

**Darlington Public School**

**School Transport Plan**

304100854

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Prepared for:

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## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

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## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

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# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

Introduction

## Table of Contents

<b>1.0</b>	<b>INTRODUCTION.....</b>	<b>1.1</b>
1.1	SCOPE OF WORKS .....	1.1
1.2	SCHOOL OPERATION DETAILS.....	1.3
<b>2.0</b>	<b>SCHOOL CONTEXT .....</b>	<b>2-5</b>
2.1	SITE LOCATION.....	2-5
2.2	EXISTING ROAD NETWORK .....	2-5
2.3	WALKING AND CYCLING.....	2-6
	2.3.1 Walking .....	2-6
	2.3.2 Cycling .....	2.11
2.4	EXISTING PUBLIC TRANSPORT SERVICE.....	2.17
	2.4.1 School Transport Subsidies .....	2.17
2.5	CATCHMENT ANALYSIS SUMMARY.....	2.22
2.6	VEHICLE ACCESS AND PARKING .....	2.23
	2.6.1 Access .....	2.23
	2.6.2 Kiss and Drop .....	2.24
	2.6.3 Buses.....	2.26
	2.6.4 Service Vehicle .....	2.27
	2.6.5 Emergency Vehicles .....	2.29
	2.6.6 Accessible Parking.....	2.29
	2.6.7 Proposed Parking Changes .....	2.29
2.7	CRASH HISTORY .....	2.31
<b>3.0</b>	<b>TRAFFIC IMPACTS ON SURROUNDING STREETS AND MITIGATION MEASURES.....</b>	<b>3.34</b>
<b>4.0</b>	<b>EXISTING TRANSPORT MODE SHARE.....</b>	<b>4.35</b>
4.1	EXISTING STUDENTS .....	4.35
4.2	EXISTING STAFF .....	4.35
<b>5.0</b>	<b>PROPOSED MODE SHARE .....</b>	<b>5.37</b>



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

Introduction

<b>6.0</b>	<b>PROPOSED ACTION ITEMS.....</b>	<b>6.39</b>
6.1	ACTIVE TRANSPORT BEHAVIOURAL/ MANAGEMENT STRATEGIES.....	6.39
6.2	OPERATIONAL RECOMMENDATIONS .....	6.40
6.3	STAFFING .....	6.41
<b>7.0</b>	<b>MONITORING AND REVIEW PROGRAM .....</b>	<b>7.41</b>
7.1	PURPOSE.....	7.41
7.2	DATA COLLECTION.....	7.41
7.3	FREQUENCY.....	7.41
7.4	COMMUNICATION .....	7.42
<b>8.0</b>	<b>ACTION AND RESPONSIBILITIES .....</b>	<b>8.44</b>
<b>9.0</b>	<b>GOVERNANCE FRAMEWORK.....</b>	<b>9.1</b>
9.1	STAKEHOLDERS .....	9.1

## LIST OF TABLES

Table 1	School Operation Details.....	1.3
Table 2	Students Within Catchment Boundary .....	1.3
Table 3	Key roads within the study area.....	2-6
Table 4	Summary of Students Living in Walking Catchment Notional (Crow flies).....	2.9
Table 5	Summary of Students Living in Walking Catchment Actual (On-Path) .....	2.10
Table 6	Summary of Students Living in Cycling Catchment .....	2.16
Table 7	Proportion of Students Eligible for SSTS.....	2.18
Table 8	Bus Routes .....	2.19
Table 9	Bus Catchment Analysis.....	2.20
Table 10	Catchment Analysis Summary.....	2.22
Table 11	Crash History Data .....	2.32
Table 12	Student Existing Mode Share- In-Class Survey .....	4.35
Table 13	Staff Existing Mode Share- In-Class Survey .....	4.36
Table 14	Expected Travel Mode Usage by Distance.....	5.37
Table 15	Darlington Public School Mode Share .....	5.37
Table 16	Future Travel Mode Usage by Distance .....	5.38



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## Introduction

Table 17 Aspirational Mode Share Targets for Darlington Public School.....	5.38
Table 18 Communication Plan .....	7.42
Table 19 Action Table .....	8.44
Table 20 Action Table .....	9.1

## LIST OF FIGURES

Figure 1 School Enrolment Boundary.....	1.4
Figure 2 Site Locality.....	2-5
Figure 3 Pedestrian Infrastructure .....	2-7
Figure 4 Proposed Traffic Treatment.....	2-8
Figure 5 Students Living in the School Catchment Notional (Crowflies) .....	2.9
Figure 6 Students Living in the School Catchment Actual (On-Path).....	2.10
Figure 7 Existing Temporary Cycling Infrastructure .....	2.11
Figure 8 Proposed Cycling Infrastructure .....	2.12
Figure 9 End of Trip Facilities.....	2.13
Figure 10 Cycling Infrastructure .....	2.14
Figure 11 Cycling Map .....	2.15
Figure 12 Bicycle Catchment .....	2.16
Figure 13 School Student Transport Scheme Eligibility Map .....	2.18
Figure 14 Existing Bus Routes .....	2.21
Figure 15 School Pedestrian Access.....	2.23
Figure 16 Kiss and Drop .....	2.24
Figure 17 Kiss and Drop Spaces.....	2.25
Figure 18 Parking restriction at Golden Grove Street Drop-off and Pick-up Zone.....	2.26
Figure 19 Waste Collection Area.....	2.28
Figure 20 Proposed Parking Changes .....	2.30
Figure 21 Crash Locations .....	2.32
Figure 22 Relationship between Collision Speed and Probability of Fatality.....	2.33

## LIST OF APPENDICES

<b>APPENDIX A</b>	<b>EXAMPLE TRAVEL SURVEY .....</b>	<b>9.1</b>
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**DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN**

Introduction

**APPENDIX B    CONSULTATION RECORD .....9.1**

**APPENDIX C    CV.....9.1**

**APPENDIX D    TRAVEL ACCESS GUIDE.....9.1**



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

Introduction

## 1.0 INTRODUCTION

Cardno has been engaged by A W Edwards Pty Limited to prepare a School Transport Plan (STP) to support the redevelopment of Darlington Public School (DPS).

The DPS upgrade project consists of the demolition of the existing school buildings and the construction of a suite of new and upgraded administrative and classroom facilities. Based on a review of the Environmental Impact Statement (EIS) it is understood the following operating parameters will be increased:

- Student enrolment increased from 154 to 437 students
- FTE staff level to be increased from 22 to 63 persons
- Relocation of the existing preschool (capacity of 60 places to be retained)

This STP was prepared in collaboration with the School Principal Michelle McCormack and with reference to the Department of Education Transport Assessment Background and Reporting Requirements, Section C: School Transport Plan. This STP was informed by analytics of the student catchment data. While the targets for active travel are aspirational, the opportunity of shaping active travel behaviours at the outset is with the opening of new school facilities and introduction of new students to the school. By actively encouraging and promoting active travel, DPS may well become an exemplar school for active transport.

This STP was developed with focused and specific actions co-designed with the School Principal to increase the amount of safe active travel for students attending DPS.

The actions in the STP are designed to promote an increase in active transport activity to DPS. School Principal will be responsible for implementing, measuring, and monitoring the active travel program and recurrent funding to support the education, coordination, participation, and communication of the active transport program.

## 1.1 SCOPE OF WORKS

The scope of work is to address comments/conditions issued by the Department of Planning and Environment (DPE) with to prepare a STP (Condition Number D20) as detailed below:





# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## Introduction

D20 School Transport Plan (STP)	Section
<p>a) Be prepared by a suitably qualified traffic consultant in consultation with Council and Transport for NSW;</p>	<p><b>Appendix B-</b> Consultation records <b>Appendix C-</b> STP Author's CV</p>
<p>b) include arrangements to promote the use of active and sustainable transport modes, including:</p> <ul style="list-style-type: none"> <li>I. objectives and modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation);</li> <li>II. specific tools and actions to help achieve the objectives and mode share targets;</li> <li>III. details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development</li> </ul>	<p><b>Section 4</b></p> <p><b>Section 6</b></p> <p><b>Section 7</b></p>
<p>c) include operational transport access management arrangements, including:</p> <ul style="list-style-type: none"> <li>I. detailed pedestrian analysis including the identification of safe route options to identify the need for management measures such as staggered school start and finish times to ensure students and staff are able to access and leave the site in a safe and efficient manner during school start and finish;</li> <li>II. the location and operational management procedures of the drop-off and pick-up parking, including staff management/traffic controller arrangements;</li> <li>III. the location and operational management procedures for the drop-off and pick-up of students by buses and coaches including staff management/traffic controller arrangements;</li> <li>IV. delivery and services vehicle and bus access and management arrangements;</li> <li>V. management of approved access arrangements;</li> <li>VI. potential traffic impacts on surrounding road networks and mitigation measures to minimise impacts, including measures to mitigate queuing impacts associated with vehicles accessing drop-off and pick-up zones;</li> <li>VII. car parking arrangements and management associated with the proposed use of school facilities by community members; and</li> </ul>	<p><b>Section 2.3</b></p> <p><b>Section 2.6.2</b></p> <p><b>Section 2.6.3</b></p> <p><b>Section 2.6.3</b></p> <p><b>Section 2.6.1</b></p> <p><b>Section 3</b></p> <p><b>Section 2.6.7</b></p>
<p>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 plan; and</p>	<p><b>Section 7, Section 8</b></p>
<p>e) a monitoring and review program.</p>	<p><b>Section 7</b></p>



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## Introduction

### 1.2 SCHOOL OPERATION DETAILS

DPS is a public primary school for years K-6 with the current hours of operation of the primary school are between 9 am to 3 pm. The existing school currently has approximately 150 students currently enrolled and 22 full-time staff. The current and proposed operations of DPS are summarised in **Table 1** below:

**Table 1 School Operation Details**

Details	Existing	Proposed
Staff Number	22	63 <sup>(1)</sup>
Student Number	154	437
Hours of Operation	9am to 3pm	No Change
Out-of-school hours (OOSH)	3pm to 6pm	No Change

(1) Assuming Linear Change

The school has a designated local enrolment area, illustrated in **Figure 1**. The summary of students living in the school catchment is shown in **Table 2** Students Within Catchment Boundary below

**Table 2 Students Within Catchment Boundary**

Grade	No. of students in the catchment	No. of students outside the catchment	Total number of students	% of students in the catchment
Pre School	8	6	14	57.1%
K	10	5	15	66.7%
1	8	8	16	50.0%
2	10	8	18	55.6%
3	12	9	21	57.1%
4	19	6	25	76.0%
5	13	10	23	56.5%
6	15	7	22	68.2%
<b>Total</b>	<b>95</b>	<b>59</b>	<b>154</b>	<b>61.7%</b>

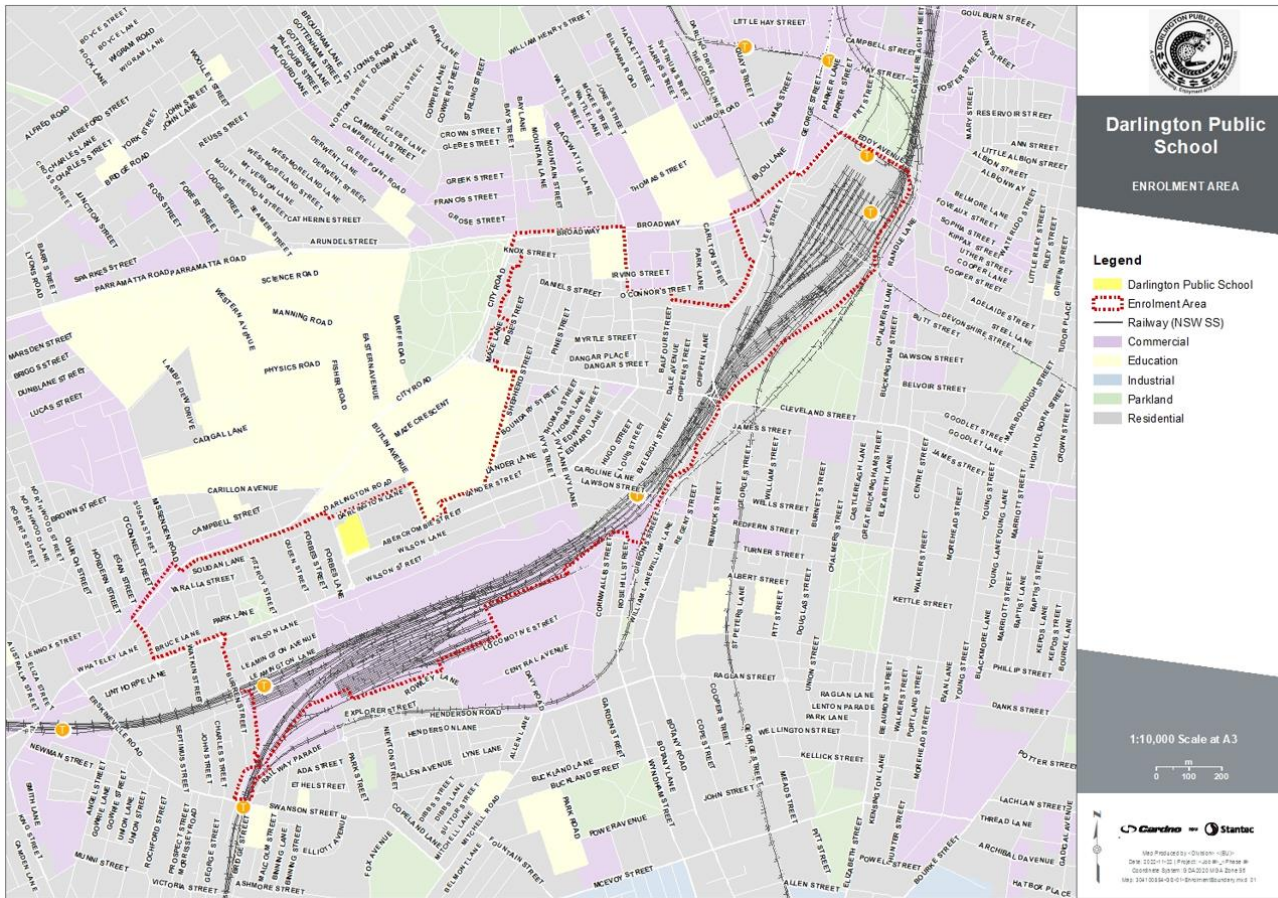
Hence 62% of the students attending the school are within the school's local enrolment area.



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## Introduction

### Figure 1 School Enrolment Boundary



## 2.0 SCHOOL CONTEXT

### 2.1 SITE LOCATION

DPS is an inner-city school servicing the suburbs of Chippendale, Darlington, and parts of Redfern and is located at the corner of Golden Grove and Abercrombie Street in Darlington adjacent to the University of Sydney.

The existing buildings were constructed to provide for a capacity of up to 230 students (currently some 154 students are enrolled). The proposed redevelopment will eventuate in a student population of 437 and an associated preschool for up to 60 children with associated increased staffing. The preschool will be relocated within the existing school campus.

**Figure 2 Site Locality**



### 2.2 EXISTING ROAD NETWORK

The network of roads within the study area supports pedestrians, cyclists, buses, and general traffic. Roads are managed by an administrative framework of state, regional, and local road categories. Classification is based on each road's connectivity and importance to the broader road network. State roads are managed



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

and funded by Transport for NSW, and regional/local roads are managed and funded by Council. Roads that have a high freight task are generally assigned a state road classification. Regional roads perform an intermediate function and due to their network significance, Transport for NSW provides financial assistance to councils for the management of their regional roads.

