented travel strategies
• Updated data
• Future travel strategies
• Monitoring and measuring
• Management review
• Special events
2017 RPAC timeline for January - June

January

- Term break

February

- Term 1: 30 January – 7 April
  - CCC meeting

March

- CCC meeting
  - Tender period

April

- Term break
  - Tender assessment
  - Negotiation and appointment of builder
  - New TAS space

May

- CCC meeting

June

- Term break
  - Significant demolition of old TAS, pool as part of construction
  - Existing services (water, power, drainage, etc)
  - RPAC info night
Organisations involved with St Catherine’s OTMP

Ongoing:
• Sandrick – Warwick Smith
• Kingsford Smith Travel (KST) – external provider of the school’s private bus service

During and mentioned in the Development Consent:
• ARUP
• Samsa Consulting (assisted NSW Department of Planning and Environment)

No longer used:
• Sydney Carpool

Current traffic and transport consultant:
• Traffix

Traffix assists the school by:
• Reviewing data obtained from surveys and car counts
• Drafting the OTMP
• Arranging counts in future
Ultimately, it is the school which is responsible for its traffic and transport impact. This is managed by:

- **Junior School –** Carlines organisation and attendance and escort JS students to buses
- **Admin –** school bus operations, receptionists with parents
- **Facilities –** provide JS Carline staff
- **Community Relations –** queries, concerns, surveys, announcements
- **Facilities – Traffic Control Officer**
- **Head of Finance and Operations –** covers transport initiatives, CCC liaison, SLT and prefect involvement in plans

**CCC meeting**
OTMP objectives

- Ensure the safety of students, staff, the public and those who will be impacted by traffic during site operations;

- Ensure that road users are aware of any proposed changed traffic conditions and that risks are identified and mitigated; and

- Ensure the proposed development has no net increase in private vehicle trips to the site
Table 1: Number of Staff and Students

<table>
<thead>
<tr>
<th>Year</th>
<th>Students</th>
<th>Staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 – 2020</td>
<td>1,050</td>
<td>202</td>
</tr>
<tr>
<td>2021</td>
<td>1,065</td>
<td>212</td>
</tr>
<tr>
<td>2022</td>
<td>1,080</td>
<td>212</td>
</tr>
<tr>
<td>2023</td>
<td>1,195</td>
<td>212</td>
</tr>
<tr>
<td>2024</td>
<td>1,110</td>
<td>212</td>
</tr>
<tr>
<td>2025</td>
<td>1,125</td>
<td>212</td>
</tr>
<tr>
<td>2026</td>
<td>1,140</td>
<td>212</td>
</tr>
<tr>
<td>2027</td>
<td>1,155</td>
<td>212</td>
</tr>
<tr>
<td>2028</td>
<td>1,170</td>
<td>212</td>
</tr>
<tr>
<td>2029</td>
<td>1,185</td>
<td>212</td>
</tr>
<tr>
<td>2030</td>
<td>1,200</td>
<td>212</td>
</tr>
</tbody>
</table>
OTMP existing site operations

- 56 on-site car spaces
  - 31 Albion street
  - 25 Macpherson street

- From earlier surveys, 150 of 202 staff drove to school. 94 parked on neighbouring streets

- During major events, on-site car parking remains restricted to staff
OTMP Implemented strategies

- Carpooling
  - Sydney Carpool service launched in February 2016
  - Two on-site parking spaces reserved for staff who carpool
  - 12 staff and 2 parent registrations only

- Active travel
  - Bicycle rack installed in February 2016
  - Restricted to staff only. Students continue to not be allowed to bike or scooter in
  - Number of bike spaces used ranges from 2-5 per day

- Bus service
  - Two additional services launched with newly appointed provider, KST in Term 1, 2016 (Bondi and Randwick services)
  - From Term 2, 2016 Bondi service replaced with a Maroubra service
  - The Maroubra service proved popular and a larger size bus was required
  - From Term 3, 2016 charging for service introduced being $198/term or $1.20 per trip
OTMP Implemented strategies

- Bus service

<table>
<thead>
<tr>
<th>Average student passengers in the</th>
<th>Morning</th>
<th>Afternoon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Term 1, 2016</td>
<td>30</td>
<td>28</td>
</tr>
<tr>
<td>Term 2, 2016</td>
<td>61</td>
<td>55</td>
</tr>
<tr>
<td>Term 3, 2016</td>
<td>29</td>
<td>30</td>
</tr>
<tr>
<td>Term 4, 2016</td>
<td>21</td>
<td>26</td>
</tr>
</tbody>
</table>

- Public buses (Opal travel pass)
  - The school is attempting to obtain detail of the number of active users of the hundreds of Opal travel passes issued

- Green Travel Plan
  - A Travel Access Guide (TAG) is issued to all new families which highlights public transport options to the school
OTMP Updated data

Baseline data used in the Development Consent:
• Traffic survey (tube counts and peak period turning counts) in March 2014
• Staff and student travel mode survey in May 2015

<table>
<thead>
<tr>
<th>Location</th>
<th>AM Peak (8am-9am)</th>
<th>PM School Peak (3pm-4pm)</th>
<th>PM Commuter Peak (5pm-6pm)</th>
<th>Weekend Peak (12pm-1pm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leichhardt Street</td>
<td>1,173</td>
<td>1,180</td>
<td>1,253</td>
<td>1,277</td>
</tr>
<tr>
<td>Albion Street</td>
<td>903</td>
<td>833</td>
<td>517</td>
<td>897</td>
</tr>
<tr>
<td>Macpherson Street</td>
<td>1,138</td>
<td>1,190</td>
<td>1,131</td>
<td>1,282</td>
</tr>
</tbody>
</table>
OTMP Updated data

