

18 March 2026

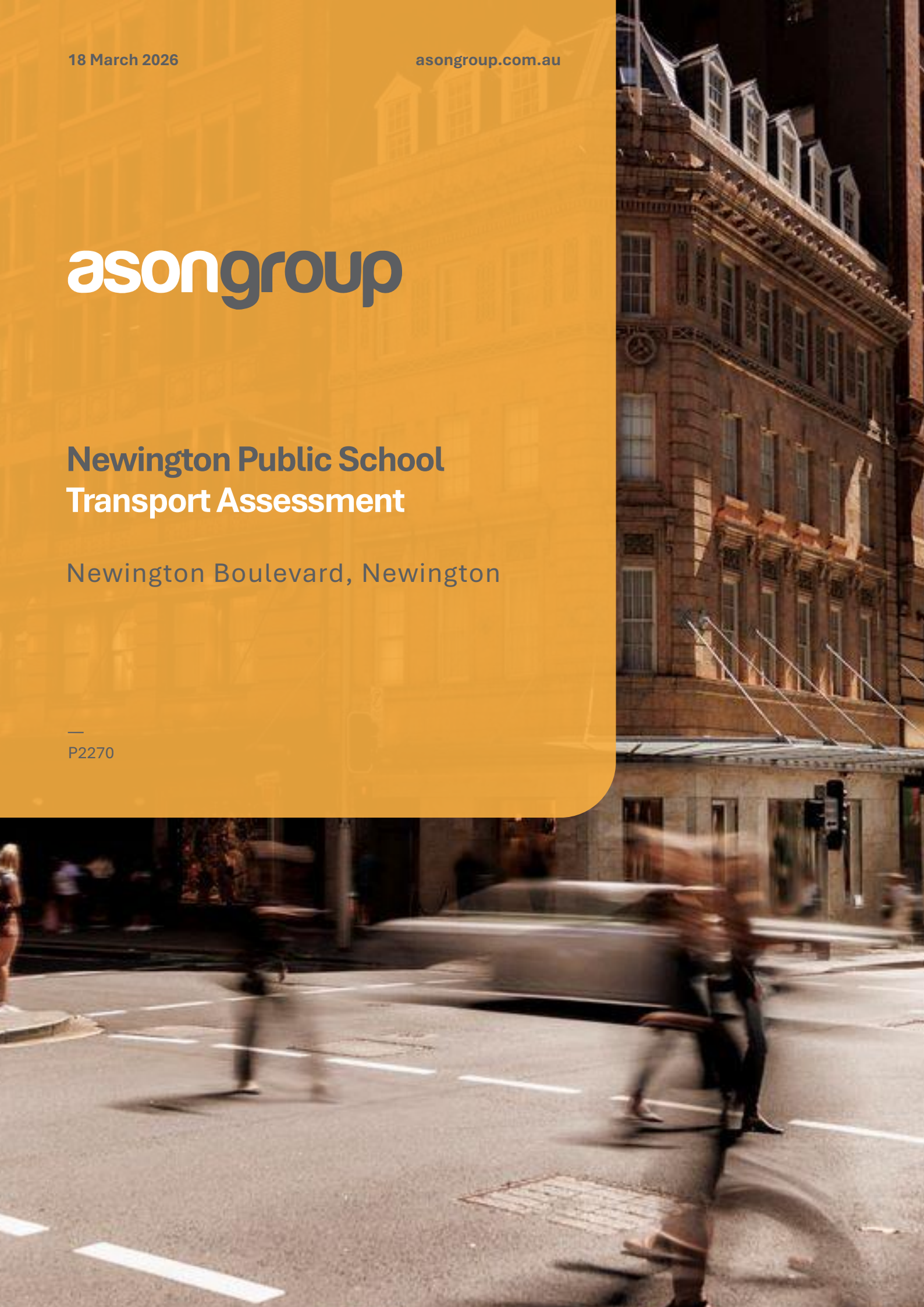
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Newington Public School Transport Assessment

Newington Boulevard, Newington

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P2270



Document control

Project number	P2270
Issue number	ISSUE VII
Project title	Newington Public School
Client	School Infrastructure NSW
File reference	P2270r02v08

Revision history

Issue no	Date	Details	Author	Reviewer	Approver
WIP DRAFT	27 October 2025	WIP Draft	J. Lam	J. Laidler	-
DRAFT	31 October 2025	Draft	J. Lam B. Javani	B. Javani	J. Laidler
ISSUE I	05 December 2025	Issue	J. Laidler	J. Laidler	J. Laidler
ISSUE II	12 February 2026	Issue	B. Javani	J. Laidler	J. Laidler
ISSUE III	13 February 2026	Issue	B. Javani	J. Laidler	J. Laidler
ISSUE IV	11 March 2026	Issue	B. Javani	J. Laidler	J. Laidler
ISSUE V	12 March 2026	Issue	B. Javani	J. Laidler	J. Laidler
ISSUE VI	13 March 2026	Issue	B. Javani	J. Laidler	J. Laidler
ISSUE VII	18 March 2026	Issue	B. Javani	J. Laidler	J. Laidler

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1 Introduction

1.1 Overview

Newington Public School is located at Newington Boulevard, Newington (the Site), and is legally described as Lot 320 DP1285196.

The school currently depends on demountable teaching spaces (DTS) for a third of its total teaching spaces. To accommodate for the growing demands in the area, it has been proposed that the existing DTS will be replaced with new permanent teaching spaces (The Proposal).

The proposed upgrade will not result in an increase in student enrolment numbers or teaching spaces. However, for sensitivity testing and completeness, the assessment has been undertaken on the basis of a maximum capacity of 700 students.

Ason Group has been commissioned by School Infrastructure NSW (SINSW) to prepare a Transport Assessment (TA) as part of a Review of Environmental Factors (REF) for submission to Department of Education (DoE).

A School Travel Plan (STP) has also been prepared by Ason Group to accompany the REF package (Ref: P2270r01v07), as shown in **Appendix A**.

1.2 Key references

In preparing this TA, the following key documents have been referenced:

- City of Parramatta Development Control Plan, 2023
- City of Parramatta Local Environmental Plan, 2023
- TfNSW, Guide to Transport Impact Assessment, 2024
- NSW Government, Planning Guidelines for Walking and Cycling, November 2019
- Australian Standard 2890.1:2004 Parking Facilities – Off Street Car Parking (AS 2890.1: 2004)
- Australian Standard 2890.3:2015 Parking Facilities – Bicycle Parking (AS2890.3:2015)
- Australian Standard 2890.5:2020 Parking Facilities – On-Street parking (AS2890.5:2020)
- Australian Standard 2890.6:2009 Parking Facilities – Off-street parking for people with disabilities (AS2890.6:2009)
- NSW Government, Planning Guidelines for Walking and Cycling, November 2019
- NSW Department of Education, Master planning guidelines for schools, October 2020
- NSW Department of Education, SINSW Community of Practice Architects + Transport Planners, 29th October 2020

1.3 Summary of proposed upgrades

This report accompanies a Review of Environmental Factors (REF) that seeks approval for the redevelopment of Newington Public School, which involves the following works:

- Construction of a new two (2) storey building comprising:
 - General and specialist learning areas
 - Staff facilities
 - External stairwell and lift
- Construction of a new two storey amenities block and partial demolition of an existing covered walkway

- Landscaping
- Ancillary services and infrastructure upgrades

The school anticipates a maximum capacity of 700 students post upgrade completion however no changes to the current staff numbers are proposed. The proposed site plan has been provided in **Figure 1**. It should also be noted that there are not proposed changes to the existing car parking, access and circulation arrangements.

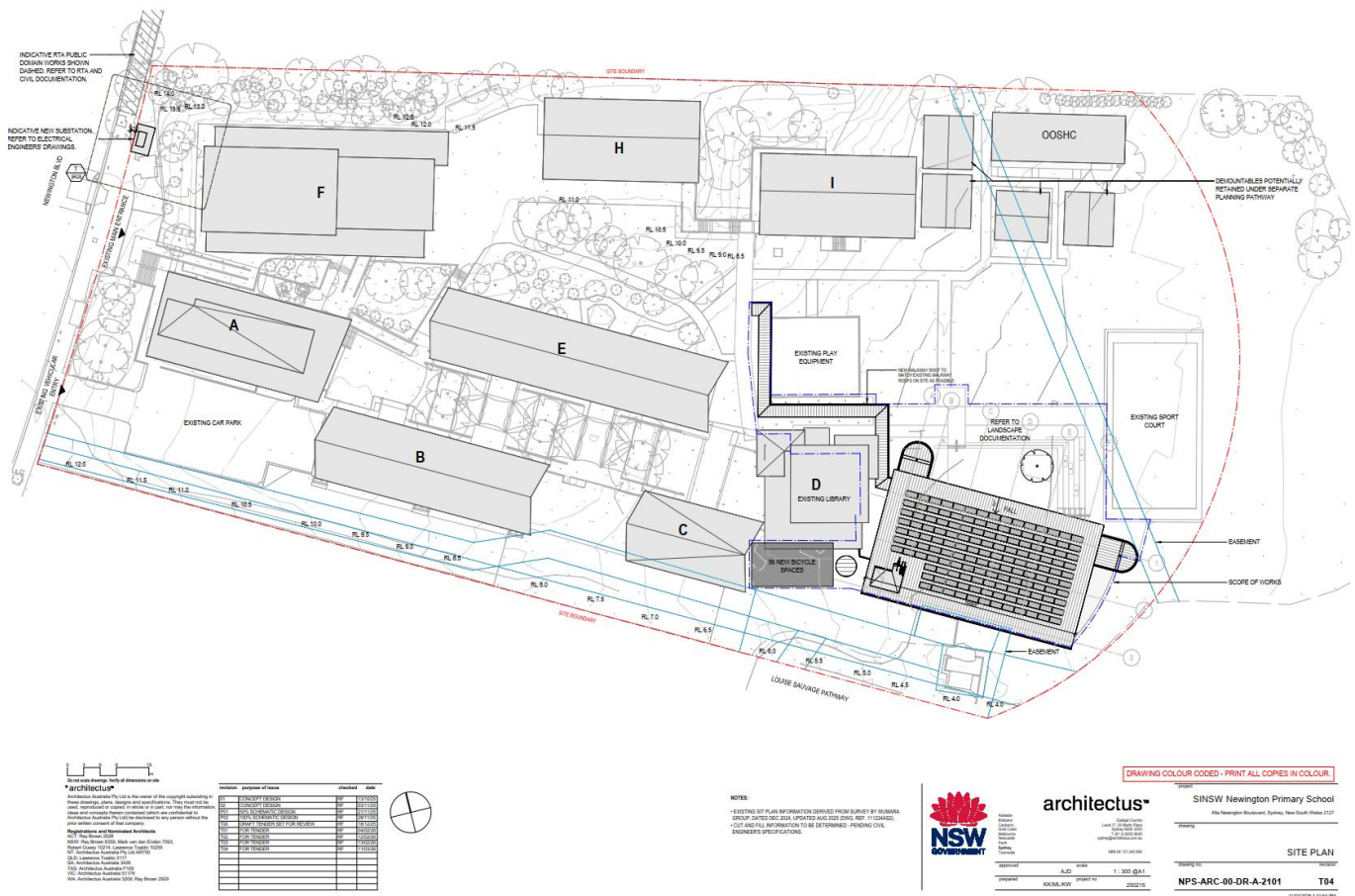


Figure 1: Indicative site plan

1.4 Transport Plan Implementation Strategy

A number of specific actions have been identified to assist in the implementation of the Transport Plan, and are outlined within the School Transport Plan, provided separately (Ref: P2270r01v07). These identified strategies aim to reduce the dependency on single occupancy vehicles. In isolation, these may not dramatically alter the day-to-day travel of staff. However, there are benefits of such activities whereby participation can increase awareness of alternative modes of travel that can then form the basis of future travel patterns and therefore reduce the reliance on private vehicles.

It is noted that the strategies and actions to be implemented have considered the school's survey's responses in order to promote active transport, public transport, and carpooling.

2 Strategic context

2.1.1 City of Parramatta Local Strategic Planning Statement

The City of Parramatta's Local Strategic Planning Statement (LSPS) – City Plan 2036 outlines a 20-year vision to manage growth while enhancing liveability, productivity, and sustainability. The LSPS is structured around four key themes: Productivity, Liveability, Sustainability, and Infrastructure and Collaboration. It includes 2 notable planning priorities in the context of traffic and transport:

- Advocate for improved public transport connectivity to Parramatta CBD from the surrounding district.
- Improve active walking and cycling infrastructure and access to public and shared transport.

2.1.2 City of Parramatta Bike Plan 2024

The City of Parramatta Bike Plan 2024 is a document that identifies the cycling routes, policies and programs in the Local Government Area. The plan outlines 6 key design principles for building the bicycle network:

- Safe – ensure that bicycle riders are provided with safe facilities.
- Connected – Enable bicycle riders to reach their destinations easily via routes that are connected across the network.
- Direct – Provide people cycling with the most direct route.
- Attractive – Deliver safe and attractive surroundings that help to deliver well-designed public spaces.
- Comfortable – Ensure that riders of all ages and abilities can ride at a speed they are comfortable.
- Adaptable – Incorporate flexibility in design to accommodate changes in user needs and demand over time.

The plan also sets out some initiatives to increase cycling opportunities for school children:

- Support safe routes to school.
- Provide educational development and advice.
- Support safe, growth initiatives.

The map presented in **Figure 2** details the proposed future bicycle network in the vicinity of the school.

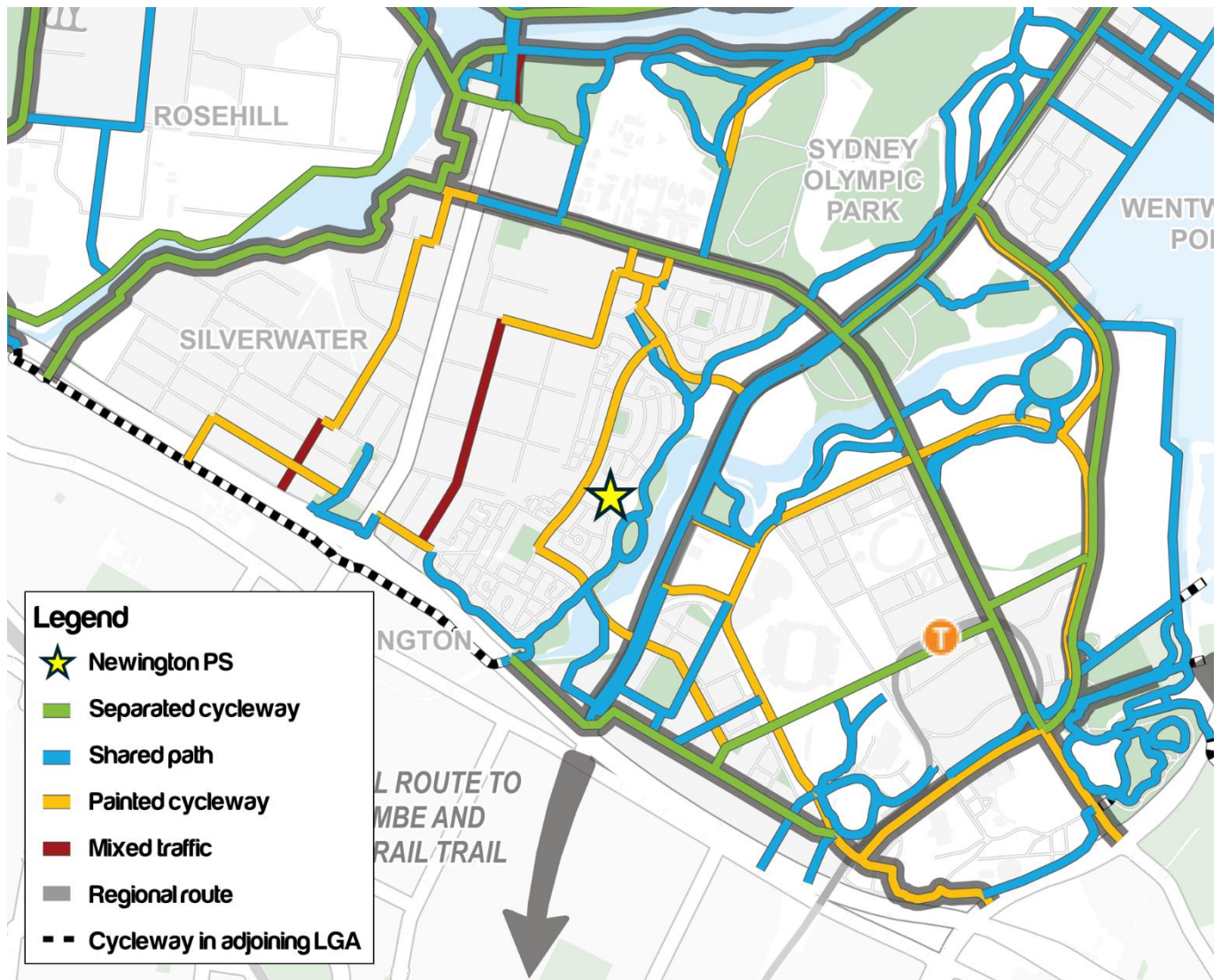


Figure 2: Future Parramatta bicycle network (Parramatta Bike Plan 2024)

2.1.3 Road Safety Education Program

The Road Safety Education Program is a long-term integrated education initiative funded by the Centre for Road Safety in government and non-government schools. The aim of the program is to increase road safety knowledge, understanding and skills.

Road safety education specialists in the government, Catholic and independent school sectors provide professional learning and advice to teachers and schools about teaching road safety and how to address road safety issues through the curriculum.

The teaching and learning focus are on pedestrian, passenger and wheel safety, as well as on future drivers. The Centre for Road Safety leads the development of quality teaching and learning resources for teachers to use in schools.

The education sectors provide professional learning to teachers to equip them with the knowledge and skills to teach quality road safety education. Teachers are also shown how to use the resources in the classroom to create effective teaching and learning programs.

2.1.4 Safety Around Schools Program

TfNSW continues to have a strong focus on improving the visibility of school zones to increase driver awareness and compliance. Schools aim to address road safety issues around their school to create a safer environment for the whole school community by:

- Teaching students about the local road safety conditions contribute significantly to improving their safety.
- Reminding parents and carers about safe road user behaviours outside the school also contributes significantly to the safety of our students
- Working with agencies to improve local safety issues in the school zone through planning, enforcement, engineering or environmental changes.

2.1.5 Carter Street Precinct Structure Plan

Carter Street will be a green and vibrant new community with open space, a village centre and quick connections to Sydney Olympic Park, the Western Motorway and the future Sydney Metro West. Although the Carter Street Precinct Master Plan proposes the development of a new school, as shown in **Figure 3**, and the Newington Public School intake area may be revised as a result, the delivery program and timeline for the completion and opening of the new public school remain subject to precinct works, land transfer, and necessary approvals, as outlined on the project website.

It is noted that State Significant Development (SSD) application SSD-68087460 for the proposed school at 15 Carter Street has been withdrawn. To our knowledge, there is currently no active development application for the school. As a result, the proposed new school has not been included in this assessment. Additionally, the Carter Street Precinct Master Plan will deliver 700 additional homes maintains 12,000 m² of retail floor space.

There are currently 132 enrolled students of Newington PS residing in the Carter Street Precinct. According to the Carter Street Precinct Master Plan, additional residential developments are planned, which are expected to contribute further potential enrolments to the school catchment area.

The proposed catchment area for the Carter Street New Primary School is presented in **Figure 4**, with 2029–2030 identified as the target opening year.

Notwithstanding, due to ongoing land acquisition, the Carter Street school project is currently on hold.

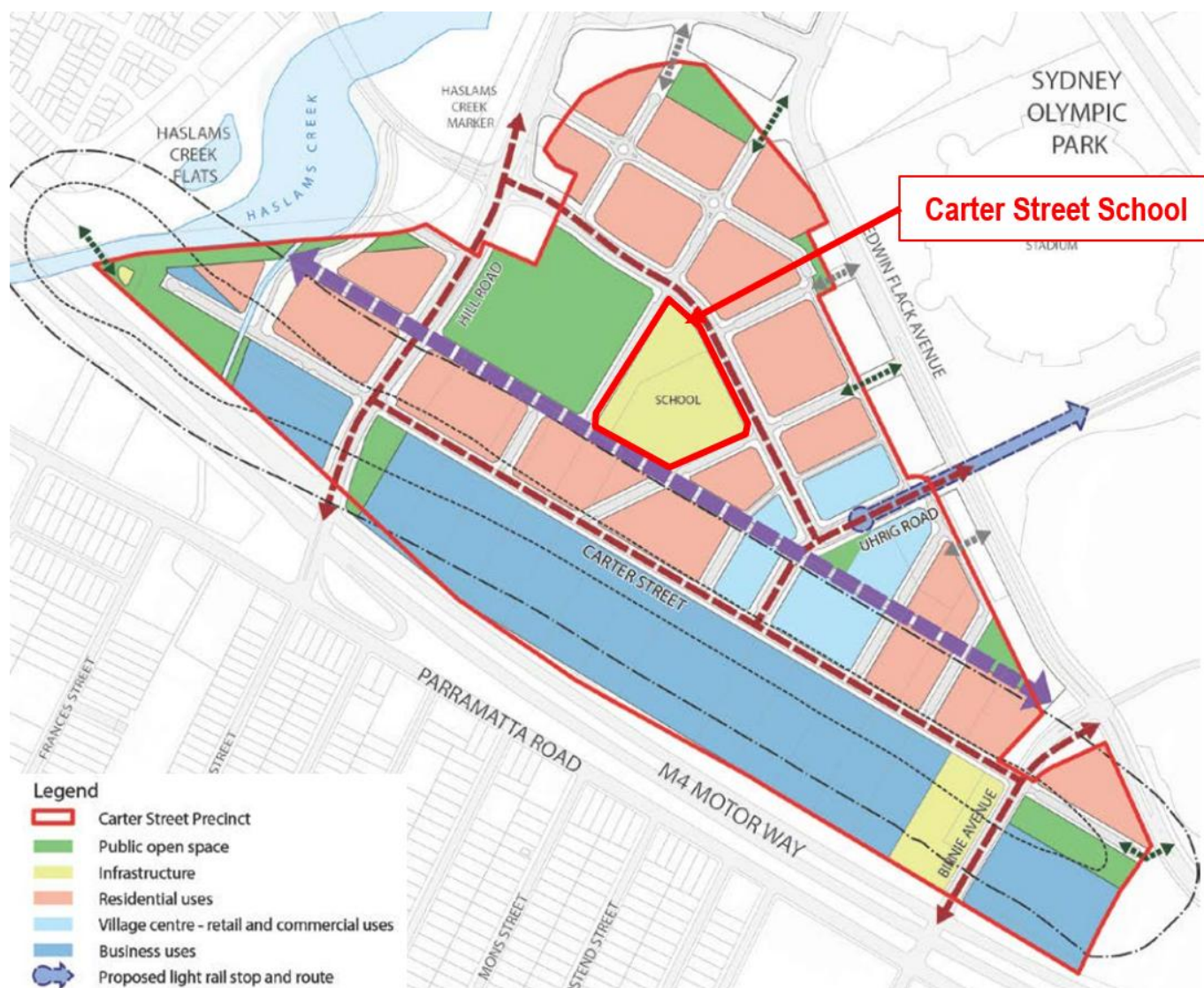


Figure 3: Carter Street Precinct Structure Plan

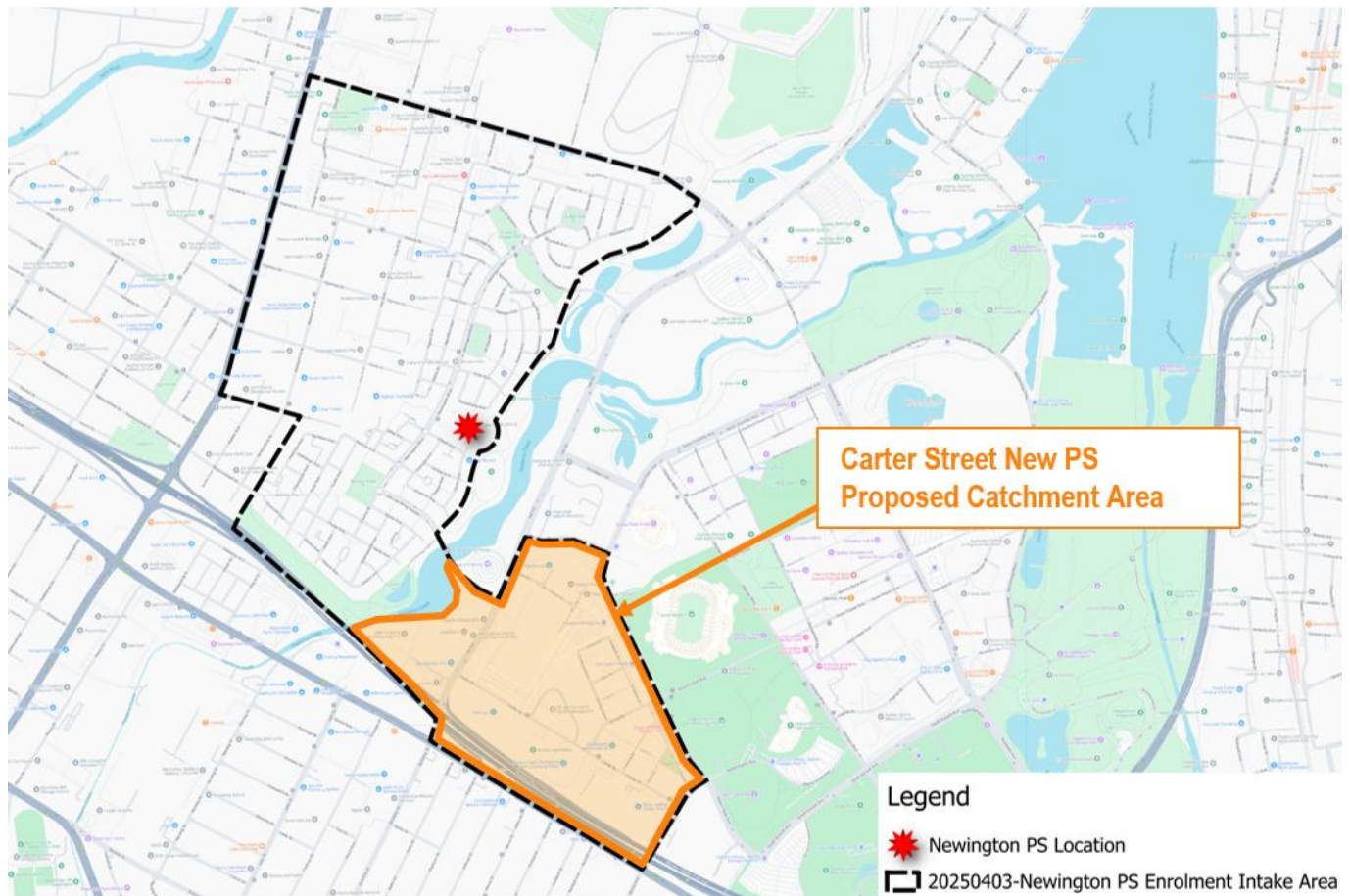


Figure 4: Carter Street New PS proposed catchment area

3 Existing conditions

3.1 Site and location

The site has frontage to Newington Boulevard (76 metres along western lot boundary), public open space (140 metres along the eastern boundary) and medium density residential development (179 metres along the northern lot boundary and 181 metres along the southern boundary). The site comprises a single allotment, legally described as Lot 320 in deposited plan (DP) 1285196 with an approximate site area of 2ha.

The site is located in the suburb of Newington on the western side of Haslams Creek, opposite the Sydney Olympic Park Precinct and Auburn waste resource facility. The site's location is approximately 5.2km southeast of the Parramatta central business district, approximately 2.5km north of the Lidcombe town centre and approximately 3km southwest of the Rhodes town centre.

The site is shown in its local context in Figure 5 below.



Figure 5: Site location

3.1.1 Existing site access

The main pedestrian access to the site is located on the Newington Boulevard frontage, with a secondary access point to the southeastern end of the site connecting to O'Neill Avenue.

Vehicular access to the site is via a driveway towards the south of the Newington Boulevard frontage, providing access to the internal car parking area. No changes to these existing access arrangements are proposed as part of the proposed upgrades.

Additionally, there are two no-parking kiss and ride zones at both ends of the site frontage.

The site access arrangements are presented in **Figure 6**, along with pedestrian crossing points and bus stop locations.



Figure 6: Site access arrangements

3.2 Road network

3.2.1 Road hierarchy

The key roads in proximity of the site are summarised in **Table 1** and are shown in their local context in **Figure 7**.

Table 1: Road network hierarchy

Road Name	Road Classification	Description
Western Motorway (M4 Motorway)	State Road	- The M4 Motorway is a tolled road that runs east-west. - Dual carriageway providing 3-4 traffic lanes in each direction. - Variable speed limit of 90km/h
Silverwater Road	State Road	- Silverwater Road runs north-south. - Provides 3 traffic lanes in each direction separated by a centralised median.

		Signposted speed limit of 70km/h in the vicinity of the site.
Holker Street	Regional Road	- Holker Street runs east-west. - Carries 2-3 traffic lanes in each direction separated by a centralised median. - Signposted speed limit of 60km/h.
Hill Road	Regional Road	- Hill Road runs north-south. - Carries 2 traffic lanes in each direction separated by a centralised median. - Signposted speed limit of 60km/h.
Newington Boulevard	Local Road	- Newington Boulevard runs north-south. - Carries 1 traffic lane in each direction in the vicinity of the site and is separated by a centralised median. - Signposted speed limit of 50km/h with a 40km/h school zone during morning/afternoon periods.