DPS is bounded by Darlington Lane to the north, Abercrombie Street to the south, and Golden Grove Street to the west. Key roads within the study area are listed in **Table 3**

**Table 3 Key roads within the study area**

Key road	Configuration	Road Type
Abercrombie Street	Abercrombie Street is a local road connecting Golden Grove Street to the west and Cleveland Street to the east. One through lane of traffic in each direction with centre line making.	Local Road
Darlington Lane	Darlington Lane is a service lane connecting Codrington Street and Golden Grove.	Local Road
Darlington Road	Darlington Road is a local road connecting City Road to the west and Butlin Avenue to the east. One through lane of traffic in each direction with no centre line making.	Local Road
Golden Grove Street	Golden Grove Street is a collector road route connecting King Street and Wilson Street. One through lane of traffic in each direction.	Local Road

## 2.3 WALKING AND CYCLING

### 2.3.1 Walking

Pedestrians are supported by the following infrastructure in the vicinity of the subject site:

- Footpaths are available in the surrounding street frontages providing convenient and direct connections between the School and the surrounding streets i.e., Darlington Road, Darlington Lane, and Abercrombie Street.
- Pedestrian (zebra) crossing is provided at both the Golden Grove Street and Abercrombie Street frontage.
- Pedestrian entries to the school are located at Golden Grove Street and Abercrombie Street.
- A separated cycleway along Wilson Street and shared zones along Little Eveleigh Street.
- Pedestrian (and bike) crossing on Wilson Street

The provision of formal pedestrian crossings generally improves safety for pedestrians. Golden Grove Street and Abercrombie Street have raised zebra crossings which increase safer opportunities and help to disperse pedestrian movements to/ from the school. A Pedestrian (and bike) crossing is also provided on Wilson Street.

The abovementioned existing pedestrian infrastructure is shown in **Figure 3**.



Figure 3 Pedestrian Infrastructure



Furthermore, a traffic treatment is proposed along Golden Grove Street and Abercrombie Streets (which has been endorsed by the City of Sydney council traffic committee) including a raised 'Give Way' intersection. The raised 'Give-Way' intersection and raised marked cycle and pedestrian crossing will assist in further improving road safety in the area as part of the City's commitment to calm traffic and improve the local amenity. It is understood that the intersection works is now complete.

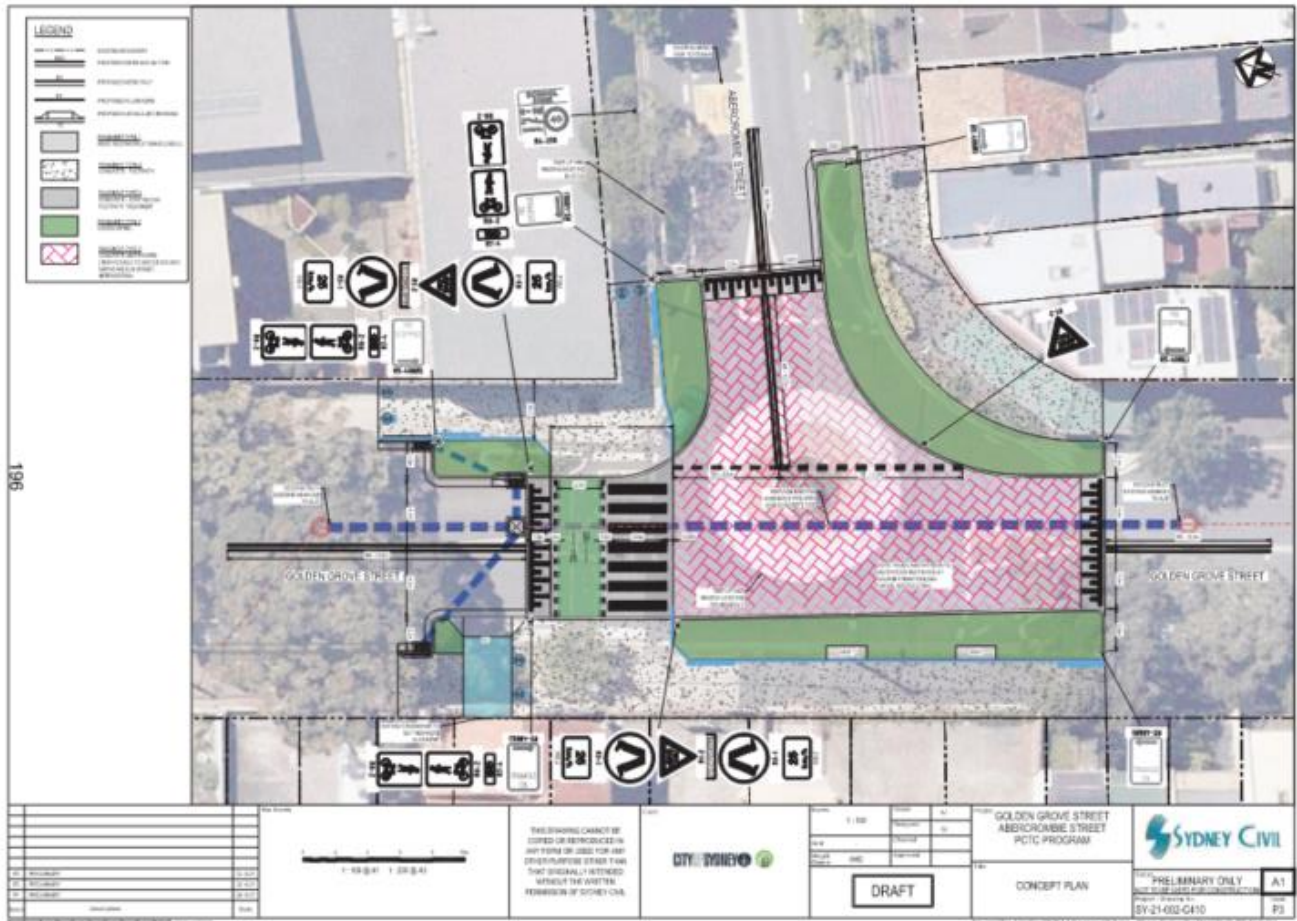


# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## School Context

The proposed treatment is shown in **Figure 3**.

**Figure 4 Proposed Traffic Treatment**



Source: <https://meetings.cityofsydney.nsw.gov.au/eDecisionDetails.aspx?AllId=12419>

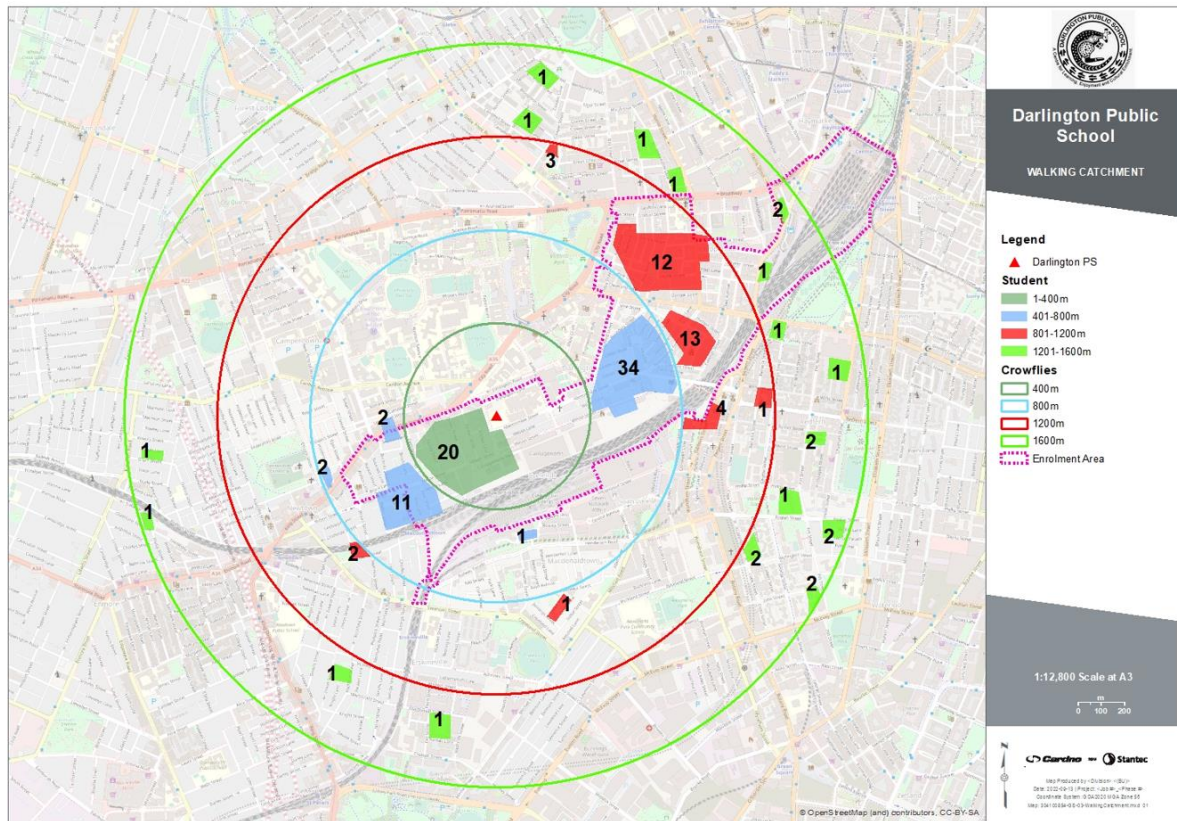
The 400/ 800/ 1,200/ 1,600m notional walking catchment and 5/ 10/ 15-minute on-path walking catchments, along with student residence locations, are shown in **Figure 5**.



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## School Context

**Figure 5 Students Living in the School Catchment Notional (Crowflies)**



Source: Depersonalised data received from Department of Education, mapped by Stantec

The percentage of existing students within the notional catchment of walking distance is shown in **Table 4** below.

**Table 4 Summary of Students Living in Walking Catchment Notional (Crow flies)**

Notional (within crowflies)				
	Catchment	Number of Students	% of Students	Cumulative %
●	400 m	20	13.0%	13.0%
●	400-800 m	50	32.5%	45.5%
●	800-1200 m	36	23.4%	68.8%
●	1200 m -1600m	21	13.6%	82.5%
	1600m+	27	17.5%	100.0%
	<b>Total</b>	<b>154</b>	<b>100%</b>	

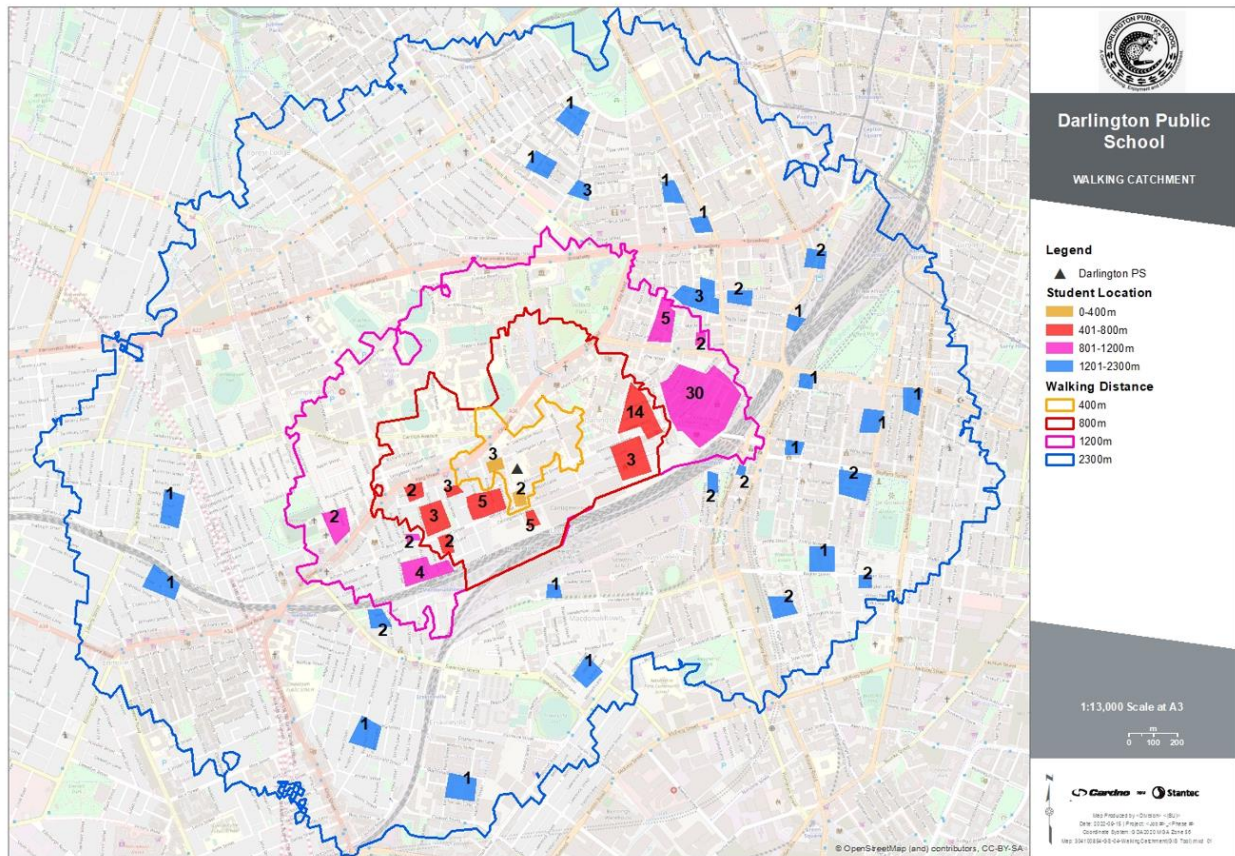




# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN





## School Context

**Figure 6 Students Living in the School Catchment Actual (On-Path)**



The percentage of existing students within the on-path catchment of the walking distance is shown in **Table 5** below

**Table 5 Summary of Students Living in Walking Catchment Actual (On-Path)**

		Actual (on-path)		
	Catchment	Number of Students	% of Students	Cumulative %
	400 m	5	3.2%	3.2%
	400-800 m	37	24.0%	27.3%
	800-1200 m	45	29.2%	56.5%
	1200 m -2300m	38	24.7%	81.2%
	2300m+	29	18.8%	100.0%
	<b>Total</b>	<b>154</b>	<b>100%</b>	



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

#### 2.3.2 Cycling

Cycling as a mode of active transport has great potential, especially for Year 5 and 6 primary school students. In NSW, as of 23<sup>rd</sup> July 2018, children under the age of 16 are allowed to cycle on the footpath, which keeps them safer and more protected from road traffic. This removes a lot of pressure on young children and early teens, who may not have the cognitive ability to be comfortable riding on the road. Furthermore, adults supervising children riding on the footpath may also accompany them on the footpath, encouraging both parents and children to take up cycling to get to their destination.

Furthermore, the school currently has temporary arrangement of 5 on-site bicycle parking facilities provided as a part of stage 1 works which are shown in **Figure 7**.

**Figure 7 Existing Temporary Cycling Infrastructure**



The school redevelopment proposal includes the provision of 63 bicycle spaces and 82 scooter spaces. The location of the proposed cycling infrastructure is shown in **Figure 8**.