- Staff and student travel mode survey in May 2015

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Driver</td>
<td>71%</td>
</tr>
<tr>
<td>Car Passenger</td>
<td>3%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>19%</td>
</tr>
<tr>
<td>Walk</td>
<td>5%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>AM Peak Period</th>
<th>PM Peak Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Vehicle</td>
<td>60%</td>
<td>46%</td>
</tr>
<tr>
<td>Walk</td>
<td>16%</td>
<td>24%</td>
</tr>
<tr>
<td>Bus</td>
<td>4%</td>
<td>7%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>15%</td>
<td>18%</td>
</tr>
<tr>
<td>Other</td>
<td>5%</td>
<td>5%</td>
</tr>
</tbody>
</table>

Data used in current OTMP
- Baseline data
- 2016 Results for private bus and carpool usage
- 2017 traffic data for last week of Term 1 (3-7 April) and first week of term holidays (10-14 April)
- 2017 staff and student travel survey in May 2017
OTMP Future Travel Strategies

 Originally:

**Students:**
- Additional 5% to utilise bus service
- Additional 5% to car pool
- Additional 5% to utilise public transport

**Staff:**
- 10% to utilise public transport
- 5% to participate in active travel
- 5% to car pool
OTMP Future Travel Strategies

2017 strategies:
• Increased patronage on bus services
• Walking (students) and cycling (staff)
• Carpooling – relaunch Semester 2

Beyond 2017 strategies:
• Active travel (students)
• Public transport

Table 10: ARUP 2014 Staff Travel mode splits and future targets

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Current Percentage</th>
<th>Future Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Driver</td>
<td>71%</td>
<td>51%</td>
</tr>
<tr>
<td>Car Passenger</td>
<td>3%</td>
<td>8%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>19%</td>
<td>29%</td>
</tr>
<tr>
<td>Active Travel</td>
<td>5%</td>
<td>7%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Table 11: ARUP 2014 Staff Travel Mode Splits

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Existing AM Peak Period</th>
<th>Future AM Peak Period</th>
<th>Existing PM Peak Period</th>
<th>Future PM Peak Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drop-off / Pick up</td>
<td>60%</td>
<td>45%</td>
<td>46%</td>
<td>31%</td>
</tr>
<tr>
<td>*Walk / Active Travel</td>
<td>16%</td>
<td>18.5%</td>
<td>24%</td>
<td>26.5%</td>
</tr>
<tr>
<td>Bus</td>
<td>4%</td>
<td>9%</td>
<td>7%</td>
<td>12%</td>
</tr>
<tr>
<td>*Public Transport</td>
<td>15%</td>
<td>22.5%</td>
<td>18%</td>
<td>25.5%</td>
</tr>
</tbody>
</table>

*Note: The ARUP targets set out 5% of travel to shift to car-pooling. Due to the limited uptake in this travel mode in 2016 the school is proposing to further increase public transport and active travel modes to reduce reliance on private vehicles.
OTMP Future Travel Strategies

For each strategy:
• Objectives and targets
• Timing
• Responsibility
• Funding
• Implementation
• Monitoring
Ultimately, it is the school which is responsible for its traffic and transport impact. This is managed by:

- **Junior School** – Carlines organisation and attendance and escort JS students to buses
- **Admin** – school bus operations, receptionists with parents
- **Facilities** – provide JS Carline staff
- **Community Relations** – queries, concerns, surveys, announcements
- **Facilities – Traffic Control Officer**
- **Head of Finance and Operations** – covers transport initiatives, CCC liaison, SLT and prefect involvement in plans
### Table 9: Contact details for responsible personnel

<table>
<thead>
<tr>
<th>Role</th>
<th>Person Responsible</th>
<th>Contact Details</th>
<th>Responsibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Control Officer</td>
<td>To be appointed</td>
<td>School to Provide</td>
<td>Manage all OTMP initiatives including, but not limited to: car pooling initiatives; walking and cycling route initiatives; organise active travel promotional documentation; ensure facilities are provided to enable staff and students to utilise walking and cycling routes. Maintain St Catherine’s OTMP. Collect and collate information for annual reporting to the Community Consultative Committee.</td>
</tr>
<tr>
<td>School Bus Operations</td>
<td>Director of Administration</td>
<td><a href="mailto:transport@stcaths.nsw.edu.au">transport@stcaths.nsw.edu.au</a></td>
<td>Operations of daily bus services including registration of students and queries; Review of bus routes and student uptake.</td>
</tr>
<tr>
<td>Transport Initiatives</td>
<td>Head of Finance and Operations</td>
<td><a href="mailto:headoffinance@stcaths.nsw.edu.au">headoffinance@stcaths.nsw.edu.au</a></td>
<td>Central authority for bus service and new transport initiatives; Monitoring and review of the St Catherine’s OTMP.</td>
</tr>
<tr>
<td>School Crossing Supervisor</td>
<td>RMS Representative</td>
<td></td>
<td>Assist children in safely crossing roads on their way to and from school.</td>
</tr>
<tr>
<td>Waverley Council Traffic Engineer</td>
<td>Waverley Council to provide</td>
<td></td>
<td>Request and receive annual traffic reports from St Catherine’s.</td>
</tr>
</tbody>
</table>
OTMP – Management review

• Updated student and staff survey

• Results of surveys and traffic counts to CCC

• Results of surveys on school website
• Use of the completion RPAC facility has been estimated according to the “Indicative Usage Profile”

I) All car spaces (min 47) within the DJSC and RPAC basements are made available for aquatic centre users after 6pm weekdays and all day during the weekend.

II) All car spaces on site (min 75) are made available to attendees of all major events held in the auditorium or all where non-students are in attendance.

III) The aquatic centre is not available to external attendees when there is any evening or weekend event occurring on site.