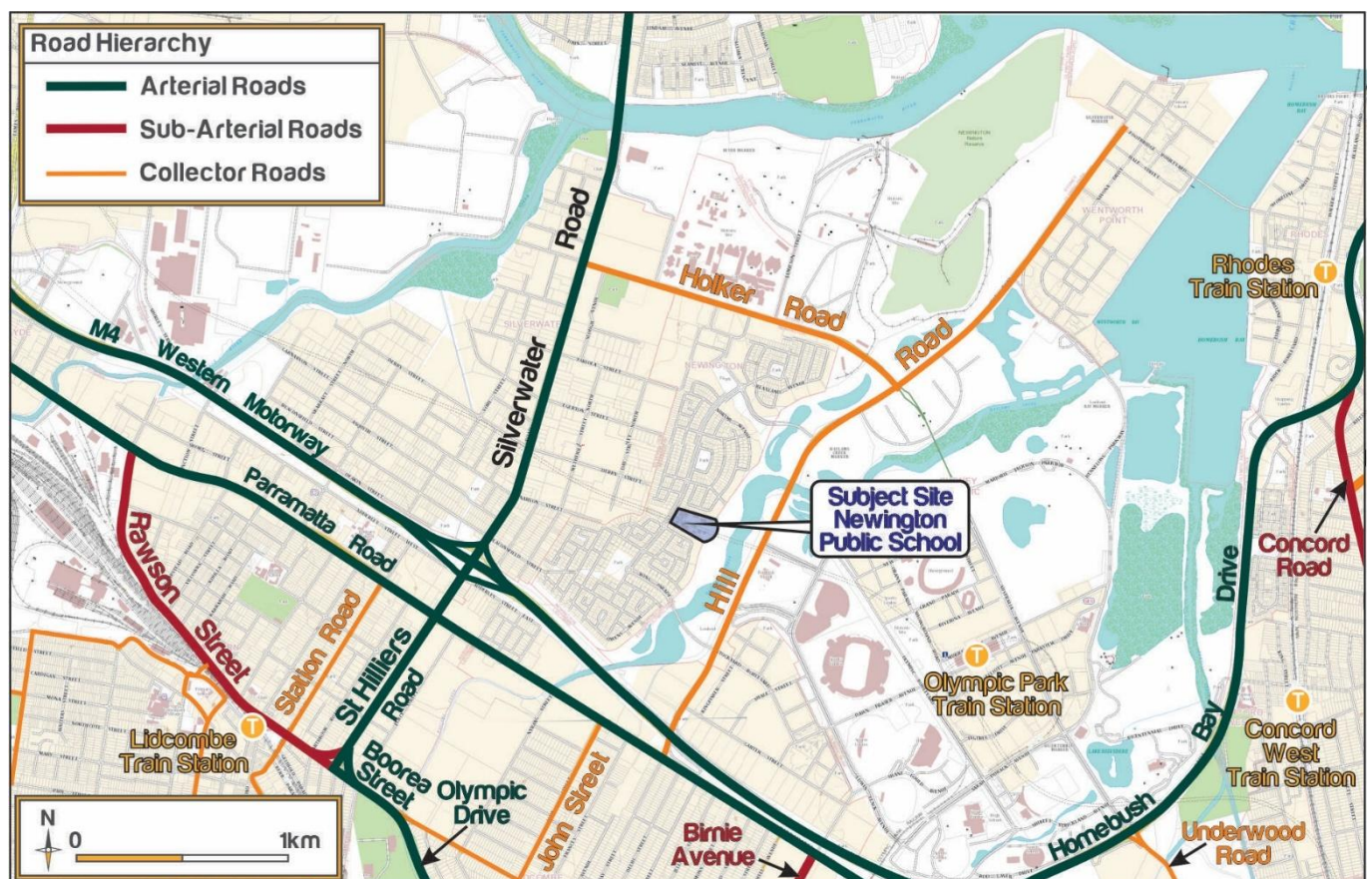


Figure 7: Surrounding road network hierarchy

3.2.2 Crash data analysis

A review of the TfNSW crash database has been undertaken in the vicinity of the Site. A snapshot of the study area has been provided in **Figure 8**. It is noted that there have been no crashes that occurred along Newington Boulevard in the vicinity of the site frontage, suggesting no inherent road safety issues in the area.

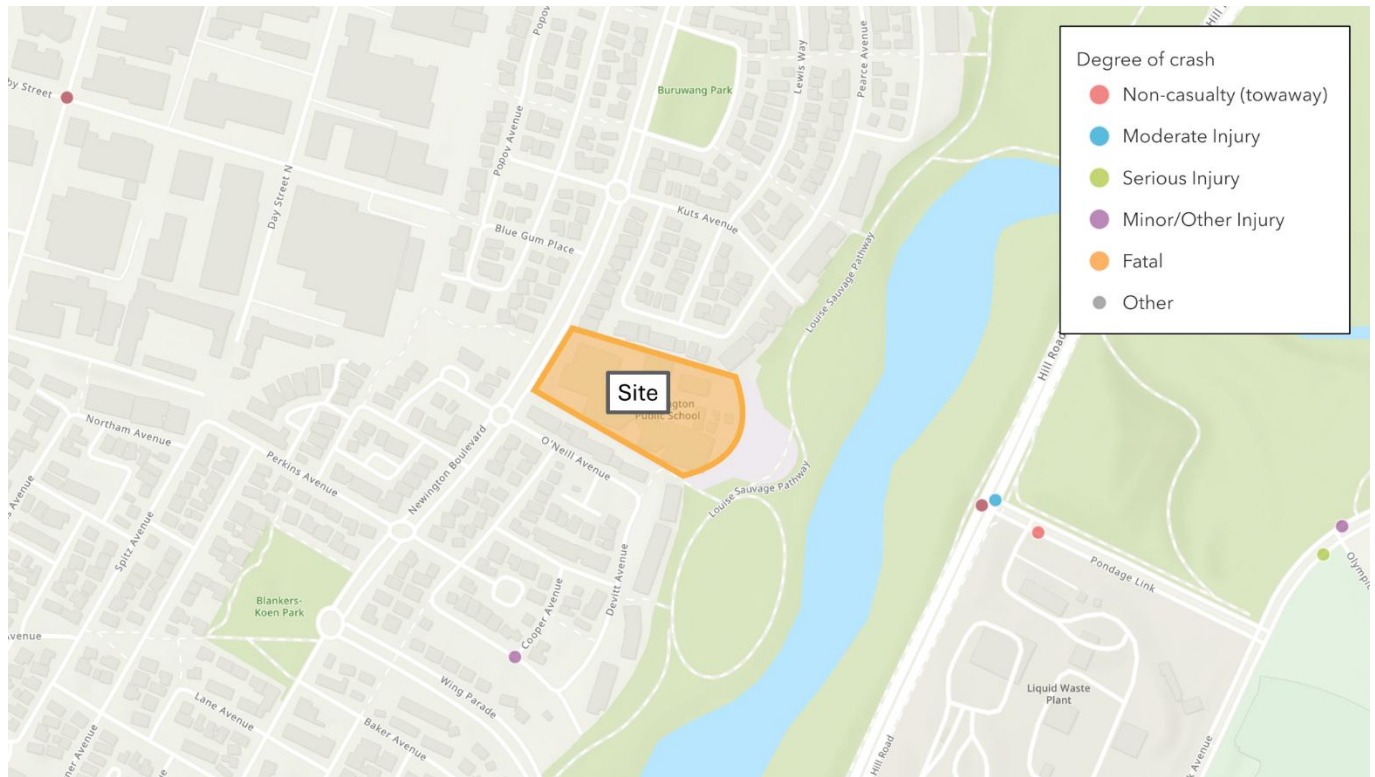


Figure 8: Crash Location and Type (2019-2023)

3.2.3 Off-site and on-road parking

On-site observations and desktop studies confirm that the locale is relatively well serviced by on-street parking, primarily kerbside parking in the vicinity of the site. Figure 9 below illustrates the indicative availability of kerbside parking spaces in the vicinity of the site (subject to locations of existing and future access crossovers). **Figure 9** below illustrates the indicative availability of kerbside parking spaces in the vicinity of the site (subject to locations of existing and future access crossovers).



Figure 9: Indicative on-street parking locations

3.3 Active & public transport

The school is well served by the existing and planned active transport network and there are options for bicycle travel around the school, both currently and in future plans.

3.3.1 Active transport options

An on-street cycleway is provided on both sides of Newington Boulevard, connecting the school to the broader cycleway network. The Louise Sauvage Pathway, a shared pedestrian and cyclist path, runs along the eastern boundary of the school and links to the wider active transport network.

Figure 10 highlights the existing active transport network and proposed future upgrades to the active transport infrastructure around the school.

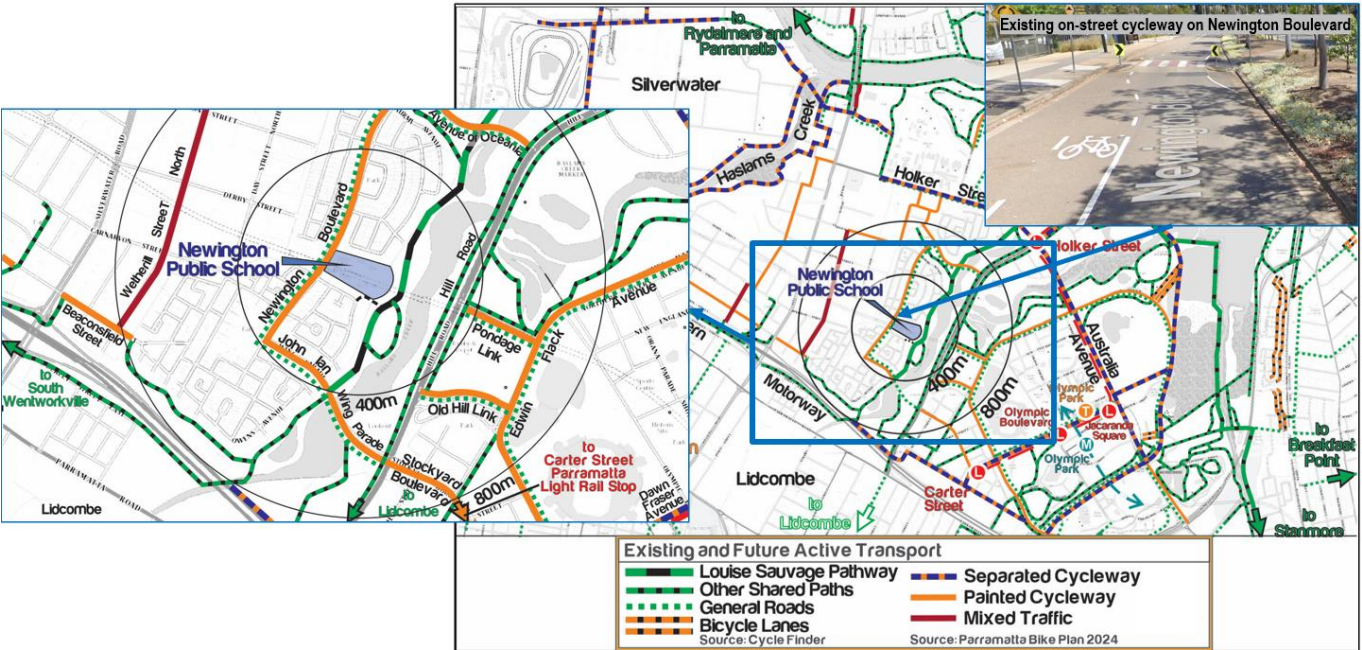


Figure 10: Active transport

3.3.2 Public transport

There is a total of 5 bus routes operating in the vicinity of the site. **Figure 11**, below illustrates the connectivity of the local public transport network in the context of the site. Each of the available services are summarised in **Table 3**.

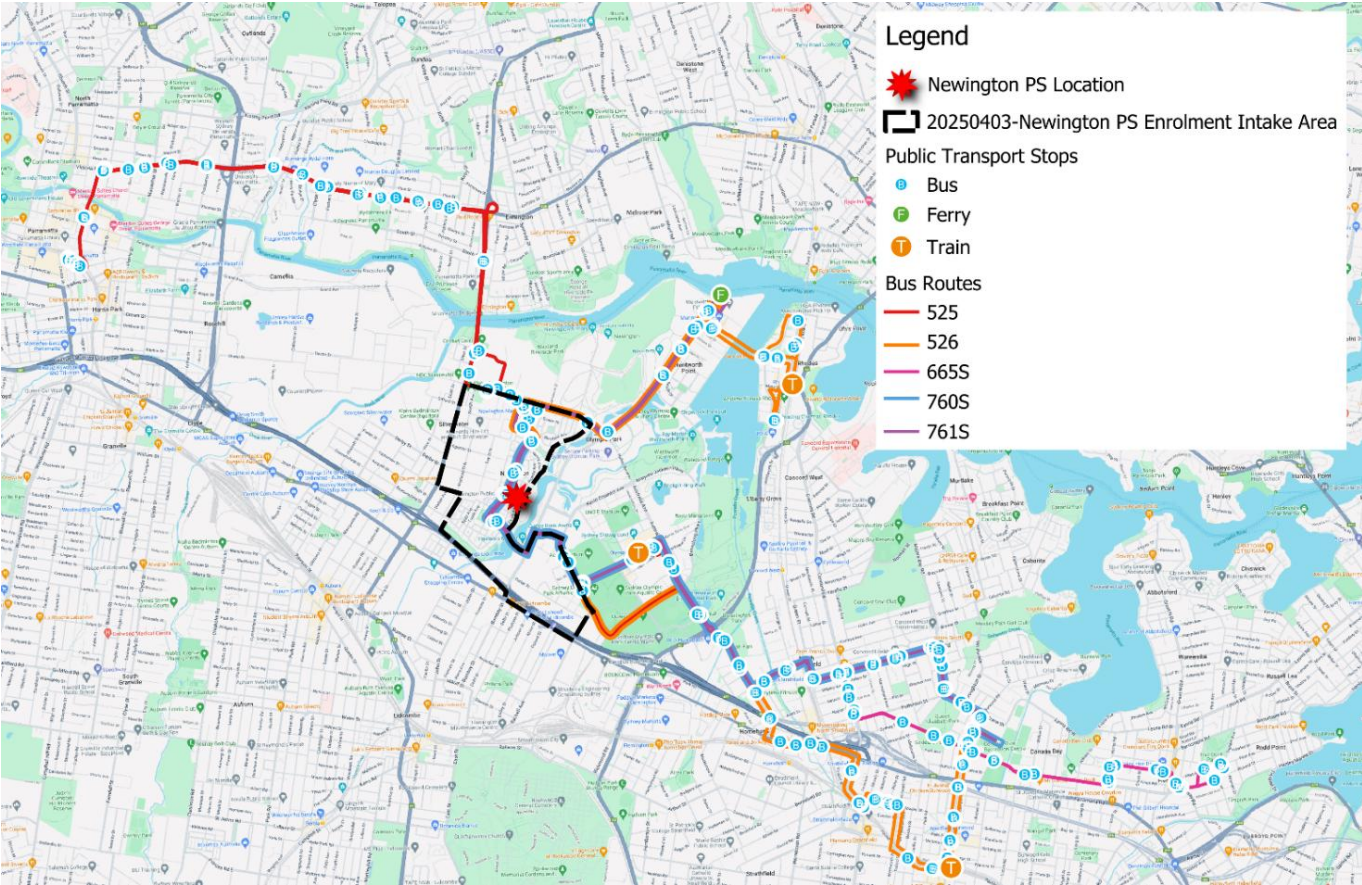


Figure 11: Public transport services

Table 2: School bus services

Route	Description	Service
665S	Sydney Olympic Park Wharf to Domremy College	1 service in the morning
	Domremy College to Sydney Olympic Park Wharf	1 service in the afternoon
760S	Newington to Concord High	2 services in the morning
761S	Concord High to Newington	2 services in the afternoon

Note: School bus services are not specifically dedicated to Newington Public School.

Table 3: Public bus services

Route	Description	Service
525	Parramatta to Sydney Olympic Park via Newington	2 services in the AM peak 1 service in the PM peak
	Sydney Olympic Park to Parramatta via Newington	3 services in the AM peak 1 service in the PM peak
526	Rhodes Shopping Centre to Strathfield	5 services in the AM peak 3 services in the PM peak
	Strathfield to Rhodes Shopping Centre	6 services in the AM peak 3 services in the PM peak

Rhodes Station and Strathfield Station currently provide rail connectivity between Parramatta to the west and the Sydney CBD to the east. Rhodes Station is accessible via the Route 525 bus service, with an approximate travel time of 14 minutes, while Strathfield Station can be accessed via the Route 525 and 526 buses, with an approximate travel time of 20 minutes.

The school bell times are 8:55 AM and 3:00 PM. For the purpose of reviewing bus services, the peak hours have been defined as the one-hour period before the morning bell and the one-hour period after the afternoon bell.

The public bus services listed in the table above include those that stop at Newington Public School within the defined peak periods. The table demonstrates that the school is served by several public bus services. In general, school bus services also arrive within the designated peak hours, with the exception of Route 665s, which operates outside these periods.

3.4 Data collection

The key intersections in the vicinity of the site are outlined below:

- **Newington Boulevard / O'Neil Avenue:** Is a priority roundabout to the south of the school.
- **Newington Boulevard / Kuts Avenue:** Is a priority roundabout to the north of the school.

Traffic surveys for key intersections and the site vehicular access were undertaken on Tuesday, 21 October 2025, as outlined in the table below.

Additionally, a site inspection of the AM and PM peak periods was undertaken on Tuesday, 21 October 2025.

Table 4: Traffic survey locations

Ref.	Intersection	Periods	Vehicle Classes	Survey Type
1	Newington Boulevard / O'Neil Avenue	6:00am – 9:00am 3:00pm – 6:00pm	- Light (Austroads Class 1-2) - Heavy (Austroads Class 3-12) - Buses	- CIC traffic counts - Queue lengths - Pedestrian and cyclist counts
2	Newington Boulevard / Kuts Avenue	6:00am – 9:00am 3:00pm – 6:00pm	- Light (Austroads Class 1-2) - Heavy (Austroads Class 3-12) - Buses	- CIC traffic counts - Queue lengths - Pedestrian and cyclist counts
3	Newington Boulevard / Car Park Access	7:00am – 7:00pm	Austroads Class 1-12	CIC traffic counts

Additionally, pedestrian and cyclist surveys were conducted at both school access gates as well as the raised pedestrian crossing on Newington Boulevard, as summarised in the table below.

Table 5: Pedestrian/cyclist survey locations

Ref.	Location	Periods
4	Newington Boulevard pedestrian crossings	6:00am – 9:00am 3:00pm – 6:00pm
5	School access (Newington Boulevard)	7:00am – 7:00pm
6	School access (O'Neill Avenue)	7:00am – 7:00pm

The surveyed locations are illustrated in the figure below. Survey results are presented in **Appendix A**.

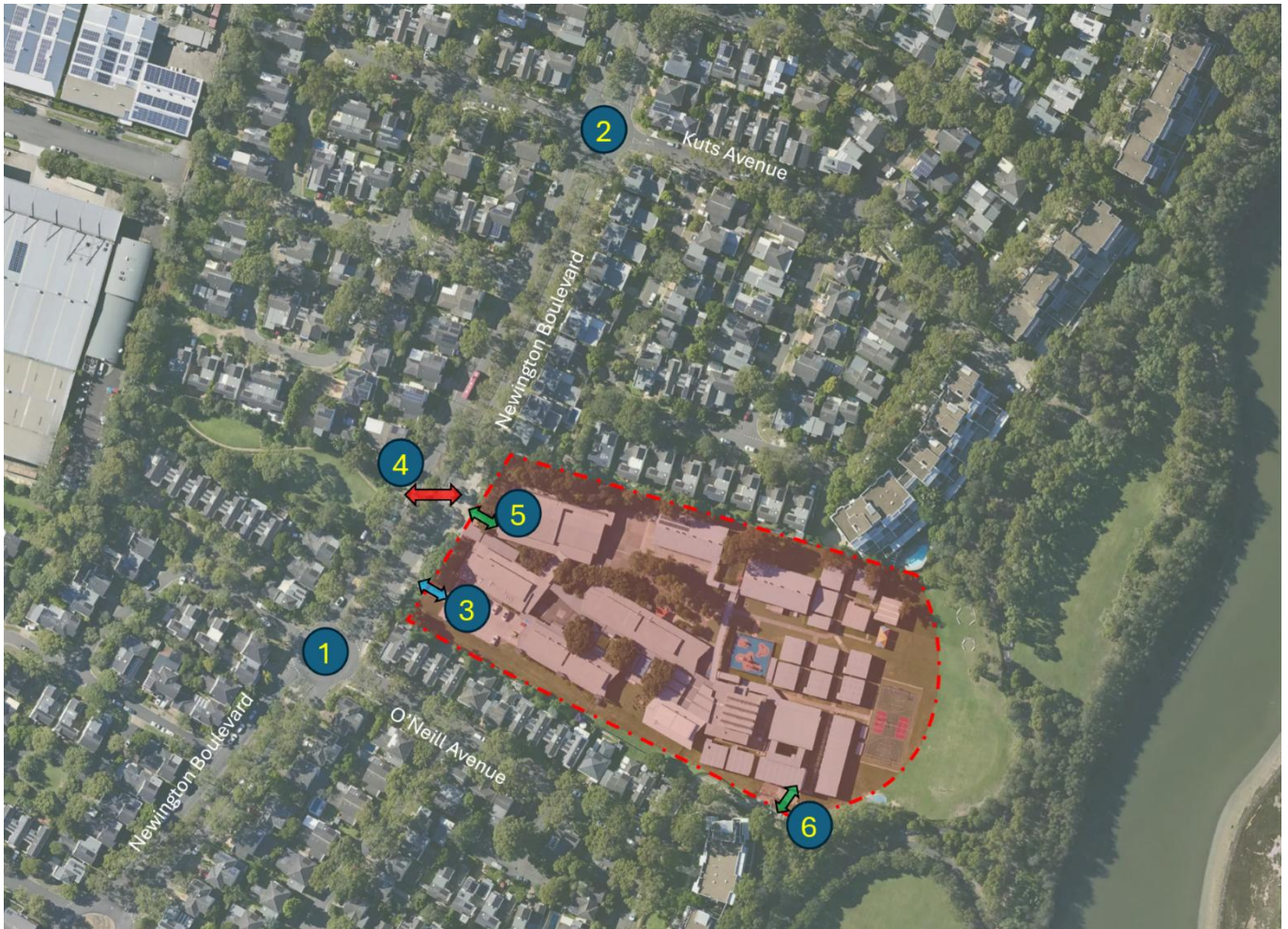


Figure 12: Survey locations

3.5 Existing intersection operation

3.5.1 SIDRA performance assessment criteria

The performance of the existing road network is largely dependent on the operating performance of key intersections, which are critical capacity control points on the road network. SIDRA Intersection 10 modelling software was used to assess the proposed peak hour operating performance of intersections on the surrounding road network at the key intersection within proximity of the Site.

In accordance with TfNSW Guide to Transport Impact Assessment V1.1, 2024 (GTIA), the Levels of Service (LOS) is used to evaluate the operational performance of intersections.

SIDRA modelling outputs a range of performance measures, in particular:

- **Level of Service (LOS)** – The LOS is a qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyse roadways and intersections by categorising traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion.
- **Average Vehicle Delay (AVD)** – The AVD (or average delay per vehicle in seconds) for intersections also provides a measure of the operational performance of an intersection and is used to determine an intersection's Level of Service. For signalised intersections, the AVD reported relates to the average of all vehicle movements through the intersection. For priority (Give Way, Stop & Roundabout controlled) intersections, the AVD reported is that for the movement with the highest AVD.

- Degree of Saturation (DOS) – The DOS of an intersection (typically under traffic signal control) or a link measures the demand relative to the total capacity. A DOS value of 100% means that demand and capacity are equal and no further traffic is able to progress through the junction.

The SIDRA recommended criteria for the assessment of intersections as referenced by the GTIA is outlined in the table below. It is common practice to adopt LoS D as the acceptable threshold. When intersection performance declines to LoS E or lower, investigations should be undertaken to determine whether appropriate mitigation is feasible.

Table 6: SIDRA level of service criteria

Level of Service	Average Delay per Vehicle (sec/veh)
A	less than 14
B	15 to 28
C	29 to 42
D	43 to 56
E	57 to 70
F	More than 70

3.5.2 SIDRA intersection layout

SIDRA Network modelling is used to model the key intersections as a network. The intersection layouts are shown in the figures below. As the pedestrian crossing on Newington Boulevard forms a key element in the operation of the surrounding road network, it has also been considered in this assessment.

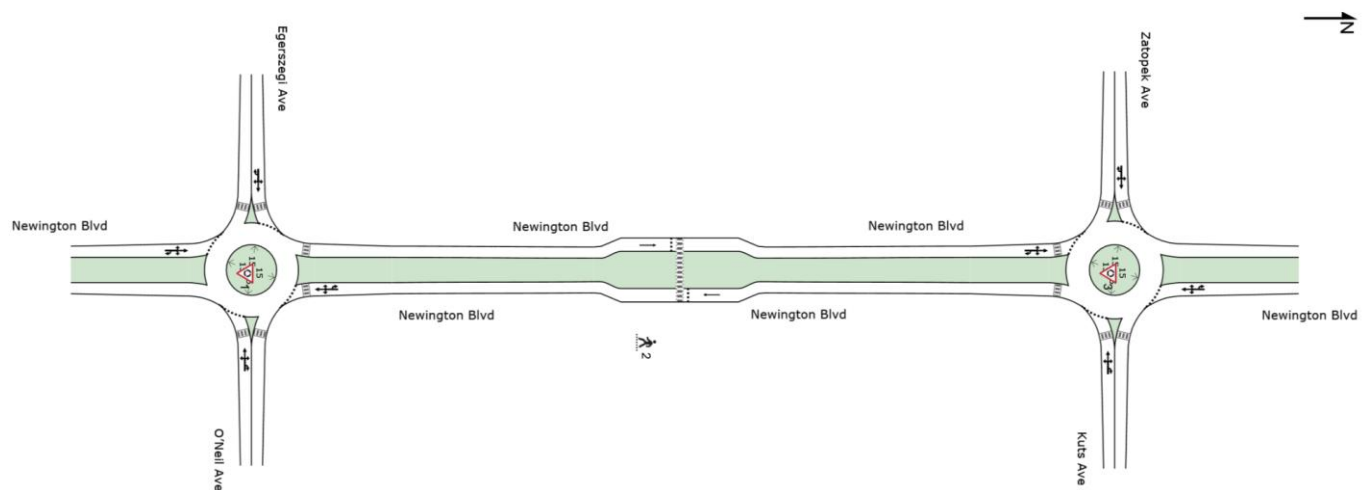


Figure 13: Network diagram

3.5.3 SIDRA modelling results

With reference to the survey results, SIDRA modelling has been undertaken for the existing scenario with the results of the baseline analysis summarised in the table below.

Table 7: 2025 Existing SIDRA results

#	Intersection	Period	Degree of Saturation (DOS)	Delay (S)	Level of Service (LOS)
1	Newington Boulevard / O'Neil Avenue	AM	0.25	9	A
		PM	0.14	9	A
2	Newington Boulevard Pedestrian Crossing	AM	0.90	34	C
		PM	0.61	21	B
3	Newington Boulevard / Kuts Avenue	AM	0.17	9	A
		PM	0.13	9	A

The key findings of SIDRA intersection modelling for the 2025 Existing Conditions Scenario are:

- All key intersections operate at satisfactory Levels of Service (LOS) A with Degrees of Saturation (DOS) below 0.25 during both AM and PM peak periods.
- The pedestrian crossing operates at a satisfactory LOS C in the AM peak and LOS B in the PM peak periods, with a DoS below or equal to 0.90. The modelling results indicate that the maximum 95th percentile queue occurs during the AM peak, with approximately 113 metres on the north approach and 35 metres on the south approach of the pedestrian crossing, which is consistent with both the survey results and site observations. These results demonstrate that the existing queues are contained within the available 150-metre distance between the pedestrian crossing and the roundabout to the north, and the 65-metre distance to the roundabout to the south, indicating no queue spillback to either intersection.

3.6 Existing stage Road Safety Audit (RSA)

As part of this assessment, an independent Road Safety Audit (RSA) has been undertaken to review the existing conditions around the Site. The Existing stage RSA was prepared on 24 October 2025 and covers the following two road sections outlined below and in **Figure 14**. The RSA has been provided in **Appendix C**.

- Newington Boulevard, between Kuts Avenue and O'Neill Avenue.
- O'Neill Avenue, between Newington Boulevard and Devitt Lane.



Figure 14: Existing stage RSA scope

The RSA key outcomes can be categorised in the following items:

- **Road environment**; including physical conditions of the roads, footpaths and roadside areas
- **Road user behaviour**; associated with student arrivals and departures from school, as observed during the AM and PM school zone periods including drop-off and pick-up, walking and road crossing movements, cycling and bus trips.

3.6.1 RSA outcomes on road environment

A summary of the existing stage RSA for the road environment along with Ason Group's comments are summarised in **Table 8**.

Table 8: RSA outcomes on road environment

Ref.	Location	Comments	AG Response
2.1 & 2.2	General – various footpaths and kerbs.	Many locations where kerb slabs have been uplifted or exposed primarily due to tree root growth. Uneven surfaces pose hazards to both pedestrians and	Noted, footpath upgrades and repairs have been proposed as part of the recommended measures.

		children riding scooters/bicycles to school.	
2.3 & 2.4	General – various walking spaces and footpaths.	Many cases of overgrown vegetation encroaching into walkable spaces and footpaths forcing users to walk/ride off path. Some instances also reduce site distance and visibility for both pedestrians and road users.	Noted, this is also to be addressed as part of the recommended measures.
2.5	O'Neill Avenue, eastbound direction.	On-road painted 40km/h speed limit numeral has faded and is no longer as effective.	Noted. This matter relates to existing conditions and is not relevant to the Proposal. It is recommended that Council review and consider adding this part of Newington Blvd to their maintenance program to replace faded line marking.
2.6	Roundabout at Newington Boulevard / O'Neill Avenue intersection.	The central island of the roundabout lacks visual prominence with no notable raised features apart from the kerbing itself. Consideration should be given to installing more raised features such as internal landscaped plots and/or shift marker signage.	Noted. This matter relates to existing conditions and is not relevant to the Proposal. It is recommended that Council review and consider the RSA comments.
2.7	Wombat crossing over Newington Boulevard outside main school gate.	The following issues were highlighted: • The LOOK OUT BEFORE YOU STEP OUT logos have chipped and faded, limiting their effectiveness. • Leaf and gravel litter on the central median pose trip hazard for children. • The crossing is a 2 staged crossing however during the inspection, only one crossing supervisor was present. It is understood that there are typically 2 supervisors.	• Reinstatement of the logo is to be discussed with the TWG, as to who best to re-do the line marking. • To be raised at the TWG for Council's consideration regarding the ongoing maintenance of the central median, given the inherent safety issues. The School's groundskeeper may also periodically remove leaves and gravel accumulation between Council's maintenance cycles, should the need arise. • Based on consultation with the School Principal and Deputy Principal, it is understood that one of the two School Crossing Supervisors is transitioning to retirement. The School has already requested a replacement; however, the Authority has not yet confirmed a successor or advised on interim arrangements. The replacement and transition to new supervisors are to be discussed with the TWG.
2.8a	Start of 40km/h school zone in southbound direction of	• The start of the school zone is only 10m upstream of the drop-off/pick-up area with queues typically extending past the sign.	Recommendations to be discussed with TWG. The extension of the school zone will also be considered.