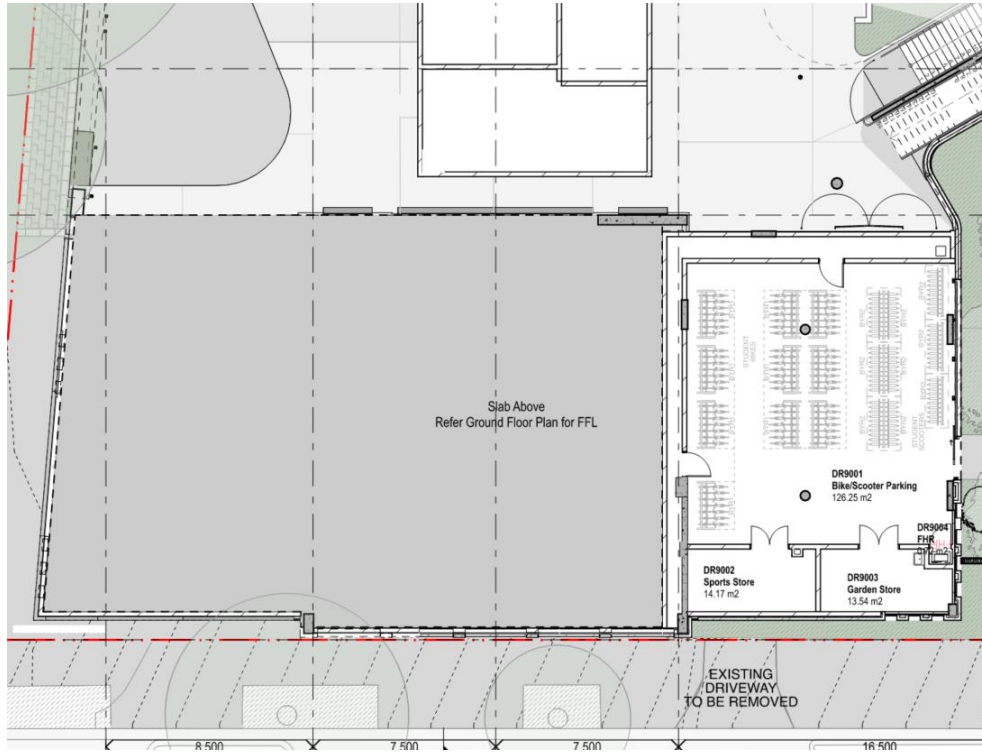


# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## School Context

Separate end of trip facility is proposed which includes change rooms and showers. The end of trip facilities is proposed at Level 1 which is shown below.

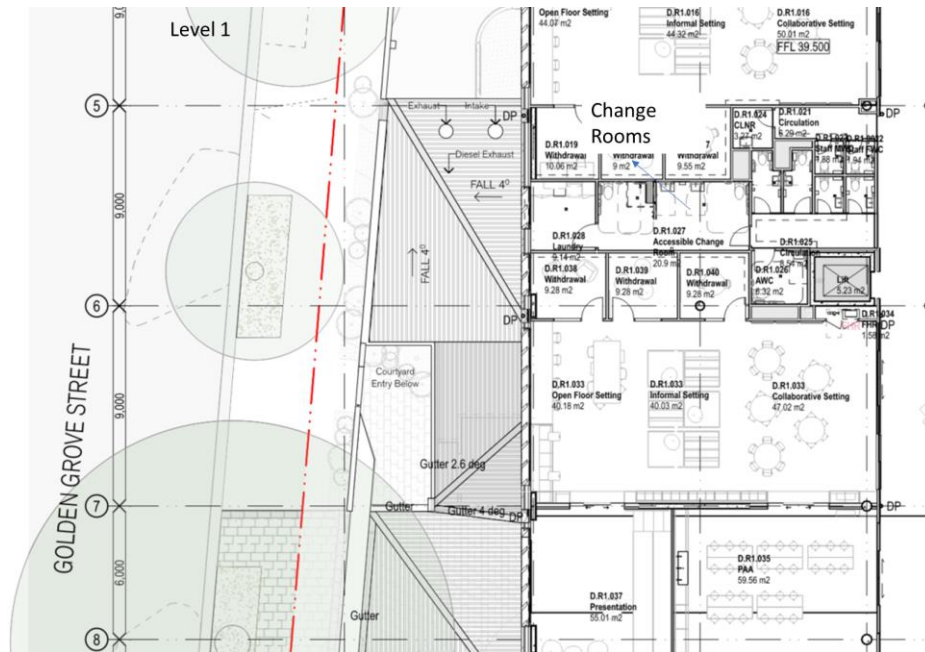
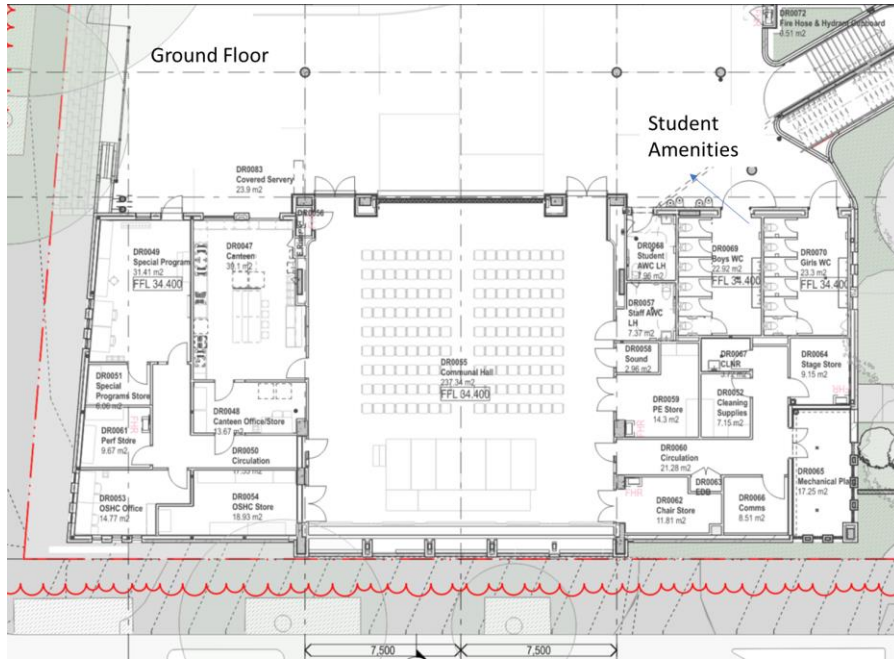
**Figure 8 Proposed Cycling Infrastructure**



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## School Context

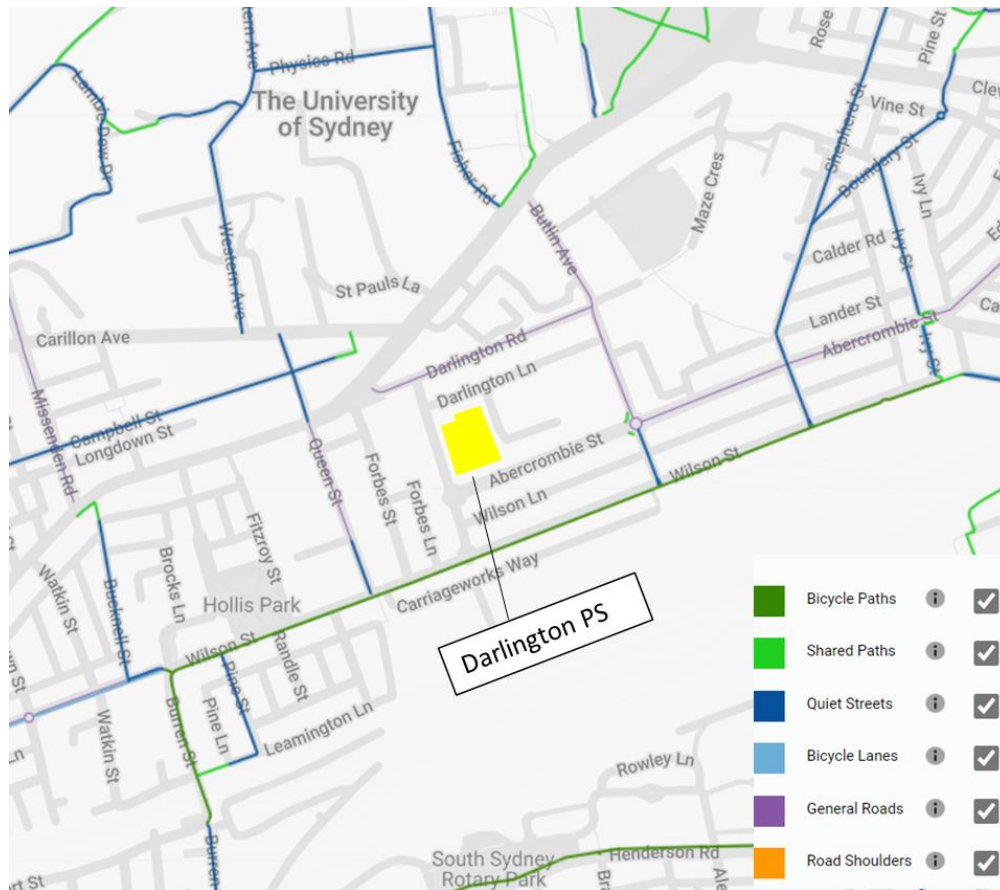
### Figure 9 End of Trip Facilities



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## School Context

**Figure 10 Cycling Infrastructure**



[https://roads-waterways.transport.nsw.gov.au/maps/cycleway\\_finder/index.html](https://roads-waterways.transport.nsw.gov.au/maps/cycleway_finder/index.html)

Students and parents should keep in mind the following while riding bicycle:

- Riders must keep to the left of the footpath
- Riders must give way to any pedestrian on the footpath
- Adults must not ride on the footpath unless accompanying a child under 16 years of age
- Helmet laws apply to bicycle riders of all ages Parents should be aware of the applicable road rules surrounding the usage of bicycles.

Further information can be found at the following link:

<https://roadsafety.transport.nsw.gov.au/stayingsafe/bicycle-riders/index.html>

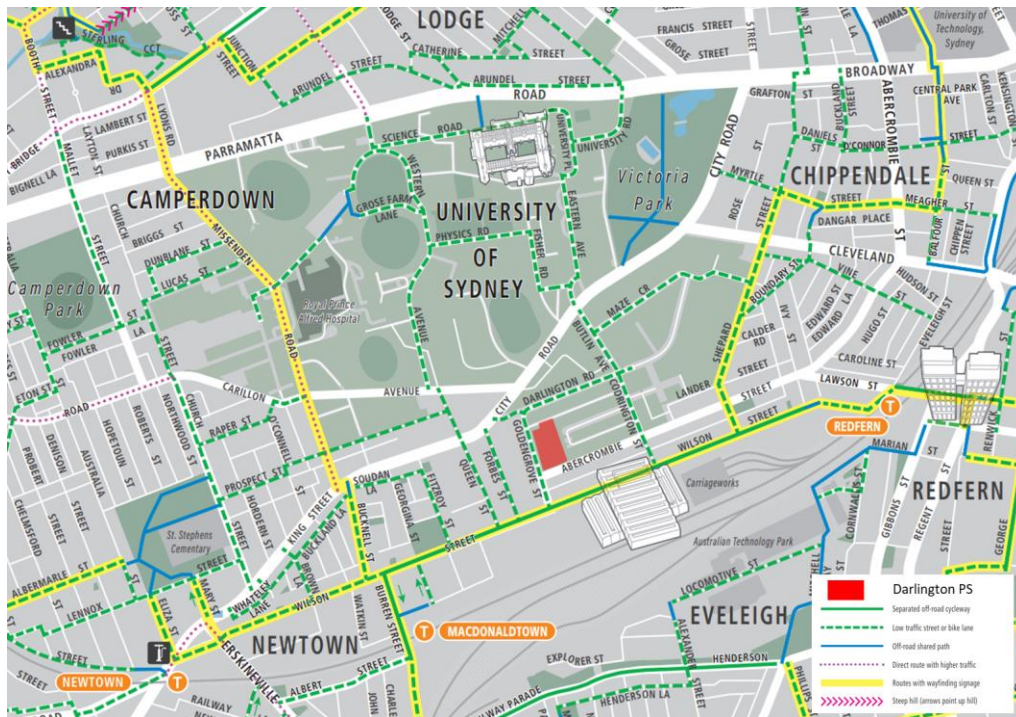
Also, reference had been made to the City of Sydney cycle map as shown in **Figure 11** below.



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## School Context

### Figure 11 Cycling Map



Source: City of Sydney

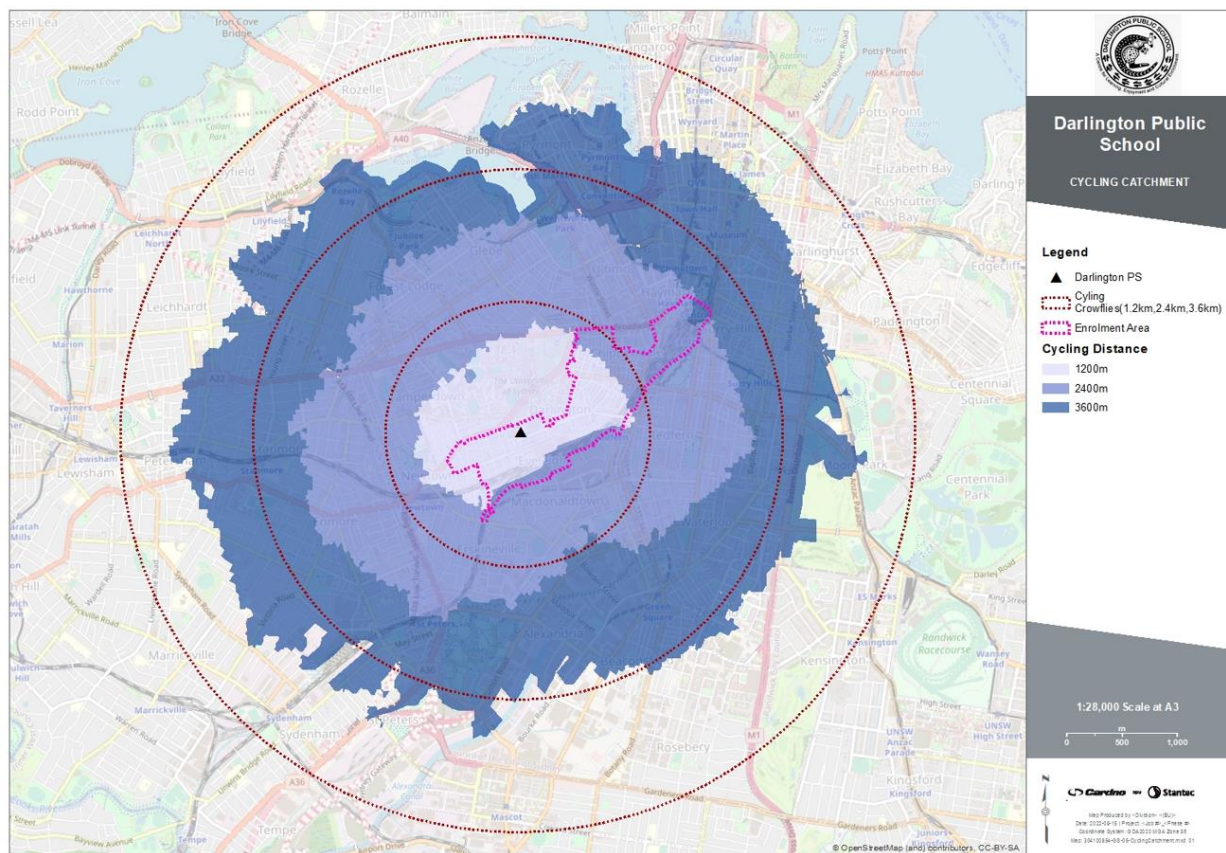
In addition to the pedestrian catchment guidelines described by SINSW, the catchment areas for cycling are analysed in a similar format of 5-minute increments.



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## School Context

**Figure 12 Bicycle Catchment**



The percentage of students within the catchment of cycling is shown in **Table 6**.

**Table 6 Summary of Students Living in Cycling Catchment**

Catchment	Notional (within crow flies)			Actual (on path)		
	No of Students	% of Students	Cumulative %	No of Students	% of Students	Cumulative %
0-1200m (5 Minutes)	106	68.8%	68.8%	87	56.5%	56.5%
1201-2400m (10 Minutes)	27	17.5%	86.4%	39	25.3%	81.8%
2401-3600m (15 Minutes)	5	3.2%	89.6%	5	3.2%	85.1%



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

Outside 3,600m (15 Minutes)	16	10.4%	100.0%	23	14.9%	100.0%
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87 students were shown to be within 5 minutes of cycling distance to the school. Out of these, nearly 55 students (63%) were in years 3-6. Also, 25 students (58%) out of the 43 students within the 10–15-minute cycling distance to school were in years 3-6.

## 2.4 EXISTING PUBLIC TRANSPORT SERVICE

### 2.4.1 School Transport Subsidies

#### *School Student Transport Scheme*

The School Student Transport Scheme (SSTS) provides eligible school students with free or subsidised travel from home to school. The scheme includes free travel to and from home and school on approved public transport services during school term with a School Travel Pass.

