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Dear Adam

## **St Catherine's School Response to PAC questions**

This letter provides a response to the following questions raised by the Planning Assessment Commission relating to traffic matter associated with the St. Catherine's School development application (SSD 6339).

**Provide the details of the Brisbane City Council School Travel Program Case Study? It would be particularly helpful to understand how behavioural changes have been achieved and maintained over the longer term.**

The Brisbane City Council School Travel Program was studied in June 2009 by Healthy Spaces and Places - *a national program between the Australian Local Government Association, Planning Institute of Australia and Heart Foundation*. Data was reviewed for 2008 and 2009 and included in the case study appended to the Arup Transport Strategies Report (September 2015). This program is an ongoing program run by Brisbane City Council however there is no further evidence/literature available that details how behavioural changes have been achieved and maintained over the longer term.

To find out how children currently travel to places, the established survey method used is the 'hands up' survey of a team or class, asking how they travelled there that day. Arup approached Professor Chris Rissel from the University of Sydney who is also a Director of the NSW Office of Preventive Health. He specialises in health promotion and has authored many papers dealing with school travel. He commented that the hands up survey gives quite similar results as other methods, but is very cheap and simple to do. You can take a lot of time in class to record, or try and do a parent survey, but you don't get a greatly different result and the main thing is to use a consistent approach over time so you can see change. Arup also spoke with Lea Gamble who works in the Behaviour Change unit, Transport Planning & Strategy at Brisbane City Council. They regularly use the 'hands up' survey method which is conducted on a daily basis through the survey period providing very consistent results. The NSW Healthy Kids website has a link to the survey method: <http://www.healthykids.nsw.gov.au/campaigns-programs/childrens-active-travel.aspx>

Professor Rissel commented that the earlier Sydney trial in 2007 was inconclusive overall, with some schools doing spectacularly well, but others not so well. The best performing

schools were where the whole school participated in the travel program and it changed the general norm about getting to school. In general, most of these programs were evaluated using weak study designs in which small sample size or uncontrolled pre and/or post-studies undermine the findings.

As these initiatives are reliant on a cultural shift towards the adoption of alternate modes of travel, it is imperative that the educational institution promoting these initiatives provide leadership for this behavioural change. In the case of St. Catherine's School, the School is assuming this leadership role by conducting an annual in depth online travel questionnaire and developing tailored travel programs to meet the needs of their students and staff and respond to fluctuations in travel habits over time.

A literature review undertaken by Dr Jan Garrad in July 2011 indicates that elements of a successful strategy to increase active travel and alternative travel methods to school that includes school-based programs, together with area-wide and population-wide strategies for increasing active travel in the wider community, could include:

- Setting goals and targets (e.g. an increase of 5% in the walking and cycling mode share of travel to education in a 5-year period).
- Specifying components of the strategy (e.g. incorporating the 4Es: Education, Encouragement, Engineering and Enforcement).
- Well-defined 'program logic' (e.g. are we doing the right things? Is the intervention 'dose' appropriate? Is the program reach adequate?).
- Identifying partners, responsibilities and resources (e.g. who is responsible for each component?).
- Monitoring and evaluation (e.g. including measures of travel to school in school data collection systems).

It is recommended that the school consider these elements when preparing the implementation strategy for each of the initiatives in order to provide a framework for the ongoing monitoring and evaluation of these initiatives. This process will assist the school with monitoring the uptake of each travel initiative and sustaining the behavioural change.

Reference is also made to the NSW Travelsmart Schools Program for which a before and after study was conducted in 2006-2007. Clovelly Public School was one of five schools that participated with the Year 5 and 6 students undertaking the travel survey. The summary report by Denise Fry, Health Promotion Service Sydney South West Area Health Service, provides the following results for Clovelly (School B in the report):

- 12% decrease in car use for travel to school
- 25% decrease for travel from school
- 13% increase in walk to school
- 21% increase in walk from school.
- No change for bus/train use to school
- 4% increase for bus/train from school.

These results show a considerable move away from private car for the journey to and from school.

**The Commission has been advised that garbage trucks servicing the school are currently unable to turn around and must reverse back along Leichhardt Lane to exit. The Commission understands it should be possible to resolve this issue as part of this proposal. Is there any reason why garbage trucks servicing the site would not be able to enter and leave in a forward direction?**

Correspondence from Geoff Garnsey, Manager – Traffic and Development at Waverley Council dated 9 January 2014 provided comment on waste collection (see attached):

*Council currently collects waste and recyclable materials from the college via Leichhardt Lane. Council's Waste Supervisor informs trucks are reversed along Leichhardt Lane from Leichhardt Street before 7am with bins being emptied into the truck in the vicinity of the Ausgrid substation. As the truck is too large to travel around the bend in Leichhardt Lane to access the gates at the proposed bin store, the following will be required:*

- a) The bins will need to be wheeled by persons from the college to a suitable and second bin bay area within the site near the substation and wheeled back once being emptied; or*
- b) The bin storage area needs to be deleted from the location proposed and relocated so as to be in the vicinity of the substation.*

*The latter is preferred on resident amenity grounds.*

A subsequent submission from Mr. Peter Monks Director, Waverley Futures, reiterated this advice in a letter to Mr. Peter McManus (Senior Planner at the NSW Department of Planning and Infrastructure) dated 25 November, 2014, submitted following the 30 day exhibition of the application (see attached).