	Newington Boulevard.	Consideration should be given to extending the start of the school zone further north. - The left-hand school zone sign has faded, and the right-hand school zone sign is obscured by hanging leaves. The branches should be trimmed to restore visibility. - The dragon teeth markings past the 40-zone pavement marking have faded.	It is recommended that Council review and consider adding this part of Newington Blvd to their maintenance program to replace faded line marking.
2.8b	Termination of 40km/h school zone in southbound direction of Newington Boulevard.	Similar to the commencement of the 40km/h school zone, the END SCHOOL ZONE 50km/h does not adequately capture school-based transport activities. Many students walk well beyond this point and the kiss and drop zone extends past the signage.	Similar to the above, consideration will be given to the extension of the 40km/h school zone through subsequent TWG's.
2.9	Southbound approach of wombat crossing.	- Advanced warning signs for the raised hump have faded and require replacement. - The pedestrian crossing signage (walking feet) only provides 1 sign on the right side of the median. These typically require 1 on each side of the crossing point. - Blister islands have yellow CHEVRON ALIGNMENT MARKERS (CAMs) however these are typically reserved for road curves. These are typically meant to be black and white UNIDIRECTIONAL HAZARD MARKER signs. This is not a major issue and does not require critical intervention. It is for information only.	Replacement of faded signs and addition of second pedestrian crossing signage will be discussed with TWG. Noting that the blister island signage is functionally not a major issue, it is assumed that no action is required at this stage and can be replaced with the correct black and white UNIDIRECTIONAL HAZARD MARKER signs when the existing yellow CAM's are worn / needing replacement.
2.10	Northbound approach of wombat crossing.	- Similar to item 8, the school zone is too late to capture all school-based transport activities. - Similar to item 9, some school zone and speed hump signage has faded and should be replaced.	- As with items 8 and 9; signage replacement and installation to be discussed with TWG. - It is recommended that Council review and consider adding this part of Newington Blvd to their maintenance program to replace faded line marking.

3.6.2 RSA outcomes on road user behaviour

A summary of the observations of road user behaviours highlighted in the RSA have been summarised in the table below.

Table 9: RSA outcomes on road user behaviour

Ref.	Behaviour	Comments	AG Response
3.1	School crossing supervisor operations.	As mentioned in item 2.7, the Newington Boulevard wombat crossing is a 2-stage crossing. It has been advised that two crossing supervisors are typically stationed at the crossing however only 1 was present during the site inspections. Due to the separation of the two crossing stages, it is impossible for a single supervisor to manage both stages and one side is left un-managed.	This is an unresolved issue which was also mentioned by the School Principal. The School has already requested a replacement; however, the Authority has not yet confirmed a successor or advised on interim arrangements. The replacement and transition to new supervisors are to be discussed with the TWG.
3.2	Pedestrian hording at the main gate.	The wide footpath on the school side of Newington Boulevard is difficult for the crossing supervisor to manage. Pedestrian bulking particularly during the PM period results in the pedestrian horde spreading along the kerb line and footpath with students cutting across the blister islands rather than flowing directly into the pedestrian crossing. Consideration can be given to installing a pedestrian fence to reduce the kerb length that the supervisor needs to control.	Option to provide pedestrian fencing to be discussed at the next TWG meeting.
3.3	Drop-off/pick-up behaviour.	A wide variety of behaviour was observed during the inspection:	Noted, This TA will go towards further discussions with the School Principal and additional educational material made to educate parents and students; provided through school's communication channels.
3.3a	Parent was observed dropping off child from within the live traffic lane.	Children at risk of being impacted by vehicles entering/leaving the parking lane.	Noted, any and all unsafe/prohibited behaviour should be discussed with Principal and denounced through school's communication channels.
3.3b	Child alights from the "traffic side" of the vehicle at the pick-up/drop-off area.	Children may step into the path of moving traffic. Opening door may be impacted by moving traffic.	Parents/carers are encouraged to have their children exit onto the footpath side of the car in the TAG.
3.3b	Vehicles frequently reversing from	Reversing movements create unnecessary risk to safety of	Similar to item 3.3a, parents can be encouraged to access the drop-

	within the drop-off/pick-up lane to exit the bays.	pedestrians on road and may result in collisions with the vehicle behind.	off/pick-up bays with forward-in/forward-out manoeuvres only by waiting for the vehicle in front to exit before leaving the bay.
3.3c	Children standing behind their own vehicle to collect items from the boot.	Frequent reversing of other vehicles during drop-off/pick-up operations may pose safety issues.	It is unlikely that a vehicle will reverse while the boot is open and their child is standing behind the vehicle. Notwithstanding, Similar to item 3.3a, parents can be encouraged through school communication channels to store their children's bags/belongings in the passenger cabin rather than the boot where possible.
3.3c & 3.6*	Vehicles encroaching into adjacent traffic lanes.	Vehicles are exposed to impact or obstruct adjacent traffic lane causing further delays.	Similar to item 3.3a, parents can be encouraged through communication channels to wait until there is sufficient space within the drop-off/pick-up lane to contain their vehicles wholly within the kerbside lane.

*Reference numbers in Column 1 correspond exactly to the reference numbers provided in the RSA report.

3.7 Existing deficiencies

3.7.1 Active transport infrastructure

Active transport infrastructure gaps were identified in the area surrounding the school. An overview of the deficiencies has been provided in **Table 10**.

Table 10: Active transport infrastructure deficiencies and opportunities

Ref.	Deficiency	Opportunities
1	Various sections of footpath are partially covered by grass, reducing the effective walkable width.	There are opportunities for Council to improve the existing footpath by removing encroaching vegetation and restoring the full width.
2	The footpath is damaged in some locations, posing a potential safety concern for students walking or travelling via active modes of transport (scooters, bikes, etc), particularly due to uneven surfaces from slab replacements.	There may be opportunities for Council to improve or amend the existing footpath to enhance safety and accessibility.
3	The existing footpath is generally 1.2 to 1.5 metres wide, which does not meet the 3.9-metre width requirement for footpaths located within one block of the school.	There are limited opportunities for Council to widen the existing footpath due to the existing constraints.
4	General capacity of kiss and drop zone along Newington Boulevard is insufficiently accommodating demand.	There may be opportunities for Council to extend pick up / drop off capacity along Newington Boulevard.
5	There is a shortfall of bicycle parking spaces compared to the number of students who cycle to/from School.	The school should provide additional bicycle parking spaces within the school to cater for cyclists.

4 Existing school travel characteristics

4.1 School enrolment intake area

The enrolment intake area for Newington Public School has been defined by the Department of Education (DoE) and has been illustrated in **Figure 15**.

Additionally, depersonalised student enrolment data was provided to Ason Group for catchment analysis, which has been illustrated below by the data blocks representing the relative density of locations in which students reside. It has been noted that a small percentage of students (approximately 9%) live outside the enrolment intake area.

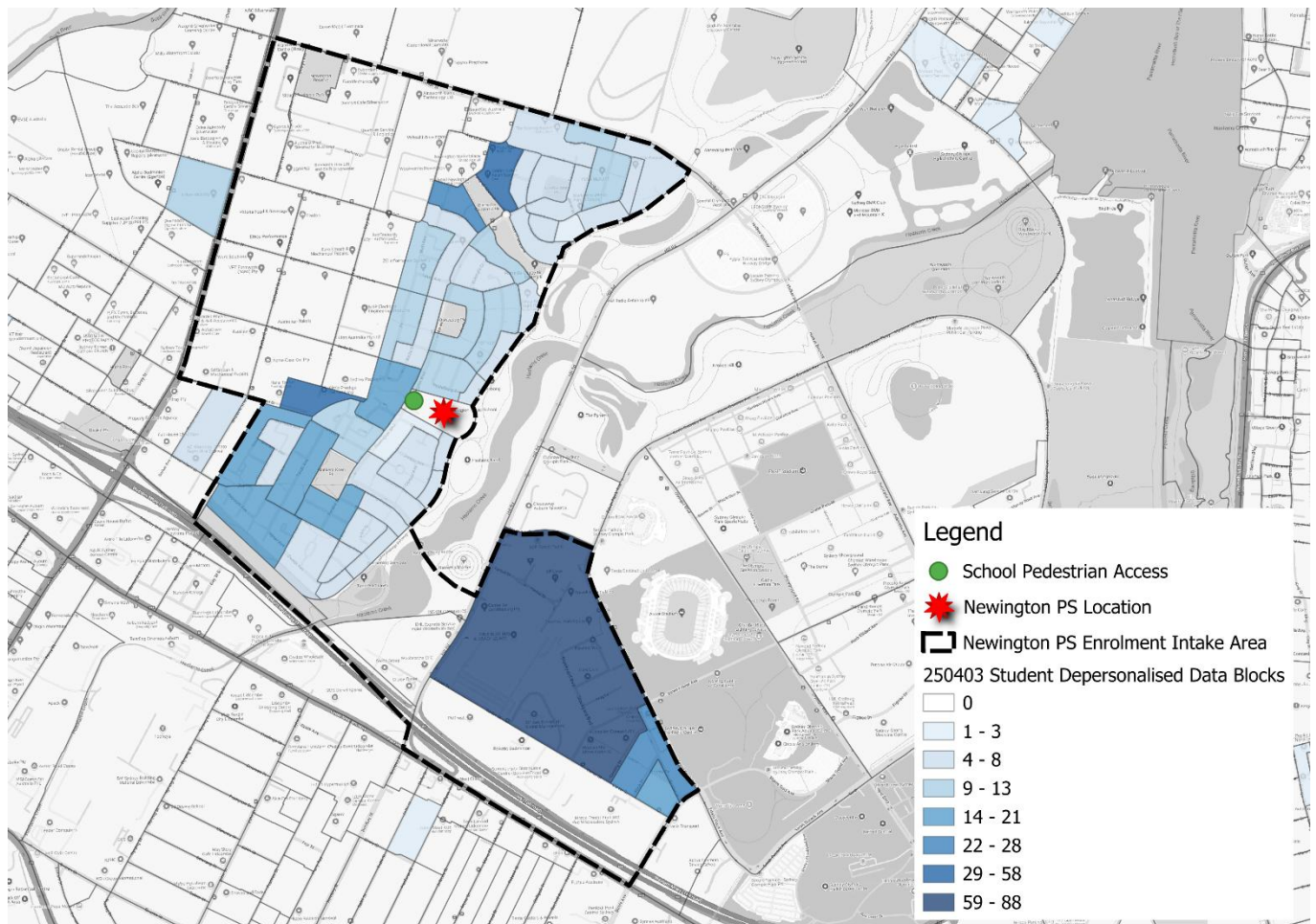


Figure 15: Newington Public School enrolment intake area

4.2 Active travel catchments

4.2.1 Walking catchment area

As defined by SINSW, the walking catchment of a school is nominally divided into 3 categories:

- 5-minute walking duration (400m walking distance)
- 10-minute walking duration (800m walking distance)

- 15-minute walking duration (1,200m walking distance)

The divisions demonstrate the varying desirability of walking for students within each area, with students outside area being progressively more likely to rely on other modes of travel such as bicycles, public transport or private vehicles.

Figure 16 below illustrates the walking catchment areas.

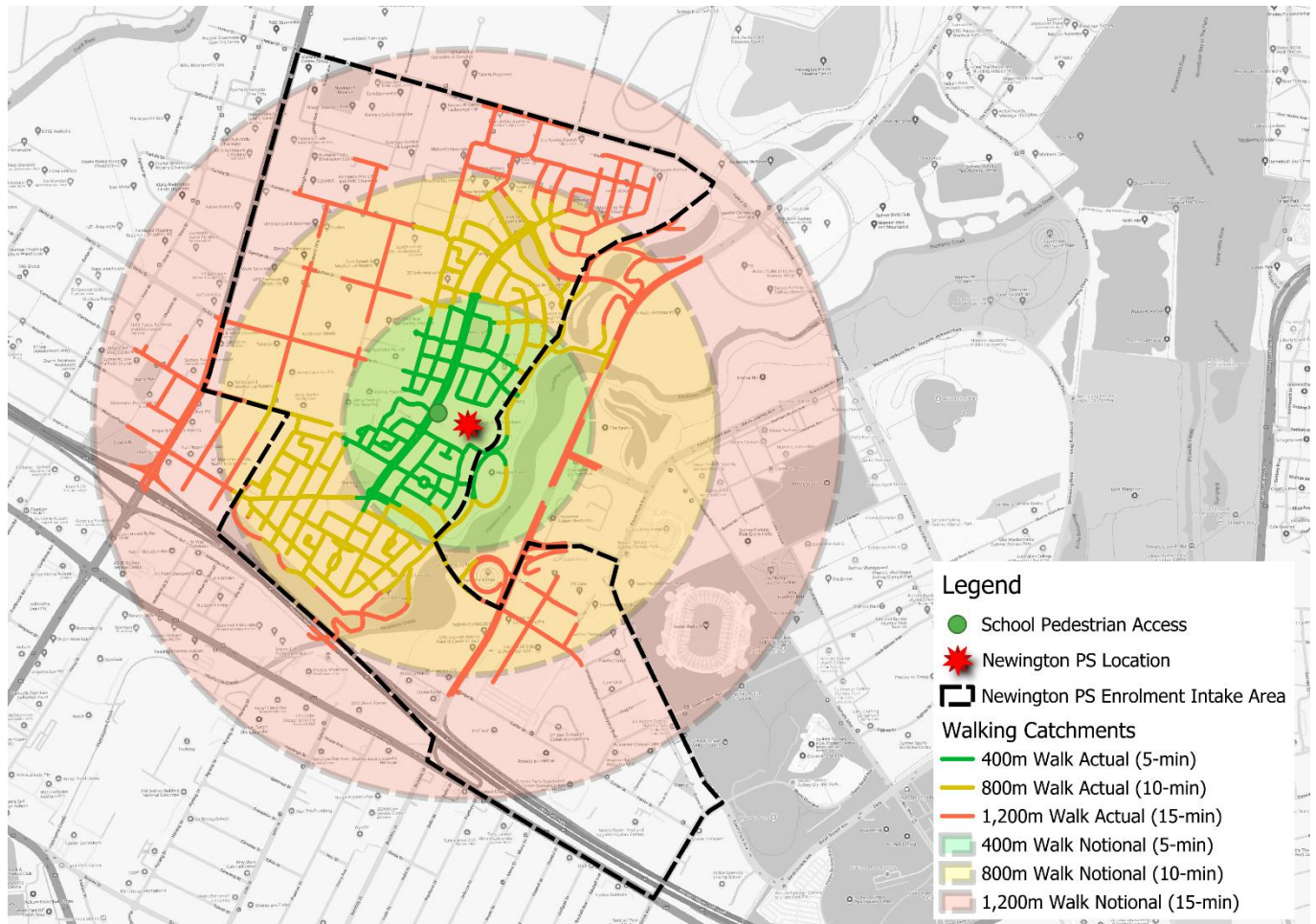


Figure 16: Walking catchments

4.2.2 Cycling catchment area

Similar to the walking catchment areas, the cycling catchments are divided into 3 categories, however this is only with consideration for the actual, on-path routes.

- 5-minute cycle duration (1,200m on-path cycle distance)
- 10-minute cycle duration (2,400m on-path cycle distance)
- 15-minute cycle duration (3,600m on-path cycle distance)

Figure 17 below illustrates the cycling catchment areas.

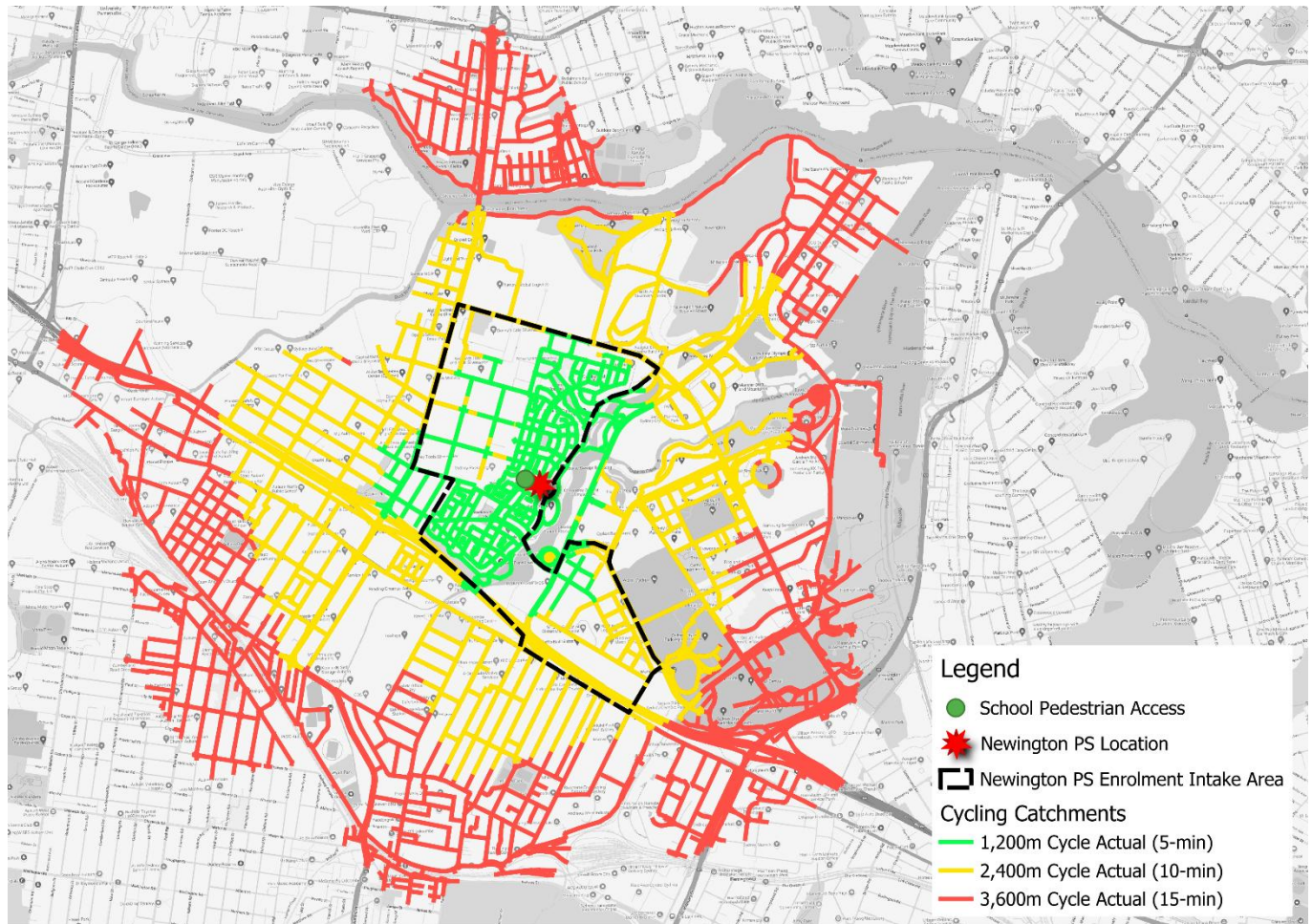


Figure 17: Cycling catchments

4.3 School Student Transport Scheme exclusion zones

The School Student Transport Scheme (SSTS) provides eligible school students with free or subsidised travel on public transport between home and school, on trains, buses, ferries, light rail and long distance coach services. The NSW Government and TfNSW then details guidelines for student eligibility for school public transport.

For grades K-2, the following eligibility criteria apply:

- They are a resident of NSW, or an overseas student eligible for free government education.
- Aged 4 years 6 months, or older.
- No minimum walking distance criteria apply to these students.

For grades 3 – 6, the following eligibility criteria apply:

- They are a resident of NSW, or an overseas student eligible for free government education.
- The straight-line distance from their home address to school is more than 1.6km.
- The walking distance from home to school is 2.3km or further.

The SSTS exclusion zone for the school is presented geographically in **Figure 18**.

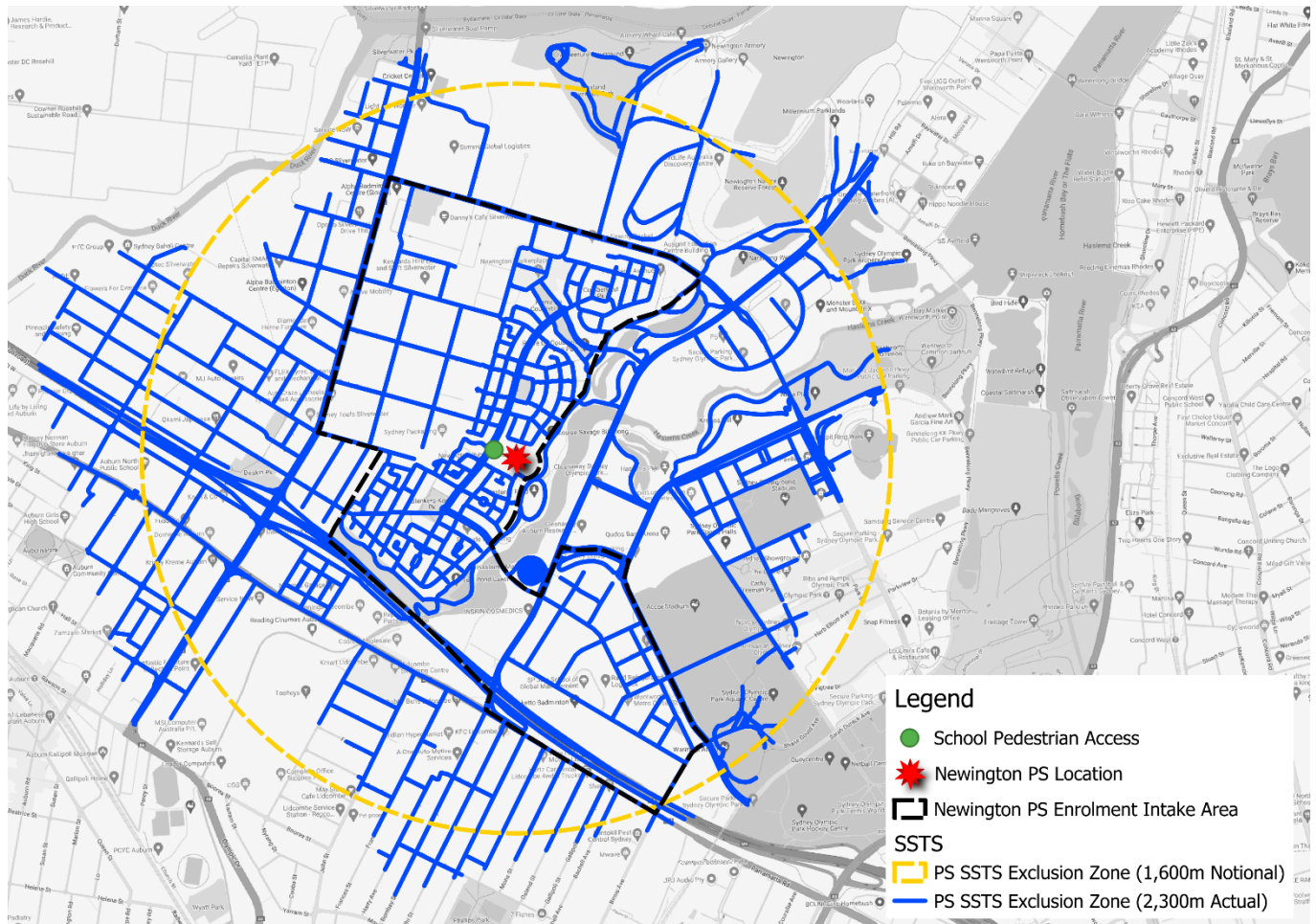


Figure 18: Newington Public School SSTS exclusion zone

4.4 Student and staff survey information

Travel mode surveys were conducted in Term 2, 2025. The surveys for staff and students were undertaken separately to reflect the different travel characteristics for each user group. The results of the surveys have been summarised in the following sections.

4.4.1 Student travel mode share

Approximately 95% (634) of students responded to the travel mode surveys on the morning of the survey and 93% (617) out of a total 666 enrolled students (based on the 2024 depersonalised data received on 3 April 2025). The survey results have been summarised in **Table 11**.

Table 11: Travel mode share – students

Mode of Travel	Usage (Morning)		Usage (Afternoon)	
	#	%	#	%
Walked the whole trip	173	27%	201	33%
Rode a bicycle or other rideable toy (incl. ped scooter, skateboard, rollerblades)	40	6%	28	5%
Public Transport (Bus /Train)	66	10%	63	10%
Car passenger (dropped off / picked up)	355	56%	325	53%
Total survey counts	634	100%	617	100%

Note: Percentage values may not necessarily add up to 100% due to rounding

4.4.2 Staff travel mode share

Approximately 65% (39) staff participated in the travel mode surveys out of a total 60 employed staff. The results of the surveys have been summarised in **Table 12**.

Table 12: Travel mode share – staff

Mode of Travel	Usage (Staff)	
	#	%
Walk	1	3%
Bicycle (or another wheeled toy)	0	0%
Public Transport (bus, train, ferry, combination of modes)	1	3%
Car passenger (dropped off)	0	0%
Drove a car	36	92%
Other	1	2%
Total survey counts	39	100%

Note: Percentage values may not necessarily add up to 100% due to rounding

4.5 Catchment analysis

In addition to the travel mode surveys, Ason Group have undertaken a catchment analysis based on the depersonalised student data outlined in **Section 4.1**. The analysis provided in **Table 13**, captures the percentage of the student population residing within the walking catchments, cycling catchments, SSTS exclusion zones and public transport catchments.

Table 13: Catchment analysis

Catchment Analysis	Notional (within crow flies)		Actual (on path / using road network as a proxy)	
	#	%	#	%
1-400m (5-min walk)	139	21%	100	15%
401m-800m (10-min walk)	286	43%	212	32%
801m-1,200m (15-min walk)	147	22%	137	21%
1-1,600m crow flies / 2,300m on path (excl from SSTS Primary)	628 (94%)			
Within 400m of public transport stop / station / wharf that brings them closer to school	607	91%	465	70%
Within 800m of public transport that brings them closer to school	646	97%	595	89%
# outside SSTS zone, with no PT option	25	4%	27	4%
# outside SSTS zone, with PT access	13	2%	11	2%
Total No. of students within enrolment intake area	609 (91%)			
Total Student Enrolments (2024)	666			

Notes: Catchment analysis based on student location data (2024 depersonalised data) received from SINSW on 3 April 2025. Percentages are based on total student enrolments.

The results above provide an indicator for the theoretical potential modal shift to active transport modes and form the basis of the aspirational mode share targets presented in the School Transport Plan (STP), with the intent to decrease dependency on private vehicle usage.

5 Transport assessment

The proposed upgrade will not result in an increase in student enrolment numbers or teaching spaces. However, for sensitivity testing and completeness, the assessment has been undertaken on the basis of a maximum capacity of 700 students compared to 666 students as the existing baseline enrolment.

Additionally, the Proposal does not include any material changes to the existing site access, car park and loading arrangements. Therefore, the existing travel behaviours and traffic conditions associated with the Site are not expected to significantly change, with pedestrian, bicycle and vehicular access continuing to operate as usual as intended.

5.1 Projected capacity

The school currently has 666 students enrolled, according to the latest depersonalised data received on 3 April 2025. A new school is proposed on Carter Street to support the growing demands in the area. Upon the completion of the Carter Street school, student intake boundaries are expected to be revised to reflect the updated catchment areas.

As a result of the boundary adjustment, Newington PS is expected to experience a gradual reduction in student enrolments over time. It is estimated that capacity of the Newington PS will increase slightly to up to 700 students. Once the Carter Street school is completed, enrolment at Newington PS is expected to decrease to 412 students. However, due to ongoing land acquisition, the Carter Street school project is currently on hold.

For the purpose of this assessment, an anticipated capacity of up to 700 students, has been assumed following the completion of the proposed upgrade for the Newington PS.

5.2 Trip generation

5.2.1 First principles assessment

Noting that Newington Public School is an existing school, a first principles assessment can be adopted based on the known operational characteristics and survey data.

For the purposes of this assessment, reference has been made to the student hands-up survey results outlined in **Section 4.4**, to estimate the car mode share usage of students:

- AM drop-off: 56%
- PM pick-up: 53%

Additionally, based on the student depersonalised data, a student car occupancy rate of 1.24 pupils per vehicle can be assumed to account for students with siblings that also attend the school.

With consideration for the above, a comparison between the estimated existing and future vehicle trip generation for students has been provided in **Table 14**.

Table 14: First principles traffic generation summary

Period	Existing (movements)	Future (movements)	Net Change (movements)
AM	301	316	+15
PM	285	299	+14

With reference to the above, it is expected that the proposed upgrades to Newington Public School would result in a net increase of 15 vehicle trips during the AM drop-off period and 14 vehicle trips during the PM pick-up period. This increase is relatively minor and is not expected to result in any material impacts on the surrounding road network.

It is noted that a 5% increase has been applied to the number of pedestrians using the crossing on Newington Boulevard to reflect the projected increase in student numbers from 666 to 700 (a 5% growth). This represents a conservative assumption, as not all pedestrians using the crossing are associated with the school; however, given that the majority of pedestrians during the AM and PM peak periods are school-related, this increase has been applied to account for the impacts of the proposal.

5.2.2 Trip distribution

The students' directional trip distribution has been adopted based on an analysis of the student depersonalised data. In this regard, the expected vehicle trip distribution has been illustrated in **Figure 19**.



Figure 19: Local intersection trip distribution

5.2.3 Background traffic growth

The existing traffic survey data has been used to develop a basement for the background traffic. The growth rates for the modelled intersections have been assumed to be 1% p.a along all roads. Future case traffic volumes are presented in **Appendix D**.

5.3 SIDRA assessment scenarios

SIDRA network traffic modelling has been undertaken for the AM and PM peaks for the scenarios outlined in the table below.

Table 15: Modelling scenarios

#	Scenario	Year	Included Traffic	Net Traffic Increase
1	Existing	2025	Survey Data	-
2	Future Base Case	2026	Survey Data + Background Growth	-
3	Future Project Case	2026	Survey Data + Background Growth + Project Traffic	Yes

5.4 SIDRA intersection performance

The representative SIDRA network layout is similar to the one applied for the existing case. The SIDRA intersection performance results are summarised in the table below.