An online application form must be completed. School Travel Passes are issued by Transport for NSW under the SSTS, in the form of a School Opal card. Students in Years K-2 are eligible for a School Travel Pass with no minimum walking distance. Students in Years 3-6 are eligible for a School Travel Pass if the straight-line distance from their home address to school is more than 1.6 kilometres, or if the walking distance from home to school is 2.3 kilometres or further. Students within this zone may be eligible for a School Term Bus Pass (see below).

Further information is available at the following link: <https://apps.transport.nsw.gov.au/ssts/>

The 1.6-kilometre straight line distance from the School is illustrated in **Figure 13** below. Eligibility for the SSTS generally only applies to students living outside the labelled zone. For more detailed information (or for the details on the walking distance to the School), parents and students should seek further advice.

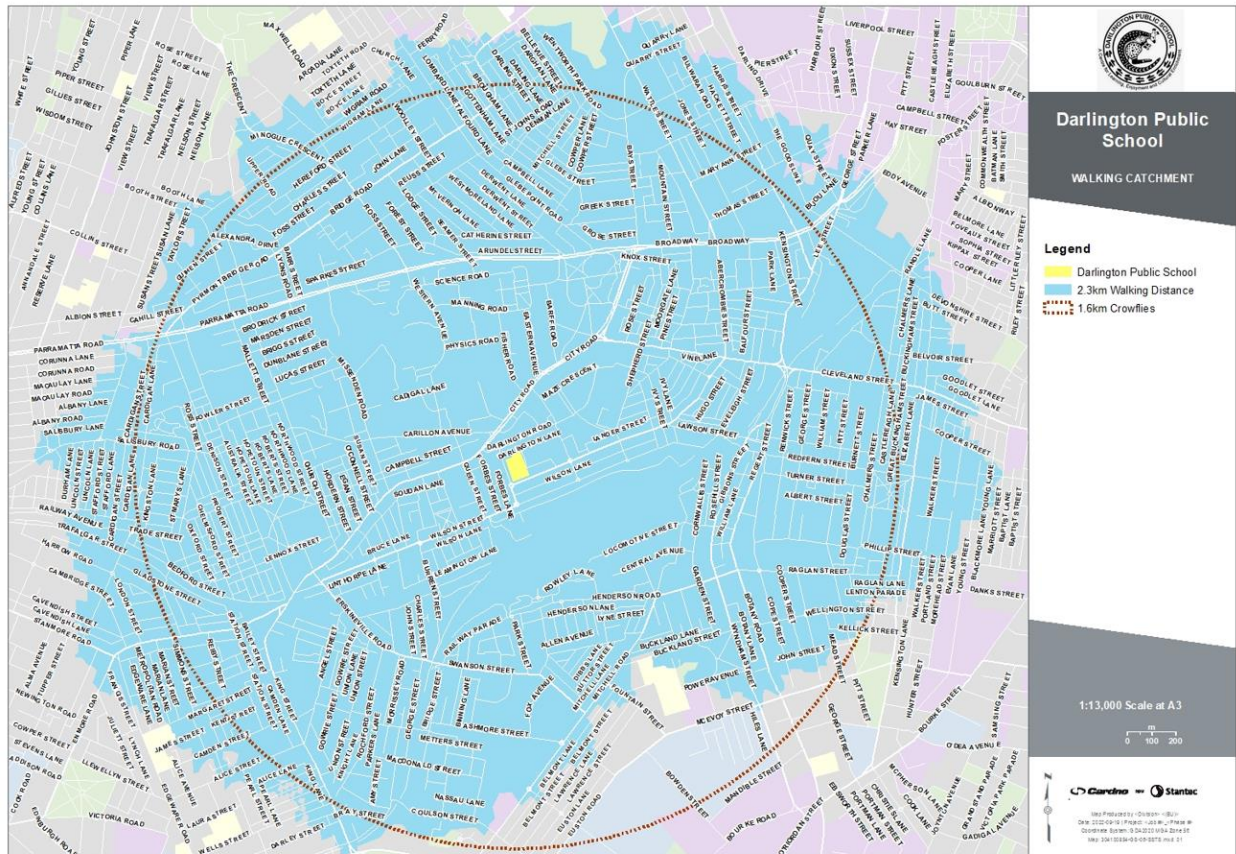




# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## School Context

Figure 13 School Student Transport Scheme Eligibility Map



The proportion of students who are eligible for SSTS is shown below:

Table 7 Proportion of Students Eligible for SSTS

Catchment	Notional (1.6km Straight Line)		Actual (2.3km on- path)	
	No of Students	% of Students	No of Students	% of Students
Outside 1.6km straight line distance / 2.3km on path	27	17.5%	29	18.8%



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

#### *School Term Bus Pass*

Students who are ineligible for free travel may be eligible for a School Term Bus Pass. The current cost is \$55 per term. School Term Bus Passes are issued by Transport for NSW under the SSTS, in the form of a School Opal card.

Students in Years 3-6 are eligible to buy a Pass if the straight-line distance from their home address to school is less than 1.6 kilometres. Further information is available at the following link:

<https://apps.transport.nsw.gov.au/ssts/#/termBusPass>

#### *Bus Service*

The site is advantaged by proximity to the City Road bus route corridor which serves the needs of the University population extensively. The available bus routes in the City Road corridor are summarised in **Table 8** along with frequency and key destinations.

**Table 8 Bus Routes**

Route no.	Route Name	Frequency (min)	Pick up/Drop Off Time	Key destinations	Bus Stop Location
<b>Public bus services</b>					
352	Marrickville Metro to Bondi Junction via Oxford St, Crown St & King St	30 Minutes	08:49am, 15:23	Darlington, Bondi Junction, Marrickville	City Road
370	Glebe Point to Coogee	10 Minutes	08:48, 15:07	Glebe, Darlington, Erskineville	City Road
423	Kingsgrove to City Martin Place (Express Service)	10 Minutes	08:47 15:07	Kingsgrove, Earlwood, Camperdown	City Road
426	Dulwich Hill to City Martin Place	15 Minutes	08:55 15:12	Haymarket, Darlington, Marrickville	City Road
428	Canterbury to City Martin Place	15 Minutes	08:53 15:17	Darlington, Marrickville, Dulwich Hill	City Road
430	Sydenham to City Martin Place	10 Minutes	08:57 15:05	Darlington, Newtown, Sydenham	City Road
645s	Kingsgrove to St Scholasticas, Glebe	*	08:11 15:39	Glebe, Marrickville	City Road



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

646s	Canterbury to St Scholastics	*	08:24 15:41	Glebe, Marrickville, Dulwich Hill	City Road
684s	Sydney Secondary College, Leichhardt Campus to Newtown Station	*	15:01	Leichhardt, Glebe, Newtown	City Road

The public transport networks serving outside the school are mapped in **Figure 14** .

The percentage of existing students within the catchment of the bus stops is shown in **Table 9**.

**Table 9 Bus Catchment Analysis**

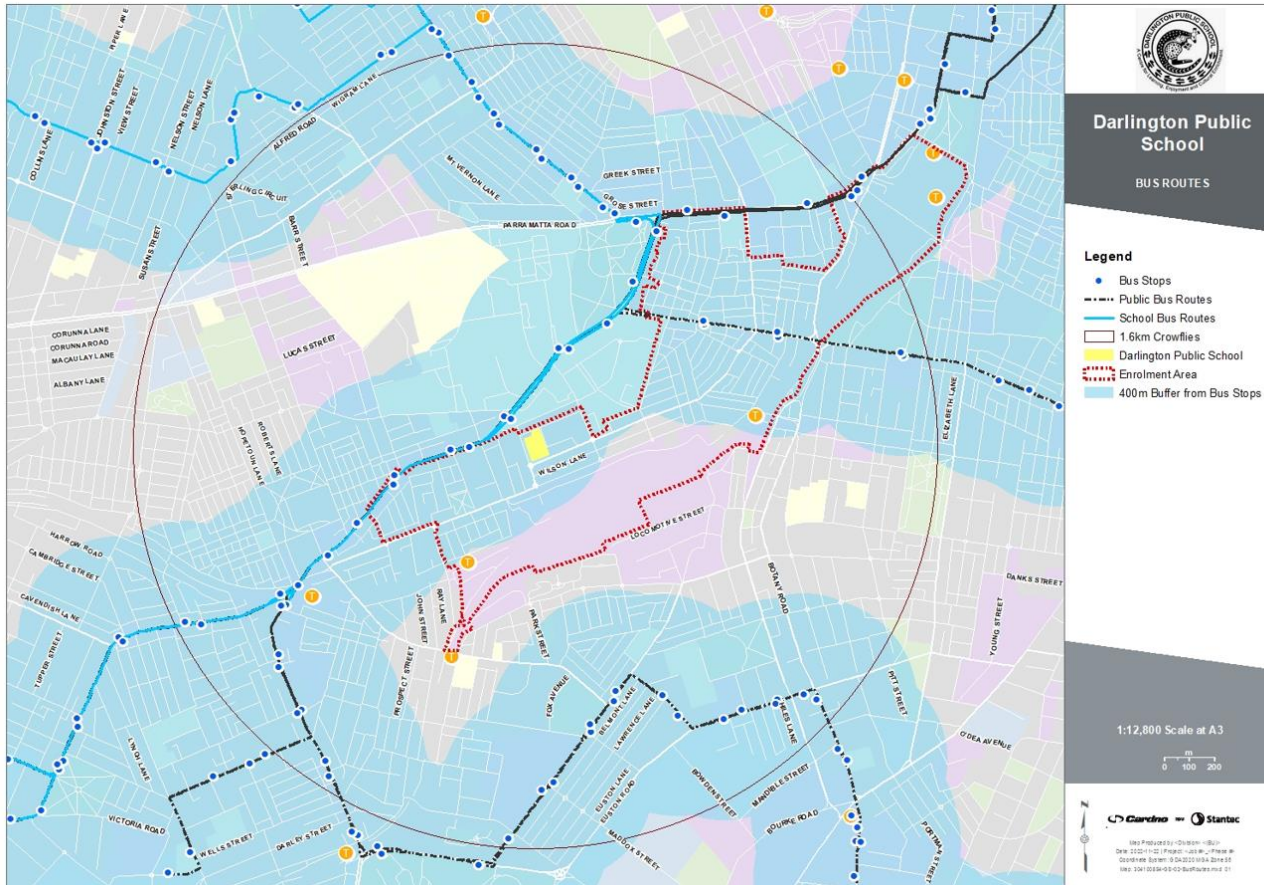
Catchment	Number of Students	% of Students
Students within 400m of bus stop that brings a student closer to school	118	76.6%
Students within 800m of bus stop that brings a student closer to school	143	92.9%
Students Outside 1.6km	27	17.5%
Students within 400m of a bus stop + outside of a 1.6km straight line	12	7.8%



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## School Context

### Figure 14 Existing Bus Routes



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

#### *Train*

In addition to the extensive bus services, the site is located some 980m (12–15-minute walk/3-5-minute cycle) west of the Redfern Railway Station. Connection is provided via a dedicated shared path (cyclists and pedestrians along Wilson Street and Little Eveleigh Street). The station is now served by all Sydney Trains lines except the Cumberland Line and the airport branch of the Airport & South Line.

A less frequently serviced railway station, MacDonald town station, which is also located within close proximity of the site, is situated some 800m to the west (10–12-minute walk/3-4-minute cycle). This railway station is served by Sydney Trains T2 Inner West & Leppington line services.

## 2.5 CATCHMENT ANALYSIS SUMMARY

An assessment of the student catchment information provided by SINSW in the context of public and active transport catchment areas has been conducted, with the assessment results summarised in **Table 10** below.

**Table 10 Catchment Analysis Summary**

Catchment Analysis	Notional (Within crow flies)		Actual (On Path)	
	Number of Students	% of Students	Number of Students	% of Students
1-400m (5-min walk)	20	13.0%	5	3.2%
401-800m (10-min walk)	50	32.5%	37	24.0%
801-1200m (15-min walk)	36	23.4%	45	29.2%
1201-1600m crow flies / 2300 on path (SSTS Exclusion Zone)	21	13.6%	38	24.7%
0-1200m (5-min cycling)	106	68.8%	87	56.5%
1201-2400m (10-min cycling)	27	17.5%	39	25.3%
2401-3600m (15-min cycling)	5	3.2%	5	3.2%
Within 400m of bus stop	118	76.6%		
Within 800m of bus stop	143	92.9%		
Students within 400m of bus stop + outside of a 1.6km straight line (STSS zone)	12	7.8%		



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

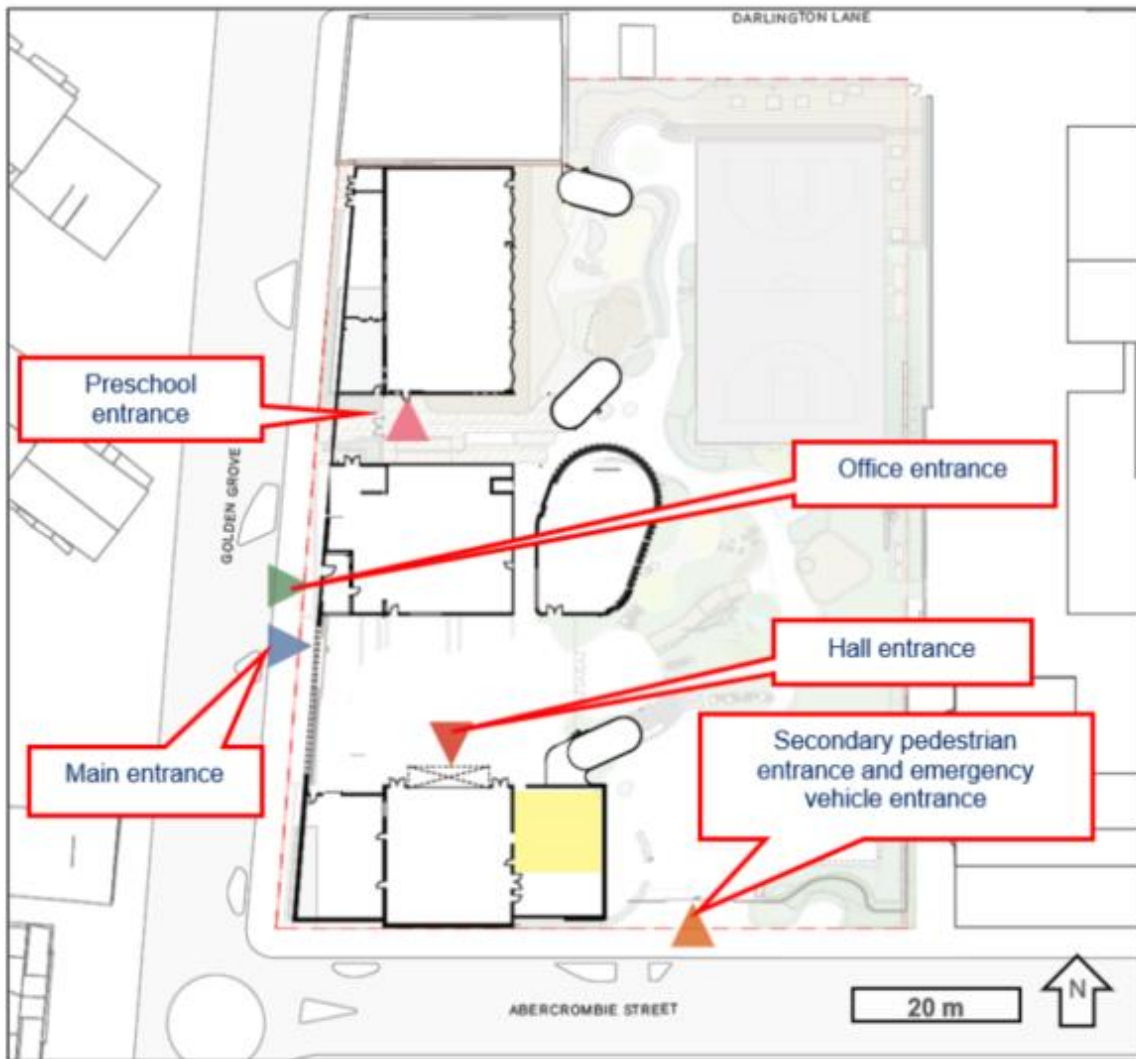
School Context

## 2.6 VEHICLE ACCESS AND PARKING

### 2.6.1 Access

The access points for emergency vehicles and pedestrians are shown in **Figure 15**. The access points are gated and locked outside of school hours. There is no on-site car parking currently or proposed as a part of the redevelopment.