The waste strategy for the Master Plan was designed around the guidance of this advice provided by Waverley Council.

Additionally, prior to the submission of the development application, waste generated by the School was initially collected by Waverley Council from Albion Street. In response to noise complaints from Albion Street residents, it was agreed with Waverley Council that waste collection would be relocated to Leichhardt Lane. Further noise complaints were received by residents of Leichhardt Lane and the School subsequently requested that waste collection now occur after 9am on weekdays to eliminate early noise impact on residents as well as to avoid morning peak.

The School has maintained ongoing communication with Waverley Council's Sales and Marketing Manager Commercial Waste (Mr. Joe Torrisi) who has been helpful in providing ongoing advice and assistance in order to respond to the concerns raised by residents.

Swept paths have been prepared for a typical council garbage truck to determine whether or not there is sufficient space for a truck to enter and exit the site in a forward direction in Leichhardt Lane.

SKT101 and SKT102 show the garbage truck entering and exiting the school site in a forwards direction from Leichhardt Lane. Both directions of travel require a very wide gate opening to be provided and require the truck to traverse approximately 40m into the site. The truck also needs to cut the corner in Leichhardt Lane and traverses across private property to execute the turn. The swept paths demonstrate that the typical truck employed by Waverley Council is too large to manoeuvre through the bend on Leichhardt Lane without imposing on private property. These findings are consistent with advice provided by Geoff Garnsey.

**The Samsa report notes that the Macpherson St intersections with Albion and Leichhardt Streets are at capacity. The Commission understands that shifts in travel modes are intended to reduce vehicle traffic levels at these intersections. As noted in the Samsa Report, the successful resolution of the current traffic and parking issues all rely on the success of the Operational Travel Management Plan and associated behavioural changes. In the event that the targeted behavioural changes are not achieved the school would need to contribute to road and intersection upgrades. The Commission would be interested to understand the Applicant's proposed timeframes for achieving the necessary improvements, including how these would be measured, in order to demonstrate that it should not be responsible for funding the relevant intersection upgrades.**

The key requirement is to determine the degree to which any deterioration in intersection operation is being contributed to by school activity and/or by background traffic growth respectively. The monitoring program recommended for discussion with the Waverley Traffic Committee includes a number of components:

- Maintaining an annual questionnaire survey to be completed by staff and students to enable a travel report to be prepared for submission to Council. This is to be undertaken by the School using a consistent approach for annual comparison of results. This survey will measure the effectiveness of the travel strategies by monitoring the changes to the mode of travel used by staff and students from the baseline data illustrating private vehicle use as at the time of the application. This provides the School with meaningful data to make informed decisions to ensure the validity of their travel strategies and keep private vehicle use to a minimum over the medium term.
- Traffic surveys to monitor the flow of traffic on the school frontage roads of Macpherson Street, Albion Street and Leichhardt Street on an annual basis. Road tube counters are proposed to be installed for a full week during term and a full week during a holiday period. This will allow the school generated traffic to be determined by comparing the difference between the surveys. It should be noted that this will pick up the change in traffic flows for all schools in the precinct which utilise these roads, however allows a comparison between the road tube surveys from one year to the next which should pick up background versus school traffic changes.
- Traffic flow observations at pick-up and drop-off areas by an independent traffic consultant to monitor the level of activity specifically generated by the school.

It is also noted that the Samsa report recommends that in the event that the targeted behavioural changes are not achieved, that the applicant contribute to road and intersection upgrades, as opposed to fully fund all works. Therefore it is important to measure intersection performance, school generated traffic and non-school generated traffic changes separately, regularly and consistently over time.

It is recommended that the survey program be undertaken in Term 1 and during the Term 1 break. This will enable the effectiveness of the programs to be determined early in the year and allow opportunity for encouraging greater take up of travel initiatives.

We trust this provides additional information to assist with the assessment of the proposal.

Yours sincerely

A handwritten signature in black ink, appearing to read "Andrew Hulse". The signature is written in a cursive style with a long horizontal stroke at the end.

Andrew Hulse  
Associate Principal