Table 16: SIDRA modelling results

Intersection	Period	Scenario	Degree of Saturation (DOS)	Delay (S)	Level of Service (LOS)
Newington Blvd / O'Neill Ave / Egerszegi Ave	AM	2025 Existing	0.25	9	A
		2026 Base	0.25	9	A
		2026 Project	0.27	9	A
	PM	2025 Existing	0.14	9	A
		2026 Base	0.14	9	A
		2026 Project	0.15	9	A
Newington Boulevard Pedestrian Crossing	AM	2025 Existing	0.90	34	C
		2026 Base	0.90	35	C
		2026 Project	0.97	54	D
	PM	2025 Existing	0.61	21	B
		2026 Base	0.62	21	B
		2026 Project	0.70	25	B
Newington Blvd / Kuts Ave / Zatopek Ave	AM	2025 Existing	0.17	9	A
		2026 Base	0.17	9	A
		2026 Project	0.19	10	A
	PM	2025 Existing	0.13	9	A
		2026 Base	0.13	9	A
		2026 Project	0.14	9	A

The key findings of the SIDRA intersection modelling for the Future Base and Project Case scenarios are as follows:

- All key intersections are expected to operate at satisfactory Levels of Service (LOS) A, with Degrees of Saturation (DoS) below 0.27 during both the AM and PM peak periods under both the Future Base and Project Case scenarios.

This indicates that the proposal is not anticipated to have any material impact on the performance of the key intersections, and that the surrounding roundabouts are expected to continue operating satisfactorily.

- The pedestrian crossing is expected to operate satisfactorily at LOS D during the AM peak and LOS B during the PM peak periods, with a DoS below or equal to 0.97. The modelling results indicate that the maximum 95th percentile queue under the Project Case occurs during the AM peak, with approximately 162 metres on the north approach and 43 metres on the south approach of the pedestrian crossing.
- These results demonstrate that the projected queues are expected to marginally exceed the available 150 metres storage length between the pedestrian crossing and the northern roundabout by approximately 12 metres (equivalent to around 2 vehicles). However, the queues would remain contained within the roundabout and would not extend beyond it. As the queues are primarily a result of pedestrians crossing in front of the school, they would occur mainly during the pick-up and drop-off periods when students and parents are using the crossing. As such, the queues are expected to be momentary rather than forming a rolling queue during the peak hour.

In the south approach, the projected queues are expected to be contained within the available 65 metres distance to the southern roundabout, indicating that no queue spillback to the intersection is anticipated under the Project Case scenario.

6 Parking assessment

6.1 Car parking requirements

The City of Parramatta Development Control Plan (DCP 2023) outlines car parking rates for various land uses. The DCP 2023 notes the following:

- **Educational Establishments:** Required parking to be confirmed through a traffic and transport impact assessment. The assessment must demonstrate the development will not result in any adverse impacts on on-street parking in surrounding residential areas.

As previously mentioned, there are no proposed changes to the to the current staff numbers. As such, the future parking demands of the school are expected to remain consistent with the current provision, therefore no additional assessment for parking is required as part of the proposal. It is to note that the site currently has 22 on-site car parking spaces (incl. 2 accessible spaces).

6.2 Bicycle parking requirements

6.2.1 The DCP requirements

The DCP 2023 outlines the following bicycle parking rates for Primary School developments:

- **Primary School:** 1 space per 10 staff, plus 1 space per 10 students over year 4

As previously mentioned, the future capacity of the school post upgrades is envisioned to be up to 700 students. It has been assumed that each year group accommodates a similar number of students, equating to approximately 193 future students over year 4.

With consideration for the above, the predicted bicycle parking requirements for the school post upgrade completion have been summarised in **Table 17** below.

Table 17: The DCP requirements for bicycle parking

Users	Future Population	Parking Rate	Requirement
Staff	60 ¹	1 space per 10 staff	6
Students	193 (over year 4)	1 space per 10 students over year 4	20

Note: 1) estimated staff numbers

The School currently provides 20 bicycle parking spaces for students which satisfies the DCP requirements for student parking. Notwithstanding, there is a shortfall of 6 staff bicycle parking spaces, which the proposal should provide in order to comply fully with the DCP requirements.

6.2.2 Assessment against the Moderate Mode Share scenario

The student and staff target mode shares have been identified in the School Travel Plan (STP) (Ref: P2270r01v07), considering public transport and active transport coverage, catchment analysis, and existing and future residential occupancy within the catchment area.

Based on the Moderate Mode Share Scenario, it is estimated that 70 students will travel by bicycle, resulting in a requirement for 70 bicycle parking spaces. Accordingly, an additional 50 spaces are recommended to accommodate students who cycle to the school.

Based on the Moderate Mode Share Scenario, it is estimated that 1 staff will travel by bicycle, resulting in a requirement for 1 bicycle parking space. Accordingly, the provision of an additional 6 staff bike parking spaces will satisfy the DCP requirement under the Moderate Mode Share Scenario.

6.3 Accessible parking requirements

The DCP 2023 stipulates the following in relation to accessible car parking spaces:

- **Clause C.28:** The number of accessible car parking spaces to be provided as prescribed in Table D3.5 of the Building Code of Australia.

As such, reference has been made to the Building Code of Australia (2022), Section D4D6, Table D3.5 which stipulates that

- For a school – 1 accessible space for every 100 car parking spaces or part thereof.

Application of the above rates to the car parking provision of 22 on-site car parking spaces results in an accessible parking requirement of 1 space. No changes are proposed to the existing 2 accessible car parking spaces on the site, which satisfy the accessible car parking requirement.

7 Design commentary

It is noted the Proposal does not propose material changes to the existing site access, car park and loading arrangements for the Site. Therefore, the existing pedestrian, bicycle and vehicular access points, along with the internal parking spaces and aisles will continue to operate as approved. As such, no formal assessment has been conducted to the existing access arrangements and car parking layouts.

7.1 Access design

As previously mentioned, there are no proposed changes to the existing vehicular access arrangements, therefore the approved design has not been reassessed for the purpose of this proposal.

7.2 Kiss and Ride

Temporary removal of 2 on-street kiss and ride bays may be required to accommodate construction vehicle access and reinstated post-construction works. Any impact to the school during construction shall be considered during the preparation and approval of the Construction Traffic Management Plan (CTMP).

7.3 Staff parking

No changes are proposed to the on-site car parking and circulation areas; therefore, the approved design has not been reassessed for the purpose of this proposal.

8 Preliminary construction traffic management plan (PCTMP)

This Preliminary Construction Traffic Management Plan (PCTMP) has been prepared in advance of approval. Notwithstanding, as is standard practice, it is expected that a detailed CTMP will be prepared to demonstrate compliance with the SINSW mitigating measure CMM2. A detailed CTMP shall propose mitigating measures to any impact in relation to construction traffic, considering the following:

- Assessment of cumulative impacts associated with other construction activities (if any).
- Assessment of road safety at key intersections and locations to be subject to heavy vehicle construction traffic movements and high pedestrian activity,
- Details of the construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process,
- Anticipated peak hour and daily construction vehicle movements to and from the site,
- On-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicles; and
- Details of temporary cycling and pedestrian access during construction.

The purpose of this PCTMP is to establish the broad traffic principles for construction that would minimise traffic impacts on the surrounding road network, ensure safety and efficiency for workers, pedestrians, and road users, and provide information regarding construction vehicle access routes and any changed road conditions (if applicable).

The detailed construction staging for the proposal is not yet known, notwithstanding it is expected that the proposed works will consist of the following components:

- Demolition of existing structures
- Bulk earthworks and site preparation
- Construction works associated with the proposed upgrades and new permanent teaching spaces

It is expected that this plan will be updated should any necessary changes to the currently proposed arrangements arise in the future. Any special events (if required) would be subject to a separate request for a specific permit not covered by this report. Please note that Ason Group is responsible for the preparation of this CTMP only and not for its implementation, which is the responsibility of the Contractor.

This report has been prepared by consultants who hold the TfNSW to prepare a Work Zone Traffic Management Plan certification. Details of the accredited personnel are provided below:

- Jayden Lam: Certification No: TCT1050253
- James Laidler Certification No: TCT0031686

8.1.1 Authority requirements

Following approval of the proposal, it is expected that this CTMP shall be updated to include a comprehensive list of requirements relating to the construction stages.

8.2 Overview of works

8.2.1 Staging and duration of work

Recognising that this CTMP has been prepared to support an REF, detailed construction staging and the duration of each stage of work is to be determined post-approval, once a contractor has been engaged.

8.2.2 Hours of operation

The type of work being undertaken may vary depending on the phase of construction and associated activities and includes both construction and design personnel. However, it is expected that all works would be in accordance with standard construction working hours, which are likely to be as follows:

- Monday to Friday: 7:00AM – 6:00PM.
- Saturday: 8:00AM – 1:00PM.
- Sunday and Public Holidays: No works to be undertaken.

Any work to be undertaken outside of the standard construction hours will be required to obtain an Out of Hours (OOH) approval. Any such works would necessarily be undertaken in accordance with the appropriate OOH protocols and approval processes.

It is noted that consideration should be given to restricting construction vehicle access to the site during school pick-up and drop-off times.

8.2.3 Proposed construction site access

Two access options have been assessed for construction access in the Masterplan, as shown in the figure below:

- Option A: Access from the Southwestern boundary of School site entering from Newington Boulevard (Yellow arrow A).
- Option B: Access along O'Neill Avenue at junction with Devitt Avenue (Yellow arrow B)

Option B is not the preferred access due to width of O'Neill Avenue and residential car parking on both sides would be restrictive. It is noted that this option would be subject to agreement from the neighbouring strata property.

As such, access is proposed to be provided for all construction vehicles on Newington Boulevard in a left-in, left-out arrangement. This option is expected to have minimal disruptions to school operations, however this requires the removal of 2 kiss and drop spaces and access through the easement along the school's boundary.

An on-site turning area shall be provided so that movement to/from the site is undertaken in a forward direction, at all times.

The routes to be utilised by construction vehicles travelling to and from the site are shown in **Figure 21**. Approved heavy vehicle routes in the vicinity of the study area are illustrated in **Figure 22**.



Figure 20: Construction access options

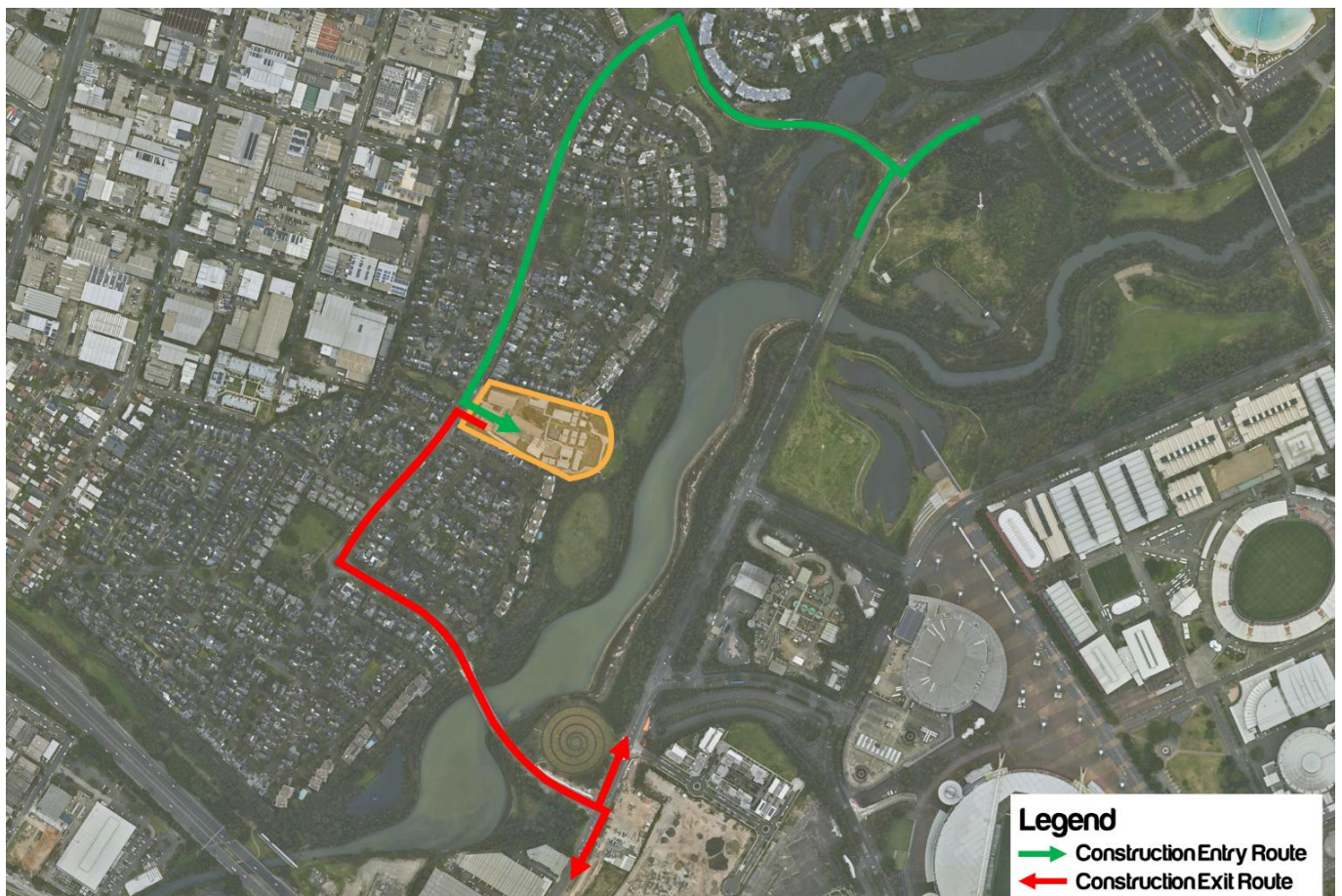


Figure 21: Construction vehicle routes

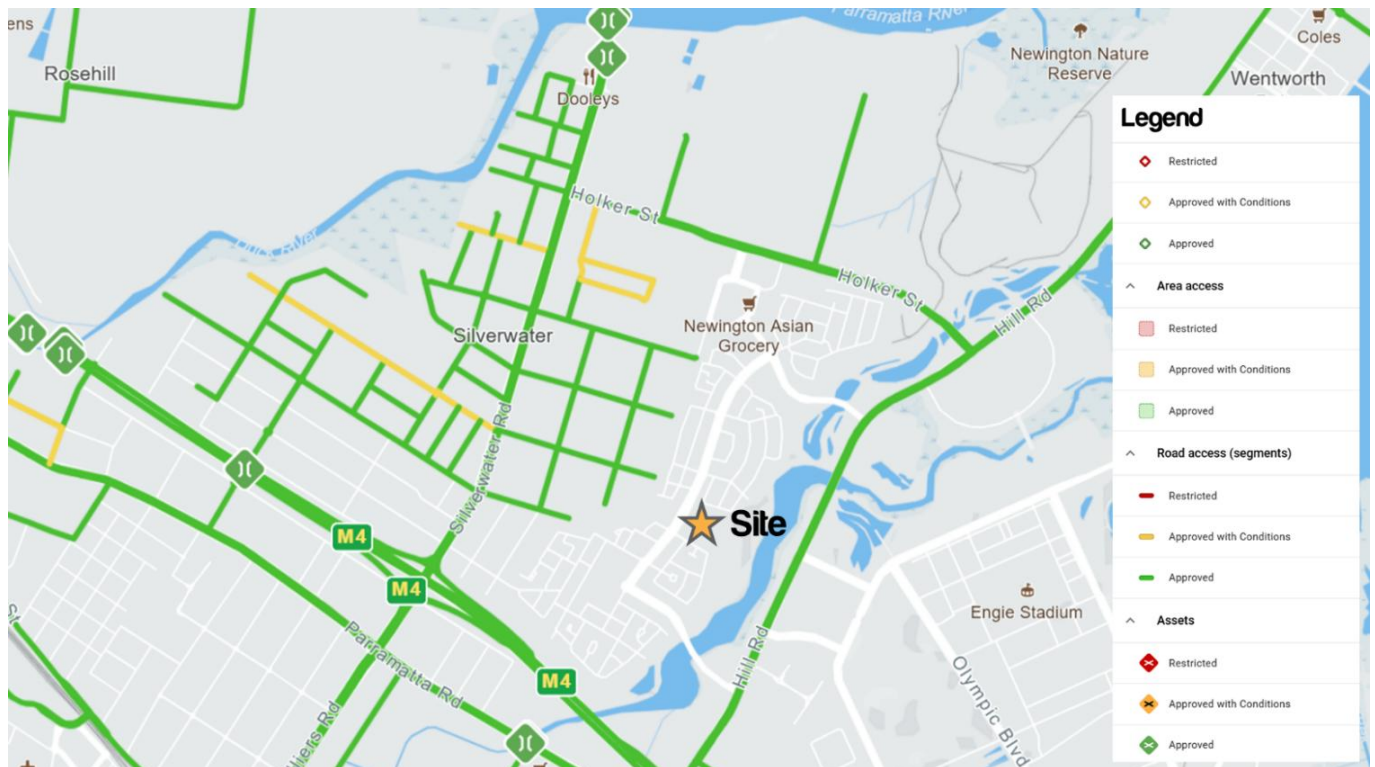


Figure 22: Approved heavy vehicle map – 19m B-double routes (over 50 tonne)

It is noted that Newington Boulevard is not approved for 25/26m b-doubles. Any vehicles required to access the site that do not comply with the mass, dimension or operating requirements specified by the National Heavy Vehicle Regulator (NHVR) must apply for a Class 1 Oversize Over-mass (OSOM) permit. Permits may be issued with conditional restrictions limiting the time and days these vehicles are allowed to access the Site. Additionally, specific Traffic Guidance Schemes (TGS) may be required to facilitate the safe manoeuvring of these vehicles.

8.2.4 Emergency vehicle access

Emergency vehicle access to and from the Site will be available at all times while the Site is occupied by construction workers. This process would be implemented through emergency protocols on the site, which will be developed by the Contractor.

8.2.5 Fencing requirements

Temporary exclusion fencing (chain mesh fencing) will be erected along the entire boundary of the work area and will be maintained for the duration of the construction program.

The fencing is to ensure unauthorised persons are kept out of the Site. Site access gates will be provided and will be closed at all times outside of the permitted construction hours. Any control points—operational during work hours—shall be sufficiently setback so that no queuing will occur on-street.

8.2.6 Materials handling

Handling of all materials throughout construction shall adhere to the following:

- It is proposed that all material loading will occur within the construction site boundary.
- No loading is proposed to occur outside of the provisioned areas.
- Equipment, materials, and waste will be kept within the construction site boundary.

All materials handling shall be undertaken off public roadways, however in the event materials handling is required from a public roadway, then prior approval shall be sought and obtained from the relevant authorities. If required Works Zones may be required.

8.3 Assessment of construction traffic impacts

8.3.1 Anticipated construction programme

Noting that a contractor has not yet been engaged at the time of writing, the construction vehicle traffic generation cannot be assessed in detail at this time.

Light vehicle traffic generation would generally be associated with staff movements to and from the Site. Staff would be comprised of project managers, various trades, and general construction employees. Light vehicle construction trips are expected to arrive in the morning and depart in the evening which is not expected coincide with the school drop-off/pick-up periods. Noting the typical construction work hours, the peak periods are also likely to occur outside of traditional road network peak periods.

As outlined in **Section 5.2**, the proposed upgrades are expected to result in a net increase in operational traffic of:

- 15 vehicles trips during the AM peak hour
- 14 vehicle trips during the PM peak hour

Construction traffic is not expected to have any unacceptable impacts on the surrounding road network. Notwithstanding in the event that construction volumes are in excess of the above volumes, then a separate construction traffic impact assessment shall be undertaken.

The construction staging programme has not yet been provided, hence details of any OSOM vehicles are not yet available. Notwithstanding, in the event an OSOM vehicle is required, it shall apply for the relevant Class 1 Oversize Over-mass permit through the National Heavy Vehicular Register (undertaken separately and by the contractor).

8.3.2 Vehicle management principles

All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles from depositing onto the roadway during travel to and from the Site. Drivers are to be familiar with the Driver Code of Conduct before attending the Site.

All subcontractors must be inducted by the Contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The Head Contractor will monitor the roads leading to and from the Site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicle movements to, from and within the Site shall do so in a manner that does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points shall not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

8.3.3 Worker induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work, health, and safety (WHS), driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain would be suitably trained and covered by adequate and appropriate insurance.

8.4 Traffic control

8.4.1 Traffic guidance schemes

Any Traffic Guidance Scheme (TGS's) associated risk assessment, consultation schedules, TGS verification checklist, and inspection checklists shall be prepared by an accredited person in accordance with the TfNSW Traffic Control at Worksites Manual (Issue 6.1) and AS1742.3:2019. TGS' shall be included within the detailed CTMP.

All TGSs involving signage or impacts to public roads shall be approved by the Council and/or Traffic Management Centre (TMC), prior to the works for which they relate (depending on the road involved). These TGS's shall be updated to respond to any changes to prevailing traffic conditions throughout the life of the works.

A copy of all approved TGSs shall be kept on-site for reference at all times.

8.4.2 Authorised traffic controller

If there is a requirement for authorised traffic controllers to be present on-site throughout the construction stage of the project, their responsibilities include:

- Supervision of all construction vehicle movements into and out of site at all times,
- Supervision of all loading and unloading of construction materials during the deliveries in the construction phase of the project, and
- Pedestrian management to ensure that adverse conflicts between vehicle movements and pedestrians do not occur while maintaining radio communication with construction vehicles at all times.

8.4.3 Road occupancy

It is understood that there shall be a requirement for the temporary removal of 2x K&R spaces to assist in construction activities. For any works that will impact the traffic flows on the external road network, a permit will need to be obtained from the relevant road authority (Council and / or TfNSW) by the Contractor.

Two-way traffic is to be maintained along Newington Boulevard at all times. Any works within or affecting Newington Boulevard shall only be undertaken in accordance with relevant TGS developed by an accredited person that has relevant Prepare Work Zone Traffic Management Plan accreditation.

All TGS shall be approved by TfNSW prior to the commencement of any works. The Contractor shall adhere to any restrictions imposed by TfNSW (or Council) in granting those Road Occupancy Licenses (ROLs)

8.5 Monitoring and communication strategies

The development of a program to monitor the effectiveness of this CTMP shall be established by the lead contractor. It is not anticipated that the monitoring of the processes will have any material cost implications.

This CTMP shall be subject to ongoing review and will be updated accordingly. Regular reviews will be undertaken by the on-site coordinator. As a minimum, a review of the CTMP shall occur monthly, however a weekly review would be preferred.

- Any and all reviews undertaken should be documented, however key considerations regarding the review of the CTMP shall be:
 - Tracking deliveries against the estimated volumes.
 - To identify any shortfalls and develop an updated action plan to address issues that may arise during construction (Parking and access issues)
 - To ensure TGSs are updated (if necessary) by “Prepare a Work Zone Traffic Management Plan” card holders to ensure they remain consistent with the set-up on-site.

- Regular checks undertaken to ensure all loads are leaving site covered as outlined within this CTMP

8.5.1 Communications strategies

A Communications Strategy shall be established by the Project Manager within the detailed CTMP for implementation throughout the construction works; this strategy will outline the most effective communication methods to ensure adequate information within the community and assist the Project Team to ensure the construction works have minimal disruption on the road network. The Communications Strategy will include:

- The erection of appropriate signage providing advanced notice of works and any traffic control measures to be implemented.
- Written notices to surrounding landowners (and tenants) likely to be directly affected by the works, prior to commencement.
- Ongoing communication is also required so that all stakeholders are kept up to date of works and potential impacts.

9 Mitigation & Recommendations

The following site-specific bespoke mitigation measures are required based on the transport assessments for the Reach and Moderate Mode Share Scenarios and a maximum capacity of 700 students, as presented in **Table 18**. The mode share scenarios are described in detail in the STP (Ref: P2270r01v07).

Table 18: Proposed mitigation measures

No.	Upgrade	Infrastructure Required	Intended Outcome	No. of individuals affected
Moderate Scenario*				
1	Bicycle Parking Provision	Provide additional 50 bicycle parking spaces for students and 6 bicycle parking spaces for staff members.	To increase general cycling experience and promote the uptake of active transport	70 students + 60 staff members
Reach Scenario*				
2	Transport access guide and associated operational measures	Development, and general education / distribution of TAG to promote active travel modes and public transport.	To increase general uptake in active and public transport	All students

*The School Transport Plan (STP) should be implemented to encourage shift to active and public transport.

10 Summary and conclusions

10.1 Summary

Ason Group has been commissioned by School Infrastructure NSW (SINSW) to prepare a Transport Assessment (TA) as part of a Review of Environmental Factors (REF) for proposed upgrades to Newington Public School, for submission to Department of Education (DoE).

10.2 Key findings

The standard mitigating measures are addressed within this assessment, with the bespoke mitigating measures to be implemented by the School outlined below.

Table 19: Bespoke mitigation measures

No.	Upgrade	Infrastructure Required	Intended Outcome	No. of individuals affected
1	Bicycle Parking Provision	Provide additional 50 bicycle parking spaces for students and 6 bicycle parking spaces for staff members.	To increase general cycling experience and promote the uptake of active transport	70 students + 60 staff members
2	Transport access guide and associated operational measures	Development, and general education / distribution of TAG to promote active travel modes and public transport.	To increase general uptake in active and public transport	All students

10.3 Conclusions

In summary, the Proposal is supportable on traffic planning grounds and is not anticipated to result in any adverse impacts on the surrounding road network or the availability of on-street parking.

Appendix A School Transport Plan (STP)

12 March 2026

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Newington Public School School Transport Plan

Newington Boulevard, Newington

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P2270



Document control

Project number	P2270
Issue number	ISSUE VI
Project title	Newington Public School
Client	School Infrastructure NSW
File reference	P2270r01v7

Revision history

Issue no	Date	Details	Author	Reviewer	Approver
WIP DRAFT	27 October 2025	WIP Draft	J. Lam	J. Laidler	-
DRAFT	12 November 2025	Draft	J. Lam B. Javani	B. Javani	J. Laidler
ISSUE I	05 December 2025	Issue	J. Laidler	J. Laidler	J. Laidler
ISSUE II	12 February 2026	Issue	B. Javani	J. Laidler	J. Laidler
ISSUE III	13 February 2026	Issue	B. Javani	J. Laidler	J. Laidler
ISSUE IV	11 March 2026	Issue	B. Javani	J. Laidler	J. Laidler
ISSUE V	12 March 2026	Issue	B. Javani	J. Laidler	J. Laidler
ISSUE VI	13 March 2026	Issue	J. Laidler	J. Laidler	J. Laidler

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1 Introduction

1.1 Background

Newington Public School (the school) is located at Newington Boulevard, Newington (the Site), and is legally described as Lot 320 DP1285196. The Site is situated within the Olympic Peninsula Primary School Community Group (SCG) in the city of Parramatta Council Local Government Area (LGA).

The school currently depends on demountable teaching spaces (DTS) for a third of its total teaching spaces. To accommodate for the growing demands in the area, it has been proposed that the existing DTS will be replaced with new permanent teaching spaces.

The proposed upgrade will not result in an increase in student enrolment numbers or teaching spaces. However, for sensitivity testing and completeness, the assessment has been undertaken on the basis of a maximum capacity of 700 students.

Ason Group has been commissioned by School Infrastructure NSW (SINSW) to prepare a School Transport Plan (STP) for submission to the Department of Education (DoE), to assist in the proposed upgrade to the school involves the following:

- Construction of a new two (2) storey building comprising:
 - General and specialist learning areas
 - Staff facilities
 - External stairwell and lift
- Construction of a new two storey amenities block and partial demolition of an existing covered walkway
- Landscaping
- Ancillary services and infrastructure upgrades

This STP details the location and transport related amenities of the Site, i.e. bicycle parking, car parking, pedestrian access locations, “Kiss and Drop” areas and bus stop arrangements. Details regarding the public transport and pedestrian connectivity in the area are also provided as well as an analysis of the mode shares for students and staff.

A Transport Assessment (TA) has also been prepared by Ason Group to accompany the REF package (Ref: P2270r02v06).

1.1.1 School Transport Plan

This STP is intended to provide a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and carpooling. These strategies are intended to assist in less reliance on the use of private vehicles for travel to and from the school, supporting sustainability initiatives for growth into the future, providing sustainable travel modes that support independent travel of children attending the school and potential health benefits associated with walking, scooter riding and bicycle riding.

The STP sets out objectives and strategies to assist the school in achieving green travel goals to improve sustainability.

It also includes a review of any previous transport choices and sets targets that the effective implementation of the STP can be assessed. These targets are intended to be realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes, given existing and future multi-modal transport networks. This is expected to be coordinated with the school or their representatives. It shall be reviewed regularly to ensure it remains relevant and reflective of current conditions.

Section 4 of this STP is to provide guidance in relation to the traffic management arrangements for the Site. The overall objective is to ensure the safe and efficient movement of vehicles, students, visitors and staff. In particular, this plan details the following:

- A pedestrian access plan;
- Short stay parking facilities management plan;
- Car parking plan; and
- Details on the governance and administration of the plans.

1.2 Authority requirements and stakeholder engagement

Ason Group has consulted with key stakeholders throughout the preparation of the STP, including:

- Transport for NSW (TfNSW)
- City of Parramatta Council (Council)
- Department of Education (DoE)
- The School Principal

In addition, Ason Group has held on-site meetings with the School Principal.

This report provides details of the consultation undertaken by the Project Team in its preparation of this STP.

1.2.1 Transport Working Group

This STP would be presented to the Transport Working Group (TWG) and the feedback from the authorities will be included in the updated version of this STP.

Newington Public School

As part of the preparation of the STP, consultation with the School's Principal and Deputy Principal was undertaken as outlined in **Table 1** below.