**Figure 15 School Pedestrian Access**



Source: Darlington Public School Redevelopment SSD Application



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

Three pedestrian entry/exit points are provided at the school. The site inspection does not identify issues relating to the need to stagger the start and finish times to achieve desired pedestrian safety outcomes. The pedestrian gates are to be kept closed at all times.

### 2.6.2 Kiss and Drop

An on-street 'Kiss & Drop' area is provided at Golden Grove Street. The drop-off and pick-up zone provide capacity for 5-6 cars as shown in **Figure 16**.

**Figure 16 Kiss and Drop**



The street view of the existing kiss-and-drop location at Golden Grove Street is shown in **Figure 17**. It should be noted this was completed as a part of Stage 1 works.



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

**Figure 17 Kiss and Drop Spaces**



The current Parking restrictions for the drop-off zones are limited to school times only, between 8:00 – to 4:00 pm on School Days only. At other times of day, parking in this zone is unrestricted as shown in **Figure 18**.

The implementation of a 'No Parking' zone means that parents may not stop for more than two minutes and must remain in or within 3 meters of the vehicle. Further information on parking rules and restrictions can be found at the following website:

<https://www.rms.nsw.gov.au/roads/safety-rules/road-rules/parking.html>





## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

**Figure 18** Parking restriction at Golden Grove Street Drop-off and Pick-up Zone



It is also recommended that the principal/staff monitor the operation of the pick-up/drop-off facility. If vehicles are observed to undertake illegal manoeuvres or parking behaviour (which carries heavy fines), Council should be requested to send out rangers to patrol the school pick-up and drop-off zone.

### 2.6.3 Buses

The site is located within 200m of a bus stop on City Road which is served by several buses which are listed in **Section 2.4**.

Furthermore, Bus parking (mostly catering excursion buses) is also provided at the Golden Grove Street frontage with a 'No Parking (Buses Excepted 15 minutes) between 8am to 4pm on school days' restriction.



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

Parents/guardians are responsible for transporting their children to and from designated bus stops and for their safety at the bus stop while waiting for the bus. The Centre for Road Safety's "*keeping our Kids Safe around School*" makes the following recommendations to parents with respect to safely getting children off the bus.

- Meet children at the bus stop, never on the opposite side of the road.
- Wait at the bus stop at least one step back from the edge of the road.
- Always wait until the bus has gone, then use a safe place to cross.
- If you cannot meet your child, organise for another trusted adult to take your place.
- Wait at the bus stop and stand at least one step back from the edge of the road.
- Always wait until the bus has gone, then use a safe place to cross.
- Buckle up if the bus has seatbelts

keeping our Kids Safe around School brochure must be provided to parents with children at the school and advertised on the school's website.

#### 2.6.3.1 Excursions

It is understood that students are escorted from the school grounds to the bus by the teacher at the beginning of an excursion. Teachers then take a roll call of students when students are on the bus.

At the end of an excursion, students are escorted from the bus back into the school grounds by the teacher to be dismissed as per the usual daily procedures. If parents are waiting on the footpath when the bus arrives, then students are released into the care of their parents.

#### 2.6.4 Service Vehicle

Service vehicle parking is undertaken along the No Parking Zone in Golden Grove Street beyond school hours. The service vehicle generally occurs outside of the peak starting and finishing times of the school.

The school is expected to generate negligible volumes of service vehicle activity, and to ensure the safety of children, parents, and staff, all waste collection activities should occur outside of school periods.

It is understood that the appointed waste contractors shall bring waste from the designated waste storage area to the kerb along Golden Grove Street for collection at nominated times in accordance with the relevant waste contract. No waste vehicles will enter the site.

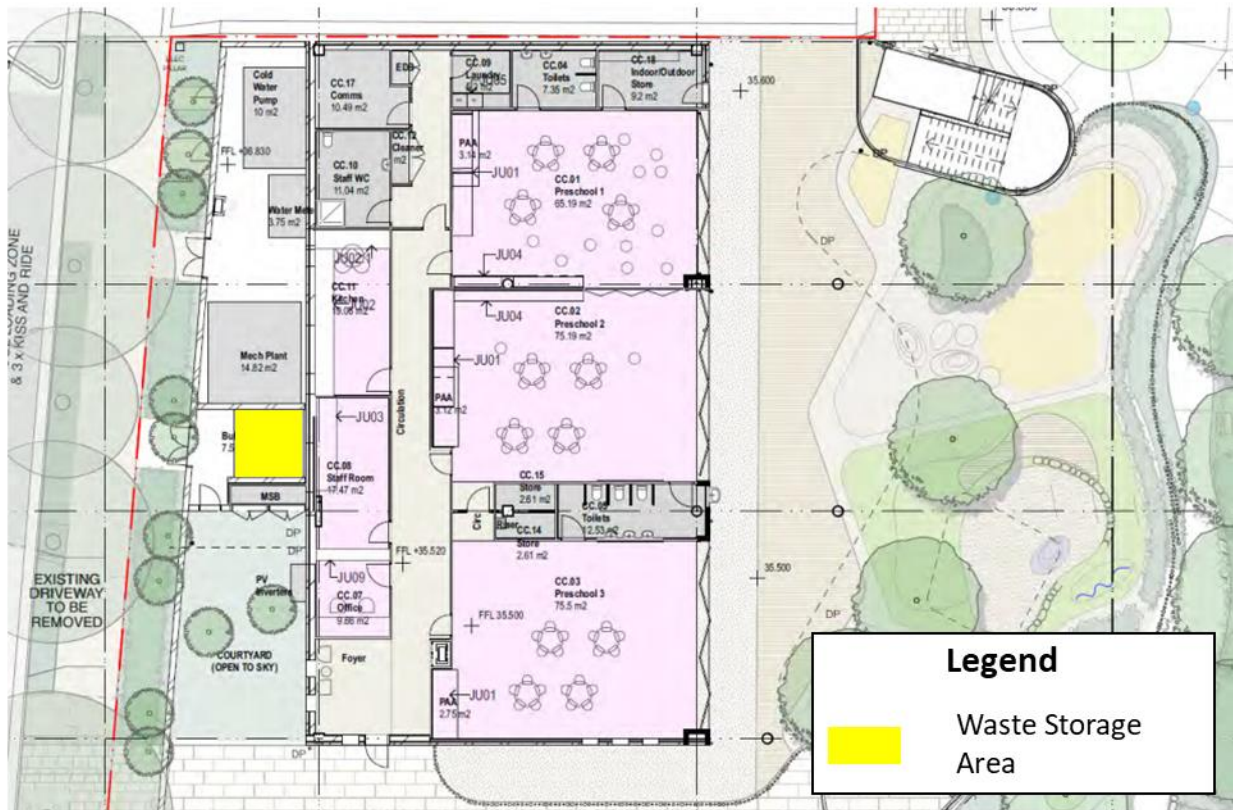
The main plant area and bulk waste storage areas are located adjacent to the service vehicle access point fronting Golden Grove Street. The location of waste storage within the site is shown in **Figure 19**.



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

School Context

## Figure 19 Waste Collection Area



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

School Context

### 2.6.5 Emergency Vehicles

The fire and rescue NSW and ambulance can access the School at all times via the Abercrombie Street driveway. Emergency protocols for the proposed School would include a requirement for the on-site staff to assist with emergency access from these roads. Any vehicles impeding the emergency vehicle access should be cleared, and any planned vehicle movements should be suspended.

The existing service vehicle driveway on Golden Grove Street will be removed while the driveway on Abercrombie Street will be relocated further east to operate as an emergency vehicle access to the School campus. The location to be used for emergency access is shown in **Figure 15** School Pedestrian Access

### 2.6.6 Accessible Parking

Accessible parking is provided along Abercrombie Street. The accessible car parking area is shown in **Figure 20**.

### 2.6.7 Community Use

There are no car parking arrangements for the community.

### 2.6.8 Proposed Parking Changes

The proposed kerbside parking signage plan along the site's frontage in Golden Grove Street and Abercrombie Streets (which has been endorsed by the council traffic committee) is shown in **Figure 20**.

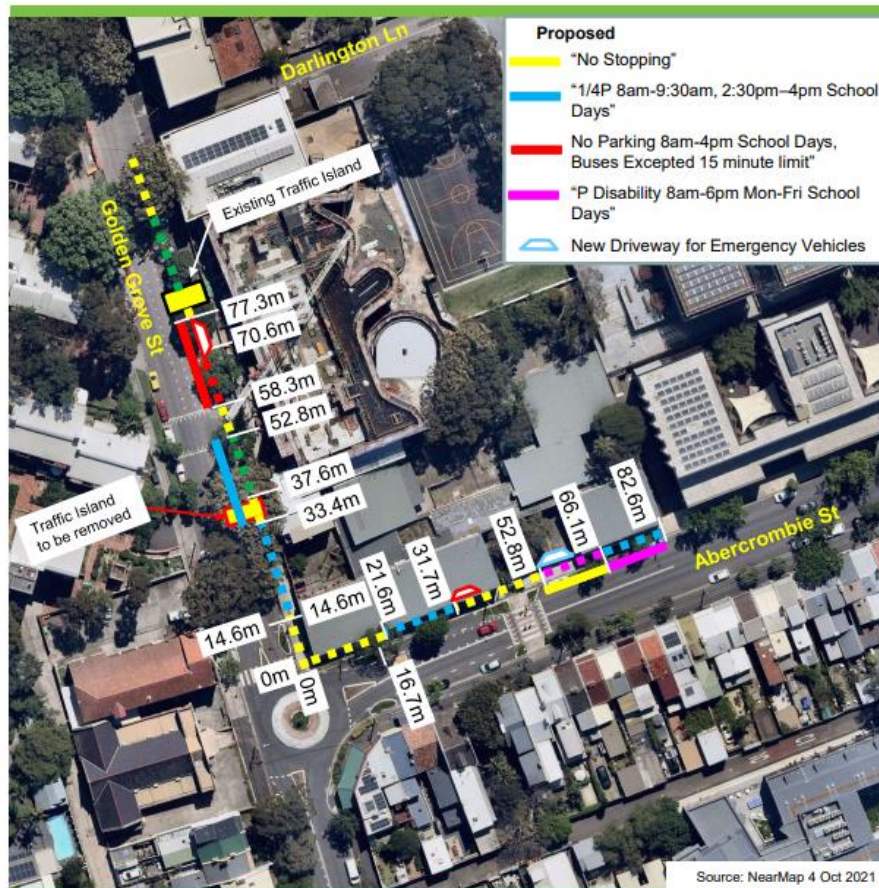


# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## School Context

### Figure 20 Proposed Parking Changes

Golden Grove & Abercrombie Street, Darlington  
Proposed parking changes



Source: City of Sydney; <https://meetings.cityofsydney.nsw.gov.au/ieDecisionDetails.aspx?ID=3283>

The proposed parking changes include:

- On the eastern side of Golden Grove Street, between the points 33.4m and 52.8m (three car spaces) north of Abercrombie Street as, "1/4P 8am-9:30am, 2:30pm-4pm School Days".



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

- the eastern side of Golden Grove Street, between the points 58.3m and 77.3m (three car spaces), north of Abercrombie Street as, " No Parking 8am-4pm School Days, Buses Excepted 15-minute limit".
- On the eastern side of Abercrombie Street, between the points 52.8m and 66.1m (two car spaces), east of Golden Grove Street as, "No Stopping".
- On the eastern side of Abercrombie Street, between the points 66.1m and 82.6 (two car spaces), east of Golden Grove Street as, "P Disability 8am-6pm Mon-Fri School Days.

## 2.7 CRASH HISTORY

TfNSW provides details of all recorded accidents in NSW within the latest 5-year reporting period (2017 – 2021) on the NSW Centre for Road Safety and Open Data websites.

The key section of road that was analysed were Abercrombie Street and Golden Grove Street.

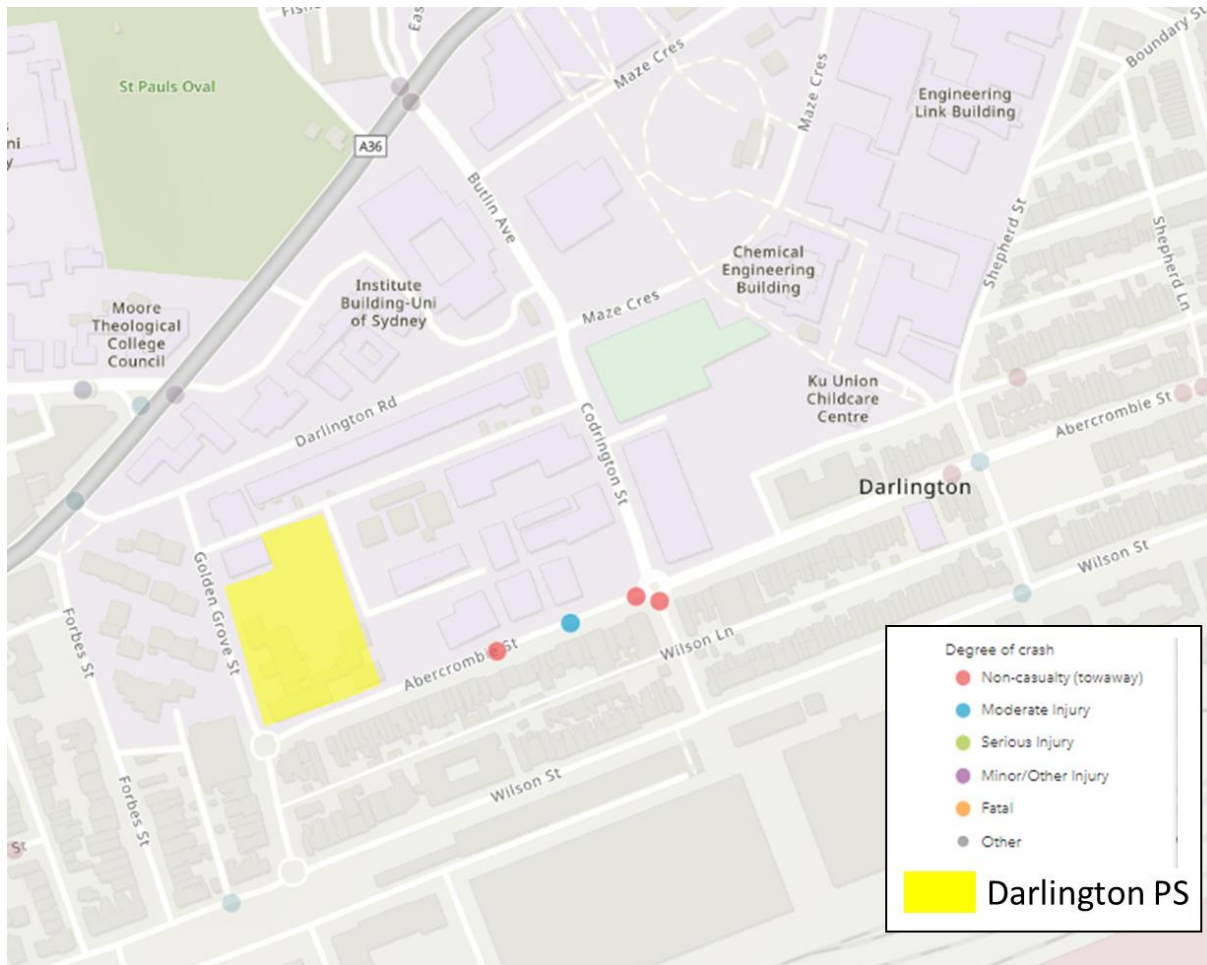
The crash locations are shown in **Figure 21**, with the critical data regarding each incident outlined in **Table 11**.