Table 1: Newington Public School consultation record

Meeting Details	
Identified party to consult	School Principal and Deputy Principal.
Consultation Type	Email correspondence, phone correspondence and on-site meeting.
When is consultation required?	Prior to submission of the STP.
Why?	Organise on-site inspection, meeting, travel mode surveys and discuss existing traffic issues in the surrounding road network or traffic operations of the school.
When was consultation scheduled?	• 14 May 2025 • 21 July 2025
When was consultation held?	• 14 May 2025 • 21 July 2025
Identify personnel who were involved	• Newington Public School – Greg Weeks (Principal), Sarah Spink (Deputy Principal) • Ason Group – Babak Javani, Emily Duan

Provide the details of the consultation	14 May 2025 - Questionnaire and general feedback for existing conditions, operations and general travel behaviour of staff and students. 21 July 2025 - Discuss potential options for improving Kiss and Drop operations.
What specific matters were discussed?	14 May 2025 - One of the two School Crossing Supervisors is transitioning to retirement however traffic authority has yet to confirm a replacement or separate arrangements. - Complaints from residents due to overflow parking on-street. - Significant delays during the morning drop-off and afternoon pick-up. 21 July 2025 - Option for increased ranger presence during peak times agreed to be the most effective strategy to ensure compliance and improve overall operation of the kiss and drop zone. - School expressed general support for the addition of 3 kiss and drop spaces. - Option to stagger bell times was proposed to alleviate congestion however this is considered less favourable as it would require changes to the entire school timetable. - Restriction of non-essential vehicle access during school bell times.
What matters were resolved?	Exploration of options to alleviate congestion and overflow parking issues during drop-off/pick-up periods.
What matters are unresolved?	Retirement and transition of current school crossing supervisors.
Any remaining points of disagreement?	N/A
How will SINSW address matters not resolved?	N/A

1.3 Reference documents

In preparing this STP, the following key documents have been referenced:

- TfNSW, Future Transport Strategy 2056, March 2018
- NSW Government, Planning Guidelines for Walking and Cycling; November 2019
- NSW Department of Education, Master planning guidelines for schools, October 2020
- NSW Department of Education, SINSW Community of Practice Architects + Transport Planners, 29th October 2020.

2 Existing transport conditions

2.1 Site location

The site has frontage to Newington Boulevard (76 metres along western lot boundary), public open space (140 metres along the eastern boundary) and medium density residential development (179 metres along the northern lot boundary and 181 metres along the southern boundary). The site comprises a single allotment, legally described as Lot 320 in deposited plan (DP) 1285196 with an approximate site area of 2ha.

The site is located in the suburb of Newington on the western side of Haslams Creek, opposite the Sydney Olympic Park Precinct and Auburn waste resource facility. The site's location is approximately 5.2km southeast of the Parramatta central business district, approximately 2.5km north of the Lidcombe town centre and approximately 3km southwest of the Rhodes town centre.

The site is shown in its local context in **Figure 1** below.



Figure 1: Site location

2.2 Site transport facilities

As it relates to travel planning, the school and its immediate surroundings provide the following transport facilities:

- 22 on-site car parking spaces (incl. 2 accessible spaces)
- 20 bicycle parking spaces
- 11 kiss and rides spaces along Newington Boulevard
- Bus stops on both sides of Newington Boulevard along the site frontage
- Crossing facilities on Newington Boulevard near the school gate

A site plan showing the proposed upgrades is provided in **Figure 2**.



Mode share surveys were undertaken for both staff and students in Term 2, 2025 (Wednesday, 14 May 2025) as part of the RTA. Student and staff target mode shares have been established in **Section 3.4** and identified with consideration for the public transport and active transport coverage, catchment analysis and existing and future residential occupancy within the catchment area. The results of the mode share surveys are detailed in the following sections.

The hands-up survey from Term 2, 2025 is based on 634 students in attendance on the morning of the survey day and 617 in the afternoon of the survey day out of a total student enrolment of 666. For reference, the enrolment of 666 students has been based on the 2024 depersonalised data, received on 3 April 2025. This represents approximately a 95% response rate for the AM drop-off and a 93% response rate for the PM pick-up. The results of the hands-up surveys have been summarised in **Table 2**.

Mode of Travel	Usage (Morning)		Usage (Afternoon)	
	Students	%	Students	%
Walked the whole trip	173	27%	201	33%
Rode a bicycle or other rideable toy (incl. ped scooter, skateboard, rollerblades)	40	6%	28	5%

Public Transport (Bus /Train)	66	10%	63	10%
Car passenger (dropped off / picked up)	355	56%	325	53%
Total survey counts	634	100%	617	100%

Note: Percentage values may not necessarily add up to 100% due to rounding

With reference to the above, it is noted that there is a relatively high percentage of students walking to/from the school, however private car usage remains the most predominant mode choice. Additionally, there is relatively low usage of public transport which may be due to several factors:

- The School Student Travel Scheme (SSTS) exclusion zone covers the entirety of the enrolment intake area.
- There are no dedicated school buses servicing the school.

2.3.2 Staff travel mode share

The staff travel mode survey from Term 2, 2025 is based on 39 responses out of the 60 total staff members employed, representing a response rate of approximately 65%. The results of the surveys have been summarised in **Table 3**.

Table 3: Mode share – staff

Mode of Travel	Usage (Staff)	
	Staff	%
Walk	1	3%
Bicycle (or another wheeled toy)	0	0%
Public Transport (bus, train, ferry, combination of modes)	1	3%
Car passenger (dropped off)	0	0%
Drove a car	36	92%
Other	1	2%
Total survey counts	39	100%

Note: Percentage values may not necessarily add up to 100% due to rounding

With reference to the above, it is noted that private car usage is the most predominant mode choice with the main reasons provided being for the convenience or needing to drive the car elsewhere after school. Very few staff reported taking public transport with responses citing more frequent services, better connections to other transport (trains and buses) and cheaper public transport being potential measures to encourage the use of public transport. Additionally, the majority of staff responded that there would be no measures that could encourage them to take active transport.

2.4 Public transport

Public transport movements will be supervised by staff members. Staff supervision duties will include the following:

- Monitoring student behaviour and discouraging unsafe conduct such as not using pedestrian crossings
- Assisting students in locating the correct bus
- Ensuring students are boarding buses in an orderly manner
- Assisting students in forming an orderly queue while waiting for the bus arrival

- As student numbers increase, students are to be organised into multiple queues if necessary

Staff supervision will ensure bus boarding operations are systemised and enable students to travel home in a safe manner while ensuring efficiency for the bus service. Supervision and organisation will be emphasised at the start of a school year as new students are not accustomed to the new travel patterns.

The staff supervisor will wear a high-visibility vest so students or bus drivers can easily locate a staff member if they require assistance. This is also important for staff safety so that they can be easily visible to drivers and other road users. Staff will generally station at the bus bay between until 4:00pm or the last student has caught the bus.

Detailed information on public and school bus availabilities are outlined below.

2.4.1 Existing services

A total of 6 bus stops are located within 400m notional distance of the Site as shown in **Figure 3**. There are currently 2 existing public bus routes and 3 school bus routes operating within this vicinity, however none of these school bus services are dedicated specifically to Newington Public School.

The existing public transport routes operating in the vicinity of the site are illustrated in **Figure 4**.

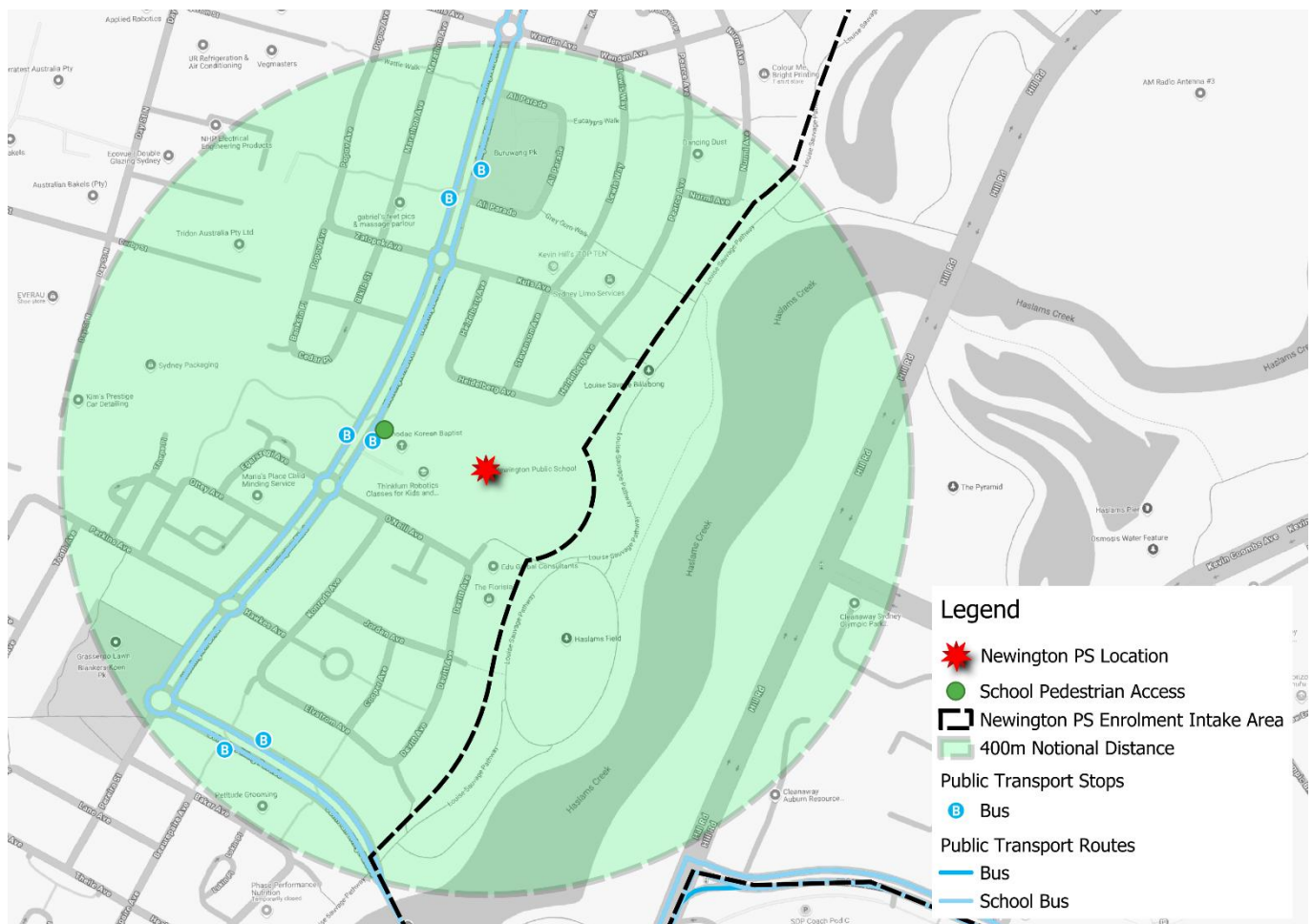


Figure 3: Existing bus stops within 400m notional distance of the school

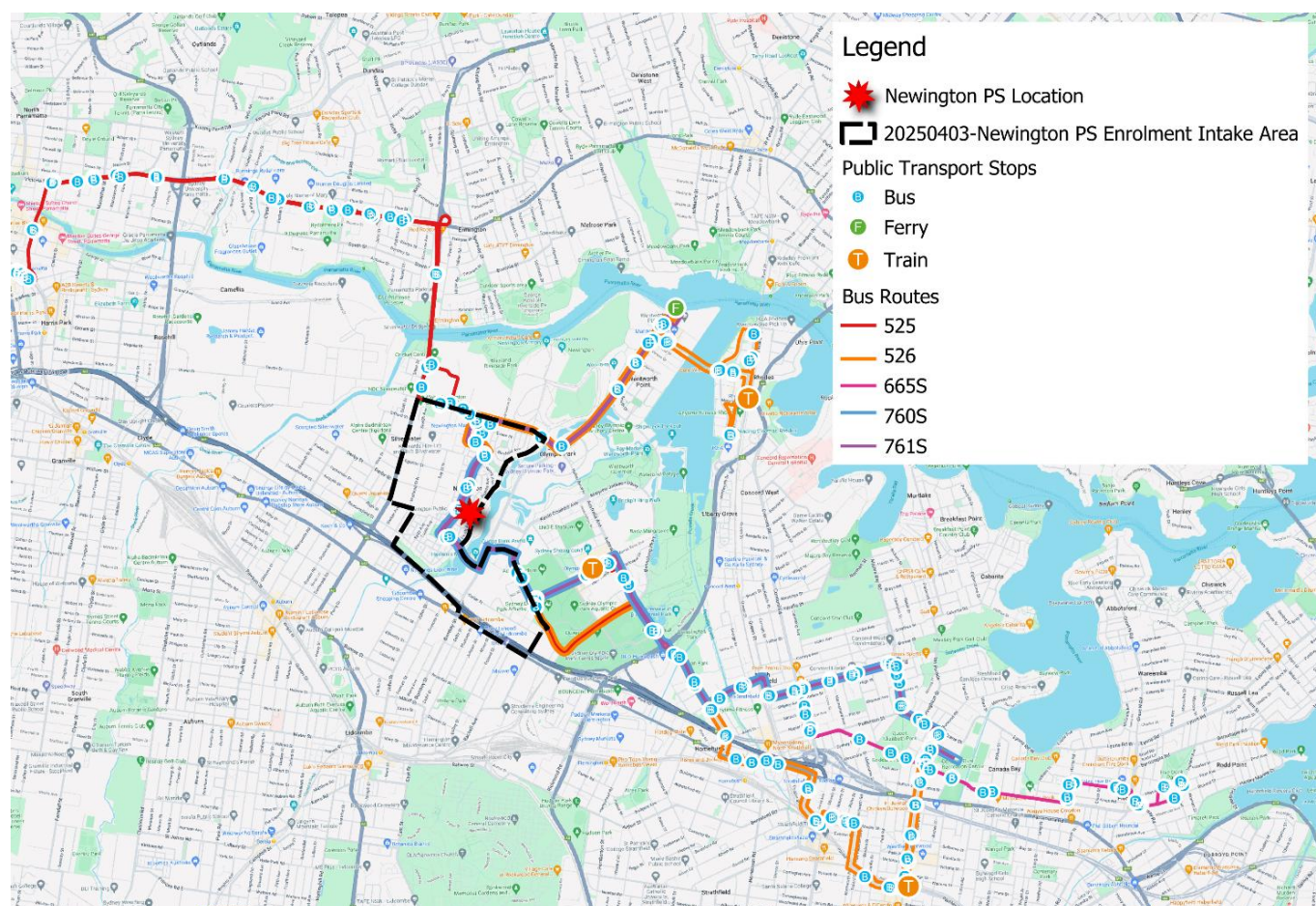


Figure 4: Public transport routes

2.4.1.1 SCHOOL BUS ROUTES

The existing school bus routes are summarised in **Table 4**.

Table 4: School bus services

Route	Description	Service
665S	Sydney Olympic Park Wharf to Domremy College	1 service in the morning
	Domremy College to Sydney Olympic Park Wharf	1 service in the afternoon
760S	Newington to Concord High	2 services in the morning
761S	Concord High to Newington	2 services in the afternoon

Note: It should be noted that the above school bus services are not specifically dedicated to Newington Public School.

2.4.1.2 PUBLIC BUS ROUTES

The existing public bus routes are summarised in **Table 5**.

Table 5: Public bus services

Route	Description	Service
525	Parramatta to Sydney Olympic Park via Newington	2 services in the AM peak 1 service in the PM peak
	Sydney Olympic Park to Parramatta via Newington	3 services in the AM peak 1 service in the PM peak
526	Rhodes Shopping Centre to Strathfield	5 services in the AM peak 3 services in the PM peak
	Strathfield to Rhodes Shopping Centre	6 services in the AM peak 3 services in the PM peak

Rhodes Station and Strathfield Station currently provide rail connectivity between Parramatta to the west and the Sydney CBD to the east. Rhodes Station is accessible via the Route 525 bus service, with an approximate travel time of 14 minutes, while Strathfield Station can be accessed via the Route 525 and 526 buses, with an approximate travel time of 20 minutes.

The school bell times are 8:55 AM and 3:00 PM. For the purpose of reviewing bus services, the peak hours have been defined as the one-hour period before the morning bell and the one-hour period after the afternoon bell.

The public bus services listed in the table above include those that stop at Newington Public School within the defined peak periods. The table demonstrates that the school is served by several public bus services. In general, school bus services also arrive within the designated peak hours, with the exception of Route 665s, which operates outside these periods.

2.5 Active transport

Walking, cycling and other non-motorised means of transport are of the highest priority. Pedestrian and cyclist movements to and from vehicles parked on-street, vehicles at the pick-up and drop-off area, and bus stops may result in some level of conflict and crossover and therefore requires safe management.

2.5.1 Pedestrian network connectivity

To facilitate pedestrian access from the surrounding road network to the Site, there are existing footpaths on both sides of Newington Boulevard as well as all other roads in the immediate residential area. There is a centralised median along Newington Boulevard with several pedestrian refuges provided at regularly spaced intervals. In addition, raised pedestrian crossings are provided at the school's site frontage.

2.5.2 Cycling network

At the time of writing this STP, there are existing painted bike lanes provided on both sides of Newington Boulevard, providing a path linking the school to the local residential areas and broader cycling network. The Louise Sauvage Pathway is a shared path located to the east of the school that also provides a north-south link between Wentworth Point to the north and Lidcombe to the south.

Council's Bike Plan¹ prepared in 2024 and subsequently amended in June 2025, details the existing bicycle network and proposed upgrades in the broader LGA. The future Parramatta bicycle network in the vicinity of the school is shown in Figure 5.

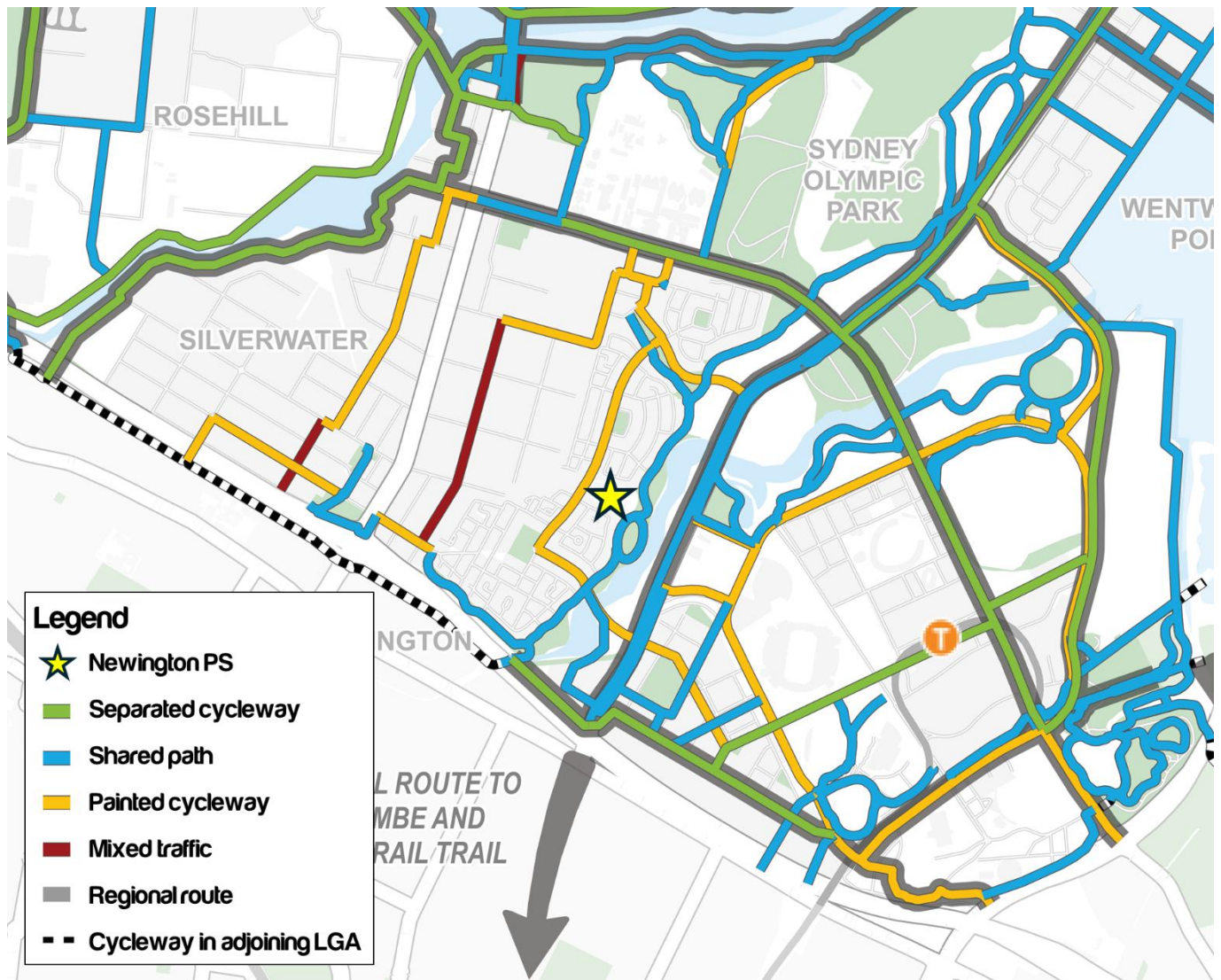


Figure 5: Future Parramatta bicycle network (Parramatta Bike Plan 2024)

2.6 Catchment analysis

2.6.1 School enrolment intake map

SINSW has provided a database of student locations based on the 2024 school enrolments which has been used as the basis of the catchment analyses undertaken by Ason Group.

For the purposes of reporting, information relating to the exact location and identity has been anonymised for analysis. Figure 6 demonstrates the population densities for where students reside within the school's enrolment intake area.

¹<https://www.cityofparramatta.nsw.gov.au/files/assets/public/v/3/publications/parramatta-bike-plan-2024.pdf?ref=sydneyfestival>

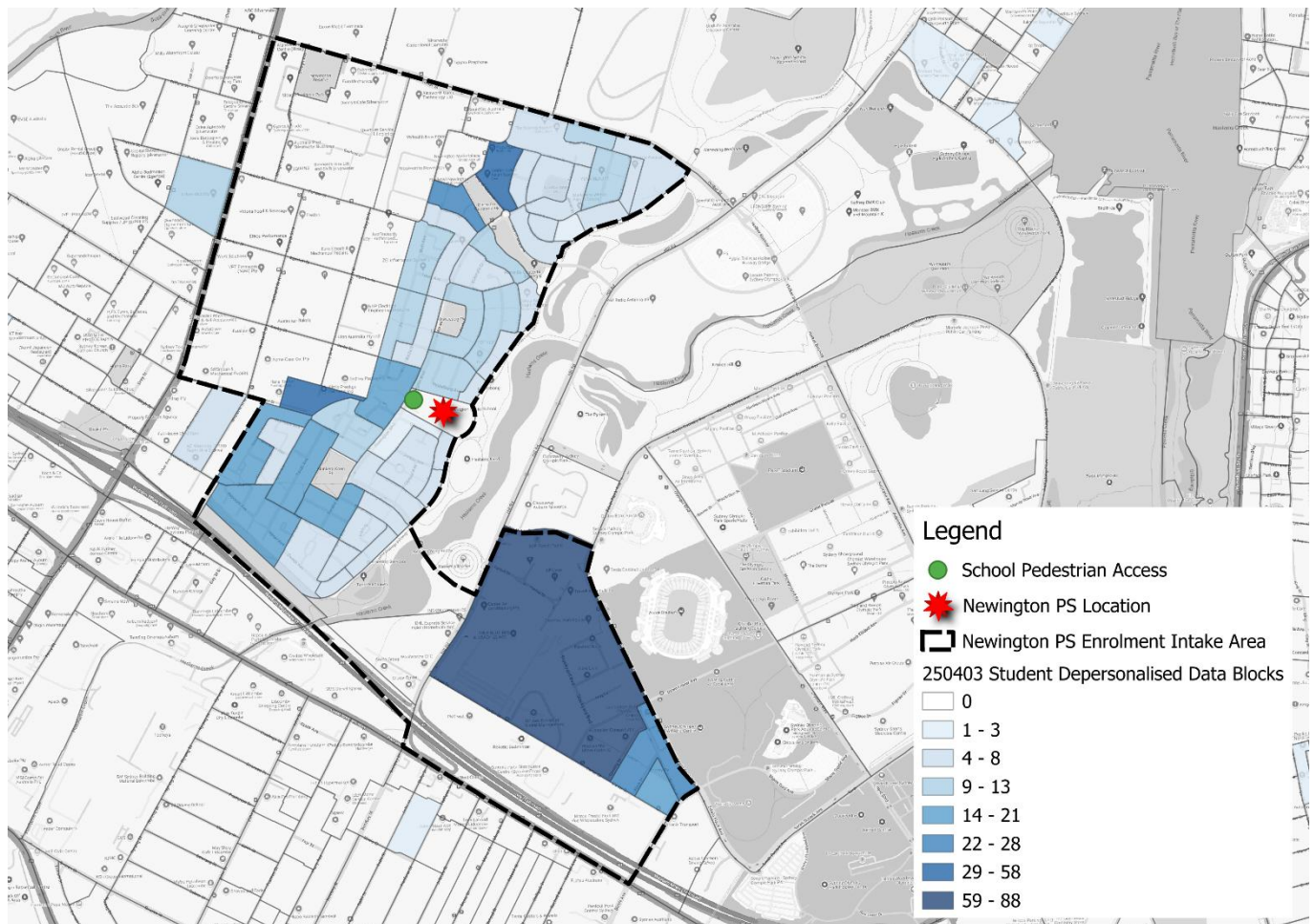


Figure 6: Newington Public School student place of residence density

2.6.2 School Student Transport Scheme

In line with guidelines outlined by the NSW Government and TfNSW, the School Student Transport Scheme (SSTS) provides catchment guidelines to provide eligibility for school public transport.

For grades K-2, the following eligibility criteria apply:

- They are a resident of NSW, or an overseas student eligible for free government education.
- Aged 4 years 6 months, or older.
- No minimum walking distance criteria apply to these students.

For grades 3 – 6, the following eligibility criteria apply:

- They are a resident of NSW, or an overseas student eligible for free government education.
- The straight-line distance from their home address to school is more than 1.6km.
- The walking distance from home to school is 2.3km or further.

As defined above, **Figure 7** illustrates the SSTS exclusion zone for Newington Public School.

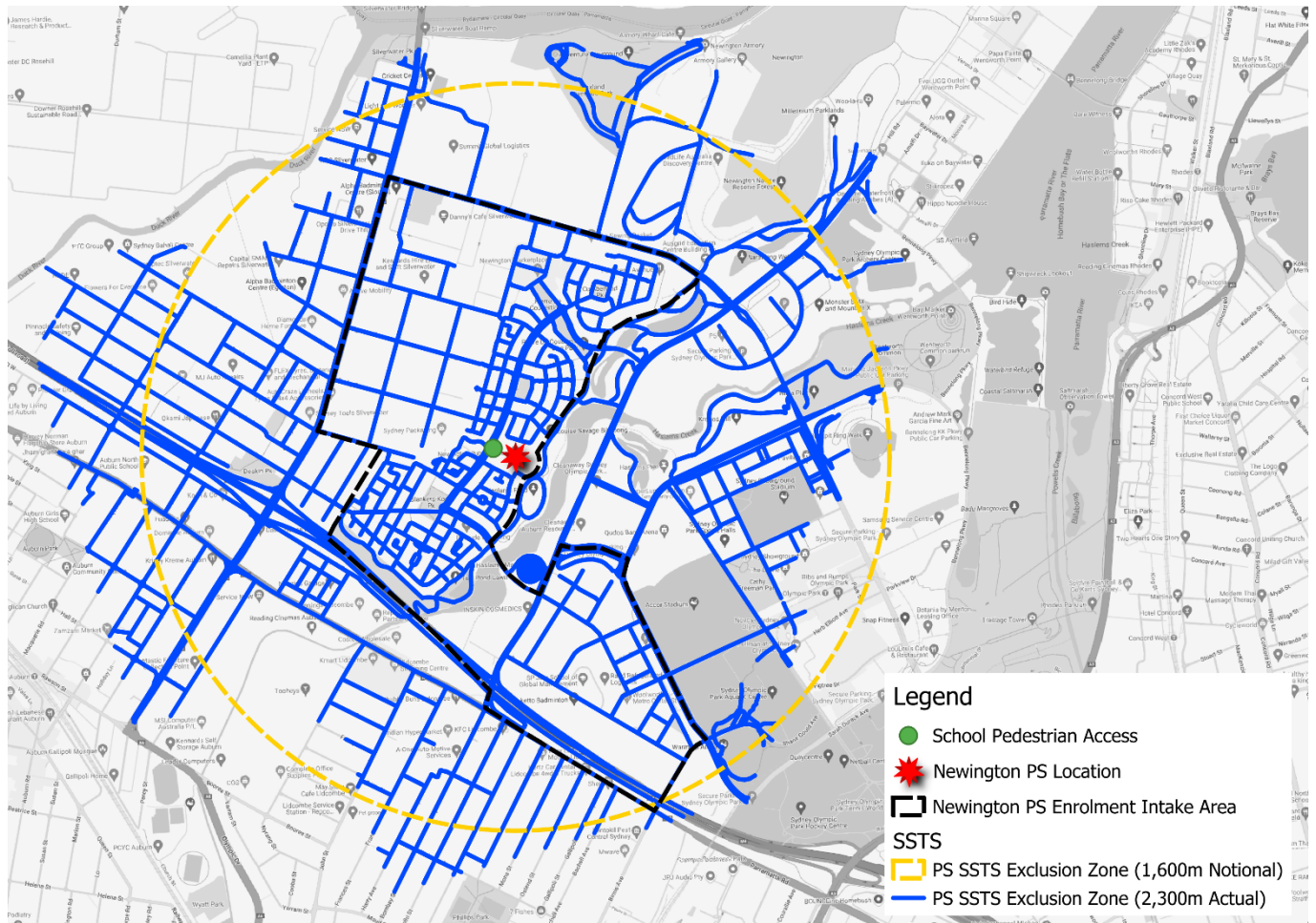


Figure 7: Newington Public School SSTS exclusion zone

Based on the figure above, the exclusion zone is shown to capture the entirety of the school's enrolment intake area.

2.6.3 Walking Catchment

SINSW has characterised the walking catchment of a school within 5, 10 and 15-minute walking distance increments from the school, representing desirability for the catchment area.

Figure 8 below illustrates the walking distance isochrones relative to the Site.

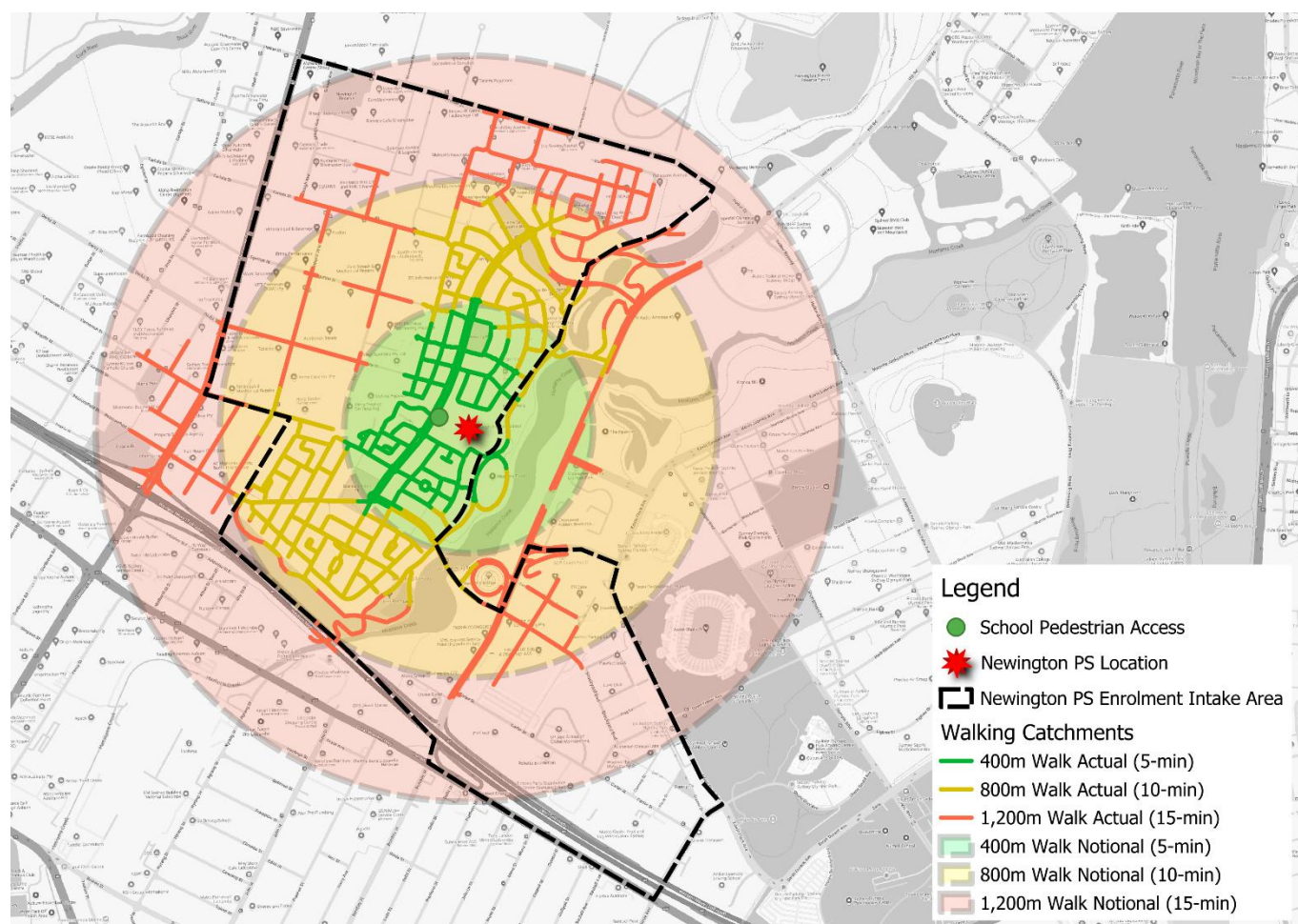


Figure 8: Walking catchments

Based on the figure above, the walking catchment demonstrates coverage for the majority of the school's enrolment intake area.

2.6.4 Cycling catchment

In addition to the pedestrian catchment guidelines described by SINSW, the bicycle riding catchment areas are defined by 5-minute increments (approximately 1.2km) in a similar manner.

Figure 9 below illustrates the bicycle riding catchments relative to the Site.

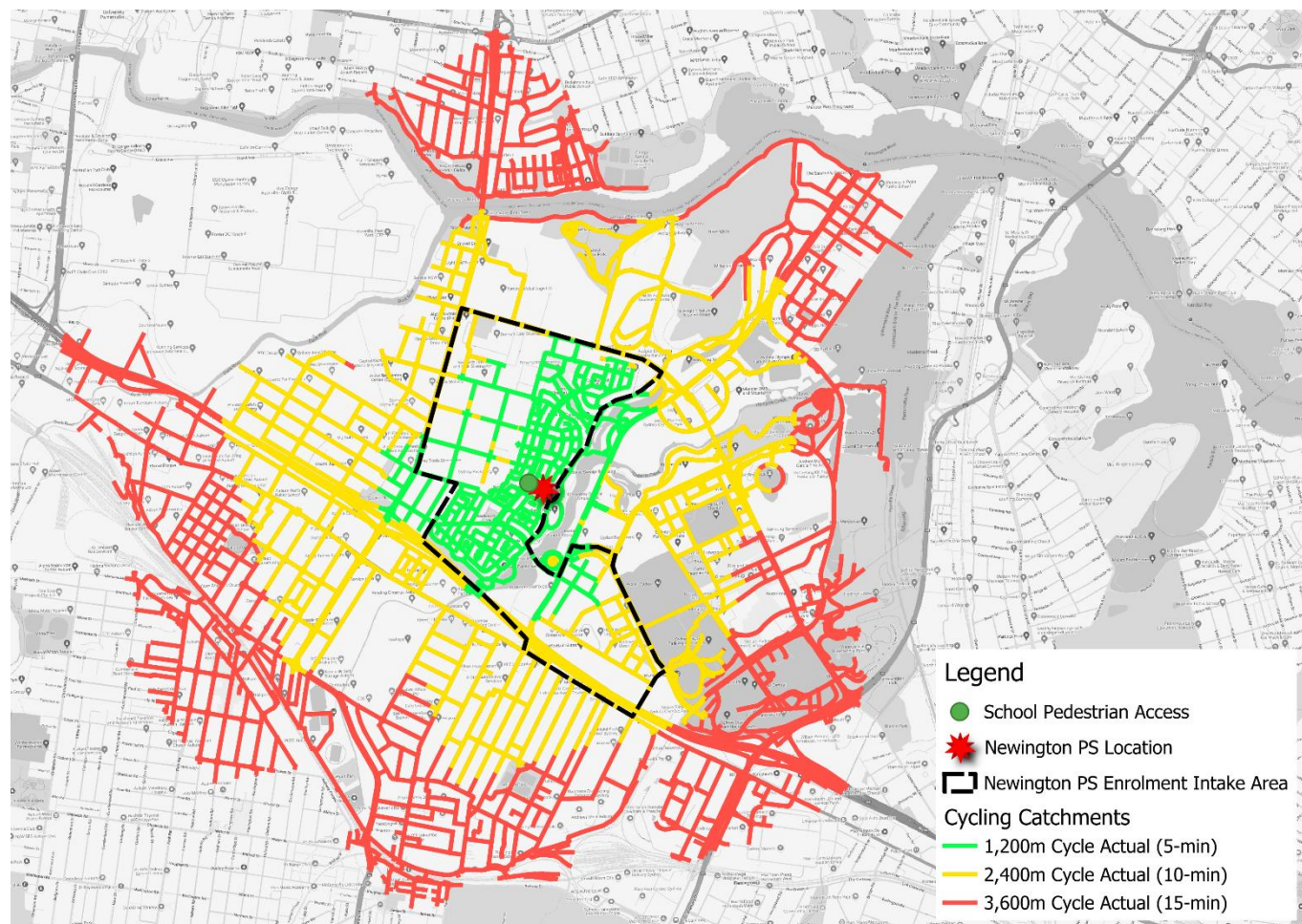


Figure 9: Bicycle riding catchments

Based on the figure above, the cycling catchment is shown to capture the entirety of the school's enrolment intake area.

2.6.5 Catchment summary

An assessment of the depersonalised student data provided by SINSW in the context of the public and active transport catchment areas defined above has been conducted, with the assessment results summarised in **Table 6**.

Table 6: Catchment analysis

Catchment Analysis	Notional (within crow flies)		Actual (on path / using road network as a proxy)	
	#	%	#	%
1-400m (5-min walk)	139	21%	100	15%
401m-800m (10-min walk)	286	43%	212	32%
801m-1,200m (15-min walk)	147	22%	137	21%
1-1,600m crow flies / 2,300m on path (excl from SSTS Primary)	628 (94%)			
Within 400m of public transport stop / station / wharf that brings them closer to school	607	91%	465	70%
Within 800m of public transport that brings them closer to school	646	97%	595	89%
# outside SSTS zone, with no PT option	25	4%	27	4%
# outside SSTS zone, with PT access	13	2%	11	2%
Total No. of students within enrolment intake area	609 (91%)			
Total Student Enrolments (2024)	666			

Notes: Catchment analysis based on student location data received from SINSW on 3 April 2025. Percentages are based on total student enrolments.

3 School Transport Plan framework

3.1 Transport objectives

The primary objectives of this STP are to:

- Reduce the environmental footprint of the school,
- Promote the use of 'active transport modes such as walking and cycling, particularly for short-medium distance journeys,
- Promote the use of 'public transport' modes including a bus network with full coverage of the catchment area,
- Reduce reliance on the use of private vehicles for travel to / from the School, and
- Encourage a healthier, happier, and more active social culture.

Having regard to the above, this STP adopts the following movement hierarchy with priority given to 'active transport' followed by mass public transport and lastly the use of cars and other private vehicles. This hierarchy is reflected in the *Road User Space Allocation Policy, January 2021* prepared by TfNSW.

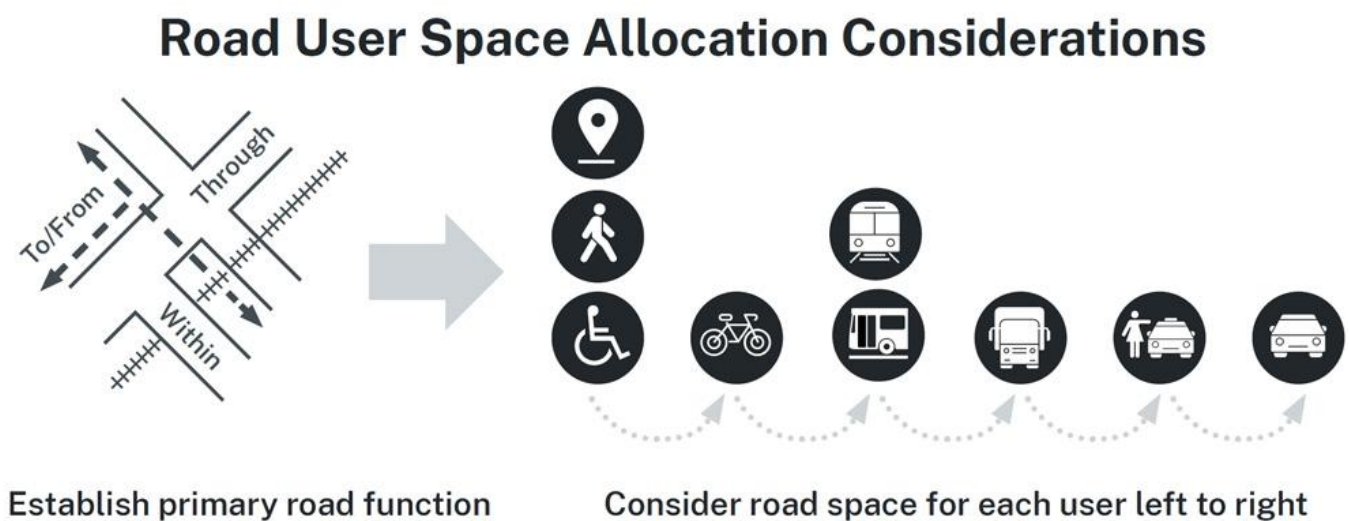


Figure 10: Movement hierarchy

In a broad sense, this STP is intended to encourage the use of active and public transport thereby reducing the overall distance travelled by private vehicles.

3.2 Implementation plan

3.2.1 Implementation plan measures

The following specific actions have been identified to help achieve the targets of the STP for a maximum capacity of 700 students.

These identified strategies include the promotion of some event or day-specific activities. The key objective of this Action Plan is to reduce the dependency on single occupancy vehicles. In isolation, these may not dramatically alter the day-to-day travel of staff and students, however there are benefits of such activities whereby participation can increase awareness of alternative modes of travel that can then form the basis of future travel patterns and therefore reduce the reliance on private vehicles.

Table 7: Action Plan measures

Item No.	Action / Description	Target	Timeframe	Responsibility
1. General				
1.1	Establish a centralised Travel Plan Coordinator (TPC) who is to take responsibility for the ongoing review and monitoring of this Plan. This person(s) shall also provide direction to staff / parents in relation to specific requirements arising from the Plan.	School Administration / DoE	Prior to completion of school upgrades.	DoE
1.2	Provide 'Travel Welcome Pack' for newly employed staff, highlighting alternate modes of transport other than the use of a private vehicle.	Staff	Prior to completion of school upgrades and ongoing.	TPC
1.3	Review of STP as a regular item on the agenda of staff / management meetings.	Staff	Annually	TPC / School
1.4	Encourage flexible work hours. Whilst not reducing mode share, this can permit travel outside of peak periods which has other positive benefits.	Staff	On-going	TPC / School
1.5	Preparation of a Transport Access Guide (TAG) and review following changes stipulated by the TPC	Staff, Students and Parents	Prior to completion of school upgrades.	TPC
2. Walking and cycling				
2.1	Promote participation in community activities and events, such as: • National Ride2Work Day • Walk to Work Day • Other similar events	Staff, Students and Parents	Annually	TPC
2.3	Develop further school-specific activities designed to get people moving with reward participation. For example, a competition to see which staff and/or students in each year can get the most 'steps' in a given time period; similar to September activities.	Staff, Students and Parents	Annually	TPCs

2.4	Monitor the cycling mode share and review to ensure sufficient secure bicycle parking spaces and 'EoT' facilities are provided and maintained.	Staff and Students	On-going	TPC
3. Public transport				
3.1	Display bus arrivals based on signage boards in locations where students are being held prior to accessing buses.	Staff and Students	On-going	TPC / DoE
3.2	Advocate for TfNSW to improve public transport services in response to increased development within the surrounding area.	Staff and Students	On-going	TPC / DoE
3.3	Update this Plan and TAG to reflect changes to any bus routes and service times.	Staff and Students	On-going	TPC
3.4	Undertake a review to promote initiatives for staff using public transport.	Staff	On-going	TPC
3.5	Undertake a review of bus waiting areas at School and at home to identify opportunities for improvement.	Staff and Students	On-going	TPC
3.6	Promote the use of public transport for students with a rewards scheme. i.e., students are provided incentives to travel to and from the school using public transport.	Students	On-going	TPC
3.7	Encourage parents to apply for an SSTS exemption for students residing in the town centre within the 2.3km (PS) / 2.9km (HS) driving distance from the school.	Students and Parents	On-going	TfNSW / Parents
4. Reducing car travel				
4.1	Review initiatives for staff and parents to promote carpooling. This may include (but not limited to) the provision of online services or forums to facilitate ease of finding carpooling scheme participants on a day-to-day basis.	Staff and Parents	On-going	TPC
4.2	Liaise with staff to discuss the feasibility of a parking management scheme which would discourage the use of single occupant car travel to the site while incentivising carpooling or travel by alternative modes of transport.	Staff	On-going	TPC
4.3	Parking Management Strategy for staff to prioritise use by staff on an 'as needs' basis, e.g. preference for staff carpooling or car sharing.	Staff	On-going	TPC / School
4.4	Encourage parents to discuss with other parents about the possibility of carpooling their child(ren) to School particularly if families involved already know each other.	Parents	On-going	TPC / School

3.3 Communications strategy

With consideration of the above measures, a communication strategy has been developed that can be adopted by the future school administration and TPC to communicate the measures detailed above. It should be noted that this communication strategy is subject to review following further discussions with the school administration.

Table 8: Communications strategy

What	When	Method	Target	Responsibility
Share objectives and goals with the student body and staff	Prior to completion of school upgrades and every term during operation.	• Welcome packs to new staff and families. • Social media. • Website.	Staff, Students, Parents	TPC
Provide information regarding transport options to and from the school, and on-site end-of-trip facilities.	Prior to the completion of school upgrades. This information is to be available always and presented every term	• Welcome packs to new staff and families. • Website. • Information boards within school grounds.	Staff, Students, Parents	TPC
Provide details regarding school-promoted initiatives that encourage alternative modes of transport, such as Ride-To-School Day, Walk-To-School Day, Steptember, etc.	Annually prior to the event	• Social Media. • Website. • Skool Bag App. • E-newsletters.	Staff, Students, Parents	TPC
Provide details regarding the availability of student bus passes	Prior to, and upon completion of school upgrades. This information is to be available always and presented every term	• Welcome packs to new families. • Website.	Students and Parents	TPC
Liaise with parents regarding the education programs provided by the school that encourage alternative transport modes	Prior to the completion of school upgrades. This information is to be available always and presented every term.	• Welcome packs to new families. • Website.	Students and Parents	TPC
Link key resources regarding the operation of school zones, road safety, and parking restrictions within the local area.	Prior to, and upon completion of school upgrades. This information is to be available always and presented every term.	• Welcome packs to new families. • Social Media. • Website. • Skool Bag App. • E-newsletters.	Parents	TPC
Detail information regarding the operation of Kiss and Ride areas.	Prior to, and upon completion of school upgrades. This information is to be available	• Welcome packs to new families. • Social Media	Parents	TPC

	always and presented every term.	- Website. - Skool Bag App. - E-newsletters.		
Detail information on signing up for SSTS. ¹⁾	At the start of every term.	- Welcome packs to new families. - Social Media - Website. - E-newsletters.	Students and Parents	School / TPC
Promote the utilisation of the “Snap Send Solve” website or app to inform the correct authority about any transport network issues. ²⁾	At the start of every term.	- Welcome packs to new families. - Social Media - Website. - E-newsletters.	Students and Parents	School / TPC

Notes: 1) It is noted that travel may be free if certain conditions are met such as if a secondary school student lives more than 2km from the Site. Further, applying for SSTS even if there may not be a bus service in close proximity to the student’s home is important as TfNSW will consider this information when planning changes to bus routes and the addition of bus services. To sign up, the student and/or parent should visit the Service NSW website.

2) The app directs the concern to the correct authority based on the information entered on the app to remove the need to understand the complex web of responsibilities. The app allows the user to take a picture of the issue, then report it using a few simple phrases.

3.3.1 Welcome packs

As detailed above, new staff and families shall be provided with a ‘welcome pack’ as part of the on-site induction process which includes the STP and other information in relation to sustainable transport choices. This pack shall include a copy of the STP as well as general information regarding the health and social benefits of active transport. Advice on where to find further information should also be included.

3.3.2 Accurate transport information

In addition to these ‘welcome packs’, a Transport Access Guide (TAG) shall be provided to all staff, students and parents.

The TAG should encourage active travel modes, and information such as adults being permitted to accompany children under the age of 16 and ride on footpaths.

A copy of the TAG should also be displayed prominently in staff areas, such as lunchrooms and foyer areas, and information boards throughout the school for parents and students. The TAG shall be presented in a form that is reflective of the commitment to achieving positive transport objectives. The TAG has been attached in **Appendix A**.

3.4 Mode share targets

The following student and staff target mode shares have been identified with consideration for the public transport and active transport coverage, and catchment analysis. Three scenarios are established for the school with the following corresponding timeframes:

- Base: 1 – 3 years of operation
- Moderate: 3 – 5 years of operation
- Reach: 5 – 10 years of operation

The student mode share targets are summarised in **Table 9**. Assumptions have been made to determine the impact of the reach intervention on travel mode shares. The below mode shares also consider operational measures to improve uptake in cycling. In Moderate Scenario, an uplift of 5% for public transport, 5% for walking, and 4% for cycling have been assumed. In Reach Scenario, an uplift of 2% for public transport, 3% for walking, and 2% for cycling have been assumed.

Table 9: Mode share targets – students

Mode of Travel	Base ⁽¹⁾		Moderate		Reach	
	Percent	Number	Percent	Number	Percent	Number
Walk	30%	210	35%	245	38%	266
Bicycle (or other rideable)	6%	42	10%	70	12%	84
Public Transport (Bus /Train)	10%	70	15%	105	17%	119
Car (as passenger)	54%	378	40%	280	33%	231
Total	100%	700	100%	700	100%	700

Notes: (1) Baseline mode shares based on the average of the morning/afternoon hands-up survey results.

(2) Baseline percentage mode shares may not necessarily add up to 100% due to rounding.

The staff mode share targets are summarised in **Table 10**.

Table 10: Mode share targets – staff

Mode of Travel	Base ⁽¹⁾		Moderate		Reach	
	Percent	Number	Percent	Number	Percent	Number
Walk	3%	2	5%	3	7%	4
Bicycle (or other rideable)	0%	0	1%	1	2%	1
Public Transport (Bus /Train)	3%	2	4%	2	5%	3
Carpool	0%	0	1%	1	2%	1
Car (as driver)	92%	55	87%	52	82%	49
Other	2%	1	2%	1	2%	1
Total	100%	60	100%	60	100%	60

Notes: (1) Baseline mode shares based on the Term 2, 2025 staff surveys.

(2) Baseline percentage mode shares may not necessarily add up to 100% due to rounding.

4 School transport operations and access management plan

4.1 Operational access management measures

4.1.1 Plan of management

The school can and will coordinate pedestrians and vehicles on-site to meet operational requirements and ensure the safety of students while maintaining efficiency on-street.

The following management measures are proposed.

4.1.2 Key responsibilities of management

Management shall:

- Ensure all staff are provided with sufficient training to undertake the required tasks. This includes responsibility for measures to ensure that all staff, parents/carers, visitors, and students are familiar with site-specific rules through appropriate site induction procedures.
- Be familiar with and address their respective duty of care requirements in accordance with the applicable state Work Health and Safety legislation.
- Ensure WHS Incident logbooks are maintained and undertake necessary action(s) in relation to any reported issues.

4.1.3 Hours of operations

The school office is open Monday to Friday from 8:30am to 3:15pm.

Bell times are as follows:

- Morning: 8:55am
- Afternoon: 3:00pm

4.1.4 OSHC Operations

In addition to standard school hours, the school provides on-site Out of School Hours Care (OSHC) services between the following times:

- Before School: 7:00am – 8:30am
- After School: 3:00pm – 6:00pm
- Vacation Care: 7:00am – 6:00pm

4.1.5 Pedestrian access

As detailed in **Section 2.2** there is a pedestrian access point on Newington Boulevard. There are staff on duty during gate opening times.

There are two raised pedestrian crossings on Newington Boulevard on the school's site frontage.

4.1.6 Visitor access

Visitor access to the school is via the main gate on Newington Boulevard.

4.1.7 Out of hours access

As previously mentioned, the OSHC are between 7:00am – 8:30am during the mornings and 3:00pm – 6:00pm in the afternoons. Additionally, vacation care is provided between 7:00am – 6:00pm.

4.1.8 Vehicle access

Vehicular access to the site is provided via a driveway located towards the southern end of the Newington Boulevard site frontage. The driveway provides access to the on-site staff parking area.

No-parking drop-off, pick-up zones are also provided on Newington Boulevard as well as a bus stop and bus zone near the main gate.

The pedestrian and vehicular access arrangements are illustrated in **Figure 11** below.



Figure 11: Pedestrian and vehicular access arrangements

4.1.9 Driver Code of Conduct

All drivers are to operate in a manner consistent with the requirements of applicable Work Health and Safety (WHS) legislation and other business-specific policies.

All commercial vehicle drivers are to be familiar with the Driver Code of Conduct before attending the Site. A copy of the Code is included in **Appendix B**.

5 Communications Plan

Safe and efficient management of Newington PS will require all users to have a thorough understanding of operations and their responsibilities. The two separate parts of this will be staff communications and student / parent communications. Communication strategies are described in the following sections.

5.1 Channels

5.1.1 New Starter Kits

To ensure new travellers have information regarding all their travel options, a Travel Access Guide will be provided. This brochure can easily be included as part of an induction or orientation package. This is especially important for travellers new to the area and who may be completely unfamiliar with the transport options.

5.1.2 Reminders

Travel options can change over time, and regular updating and conveying of new information is required to ensure travellers have the most accurate and recent information. Reminders can assist in providing continued information to users and aim to provide a greater reach and impact. One convenient way to reach a broad user base is to include information and reminders in periodic staff and parent newsletters or updates.

Content will include:

- Details on new travel initiatives;
- Mode share progress;
- Upcoming changes;
- Reminding users of the importance of sustainable travel.
- Reminding users to behave responsibly on their commutes to and from the School, bike use in particular.

This style of communication will also request feedback from staff, students and parents regarding current initiatives and any other travel-related concerns.

5.1.3 School Website

The school website is to be utilised to provide up-to-date transport information, and to provide a central source of information for students and parents. External visitors would also have access to the website.

5.2 Messages

Key points of information and typical messages to the school community will include:

- Transport goals, safety requirements, and parent expectations
- Reminders about appropriate usage of bicycles, including riding responsibly on the road, reminders to wear helmets when cycling and bicycles to be stored appropriately
- Location and availability of on-site bicycle storage areas and end-of-trip facilities
- School Student Transport Scheme (SSTS) and School Term Bus Pass availability
- Reminders about behaviour on buses and management of buses at school

- Changes to local public transport routes (as they occur)
- Changes to local pedestrian and cyclist facilities (as they occur)
- Opal card reminders (to ensure students tap on and off even if public transport is free)
- Any available memberships or discounts
- How to contact the Travel Coordinator or governance committee

5.3 Travel Access Guides

The aim of a Travel Access Guide (TAG) is to present staff and students with information about the available safe and sustainable transport options in the local area. 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.

TAGs can be distributed to staff, students and parents, as well as made accessible online through the school's website for visitors and ease of access. The guide prepared is included in **Appendix A** and will be reviewed and updated as transport upgrades are developed. The guide shall also be made available to the school community.

6 Governance Framework

6.1 Travel plan coordinator

To assist with the management of the School Travel Plan, a person(s) shall be nominated as the Travel Plan Coordinator (TPC) and be responsible for:

- Engagement with the staff and parent bodies,
- Implementation and promotion of the STP actions,
- Monitoring the effectiveness of the STP (refer to monitoring requirements outlined in **Section 6.4** and ongoing maintenance of the School Travel 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 car share operators) in relation to Travel Plan matters.

This role does not necessarily require a full-time position; however, it should be clearly designated among the key responsibilities of the building management group.

This may include financial incentives for staff to use active transport and public transport to travel to work. However, this is not a mandatory requirement and would be subject to management discretion.

6.2 Resourcing

It is not anticipated that the maintenance of this Plan will have significant ongoing cost implications and shall be reviewed on an annual basis by the TPC for the best outcome.

6.3 Plan maintenance

This STP shall be subject to ongoing review annually and will be updated accordingly. Annual reviews will be undertaken by the TPC, as required.

Key considerations regarding the review of the Plan shall be:

- Updating baseline conditions to reflect any changes to the transport environment in the vicinity of the Site such as changes to bus services, new cycle routes, new roads, etc. In this regard, a review of the Plan – and associated TAG in particular – may be undertaken on a more frequent basis,
- Tracking progress against proposed travel mode targets,
- Analysis and assessment of monitoring data collected to identify challenges preventing the school from achieving their targets and prepare solutions to address the challenges,
- To identify any shortfalls and develop an updated action plan to address issues, and
- Ensure travel mode targets are updated (if necessary) to ensure they remain realistic but also ambitious.

6.4 Monitoring and review actions

To assess the efficacy of the Plan strategies, the following actions are to be undertaken by the TPC:

- Review updated de-personalised data from the Department of Education with GIS analysis.

- Conduct travel mode surveys to determine the proportion of persons travelling to/from the site by each transport mode. This will be in the form of travel mode questionnaire surveys to be completed by all persons attending the site, as far as practicable. This survey may be undertaken online or in-person at the discretion of the TPC.
 - The student mode share survey (“Hands Up Student Travel Mode Survey”) will be undertaken in classrooms by the classroom teacher and is consistent with the survey methodology undertaken during the preparation of this STP.
 - Online surveys (School Community Questionnaire) will be undertaken via the Survey Monkey platform and will be completed by the wider school community; including the parents/carers, staff, and students.
 - Surveys will be undertaken during the School’s typical operating times. Based on advice provided by SINSW, surveys shall be typically undertaken outside of the first 2 and last 2 weeks of the School’s term end/start dates.
- Review information regarding participation in active travel programs.
- Periodic on-site review of facilities such as the drop-off / pick-up area, bicycle racks.

It is recommended that an initial audit be undertaken within 6-months post completion of the school upgrades to establish the baseline mode share as early as possible.

Following the review process, the Plan would be updated with consideration for the findings and resubmitted to DPHI.

6.5 Internal School Stakeholders

The list of internal stakeholders to be consulted by the Travel Coordinator includes:

- School Principal
- Other school Executive Staff as relevant
- Road Safety Education Officer
- Asset Management
- WHS (Work Healthy and Safety) Representative
- P&C (Parents and Citizens Association) Representative

The group would meet monthly within the first 12 months of operation, and quarterly thereafter. The frequency of meetings can be modified as required by the group to best suit the actions and outcomes of the meetings.

6.6 Feedback framework

Following the actions undertaken as part of the review process, feedback is to be provided to key stakeholders including: the community, TfNSW, Council, and the Department of Education, detailing the efficacy of the strategies. The strategies and the STP will be adapted accordingly.

Feedback will be communicated to stakeholders (i.e. TfNSW, Council, and the Department of Education) via onsite meetings or videoconferencing surveys and onsite meetings / videoconferencing.

Meeting minutes will be prepared following the meeting and sent to relevant stakeholders for record keeping. Relevant updates to the STP will be undertaken to address feedback as required.

6.7 Complaint(s) handling protocol

The school is to maintain and monitor a record of all complaints made in relation to the operations of the kiss & ride traffic, including from Council and the Police, in a complaint register. The record is to include details of the following:

- The date and time of the complaint.
- The method by which the complaint was made (e.g. phone or email).



- Any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect.
- The nature of the complaint.
- The action taken by the hotel in relation to the complaint, including any follow-up contact with the complainant; and
- If no action was taken, the reasons why no action was taken.

Records of the complaint must be kept for at least four years after the complaint was made. The school will display a complaints phone number at a suitable location.