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## School Context

**Figure 21 Crash Locations**



**Table 11 Crash History Data**

Crash ID	Degree of Crash	RUM	RUM-description	Year	Natural Lightning
1127334	Non-Casualty (towaway)	71	Off rd left=> obj	2017	Darkness
1155378	Moderate Injury	63	vehicle door	2017	Daylight
1214704	Non-Casualty (towaway)	71	Off rd left => obj	2019	Darkness
1275024	Non-Casualty (towaway)	10	Cross traffic	2021	Darkness



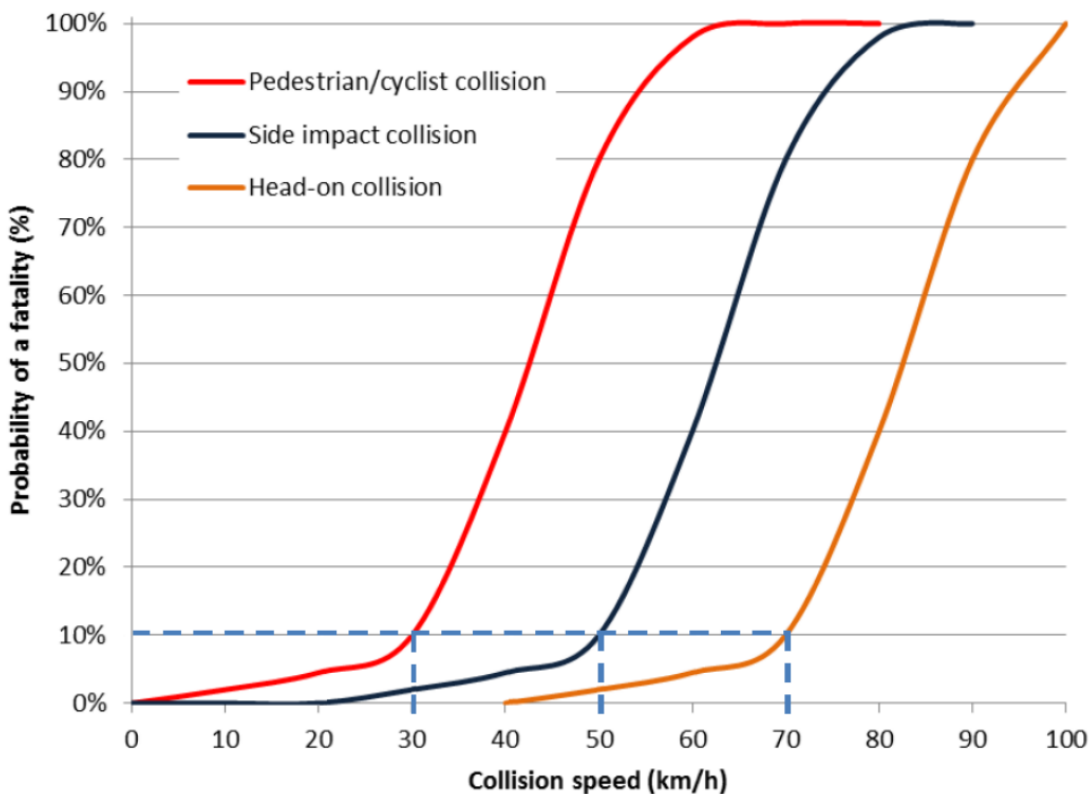
## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### School Context

Austrroads also provides guidance on the relationship between travel speeds, vehicle stopping distances and the resulting impact forces with respect to the human body and its tolerances. This is further explained by the chance of survival for some crash examples below and in

- Pedestrian struck by vehicle 20 to 30km/h
- Motorcyclist struck by vehicle (or falling off) 20 to 30km/h
- Side-impact vehicle striking a pole or tree 30 to 40km/h
- Side-impact vehicle to vehicle crash 50km/h
- Head-on vehicle to vehicle (equal mass) crash 70km/h.

**Figure 22 Relationship between Collision Speed and Probability of Fatality**



Source: *Integrating Safe System with Movement and Place for Vulnerable Road Users (Austrroads, 2020)*

It can clearly be observed from the relationship described above that in a crash between a car and a pedestrian, there is a 90 per cent chance that a pedestrian will survive at 30 km/h, 60 per cent chance at 40 km/h, and a 10 per cent chance at 50 km/h





## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### Traffic Impacts on Surrounding Streets and Mitigation Measures

## 3.0 TRAFFIC IMPACTS ON SURROUNDING STREETS AND MITIGATION MEASURES

The *Darlington Public School Redevelopment Transport Impact Assessment (TTPA, 2020)* that the surrounding local intersections of Golden Grove Street/Abercrombie Street, and King Street/ Darlington Road operate with a level of service 'A' during peak school starting and finishing periods, representing good operating conditions with spare capacity.

If congestion and safety issues occur along Golden Grove Street and Abercrombie Street staggered school start and finish times are recommended as a potential management measure to ensure students and staff can access and leave the site in a safe and efficient manner during school start and finish. For example, letting different grades start and finish at different times, also encouraging parents and carers to drop off older grades slightly earlier and pick them up later than others. Staggering based on transport mode can occur, with those that cycle / scooter to school being afforded an early finishing time compared to those who are driven. These simple strategies can have a positive impact on road safety and traffic congestion and staggering 10-15 minutes is typically sufficient



Existing transport mode share

## 4.0 EXISTING TRANSPORT MODE SHARE

### 4.1 EXISTING STUDENTS

The mode share for students traveling to DPS was informed by the results of the in-class survey. Although an online survey was available from September 2022 to October 2022 however only 7 parents completed the survey. This equates to almost 5% of the student population. As the sample size for the online survey is small and was not relied upon for this assessment.

An in-class survey questionnaire was prepared for the students and conducted by the school. The survey was conducted in October 2022 and in class, the survey ensured responses from some 142 students. This equates to almost 92% of the student population

The results of the in-class survey are outlined in **Table 12**

**Table 12 Student Existing Mode Share- In-Class Survey**

Mode	Number	%
Private Vehicle-dropped off/picked up	7	5%
Private Vehicle-parked and accompanied to school ground	13	9%
Public Bus	5	4%
Train	4	3%
Walked	88	62%
Cycle or Scooter	25	18%

The survey outcome indicates reliance on using private vehicles for drop off and pick up students is low (14%) with a high percentage of active transport of walking and cycling / scooter (80%). This is likely due to the locality of the school within a highly accessible area.

A travel mode survey undertaken by TTPA (2020) also shows over 70% of the school population either walks or bicycle/scooters to school, demonstrating a high rate of active transport uptake.

### 4.2 EXISTING STAFF

An online questionnaire was prepared for the staff and distributed by the school. The survey was available from September 2022 to October 2022 and only 10 staff completed the survey. This equates to some 45% of the existing staff population.



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### Existing transport mode share

As a result of the low response in the online survey, an in-class survey questionnaire was prepared for the staff and conducted by the school. The survey ensured responses from some 18 staff. This equates to some 80% of the existing staff population.

The results of the in-class survey are outlined in **Table 13**.

**Table 13 Staff Existing Mode Share- In-Class Survey**

Mode	No	%
Private Vehicle (as a driver)	5	28%
Public Bus	3	17%
Train	5	28%
Walked	3	17%
Cycle or Scooter	2	11%

Almost 73% of the staff indicated they used sustainable transport modes such as walking/ cycling/ public transport.



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

proposed Mode Share

### 5.0 PROPOSED MODE SHARE

Based on the de-personalised student data, existing travel mode survey, the walking and cycling catchments, the expected mode choice of students by year and distance from school is given in **Table 14**.

**Table 14 Expected Travel Mode Usage by Distance**

Catchment	Walk	Cycle	Bus/Train	Car
<b>Kindergarten to Year 4</b>				
1-400m	High	Moderate	Low	Low
401m-800m	High	Moderate	Low	Low
801m-1,200m	Moderate	Moderate	Low	Low
1,201m-1,600m	Low	Moderate	Low	Moderate
1,601m+	Low	Moderate	Low	Moderate
<b>Year 5 and Year 6</b>				
1-400m	High	Moderate	Low	Low
401m-800m	High	Moderate	Low	Low
801m-1,200m	High	Moderate	Low	Low
1,201m-1,600m	Low	High	Moderate	Moderate
1,601m+	Low	High	Moderate	Moderate

By understanding what kind of transport choices students and their parents are likely to make based on the student's age and distance from the school, an initial mode share target was developed. These targets, provided in **Table 15**, are generally in accordance with the existing travel mode survey.

**Table 15 Darlington Public School Mode Share**

Total Number of Students	Walk	Cycle	Bus/Train	Car
	62%	18%	7%	13%
440 students	273 Students	79 Students	31 Students	57 Students

However, the aspirational mode share that is expected to be achieved in the long term with the implementation of a coordinated and resourced active travel program is provided in **Table 16**.



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

proposed Mode Share

**Table 16 Future Travel Mode Usage by Distance**

Catchment	Walk	Cycle	Bus/Train	Car
<b>Kindergarten to Year 4</b>				
1-400m	High	High	Low	Low
401m-800m	High	High	Low	Low
801m-1,200m	High	High	Low	Low
1,201m-1,600m	Low	Moderate	Low	Moderate
1,601m+	Low	Moderate	Low	Moderate
<b>Year 5 and Year 6</b>				
1-400m	High	High	Low	Low
401m-800m	High	High	Low	Low
801m-1,200m	High	High	Low	Low
1,201m-1,600m	Low	High	Moderate	Low
1,601m+	Low	High	Moderate	Low

Using this future mode choice likelihood matrix, up to 65 percent and 20 percent of students are expected to walk and cycle to school respectively. The aspirational mode share targets, based on a total student population of 440 students, are provided in **Table 17**.

**Table 17 Aspirational Mode Share Targets for Darlington Public School**

Walk	Cycle/Scooter	Bus/Train	Car
65%	20%	7%	8%
286 students	88 students	31 students	35 students





# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## Proposed Action Items

### 6.0 PROPOSED ACTION ITEMS

A series of measures should be adopted and implemented to support sustainable travel modes. This often works best with incentives (and disincentives) against the various modes.


#### 6.1 ACTIVE TRANSPORT BEHAVIOURAL/ MANAGEMENT STRATEGIES

ID	Recommendation
<b>Active Transport Behavioural Management Strategies</b>	
<b>AT1</b>	<p><b>Educate K-2 students to give them the skills to travel actively</b></p> <p>Apply the curricula for Year K-2 to educate Road Awareness using play-based learning. Liaise with Road Safety Education Officer with the Department of Education, Road Safety Education page within the Department, PDHPE Curriculum page, and Safety Town</p> <p><a href="https://education.nsw.gov.au/teaching-and-learning/curriculum/road-safety-education">https://education.nsw.gov.au/teaching-and-learning/curriculum/road-safety-education</a></p>
<b>AT2</b>	<p><b>Educate Year 3-6 students to give them the skills to travel actively, independently</b></p> <p>Apply the curricula for Year 3-6 students to learn Road Safety with a focus on walking and cycling independently to school. Liaise with Road Safety Education Officer with the Department of Education, Road Safety Education page within the Department, PDHPE Curriculum page, and Safety Town</p> <p><a href="https://education.nsw.gov.au/teaching-and-learning/curriculum/road-safety-education">https://education.nsw.gov.au/teaching-and-learning/curriculum/road-safety-education</a></p>
<b>AT3</b>	<p><b>Ride2School</b></p> <p>Ride2School day is a national event held annually and includes competition and awards (e.g., Ride2School day 2021 includes the potential to win a new bike).</p> 
<b>AT4</b>	<p><b>Walk and Wheel Wednesdays</b></p> <p>Walk / Ride on Wednesday aims to build on the progress made during events like Walk Safely to School Day and Ride2School Day to make walking/cycling to school a more regular occurrence.</p>
<b>AT5</b>	<p><b>Walking School Bus</b></p> <p>Activities such as 'walking school buses' where all user groups can be involved will be promoted. A Walking School Bus is a group of primary school students walking to and from school together as a group, guided by a minimum of two supervising adults. Supervisors can be volunteers, and parents, and they usually guide the 'bus' with one leading and one bringing up the rear. During the course of the program, supervisors are expected to model, teach and encourage safe walking habits, including crossing the road at safe locations, stopping at kerbs, and doing safety observation checks (look left-right-left).</p> 




## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### Proposed Action Items

	<a href="https://education.nsw.gov.au/content/dam/main-education/teaching-and-learning/curriculum/road-safety-education/safe-travel/Walking_school_bus_planning_and_implementing_considerations_for_schools.p">https://education.nsw.gov.au/content/dam/main-education/teaching-and-learning/curriculum/road-safety-education/safe-travel/Walking_school_bus_planning_and_implementing_considerations_for_schools.p</a>
<b>AT6</b>	<p><b>Walk Safely to School Day</b></p> <p>WSTSD is an annual event for primary school students who are encouraged to walk and commute safely to school</p> <p><a href="http://www.walk.com.au/WSTSD/">http://www.walk.com.au/WSTSD/</a></p> 
<b>AT7</b>	<p><b>Health Events</b></p> <p>Other health events encouraging active transport include Bike Week, Walk Safely to School Day, and Health and Wellness Fairs. These initiatives expose staff and students to the many benefits of choosing active transport.</p> <p>Annually hosting these events provides the community with a continual reminder and is, therefore, more likely to influence their behaviour.</p>
<b>AT8</b>	<p><b>Transport Access Guide</b></p> <p>The aim of a Transport Access Guide is to present staff and students with information about the available safe and sustainable transport options in the Darlington area.</p> <p>This action involves presenting this information in a simple and understandable manner through an educational brochure. Staff and students are more likely to change their travel behaviour after being made aware of the public and active transport options and how to safely and easily utilise these alternatives.</p> <p>Transport Access Guides can be distributed to staff, students, and parents and can be developed in-house or by an external consultant. The brochure should also be accessible online through the school's website for visitors and ease of access.</p>
<b>AT9</b>	<p><b>Inspire the school community towards active transport to school as a vision for the school and its community</b></p> <p>Communicate to Staff and Students the key messages including the desired targets and actions contributing to mode shift after each annual review to update the targets. Positivity inspires positive action.</p> <p>Messaging to be prepared with careful consideration of messages from the Department's Road Safety Education Program and Transport for NSW Key Road Safety messages for K- Year 6.</p>

## 6.2 OPERATIONAL RECOMMENDATIONS

### Road Network

<b>R1</b>	<p><b>Advocate for 30km/h speed zone review on Golden Grove Street and Abercrombie Street.</b></p> <p>To support a safer environment for residents to walk, cycle and commute, the NSW Government recently implemented safer reduced speed zones of 30km/h in Manly and Liverpool to support the community and improve safety.</p> <p>Pedestrians have a 40 percent risk of dying in a crash with an impact speed of 40 km/h, but this falls to a 10 percent risk when the impact speed is 30 km/h.</p> <p><a href="https://roadsafety.transport.nsw.gov.au/speeding/speedlimits/safespeedlimits.html">https://roadsafety.transport.nsw.gov.au/speeding/speedlimits/safespeedlimits.html</a></p>	
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## 7.0

### 7.0 MONITORING AND REVIEW PROGRAM

#### 7.1 PURPOSE

Ongoing monitoring and review are crucial to the success of the school transport plan as it is the assessment of whether the initiatives have been successful in terms of meeting the objectives and targets. Monitoring will enact the opportunity for introducing new incentives or ways to change the travel decisions being made by students and staff in order to achieve positive outcomes on traffic congestion, road safety, and the environment.

#### 7.2 DATA COLLECTION

To monitor the effectiveness (or otherwise) of the transport plan and target mode shares, it is recommended that travel mode surveys be undertaken either as an online platform (requiring parent responses) or in-class surveys (allowing student involvement in increasing awareness on the impact of their travel mode share), or both depending on the nature of questions (e.g. the ability to capture multi-purpose trip responses is more likely to be understood by the parent rather than the student). The interval of the review surveys must allow for sufficient behaviour change and ensure the survey is clear of public holidays or significant events that may alter behaviour.

The survey is to capture student travel and staff travel mode share separately to ensure sufficient detail is captured to inform the decision-making process.

A sample travel mode survey is attached in **Appendix A**.

#### 7.3 FREQUENCY

The review surveys will be undertaken within no earlier than 3 months (or 1 term) and within 1 year of a significant treatment adopted to change transport mode share. Regular mode share surveys can be undertaken at the school's discretion.

The survey is to capture student travel and staff travel mode share separately to ensure sufficient detail is captured to inform the decision-making process.

The purpose of capturing survey responses is to enable a review of the transport plan and whether or not target mode shares are being achieved. It will enact the opportunity for introducing new incentives or ways to change the travel decisions being made by students and staff in order to achieve positive outcomes on traffic congestion, road safety, and the environment.





## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

Monitoring and Review Program

### 7.4 COMMUNICATION

An indicative communication plan for the STP is highlighted in **Table 18**

**Table 18 Communication Plan**

Initiative	Target Audience	Description (including communication channels)	Ownership	Timeframe
Educate students to give them the skills to travel actively, independently	Students	Apply the curricula to educate Road Awareness	School Principal	Annual curriculum
Walking School Bus	Students	Advertisement of Walking School Buses including Class discussion, posters to put on noticeboards & other school spaces	Teachers/School Principal/SINSW Comms Team	2 weeks at the start of each term.
Walk Safely to School	Students	Advertisement of Walk Safely to School including Class discussion, posters to put on noticeboards & other school spaces	Teachers/ School Principal/ SINSW Comms Team	Minimum 2 weeks prior to the event
Walk and Wheel Wednesdays	Students	Advertisement on noticeboards & other school spaces	School Principal/ SINSW Comms Team	Minimum 2 weeks prior to the event
	Staff	Advertisement on noticeboards & other school spaces	School Principal/ SINSW Comms Team	Minimum 2 weeks prior to the event
Ride2School Day	Students	Advertisement of Ride2School Day including Class discussion, posters to put on noticeboards & other school spaces	Teachers/ School Principal/ SINSW Comms Team	Minimum 2 weeks prior to the event
	Staff	Advertisement of Ride2School Day on noticeboards & other school spaces	School Principal/ SINSW Comms Team	Minimum 2 weeks prior to the event
Update of School Website about the school's bicycle facilities and relevant website links.	All school community	Produce the necessary graphical images for inclusion on the website.	School Principal/ Comms Team	Updates to occur within a 2-week timeframe when required
Display School Transport Access Guide on Website	All school community	Produce the necessary graphical images for inclusion on the website.	School Principal/ SINSW Comms Team	Updates to occur within a 2-week timeframe when required



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### Monitoring and Review Program

Review and monitoring at an initial 3-month period and then annually thereafter	All school community	Produce the necessary graphical images updates on the website and school newsletters	Principal/ SINSW Comms Team	Review and monitoring to occur within a 2-week timeframe
Set up a governance arrangement with Council, TfNSW, and School	All school community	Provide monthly reports with regard to the progress and implemented activities/actions of the STP.	Principal/ SINSW Comms Team	Two weeks at the start of the school year



## DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

### Action and Responsibilities

## 8.0 ACTION AND RESPONSIBILITIES

A fundamental enabler of a successful program to increase the use of public transport and uptake of active travel to school is adequate resourcing. School Principal will be responsible for implementing, measuring, and monitoring the active travel program. School principal shall be responsible for:

- Implementation and promotion of the proposed action item and recommendation.
- Monitoring the effectiveness of the Plan (refer to monitoring requirements outlined in Section 7.0) and ongoing maintenance of the transport plan.
- Provide advice in relation to transport-related subjects to staff, management, and visitors, as required, and.
- Liaise with external parties (i.e., Council, public transport, and TfNSW) in relation to transport plan.

The key strategy and framework action table are summarised in **Table 19**. It must be noted that the below details will be updated as required.

**Table 19 Action Table**

ID	Action	Responsibility
AT1	Educate K-2 students to give them the skills to travel actively	School Principal
AT2	Educate Year 3-6 students to give them the skills to travel actively, independently	School Principal
AT3	Advertisement and take-up of Ride2 School	School Principal
AT4	Advertisement and take-up of Walk and Wheels Wednesday	School Principal
AT5	Advertisement and take-up of walking School Bus	School Principal
AT6	Advertisement and take-up of walk to School Day	School Principal
AT7	Advertisement and take-up of Health Events	School Principal
AT8	Inspire the school community towards active transport to school as a vision for the school and its community	School Principal
R1	Advocate for 30km/h speed zone review on Golden Grove Street and Abercrombie Street.	School/Project team advocacy and negotiation with Council/TfNSW
TA	Travel Access Guide	School Principal



# DARLINGTON PUBLIC SCHOOL TRANSPORT PLAN

## Governance Framework

## 9.0 GOVERNANCE FRAMEWORK

### 9.1 STAKEHOLDERS

The stakeholders and their department or agency and title and role, who will implement the Darlington Public School Travel Plan, are provided in **Table 20** Action Table

**Table 20 Action Table**

Contacts	Department or Agency	Title and Role
Michelle McCormack	Department of Education, NSW	Principal, Darlington Public School
Jacqueline Sellen	SINSW	Project Director
Rebecca Lehman	Department of Education, NSW	Sustainable Transport Technical Advisor, Infrastructure Planning
TfNSW	tbc	tbc
Freya Grove FGrove@cityofsydney.nsw.gov.au	City of Sydney	Behaviour Change Coordinator



# **APPENDIX A**

## **Example Travel Survey**

Please read the below before starting the questionnaire:

School Infrastructure NSW are conducting this questionnaire to understand how you travel to school. This should take 5 minutes to complete. Please complete the survey by xx/xx/xx.

If you have transport feedback for our team, please contact us at \_\_\_\_\_@.com.au

required

1 Are you staff, student or parent / carer of a student? [pick one]  
 staff-full time  
 staff-part time  
 volunteer  
 student  
 parent / carer

required, if this goes to multiple schools, add a drop down with each school participating:

optional

required

2 Which school do you attend? [drop down]  
 3 Which suburb did you travel from on survey day? [free form]  
 4a How did you travel to school on the survey day? [pick one]  
 drove a car and parked on-site  
 drove a car and parked nearby

If this is directed at primary school parents, also ask: if you drive your student to school, where do you go next:

return home  
 drive to work  
 drive to public transport  
 drive to errand(s)  
 other

optional

optional

5 If you travelled by bus, which bus number did you catch? [free form]  
 6 if you drove a car, how many passengers were in the car? [pick one]  
 0 -- just me  
 1 -- 1 passenger, 1 driver  
 2  
 3+

optional

7 (for students) If you were dropped off by a car, where did the car go next? Please be specific, ie "to work in Parramatta" or "returned" [free form]

optional

7 (for students) Do you use a different transport mode since Covid-19? If so, how did you travel to school before Covid-19? [free form]  
 drove a car and parked on-site  
 drove a car and parked nearby  
 dropped off (driver did not stay)  
 bus  
 train  
 walked  
 rode a bicycle or other rideable (incl ped scooter, skateboard, rollerblades)  
 motorcycle / motorscooter

optional

7 (for staff) If you drove, what is your primary reason for doing so? [pick up to 3]  
 dropping off / picking up child(ren)  
 need the car to drive elsewhere before school (e.g sport, work, an appointment)  
 need the car to drive elsewhere after school (e.g sport, work, an appointment)  
 health reasons  
 convenience  
 lack of transport options (e.g. no bus service or footpath)  
 worried about road safety / busy roads  
 worried about heat / shade  
 worried about weather variation (rain, hail, wind)  
 did not drive  
 other (please specify)

required

8 what time do you arrive at school? [pick one]  
 before 6:15 am  
 6:15-6:30  
 6:30-6:45  
 6:45-7:00  
 7:00-7:15  
 7:15-7:30  
 7:30-7:45  
 7:45-8:00  
 8:00-8:15  
 8:15-8:30  
 8:30-8:45  
 8:45-9:00  
 after 9:00

required	9 what time do you leave school?	before 2:45pm 2:45-3:00 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 after 5:30	[pick one]
optional	10 which measures would encourage you to walk or ride a bicycle more? If you already walk or ride a bicycle -- what measures would you like to see more? Select 2	lower speed roads place to store my helmet place to store my scooter / skateboard better lighting more shade more weather protection (eg covered walkways) back up options in case of inclement weather (bus, train or car for rainy days or days when the weather changes) shower / change rooms safe bicycle parking information on safe routes bicycle group so I can ride with others walking group so I can walk with others loan / discount to buy a bicycle / helmet other (please specify)	[pick up to 3]
optional	11 which measures would encourage you to use public transport? If you already use public transport, what would you like to see cheaper public transport more?	more frequent public transport bus route to my neighbourhood improved waiting area at school (shade / weather protection) improved waiting area at home (shade / weather protection) better connections to other transport (train or bus) public transport group so I can ride with others information about public transport other (please specify)	[pick 2]
optional	12 which measures would encourage you to carpool	help finding someone to carpool with reduced parking cost know the driver personally free parking sharing driving responsibility certainty in finding a car space (ie dedicated car space for carpoolers) secure parking a ride home if I needed to assist with a sick child / personal responsibilities other (please specify)	[pick 2]
required	13 any other transport feedback for our team?		[free form]
optional	14 Do you use the same transport mode to school as you did before COVID-19?		[any question the principal would like to use this all school opportunity ask / seek an answer]

landing page following the questionnaire: <https://www.snapsendsolve.com/> If you have feedback between questionnaires, please use this link to notify local councils, utilities or other authorities of issues that need addressing in your community.

# **APPENDIX B**

## **Consultation Record**





**Post Approval Consultation Record**

Identified Party to Consult:	City of Sydney
Consultation type:	Email
When is consultation required?	Prior to Operation
Why	Condition D20 Be prepared by a suitably qualified traffic consultant in consultation with Council and Transport for NSW;
When was consultation scheduled/held	31 January 2023 21 March 2023
When was consultation held	See above
Identify persons and positions who were involved	Asad Rajbhoy City of Sydney
Provide the details of the consultation	The purpose of the consultation was to obtain comments to inform the School Transport Plan.
What specific matters were discussed?	<p>The key points raised by the council regarding the STP included:</p> <ul style="list-style-type: none"> <li>• Speed Zoning: The city of Sydney supports any proposal to reduce the speed to 30 km/h as a way of improving safety for people walking and riding to the site.</li> <li>• Active Transport: the City of Sydney commend Darlington Public School for proposing to adopt and implement various active transport behavioral/management strategies to encourage active transport.</li> </ul> <p>Council provided further comments on 21/03/2023 to include in the STP which included:</p> <ul style="list-style-type: none"> <li>• There is now a new pedestrian (and bike) crossing on Wilson Street on the western side of Golden Grove. This should be included on your list in Section 2.3.1 in two places and diagrams on pages 14 and 68 (for the TAG)</li> <li>• In Section 2.3.1, Wilson Street and Little Eveleigh are being referred to as “shared paths” but they are in fact separated cycleway and shared zones, respectively</li> <li>• On page 14 the intersection works that “will commence in November 2022” have now been completed</li> <li>• On page 22, I’d suggest that Burren Street south should be shown as low difficulty, not moderate, because it is a dead end with very little traffic</li> <li>• Confirm if the forecast of 88 kids riding (on page 46) includes scooters. If not, then the quantum of bike parking is 63 (on page 19) may not meet the demand</li> <li>• Freya Grove, Behaviour Change Coordinator (FGrove@cityofsydney.nsw.gov.au) should be added as a potential stakeholder to support their behaviour change efforts (Section 9.1, Table 20).</li> </ul>



Education  
School Infrastructure

What matters were resolved?	Speed Zoning Active Transport
What matters are unresolved?	Nil
Any remaining points of disagreement?	Nil
How will SINSW address matters not resolved?	Ongoing advocacy for potential speed reduction.



**Post Approval Consultation Record**

Identified Party to Consult:	TfNSW
Consultation type:	Email
When is consultation required?	Prior to Operation
Why	Condition D20 Be prepared by a suitably qualified traffic consultant in consultation with Council and Transport for NSW;
When was consultation scheduled/held	22 February 2023
When was consultation held	See above
Identify persons and positions who were involved	Divna Cvetojevic Transport for NSW
Provide the details of the consultation	The purpose of the consultation was to obtain comments to inform the School Transport Plan.
What specific matters were discussed?	<p>The key points raised by the council regarding the STP included:</p> <p><b>Speed Zoning:</b></p> <p><i>“TfNSW has reviewed the report and noted that the ‘30km/h School Zone’ has been suggested in the existing ‘40km/h School Zone’.</i> <i>After consideration, TfNSW advises that:</i></p> <p><i>There is an NSW state-wide standard speed management and changes to the speed guidelines, processes and approvals. In accordance with the NSW Speed Zoning Guidelines, the speed limit of ‘School Zones’ is 40km/h and TfNSW would not support reduction of speed in this ‘School Zone’ area.</i></p> <p><i>Additionally, the TfNSW advises that the 30km/h ‘School Zones’ in Liverpool and Manly were implemented as part of a 30km/h High Pedestrian Activity Area (HPAA) trial.</i> <i>Please note that the 30km/h HPAA at Liverpool CBD has been recently removed and replaced with 40 km/h HPAA signs.”</i></p>
What matters were resolved?	Nil
What matters are unresolved?	Nil
Any remaining points of disagreement?	Nil
How will SINSW address matters not resolved?	Ongoing advocacy with TfNSW.




**Post Approval Consultation Record**

Identified Party to Consult:	Transport Working Group
Consultation type:	MS Teams Meeting
When is consultation required?	Prior to Operation
Why	Condition D20 Be prepared by a suitably qualified traffic consultant in consultation with Council and Transport for NSW;
When was consultation scheduled/held	29 <sup>th</sup> November 2022- MS Teams Meeting
When was consultation held	See above
Identify persons and positions who were involved	<ol style="list-style-type: none"> <li>1. Wade Mitford Transport for NSW</li> <li>2. Rosie Selby Transport for NSW</li> <li>3. Divna Cvetojevic Transport for NSW</li> <li>4. Fiona Campbell City of Sydney</li> <li>5. A. Aspden City of Sydney</li> </ol>
Provide the details of the consultation	The purpose of the consultation was to obtain comments to inform the School Transport Plan.
What specific matters were discussed?	Existing Catchment Summary Existing Transport Mode Share Mode Share Targets Proposed Recommendations
What matters were resolved?	Existing Catchment Summary Existing Transport Mode Share Mode Share Targets Proposed Recommendations
What matters are unresolved?	Proposed 30km/h speed zone
Any remaining points of disagreement?	Nil
How will SINSW address matters not resolved?	Ongoing advocacy with Council and TfNSW for potential speed reduction.