Appendix A Transport Access Guide (TAG)



Newington Public School

Transport Access Guide

11 March 2026

Project overview

Newington Public School is being upgraded to provide a new permanent teaching building with 10 new classrooms, new indoor common areas, multipurpose spaces and student amenities. The school encourages safe and sustainable travel, including walking, cycling, public transport, or car sharing. More updates will be shared as the project progresses.

Principal's message

I'm excited to welcome you to our school, where we create a safe, supportive and inclusive environment for every child to grow and thrive. We value respect, responsibility and cooperation.

Active ways to get to school



Walking to School

Look out before you step out – you might be in a car's blind spot. Always check before you cross. Walk the extra distance to designated pedestrian crossings or traffic lights.

Remember to share the footpath and stick to the left. Look out for vehicles entering or leaving driveways. Put away distractions such as phones and earphones. Remember to Stop! Look! Listen! Think! every time you cross the road and keep checking until you are safely across. The map over the page shows safe and accessible walking routes for your children to travel to and from school.

Crossing at the designated zebra crossings on Newington Boulevard (refer to the School Facility and Active Transport Map on the following pages) is recommended for safe access to the school.

Ride your bike or scooter to school



Always wear a helmet when you ride your bike or scooter. Take special care at driveways where vehicles may be driving in or out. Where possible, ride your bike or scooter away from roads.

Remember to always wear a helmet when you ride your bike or scooter. Take special care at driveways where cars may be driving in or out. The map over the page shows safe and accessible cycling paths for your child to travel to and from home.

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

Public Transport



The nearest public bus stops are on Newington Boulevard. See below for details of the bus routes. Always remember to tap on and tap off with

your school student Opal Card. Families can register students with Transport for NSW via the School Student Transport Scheme (SSTS) portal at <https://apps.transport.nsw.gov.au/ssts/>

More details on the bus routes are available on the Transport NSW Trip Planner website: <https://transportnsw.info/trip#/trip>

Car (Pick-up and Drop-off)



- Students are to exit onto the footpath side of the car.
- Remember that areas signposted as No Parking zones are not waiting areas. Parents / carers may only stop for up to 2 minutes and must stay within 3 metres of the vehicle. If you need to stop for longer or leave your vehicle, you must find somewhere else to park.
- Parents / carers must not stop in a No Stopping zone for any reason or for any length of time. No Stopping restrictions apply at the school's zebra crossings and Bus Zones.

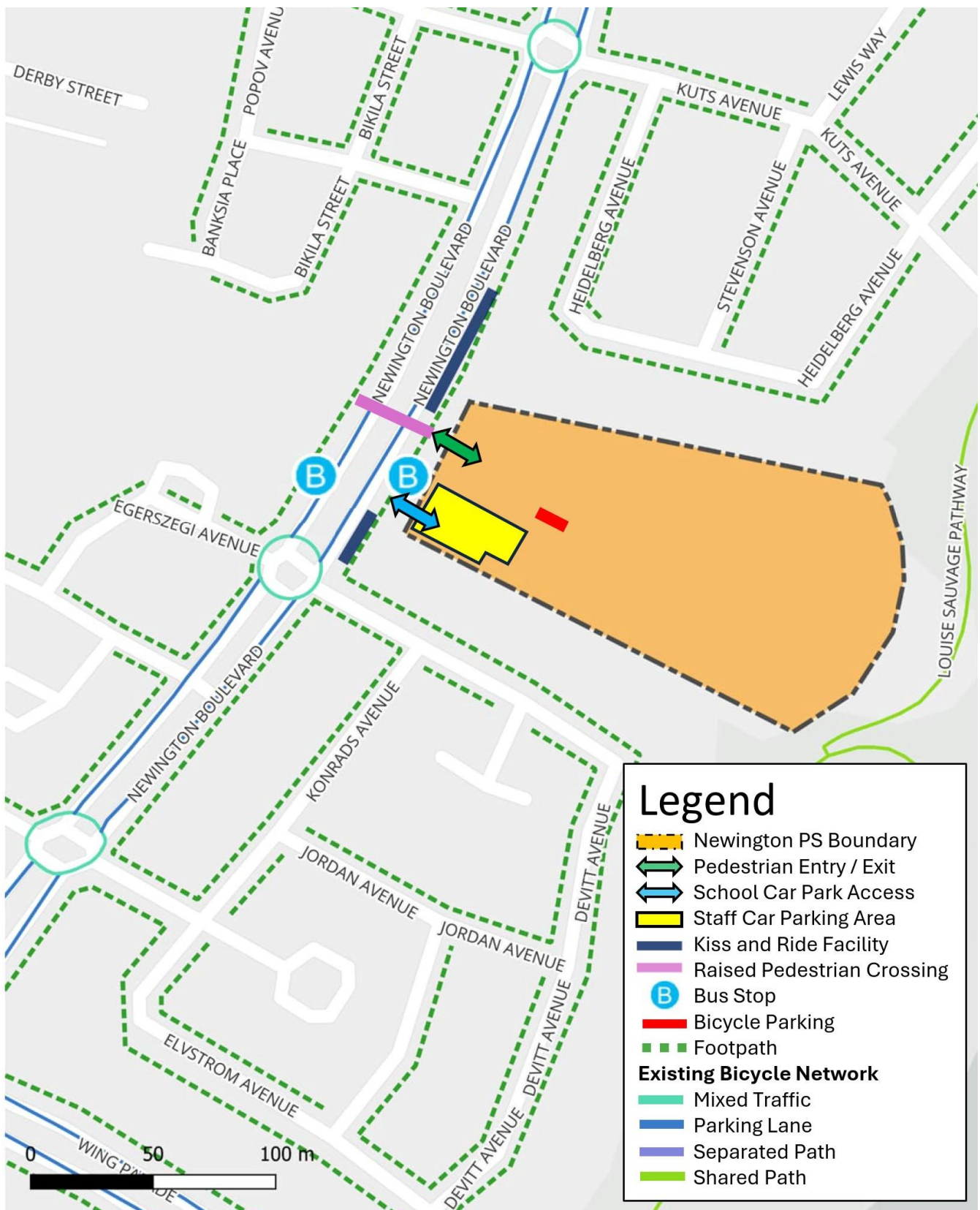
Public Bus Services

Route	Description	AM Arrival Times	PM Departure Times
525	Parramatta to Sydney Olympic Park via Newington	8:38 AM	3:13 PM
	Sydney Olympic Park to Parramatta via Newington	8:25 AM 8:43 AM	3:02 PM 3:32 PM
526	Rhodes Shopping Centre to Strathfield	8:39 AM 8:49 AM	3:10 PM 3:20 PM
	Strathfield to Rhodes Shopping Centre	8:41 AM 8:52 AM	3:09 PM 3:19 PM

For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

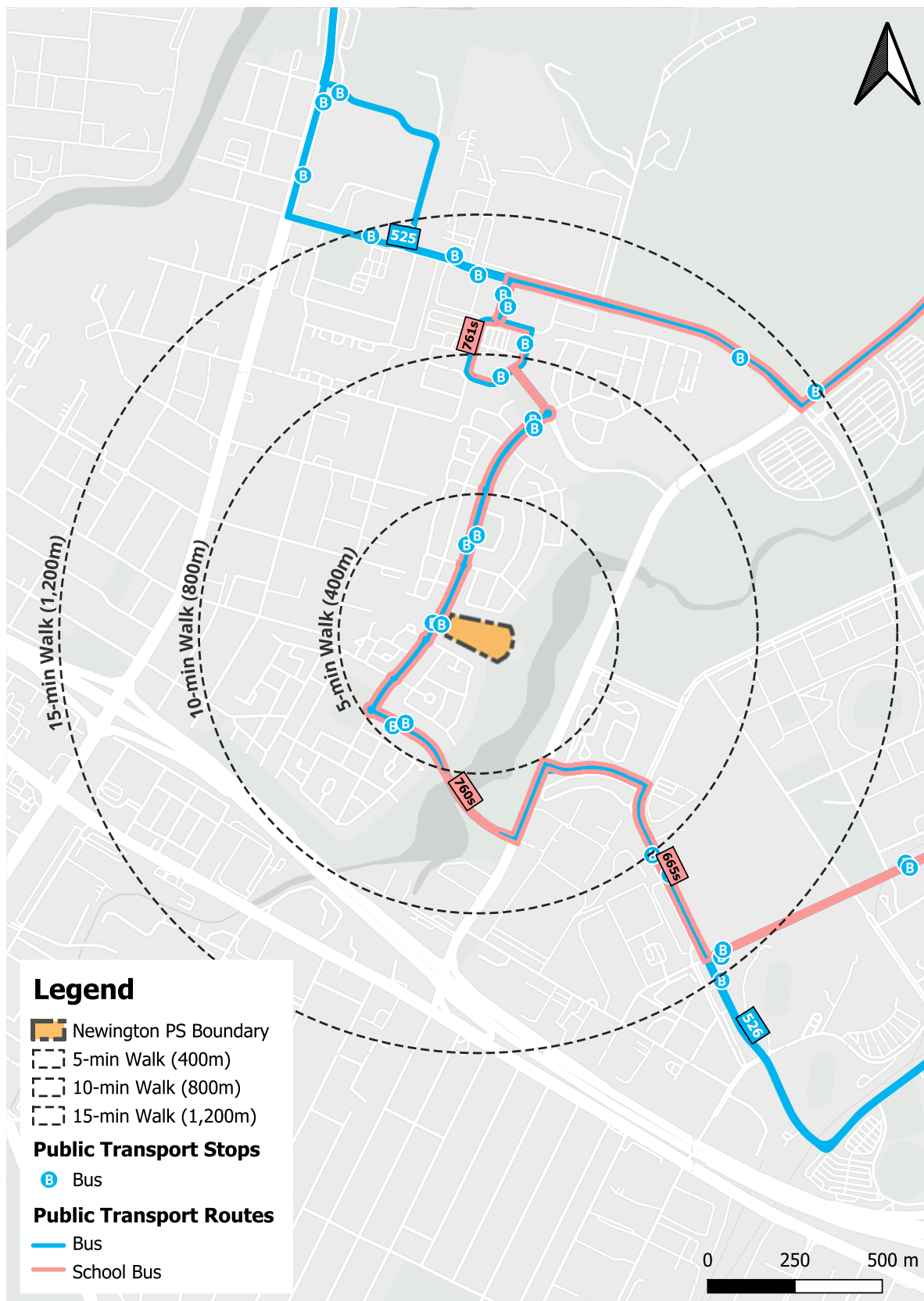
School Facility and Active Transport Map



For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

Public Transport Map



For more information contact:

School Infrastructure NSW
Email: schoolinfrastructure@det.nsw.edu.au
Phone: 1300 482 651
www.schoolinfrastructure.nsw.gov.au

Appendix B Driver Code of Conduct

Driver Code of Conduct

Safe Driving Policy for Newington Public School.

Objectives of the Driver Code of Conduct

- Minimise conflict with other road users;
- Minimise road traffic noise; and
- Ensure minibus and bus drivers use specified routes.

Code of Conduct

All vehicle operators accessing the site must:

- Take reasonable care for his or her own personal health and safety.
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons.
- Notify their employer if they are not fit for duty prior to commencing their shift.
- Obey all applicable road rules and laws at all times.
- In the event an emergency vehicle behind your vehicle, pull over and allow the emergency vehicle to pass immediately.
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness.
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas.
- Ensure all loads are safely restrained, as necessary.
- Operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Hold a current Australian State or Territory issued driver's licence.
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way.
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs.
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device.
- Advise management of any situations in which you know, or think may, present a threat to workplace health and safety.
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary.
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the site, as necessary, to avoid unnecessary delays to other vehicles.

Crash or incident procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.



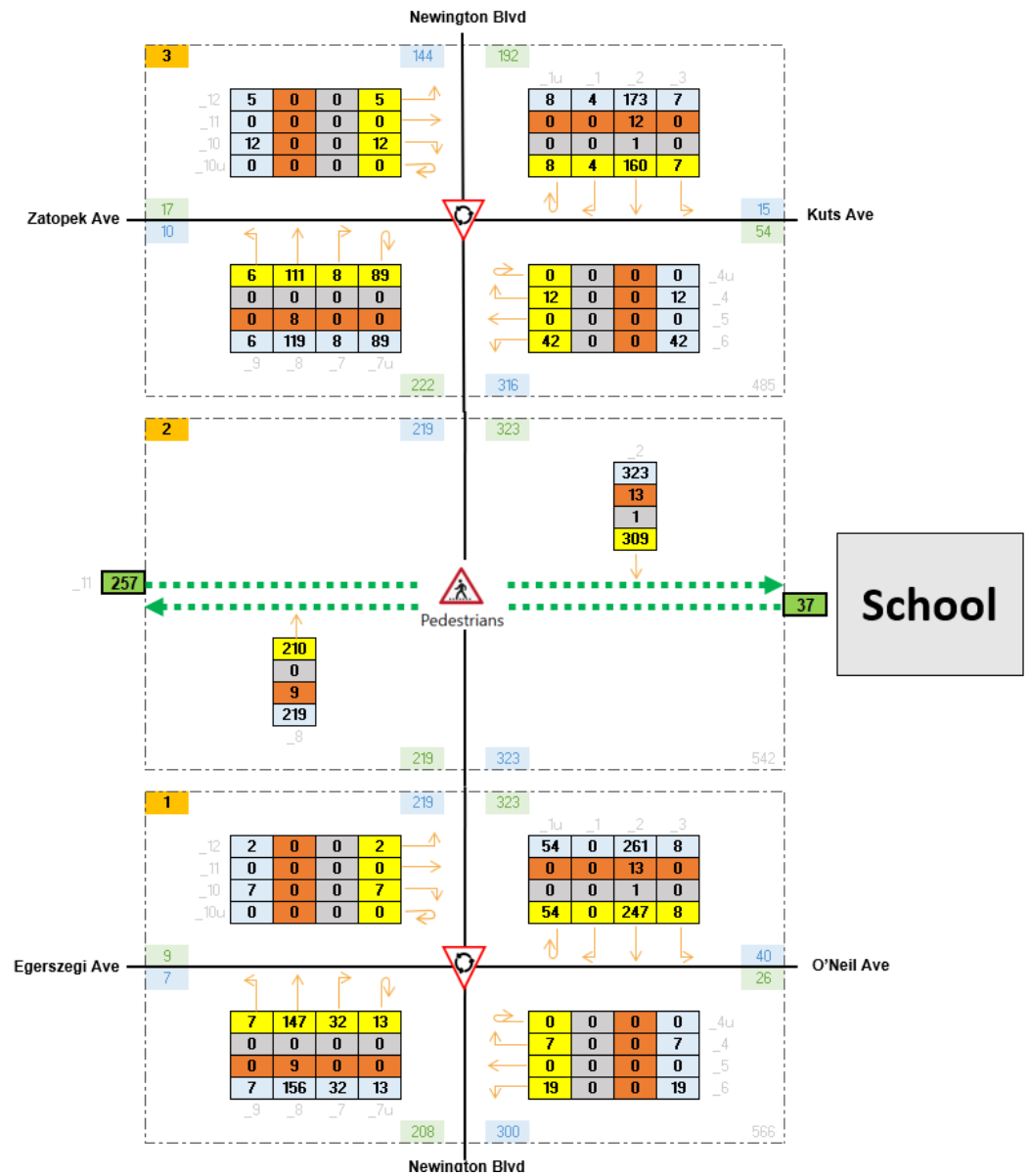
- Ensure the following information is noted:
 - Details of the other vehicles and registration numbers
 - Names and addresses of the other vehicle drivers
 - Names and addresses of witnesses
 - Insurers details
- Give the following information to the involved parties:
 - Name, address, and company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
 - If there is a disagreement over the cause of the crash.
 - If there are injuries.
 - If you damage property other than your own.
- As soon as reasonably practical, report all details gathered to your manager.

Appendix B Survey results

Intersection traffic volumes and pedestrian crossing counts

Peak Period: **AM**Scenario: **Existing**

Light
Heavy
Bus
Total
Pedestrian

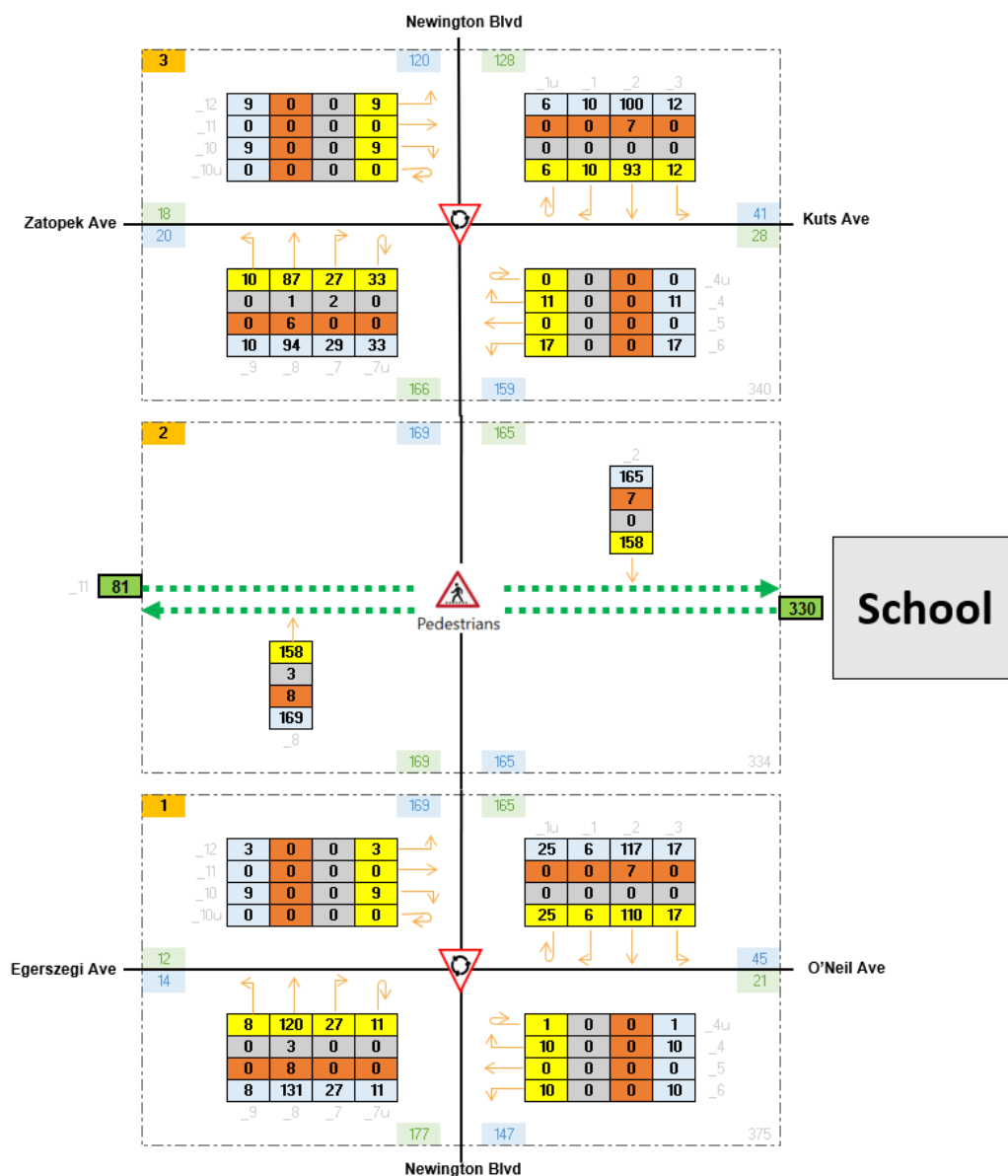


Peak Period: PM

Scenario: Existing

Light
Heavy
Bus
Total

Pedestrian



Car parking access volumes

Time Per 15 Mins	ENTRY		EXIT	
	Classification		Classification	
	LV	HV	LV	HV
7:00 - 7:15	1	1	2	0
7:15 - 7:30	6	0	0	0
7:30 - 7:45	6	0	0	0
7:45 - 8:00	4	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	1	0
8:45 - 9:00	1	0	0	0
9:00 - 9:15	0	0	2	0
9:15 - 9:30	0	0	0	0
9:30 - 9:45	1	0	0	0
9:45 - 10:00	0	0	0	0
10:00 - 10:15	0	0	0	0
10:15 - 10:30	1	0	1	0
10:30 - 10:45	0	0	0	0
10:45 - 11:00	0	0	0	0
11:00 - 11:15	0	0	0	0
11:15 - 11:30	1	0	0	0
11:30 - 11:45	0	0	0	0
11:45 - 12:00	0	0	0	0
AM Period End	19	1	5	0
12:00 - 12:15	0	0	0	0
12:15 - 12:30	0	0	1	0
12:30 - 12:45	0	0	0	0
12:45 - 13:00	0	0	0	0
13:00 - 13:15	0	0	0	0
13:15 - 13:30	0	0	0	0
13:30 - 13:45	0	0	0	0
13:45 - 14:00	0	0	0	0
14:00 - 14:15	0	0	0	0
14:15 - 14:30	0	0	0	0
14:30 - 14:45	1	0	0	0
14:45 - 15:00	2	0	0	0
15:00 - 15:15	0	0	3	0
15:15 - 15:30	0	1	1	0
15:30 - 15:45	0	0	5	1
15:45 - 16:00	0	0	3	0
16:00 - 16:15	4	0	4	0
16:15 - 16:30	2	0	5	0
16:30 - 16:45	0	0	1	0
16:45 - 17:00	0	0	2	0
17:00 - 17:15	1	0	0	0
17:15 - 17:30	0	0	1	0
17:30 - 17:45	0	0	2	0
17:45 - 18:00	0	0	1	0
18:00 - 18:15	0	0	0	0
18:15 - 18:30	0	0	0	0
18:30 - 18:45	0	0	0	0
18:45 - 19:00	0	0	0	0
PM Period End	9	1	24	1

Pedestrian access counts

Time Per 15 Mins	School access (Newington Boulevard)				School access (O'Neill Avenue)			
	PED		CYCLIST		PED		CYCLIST	
	MOVEMENT		MOVEMENT		MOVEMENT		MOVEMENT	
	1	2	3	4	1	2	3	4
7:00 - 7:15	2	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0
7:30 - 7:45	11	1	0	0	0	0	0	0
7:45 - 8:00	19	6	0	0	0	0	0	0
8:00 - 8:15	14	7	0	0	0	0	0	0
8:15 - 8:30	2	0	0	0	0	0	0	0
8:30 - 8:45	239	2	2	0	0	0	0	0
8:45 - 9:00	259	5	3	0	0	0	0	0
9:00 - 9:15	32	6	0	0	0	0	0	0
9:15 - 9:30	4	1	0	0	0	0	0	0
9:30 - 9:45	2	2	0	0	0	0	0	0
9:45 - 10:00	1	2	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0
10:15 - 10:30	0	2	0	0	0	0	0	0
10:30 - 10:45	0	2	0	0	0	0	0	0
10:45 - 11:00	0	1	0	0	0	0	0	0
11:00 - 11:15	3	0	0	0	0	0	0	0
11:15 - 11:30	2	1	0	0	0	0	0	0
11:30 - 11:45	1	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0
AM Period End	591	38	5	0	0	0	0	0
12:00 - 12:15	0	2	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0
12:30 - 12:45	1	2	0	0	0	0	0	0
12:45 - 13:00	4	2	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0
13:15 - 13:30	5	4	0	0	0	0	0	0
13:30 - 13:45	0	4	0	0	0	0	0	0
13:45 - 14:00	3	6	0	0	0	0	0	0
14:00 - 14:15	0	1	0	0	0	0	0	0
14:15 - 14:30	2	0	0	0	0	0	0	0
14:30 - 14:45	8	6	0	0	0	0	0	0
14:45 - 15:00	3	181	0	0	0	0	0	0
15:00 - 15:15	37	418	0	1	0	0	0	0
15:15 - 15:30	10	10	0	0	0	0	0	0
15:30 - 15:45	16	5	0	0	0	0	0	0
15:45 - 16:00	16	7	0	1	0	0	0	0
16:00 - 16:15	13	4	0	0	0	0	0	0
16:15 - 16:30	5	2	0	0	0	0	0	0
16:30 - 16:45	4	6	0	0	0	0	0	0
16:45 - 17:00	13	7	0	0	0	0	0	0
17:00 - 17:15	15	5	0	0	0	0	0	0
17:15 - 17:30	9	4	0	0	0	0	0	0
17:30 - 17:45	14	9	0	0	0	0	0	0
17:45 - 18:00	11	3	0	0	0	0	0	0
18:00 - 18:15	2	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0
PM Period End	191	688	0	2	0	0	0	0

Appendix C Existing Road Safety Audit (RSA)

Ason Group

Newington Public School

Existing stage road safety audit



Ason Group

Newington Public School

Existing stage road safety audit

Authors

Damien Chee

A handwritten signature in black ink that reads 'Damien Chee'. The signature is written in a cursive style with a horizontal line underneath it.

Report No

ASON-PROJ-0037-01 ES RSA NEWINGTON PUBLIC School Rev 1

Date

24/10/2025

This report has been prepared for Ason Group.

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1 Introduction

1.1 Project and audit details

Details of the audit have been summarised in Table 1.

Table 1 Details of the road safety audit.

Audited project	The following two road sections under school zone periods associated with Newington Public School: ▪ Newington Boulevard, between Kuts Avenue and O'Neill Avenue. ▪ O'Neill Avenue, between Newington Boulevard and Devitt Lane.
Client/ contact	Babak Javani Transport Engineer Ason Group Ph: (02) 9083 6601 E: Babak.Javani@asongroup.com.au
Audit type	<i>Existing stage</i> road safety audit.
Purpose	Newington Public School is situated between Newington Boulevard, O'Neill Avenue and Haslams Creek, in Newington. A project to upgrade this school is underway. This project will accommodate future growth in the Sydney Olympic Park area and provide access to permanent facilities. The proposal includes: ▪ Removal of all de-mountable buildings on site. ▪ Demolition of Building G. ▪ Construction of a new 2-storey building with special program/ staff room. ▪ Construction of an amenities block. ▪ Re-positioning of the OSHC de-mountable building. ▪ Re-landscaping the open play space. An <i>existing stage</i> road safety audit has been requested of the following sections of road: ▪ Newington Boulevard, between Kuts Avenue and O'Neill Avenue. ▪ O'Neill Avenue, between Newington Boulevard and Devitt Lane. The findings of the audit would be considered in the future management of the school zone as well as the operational practices used at morning drop off and afternoon pick up times.

Scope of audit	<u>Spatial scope</u> The <i>existing stage</i> road safety audit was limited to the following roads: ▪ Newington Boulevard, between Kuts Avenue and O'Neill Avenue. ▪ O'Neill Avenue, between Newington Boulevard and Devitt Lane. These roads are highlighted in red below.  Above: Reference map showing the two roads (in red) that were formally reviewed as part of this audit, and their location relative to the school. <u>Technical scope</u> This audit consisted of two focuses, being: ▪ The physical aspects and condition of the roads, footpaths and roadside areas within the spatial scope of the audit as defined above, ie. the safety aspects of the road environment. ▪ Road user behaviours associated with student arrivals and departures from school, as observed during the AM and PM school zone periods. This included private car transportation (pick up and drop off), walk-to-school trips and road crossing movements (both with and without adult supervision), cycle-to-school trips and road crossing movements, and bus trips. These behavioural aspects were confined to the spatial extent of the audit and to the designated AM and PM school zone periods. <u>Temporal scope</u> The findings of this audit were based on conditions as inspected and behaviours as observed at the following times and dates: ▪ Observation of student departures from school – PM school zone period (1430-1600h) on 21/10/2025. ▪ Inspection of physical conditions of roads, footpaths etc – 1530-1630h on 21/10/2025. ▪ Observations of student arrivals to school – AM school zone period (0800-0930h) on 23/10/2025.
Team details	Damien Chee, DC Traffic Engineering (level 3 and lead auditor – RSA-02-0094). Linda Chee, DC Traffic Engineering (Level 2 road safety auditor - RSA-02-1069).
Methodology	The road safety audit was undertaken using the following methodology: ▪ Inspections were carried out at the times/ dates listed in <i>temporal scope</i> above. ▪ The road safety audit findings have been documented in this report in accordance with the NSW Centre for Road Safety's <i>Guidelines for Road Safety Auditing Practices</i> (2011).

1.2 Responding to the audit report

Road safety audits provide the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

The responsibility for the project rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Also, it is not the role of the auditor to agree to, or approve the project manager's responses to the audit.

1.3 Previous audits

There were no previous road safety audit reports issued to the audit team of direct relevance to this road.

2 Road environment issues

The findings from the inspection of physical aspects/ condition of the road environment are presented in Table 2.

Table 2 Road environment issues.

Ref	Location	Road safety audit finding – Road environment issues
2.1	General – various footpath and kerb locations where slab uplift and movement has occurred.	Throughout the audited sections of Newington Boulevard and O'Neill Avenue, there were many locations where footpath and kerb slabs have been uplifted. In most cases, it is due to tree root growth. The uplifted slabs create uneven surfaces which could become trip hazards to pedestrians. They may also cause vertical lips to form at interfaces with other (non-lifted) slabs. These vertical lips are also trip hazards to pedestrians. Since there is a large volume of school children that ride scooters to school, these vertical lips could also act as wheel snags and additional trip/ topple hazards. Where vertical lips occur in the road space, there is an added risk of imposing tyre/ wheel damage. Damaged sections would need to be repaired and long-term preventative measures considered as well. For example, the use of boardwalk-style footpaths.   Top left: An uplifted portion of rolltop kerb on the northern side of O'Neill Avenue to the east of Newington Boulevard. Top right: An example of uplifted footpath slabs on the northern side of O'Neill Avenue at property #19. Note the vertical lip at the edge of slab that has been created. Bottom left: Another uplifted slab on the northern side of O'Neill Avenue near property #5 where a vertical lip has been formed across the entire transverse interface with the adjacent slab. This would act as a wheel-snap hazard to scooters, as well as a trip hazard for pedestrians. Bottom right: More examples of uplifted slabs on the western side of Newington Boulevard, to the north of O'Neill Avenue. Asphalted level corrections have been put in place. However, these have also become trip hazards as well.  