# **APPENDIX C**

## **Author CV**

<p><b>Name and portrait photo</b></p>	<p>Sabal Sharma</p>	
<p><b>Proposed role</b></p>	<p>Station Support</p>	
<p><b>Company and position therein</b></p>	<p>Stantec, Traffic Engineer</p>	
<p><b>Qualifications &amp; affiliations</b></p>	<p>M.Phil. (Transportation Engineering) BEng. (Civil)</p>	
<p><b>Expertise areas</b></p>	<p>Traffic engineering, transport planning, data analysis, GIS analysis and mapping.</p>	
<p><b>Summary work history</b></p>	<p>Sabal is a Traffic Engineer who joined Cardno in March 2018. Since joining Cardno Sabal has gained experience in preparing traffic impact assessments with expertise in SIDRA intersection modelling, swept path analysis and parking assessment.</p>	
<p><b>Overview of relevant experience</b></p>	<p>Sabal has worked on projects in both metropolitan Sydney and regional NSW for clients including local and state governments and developers.</p> <p>His key skills include:</p> <ul style="list-style-type: none"> <li>&gt; SIDRA intersection modelling for both individual sites and networks.</li> <li>&gt; ArcGIS, data analysis and reporting.</li> </ul>	
<p><b>List of relevant projects with dates and clear indication of role and responsibility</b></p>	<p><b>Sydney Metro Northwest Traffic and Parking Monitoring Study   Sydney Metro   2018 – 2020   Graduate Traffic Engineer</b></p> <p>As part of the parking and traffic analysis, Sabal was responsible for assisting in traffic impact assessment assessing the performance of key intersections around the proposed metro stations. The study included data analysis and SIDRA modelling for 12 months before and 12 months after the opening of Sydney Metro opening, resulting in in-depth knowledge of the issues, requirements, and behaviour around the stations.</p> <p><b>Cluster A Schools - Rapid Transport Assessments   School Infrastructure NSW   2021 – 2022   Traffic Engineer</b></p> <p>Sabal was responsible for delivering the Rapid Transport Assessment for Castle Hill Public School, Darcy Road Public School, Matthew Pearce Public School, and the proposed Westmead South Public School. Some of the tasks involved in this analysis included GIS mapping of depersonalised student data, pedestrian infrastructure locations, and walking &amp; cycling catchments.</p> <p><b>Rouse Hill High School - Rapid Transport Assessments   School Infrastructure NSW   – 2022   Traffic Engineer</b></p> <p>Sabal was responsible for delivering the Rapid Transport Assessment for Rouse Hill High School. Some of the tasks involved in this analysis included GIS mapping of depersonalised student data, pedestrian infrastructure locations, and walking &amp; cycling catchments.</p> <p><b>Dulwich Hill Station Precinct Public Domain Improvements Traffic and Transport Assessment   Inner West Council   2019 – 2020   Traffic Engineer</b></p> <p>Sabal was responsible for undertaking traffic and transport assessment for the detailed design of the Dulwich Hill Station Precinct Public Domain Improvements.</p> <p><b>Clearways Program Investigations   TfNSW   2018 – 2019   Graduate Traffic Engineer</b></p> <p>Sabal was responsible for assisting in traffic and parking data analysis as a part of assessing the impacts and benefits of the introduction of new or extended clearways.</p>	

	<p><b>The New England Road Network Strategy   New England Joint Organisation   2019 – 2020   Traffic Engineer</b></p> <p>Sabal was responsible for undertaking a review of the road network condition and capacity, a review of traffic volumes and an analysis of crash data. Sabal documented locations of constraints and pinch points and reviewed these issues against the seven New England Road network objectives.</p> <p><b>Kogarah Local Environment Plan Strategic Transport Assessment   Georges River Council   2018 – 2019   Graduate Traffic Engineer</b></p> <p>Sabal was responsible for assisting in the development of the strategic base model and future year models (2021,2026 and 2031) for the following precincts: Kogarah Town Centre and Kogarah North, Prince Highway – Carlton, South Hurstville Centre, Ramsgate, Blakehurst and Blakehurst Waterfront.</p> <p><b>Mudgee Parking Study   Mid-Western Regional Council   2019 – 2020   Traffic Engineer</b></p> <p>Sabal was responsible for analysing the public consultation results and assisting with reporting for the project. This assisted with formulating and communicating recommendations to parking infrastructure and management.</p> <p><b>Eastwood Traffic and Parking Study   City of Ryde   2018   Graduate Traffic Engineer</b></p> <p>Sabal was responsible for preparing a spreadsheet base model and assisted to assess the key intersections using SIDRA.</p>
<p><b>Referee 1</b></p> <p><b>Name</b></p> <p><b>Contact details</b></p>	<p><b>Frank Princi</b></p> <p>Project Director, Infrastructure Planning School Infrastructure NSW</p> <p>E. frank.princi3@det.nsw.edu.au</p>
<p><b>Referee 2</b></p> <p><b>Name</b></p> <p><b>Contact details</b></p>	<p><b>Nathan Cooper</b></p> <p>James Bailey &amp; Associates</p> <p>E. ncooper@baileyassociates.com.au</p>

# **APPENDIX D**

## **Travel Access Guide**





# [Insert school name]

## Travel Access Guide

[Insert date/month/year]

### Project overview

Insert project description from project page on SINSW website.

safety messaging: <https://education.nsw.gov.au/teaching-and-learning/curriculum/learning-across-the-curriculum/road-safety-education/safe-travel>

### Active ways to get to school



#### Walking is an active and healthy way to get to school

- Include safety tips for local students.



#### Ride your bike

- Include safety tips for local students.



#### Ride your scooter

- Include safety tips for local students.

### Message from your Principal

- Insert text from Principal that lets the school community know they are becoming an active travel school.
- Principal message to include relevant safety information.
- Principal message may include their own commitment to active travel.
- Include Principal photo and signature block.

### Message from your P&C President

- Insert text from P&C President that outlines their support for becoming an active travel school.
- P&C message may include information about how changing the way you get to school even one day per week can make a 20% difference to local traffic congestion.
- Include P&C President photo and signature block.

### Kiss and drop expectations

- Reflect anything agreed in the School Transport Plan.
- Ensure consistency with NSW Education's road

#### For more information contact:

School Infrastructure NSW  
Email: [schoolinfrastructure@det.nsw.edu.au](mailto:schoolinfrastructure@det.nsw.edu.au)  
Phone: 1300 482 651  
[www.schoolinfrastructure.nsw.gov.au](http://www.schoolinfrastructure.nsw.gov.au)

## Local map: Active Travel

### Must be included

- Graphic map of the school, showing all school entry points.
- Emphasise accessible entry points.
- Use icons to show which entry points are most suitable for walking, riding bikes and riding scooters.
- Show the 5, 10, 15, 20+ minute walk to school with single line rings of different colours (not shading).
- Include footpaths near the school, on both sides of all roads and near pedestrian crossings.
- Include pedestrian crossings and crossings with signals or Lollipop staff.
- Include nearby bus stops and bus routes, if relevant.

### Map details

- North is up.
- Include a scale, in metres.
- Show bike and scooter parking within the school grounds.
- Show steps and stairs that may make entrances harder to access.



### For more information contact:

School Infrastructure NSW  
Email: [schoolinfrastructure@det.nsw.edu.au](mailto:schoolinfrastructure@det.nsw.edu.au)  
Phone: 1300 482 651  
[www.schoolinfrastructure.nsw.gov.au](http://www.schoolinfrastructure.nsw.gov.au)

## Breakout boxes to fill empty spaces

### Something broken on the way to school?

Use the Snap Send Solve app or website to report issues to the people who can fix them.

Things like abandoned trolleys, broken footpaths or water leaks can all be reported in the app.

Download it today from the App Store or Google Play. Or visit [www.snapsendsolve.com](http://www.snapsendsolve.com)

### Discounts, offers or initiatives for students and parents

- Include information about bike insurance, discounts, courses or car share pods, as relevant.

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#### For more information contact:

School Infrastructure NSW  
Email: [schoolinfrastructure@det.nsw.edu.au](mailto:schoolinfrastructure@det.nsw.edu.au)  
Phone: 1300 482 651  
[www.schoolinfrastructure.nsw.gov.au](http://www.schoolinfrastructure.nsw.gov.au)



Students and Staff Members within an 800 m radius of the school are encouraged to walk. The school is located in a low-density residential area with good pedestrian facilities.

Footpaths are available in the surrounding street frontages providing convenient and direct connections between the school and the surrounding streets i.e., Darlington Road, Darlington Lane, and Abercrombie Street.

Golden Grove Street and Abercrombie Street have raised zebra crossings which increase safer opportunities and help to disperse pedestrian movements to/ from the school.



Cycling might be an option if you are located within 2km of the school. There are on-road and off-road in the vicinity of the school.

In NSW cyclists under the age of 16 and adults (accompanying these children) are allowed to ride on footpaths. Students living within 2km from school are encouraged to cycle to School

The school proposal includes the provision of 63 bicycle spaces and 82 scooter spaces.

A separate end of trip facility is proposed which includes change rooms and showers.

There is no on-site car parking currently or proposed as a part of the redevelopment.

An on-street 'Kiss & Drop' area is provided at Golden Grove Street. The drop-off and pick-up zone provide capacity for 5-6 cars.

The school is located within 200m of a bus stop on City Road which is served by several buses.



Bus Route	Time	Coverage
352	08:49am, 15:23	Darlington, Bondi Junction, Marrickville
370	08:48, 15:07	Glebe, Darlington, Erskineville
423	08:47 15:07	Kingsgrove, Earlwood, Camperdown
426	08:55 15:12	Haymarket, Darlington, Marrickville
428	08:53 15:17	Darlington, Marrickville, Dulwich Hill
430	08:57 15:05	Darlington, Newtown, Sydenham
645s	08:11 15:39	Glebe, Marrickville
646s	08:24 15:41	Glebe, Marrickville, Dulwich Hill
684s	15:01	Leichhardt, Glebe, Newtown
352	08:49am, 15:23	Darlington, Bondi Junction, Marrickville
370	08:48, 15:07	Glebe, Darlington, Erskineville
423	08:47 15:07	Kingsgrove, Earlwood, Camperdown

# TRANSPORT ACCESS GUIDE

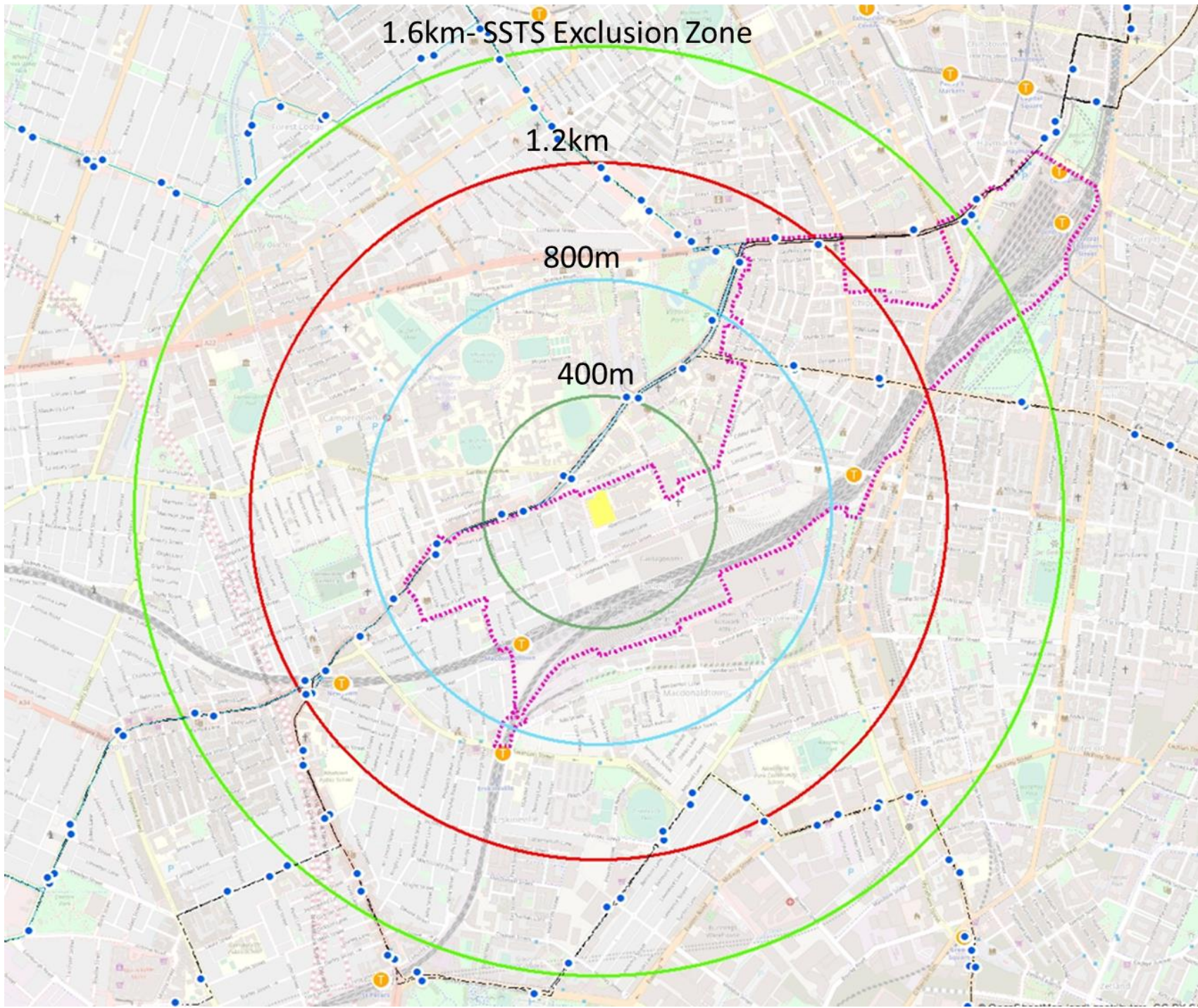
## Darlington Public School

Golden Grove St






Chippendale NSW 2008

[darlington-p.school@det.nsw.edu.au](mailto:darlington-p.school@det.nsw.edu.au)





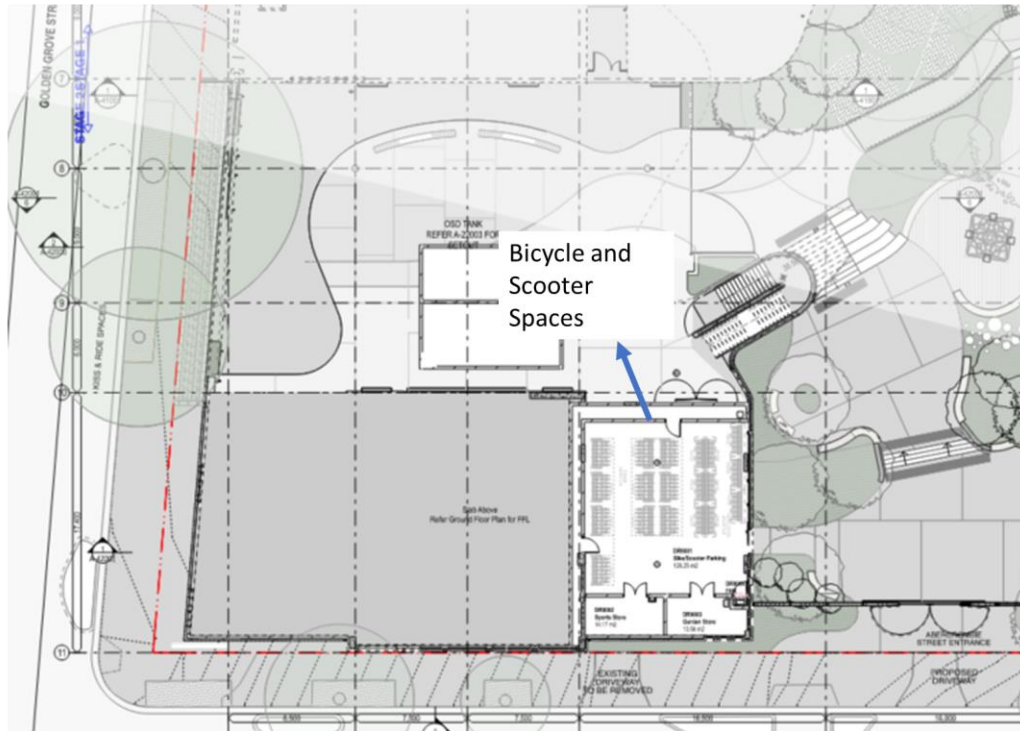


Legend	
	School Pedestrian Entry
	Pedestrian Footpath
	Separated Cycleway
	Pedestrian Crossing
	Signalised Crossing

## End of Trip Facilities

Bicycle Spaces	63 Spaces
Scooter Spaces	82 Spaces
End of trip facilities including change rooms and showers	

### Lower Ground



### Ground Floor