Ref	Location	Road safety audit finding – Road environment issues
2.2	General - Exposed edges of footpath slabs which pose as trip hazards.	Throughout the audited sections of footpath, there are also many cases where the edge of footpath slab is exposed and introduces a vertical lip at the interface with the adjacent landscaped areas. In some cases, it was due to the footpath slabs being uplifted by tree roots (as discussed in item 2.1). However, in other cases, it is simply due to the landscaped levels not meeting the top of footpath slab. Where the edge of slab has been exposed due to slab-uplift, the same interventions as in item 2.1 should be considered. Where the exposed edges are due to poor level transition to landscaping, the adjacent surfaces, whether turfed or natural, should be raised to meet the footpath edge. Left: An example on the western side of Newington Boulevard to the north of O'Neill Avenue where there is an exposed edge of footpath slab which imposes a significant trip hazard. Right: The short footpath to the kerb ramp (for the refuge over Newington Boulevard to the north of O'Neill Avenue) also contains exposed edge of slabs either side. The footpath slab has also been lifted and twisted by the adjacent tree. The kerb ramp at this location is also very steep and susceptible to slips, trips and falls.

Ref	Location	Road safety audit finding – Road environment issues
2.3a	General – Vegetation lateral and vertical encroachment into the walkable spaces of footpaths.	Throughout the audited sections of footpaths, there are also many cases where vegetation (either privately owned or part of the public road landscaping) has encroached into the walkable spaces of the footpaths. In some cases, the encroachment is laterally such that the effective footpath width is narrowed. In other cases, the encroachment is vertical such that there is a reduced headroom clearance with head clash risks. If pedestrians are forced to walk off-path, this could lead to additional slip/trip/fall risk. In most cases, these issues can be resolved with more routine pruning.  Top left: An example of a hedge (in the foreground) and a tree further downstream, which encroach laterally and vertically respectively into the footpath space. Photo taken on the northern side of O'Neill Avenue near Devitt Lane. Top right: An example of lateral encroachment into the southern footpath of O'Neill Avenue. Bottom left: An example of vertical encroachment on the southern footpath of O'Neill Avenue. Bottom right: Even ground level landscaping can encroach significantly into the walk-space of the footpath and force pedestrians to walk off path.

Ref	Location	Road safety audit finding – Road environment issues
2.3b	General – Vegetation lateral and vertical encroachment into the walkable spaces of footpaths.	Continued from item 2.3a...  Above: Further examples on the eastern side of Newington Boulevard where the vegetation has grown over the side of the footpath and hence reduces the effective width of the path.

Ref	Location	Road safety audit finding – Road environment issues
2.4	Driveway on southern side of O'Neill Avenue to the west of Devitt Lane.	Item 2.3 discussed the implication of over-grown vegetation on the residual walk-spaces of the footpaths. At this location, the roadside vegetation also reduces visibility from drivers in the driveway to pedestrians on the footpath. As such, it may increase the risk of <i>vehicle-pedestrian</i> crashes. Although this was common for many driveways, this particular location was included as an audit finding since the driveway is more like a service road to townhouses providing access to several properties, and hence would have a higher volume usage compared with other single dwelling driveways. The tree should be pruned to improve visibility. The same treatment should also be considered for other driveways, especially if the tree is on public property.  Left: Looking outbound and to the west from the subject driveway. Note the poor sightline to pedestrians that would approach from this side, as restricted by the large hedge.

Ref	Location	Road safety audit finding – Road environment issues
2.5	O'Neill Avenue, eastbound direction from the roundabout with Newington Boulevard.	O'Neill Avenue is signposted as a 40km/h LOCAL TRAFFIC AREA which is perhaps its single most influential road safety amenity. This is accompanied by 40 pavement numerals. However, as shown, the pavement numerals have faded and lack effectiveness. These should be re-painted to improve prominence of this speed zone boundary.  Above: The 40 pavement numerals in O'Neill Avenue to the east of Newington Boulevard have faded.

Ref	Location	Road safety audit finding – Road environment issues
2.6	Roundabout control at Newington Boulevard/ O'Neill Avenue intersection.	Overall, the central island of the roundabout lacks visual prominence, particularly since it does not have many raised features other than the kerbing and island infill. Typically, such islands would be landscaped, or would contain SHIFT MARKERS (signs). As a result, there has been a high volume of misuse and poor steering performance with the entire island covered with tyre marks. This could be due to deliberate and lazy steering, and also the result of long vehicles being unable to negotiate the circulating path (it is also noted that this island is elliptical). Consideration should be given to installing more raised features such as an internal landscaped plot and/or SHIFT MARKER signage. In addition to making the roundabout island more conspicuous, and hence less likely to be abused (trafficked over), this would have other traffic calming benefits such as reducing the see-through visibility through the intersection. This would therefore highlight the presence of the roundabout as an obstruction that drivers need to manoeuvre around. The audit team also notes that from the two O'Neill Avenue approaches, it is also not immediately obvious to the driver that they are entering a roundabout. The raised features as discussed above should improve this perception. Also painted splitter island should be considered for these two side road approaches, appreciating that the carriageway width is not sufficient for raised splitter islands.  Above: The central island of the Newington Boulevard/ O'Neill Avenue roundabout which contains a high degree of tyre marks.

Ref	Location	Road safety audit finding – Road environment issues
2.7	Wombat crossing over Newington Boulevard outside the main school gate.	The following issues were noted with this wombat crossing: ▪ The LOOK OUT BEFORE YOU STEP OUT pavement logos on each side of the crossing have faded and chipped and lack effectiveness as a reminder to pedestrians. These should be reinstated. ▪ There is a high degree of gravel and leaf litter in the walk-through path in the median. This could pose as a slip/trip hazard to pedestrians. It may also act as a topple hazard for cyclists. The saving grace is as observed, the school children that cycle to/from school are being reminded by the school crossing supervisor to dismount and walk across the crossing. ▪ This crossing is controlled by a school crossing supervisor which is a major benefit for pedestrian safety. However, the crossing is actually two separate and discrete crossings – one over the northbound carriageway and one over the southbound carriageway of Newington Boulevard. Furthermore, these crossings are separated by a considerable distance making it impossible for the crossing supervisor to control both of the crossings. As observed on site, the crossing supervisor usually prioritises the northbound crossing in the AM period since this is the starting crossing for school-arriving pedestrians. The southbound crossing is prioritised in the PM period as this is the starting crossing for the school-leaving pedestrians. The audit team were informed that usually there are two crossing supervisors. However, at the time of the inspections, only one supervisor was present.   Top left and right: The faded LOOK OUT BEFORE YOU STEP OUT pavement logos either side of the wombat crossings.  Bottom (left): There was a high degree of leaf and gravel litter in the walk-through footpath between the two wombat crossings.

Ref	Location	Road safety audit finding – Road environment issues
2.8a	Signs in southbound direction of Newington Boulevard at the commencement of and termination of the school zone.	In the southbound direction of Newington Boulevard, the school zone commences approximately 70m south of Kuts Avenue, which is also approximately 70m upstream of the school gate. The audit team notes the following issues: ▪ The commencement point appears to be too late to capture all the school zone related transport activities. For example, only a mere 10m downstream of this point, the NO PARKING (DROP OFF/ PICK UP) zone commences. Furthermore, this drop off/ pick up zone often queues back beyond the signposted limits. Consideration should be given to relocating this start point further to the north. ▪ The left-hand static SCHOOL ZONE startup sign (marked A below) is faded and lacks visual prominence. ▪ The right-hand SCHOOL ZONE start up sign with the flashing light unit is severely obscured by trees in the median. These branches/ foliage should be pruned to restore visibility. ▪ The dragons teeth markings beyond the 40k pavement patch have faded.  Above: Looking southbound along Newington Boulevard showing the state of the startup signs to the school zone.

Ref	Location	Road safety audit finding – Road environment issues
2.8b	Signs in southbound direction of Newington Boulevard at the commencement of and termination of the school zone.	Continued from item 2.8a... ▪ The END SCHOOL ZONE – 50 sign in the southbound direction (marked R in image below) is considered premature and does not adequately capture the school-based transport activities. In particular, there are still many school students that walk well beyond this point to access cars parked further away from the school. Typically, these students are supervised by parents and carers. However, they are exposed to traffic elements nonetheless. From observation, the school zone and its variable speed limits should at least capture the roundabout with O'Neill Avenue. ▪ Further to the previous point, there is a NO PARKING (DROP OFF/ PICK UP) zone on the eastern kerbline (see sign S). This drop off/ pick up zone extends beyond the school zone limits (ie. extends to the south of the END SCHOOL ZONE sign). In the image below, "T" is a driveway to the school which is also close to the terminal point of the school zone. Consideration should be given to extending the school zone to south of O'Neill Avenue.  Above: Looking southbound along Newington Boulevard showing the terminal point of the school zone (sign R) despite there being school-based transport facilities and activities well beyond this point. For instance, the drop off/ pick up facility signposted by S extends to the south of point R.

Ref	Location	Road safety audit finding – Road environment issues
2.9	Signs in southbound direction of Newington Boulevard in approach to the wombat crossing.	The following signage issues were noted in the southbound direction of Newington Boulevard in approach to the wombat crossing: ▪ The HUMP AHEAD sign (marked D below) is faded and lacks effectiveness as an advanced warning sign. This sign should be replaced. ▪ The HUMP + 25KM/H signage combination (marked E below) is also faded and lacks effectiveness. This sign should be replaced. ▪ There is only one R3-1 PEDESTRIAN CROSSING (“WALKING FEET”) sign which is placed on the median. Typically, at marked foot crossings, two of these signs are provided in a paired arrangement with one sign either side of the roadway. The second sign, on the left-hand side of the road, should be provided. This is even if it necessitates removal of the ROUNDABOUT AHEAD sign. ▪ The blister islands are furnished with black arrow on yellow CHEVRON ALIGNMENT MARKERS (CAMs). These types of signs are typically used on curves. The more conventional sign for width restrictions such as this is the white arrow on black UNIDIRECTIONAL HAZARD MARKER. This is not a major issue and does not require critical intervention. It is for information only.  Above: Looking southbound along Newington Boulevard showing the signs as discussed in this audit finding.

Ref	Location	Road safety audit finding – Road environment issues
2.10	Signs in northbound direction of Newington Boulevard in approach to the school zone and wombat crossing.	Similar to the issues in items 2.8 and 2.9, the audit team notes the following issues with the signs in the northbound direction of Newington Boulevard: - The school zone commences too late being only 45m upstream of the school gate. This does not adequately capture all of the school-based transport activities. For example, there is a northbound bus stop a mere 15m north of the school zone commencement boundary. This bus stop is used by school children in both journey to school and journey to home trips. Also, many school drop offs and pick ups are performed by park-and-walk transactions with many parked cars being positioned to the south of the O'Neill Avenue intersection. - The static SCHOOL ZONE startup sign (marked P below) is faded. This should be replaced. - The HUMP AHEAD sign (marked Q) is also faded. This should be replaced. - There is only one R3-1 PEDESTRIAN CROSSING (“WALKING FEET”) sign which is placed on the median. Typically, at marked foot crossings, two of these signs are provided in a paired arrangement with one sign either side of the roadway. The second sign, on the left-hand side of the road, should be provided. - The blister islands are furnished with black arrow on yellow CHEVRON ALIGNMENT MARKERS (CAMs). These types of signs are typically used on curves. The more conventional sign for width restrictions such as this is the white arrow on black UNIDIRECTIONAL HAZARD MARKER. This is not a major issue and does not require critical intervention. It is for information only.  Above: Looking northbound along Newington Boulevard showing the signs as discussed in this audit finding.

3 Road user behavioural issues

The findings from the observation of behavioural issues are presented in Table 3.

Table 3 Road user behavioural issues.

Ref	Theme/ behaviour	Road safety audit finding – Road user behavioural issues
3.1	School crossing supervisor operations.	As discussed in item 2.7, the wombat crossing over Newington Boulevard is actually made up of two separate crossings – one for each carriageway, and where these are distinctly separated by a median walk-through path. The audit team were advised that normally, there are two school crossing supervisors used during the AM and PM school zone periods. However, during both AM and PM inspections of this audit, there was only one supervisor present. The following constraints were noted: - It is virtually impossible for the one crossing supervisor to manage both crossings. These crossings are separated both laterally, by the width of the median, as well as longitudinally as the northbound crossing is further south compared with the southbound crossing. - Usually, the supervisor prioritises the “starting crossing” for the given school zone period. In the AM period, when crossing students commence from the western side of the road, the supervisor manages the northbound crossing and the southbound crossing remains un-managed. During the PM period, when crossing students commence from the eastern side of the road, the supervisor manages the southbound crossing and the northbound crossing remains un-managed. Given the constraints with only one supervisor, this is the most reasonable allocation of effort. However, the management and control of the first crossing sets up several issues for the second crossing. For example, when the supervisor stops traffic to assist students cross the first crossing, this usually creates a stream of pedestrians that loads up the median space. The “loaded” median then discharges the same stream of pedestrians across the second crossing without any assistance. Furthermore, since the supervisor actively stops traffic on the first crossing, and hence creates a period of exclusivity for the pedestrian, the pedestrian assumes the same exclusivity at the second crossing, which is un-managed. During the site inspection, many students were observed running across the median and then running into the second crossing without checking for traffic. I.e. the sense of exclusivity carried through to the second crossing. This makes the second crossing movement much less controlled, and higher in risk, perhaps even higher than if both crossings were un-managed. This strongly indicates that if one crossing is supervised, it is almost imperative that the second crossing is also supervised. - In “loading” up the median with pedestrians, there is a variable arrival rate at the second crossing. Many vigilant and courteous drivers on the second crossing would wait until the entire platoon of pedestrians (as discharged from the first crossing) have completed the second crossing. However, since some of these pedestrians arrive at the second crossing faster than others, it creates “gaps” in the pedestrian flow. More impatient drivers are likely to rush these gaps to avoid the long wait. Coupled with the sense of exclusivity by the pedestrian, this could increase the risk of <i>vehicle-pedestrian</i> crashes for the pedestrians on the other side of the gap in flow. Again, this makes it imperative to use two crossing supervisors.  Left: Looking northbound along Newington Boulevard during the PM school zone period. The school crossing supervisor is managing the southbound crossing and has stopped traffic to allow this platoon of pedestrians. This “loads” up the median with the same volume of pedestrians who then arrive at the second crossing. Note how the variable arrival rate at the second crossing has created perceived gaps in the pedestrian flow.

Ref	Theme/ behaviour	Road safety audit finding – Road user behavioural issues
3.2	Wide pedestrian catchment on the school side of Newington Boulevard and difficulties in managing this.	As discussed in item 3.1, since there was only one school crossing supervisor on site, they tend to prioritise the “starting” crossing for the given AM/PM peak period. In the PM school zone period, there is a highly intensified pedestrian-bulking of the eastern side of Newington Boulevard due to the common end-of-school time and hence time-of-departure for school-leaving pedestrians. This bulking often results in the pedestrian horde spreading longitudinally along the kerbline and footpath as shown below. This also means many of these pedestrians do not enter the crossing via the kerb ramp, but rather cut into the crossing from the blister islands or even north and south of the blister islands. This makes the school crossing supervisor’s task much more challenging as they are required to hold pedestrians to the kerbline until they decide to stop traffic. When the crossing supervisor attends to some pedestrians (ie. advising them to step back and not to commence crossing), it often means that the supervisor cannot focus on pedestrians at other locations on the kerbline. To assist, consideration should be given to a pedestrian fence on the eastern kerb line of Newington Boulevard between the start of the NO STOPPING zone and the crossing (as superimposed by the red rectangle below). This reduces the kerb length that the supervisor needs to control.  Above: Looking southbound along Newington Boulevard showing the longitudinal spread of school-leaving pedestrians along the eastern kerbline and the supervisor’s challenge in controlling all entry points to the crossing.

Ref	Theme/ behaviour	Road safety audit finding – Road user behavioural issues		
3.3a	General – behaviours when performing kerbside drop offs and pick ups, along the Newington Boulevard eastern kerblane drop off zones.	A wide variety of behaviours were observed with the kerbside drop offs and pick ups. These are listed below and ordered from highest risk to lowest risk. The likely risk/ consequence is also noted as well as suggested intervention measures:		
		Behaviour	Likely risk/ consequence	Suggested interventions
		Child is dropped off by a car stopped in the live traffic lane (not in the drop off parking spaces). Child is then required to walk from car to the kerblane often through the rank of parked/ moving cars. This was observed once during the AM period.	Child could be impacted by a vehicle reversing in the drop off parking lane. Child could be impacted by a vehicle entering, leaving or moving along the drop off parking lane. The child may also be of small stature and hence not easily seen by drivers.	Methods of reducing reversing discussed further in this table. Drop offs and pick ups in live traffic lanes should be prohibited by school policy and parents urged to not use this drop off / pick up method.
		Child alights unattended from the “traffic side” of the vehicle when stopped in the drop off parking lane.	Child may step out into the path of moving traffic. Opened door may be impacted by moving traffic.	All alighting movements should be via the kerbside doors of the vehicle. Parents/ carers should be encouraged to arrange their vehicle to allow for better egress via the kerbside doors. For example, keep the cabin area clear of obstructions. If there is a baby seat in the kerbside seat, then move the front seat forward to create a gap for the child to move around the baby seat.
		Child alights from the “traffic side” of the vehicle with parent/ carer assistance when stopped in the drop off parking lane.	This is not as bad as the above version but still exposes both parent/carer and the child to impacts by moving traffic. Also, since the parent/ carer needs to assist, this means the car is stopped for a longer period and there are more delays in accessing and transacting in the drop off parking lane.	All alighting movements, regardless of whether parent/carer assistance is needed or not, should be via the kerbside doors of the vehicle. Parents/ carers should be encouraged to arrange their vehicle to allow for better egress via the kerbside doors. For example, keep the cabin area clear of obstructions. If there is a baby seat in the kerbside seat, then move the front seat forward to create a gap for the child to move around the baby seat.
		Child stands behind their own vehicle to access items from the boot/ rear of the vehicle.	This is unnecessary on-road exposure for the child. They are exposed to impacts by vehicles moving into and out of the drop off parking lane. Also, since reversing movements are common (addressed later in this table), any reverse-impacts could bump the second car backwards as well which could mean these children are exposed to impact by their own vehicle (being bumped).	Encourage parents/ carers to have school bags in the cabin and not the boot/ rear of the vehicle. If it is unavoidable and items must be placed in the boot, then only the parent/carer should access the boot whilst the child stands and waits on the footpath.
Continued on next page...				

Ref	Theme/ behaviour	Road safety audit finding – Road user behavioural issues		
3.3b	General – behaviours when performing kerbside drop offs and pick ups, along the Newington Boulevard eastern kerblane drop off zones.	Continued from item 3.3a...		
		Behaviour	Likely risk/ consequence	Suggested interventions
		Parent/ carer alighting from the “traffic side” of the vehicle to walk around to assist students boarding and alighting on the kerbside of the vehicle	The parent/ carer is exposed to impacts by moving traffic.	Children that are old/ big enough should alight by themselves. Encourage “goodbyes”/ hugs etc in the car and not outside the car. For special occasions (eg. bringing a school project to school/ home), encourage drop offs and pick ups outside the intense peak period or encourage use of two parents/ carers – one to drive and one to alight with child.
		Parent/ carer only accessing the boot (no child)	The parent/ carer is unnecessary exposed to impacts by moving traffic including those manoeuvring into and out of the drop off parking lane.	Encourage placement of bags and equipment in the cabin of the vehicle. Otherwise, this is better than the alternative of having child accessing the boot.
		Prolonged farewells/ hugs/ goodbyes etc.	The car occupies the drop off parking lane space longer than needed and delays operations in the drop off/ parking lane.	Encourage farewells/ hugs etc in the car and not outside the car. Or alternatively, use less busy drop off / pick up periods.
		Not parking “square” in the parking space	The car may protrude into or be positioned close to the adjacent traffic lane and exposed to impact.	Encourage parents/ carers to wait until there is enough space in the drop off parking lane to position their vehicle wholly in the drop off lane without encroachment into the adjacent lane or bicycle lane.
		Reversing in the drop off lane to then be able to turn out of the drop off lane.	The reversing movement unnecessarily threatens the safety of any pedestrians on the road and also may create a collision impact with the vehicle behind.	Drivers should be encouraged to use a <i>forward-in-forward-out</i> method of drop off and pick up and should be encouraged to wait until the car in front moves off, before then proceeding forwards to egress from the drop off parking lane. Transaction times in the drop off parking lane need to improve as per other suggestions (eg. reducing dwell durations).
		Child alights from the “kerbside” of the vehicle and can close the door by themselves.	This is the most ideal form of drop off.	None.
Example photos are provided on the following pages.				

Ref	Theme/ behaviour	Road safety audit finding – Road user behavioural issues
3.3c	General – behaviours when performing kerbside drop offs and pick ups, along the Newington Boulevard eastern kerblane drop off zones. Example photos – Children accessing items from the rear of stopped cars.	Example photos – Children accessing items from the rear of stopped cars.  Left: An example where a parent and child are on the road accessing items from the boot/ rear of the vehicle. Right: After retrieving the school bag and scooter from the rear of the car, the child moved between the parked cars to access the kerb. In both examples, the pedestrians at the rear of the vehicle were unnecessarily exposed to impacts by other vehicles moving into and out of the drop off parking lane. This could have been avoided by placement of items in the cabin of the vehicle and alighting movements via the kerbside of the vehicle.

Ref	Theme/ behaviour	Road safety audit finding – Road user behavioural issues	
3.3c	General – behaviours when performing kerbside drop offs and pick ups, along the Newington Boulevard eastern kerblane drop off zones. Example photos – pedestrians alighting from the “traffic” side of the vehicle.	Example photos – pedestrians alighting from the “traffic” side of the vehicle.  	 Top left: A parent opening the “traffic side” door to let a child out. Top right: A parent and child alighting from the “traffic side” of the vehicle with the door opened the full width of the bicycle lane. Note the unnecessary exposure to the live traffic lane. Bottom (left): A parent and child walking to the kerb after alighting from the “traffic side” of the vehicle.

Ref	Theme/ behaviour	Road safety audit finding – Road user behavioural issues
3.6	General – behaviours when performing kerbside drop offs and pick ups, along the Newington Boulevard eastern kerblane drop off zones. Example photos – cars not being parked “square” in the drop off parking lane.	Example photos – cars not being parked “square” in the drop off parking lane.  Left: This car was not stopped “square” in the drop off parking lane due to the lack of run up length. Furthermore, the parents and child came to the rear of the vehicle to access items from the boot. With the rear door being a flip-up type, both the opened door and the pedestrians were dangerously close to the live traffic lane (and moving bus). Right: This vehicle was not parked square in the lane when performing the kerbside drop off transaction. In both cases, the risk could have been reduced by simply waiting until the vehicles in front complete their kerbside transactions. Improved efficiency of the drop off lane would also address this risk.

4 Concluding statement

DC Traffic Engineering has undertaken an *existing stage* road safety audit of this project in accordance with the methodology outlined in Section 1 of this report.

Issues identified have been noted in this report for the Project Manager to review, assess, and where appropriate, make the necessary recommendations to improve safety.



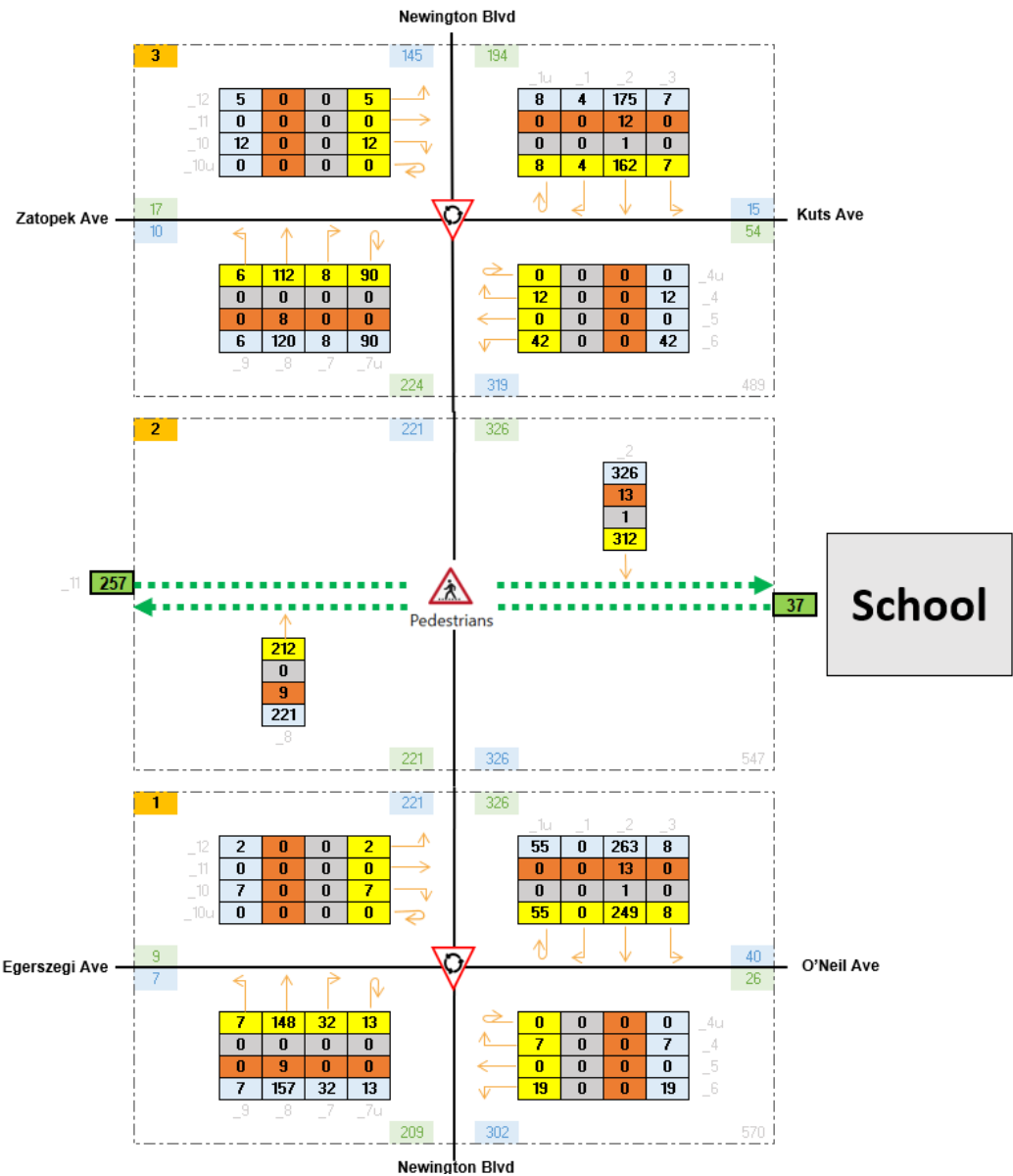
Damien Chee
Audit Team Leader
DC Traffic Engineering Pty Ltd

Appendix D Future case traffic volumes

Peak Period: AM

Scenario: Future Base

Light
Heavy
Bus
Total
Pedestrian

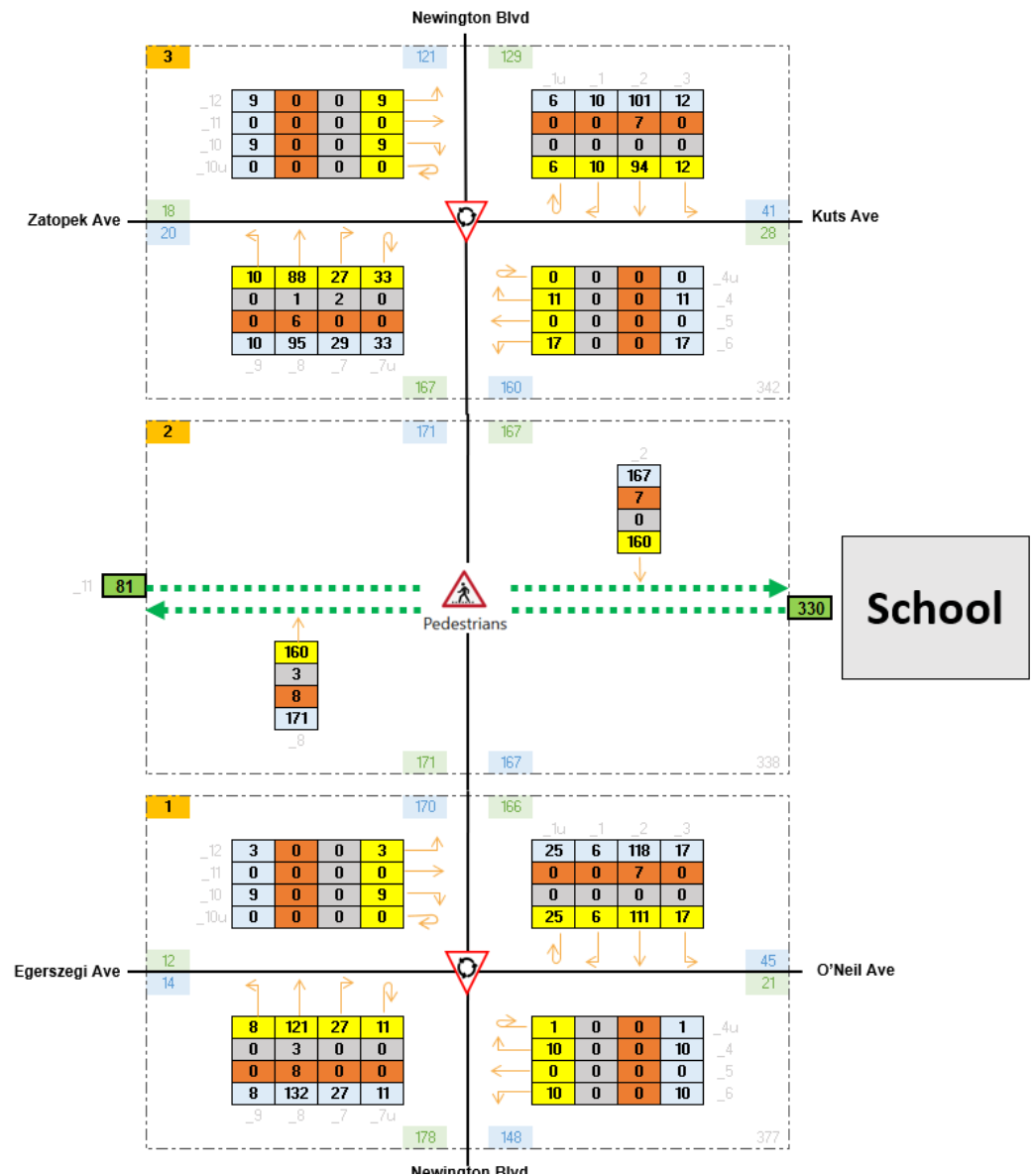


Peak Period: **PM**

Scenario: **Future Base**

Light
Heavy
Bus
Total

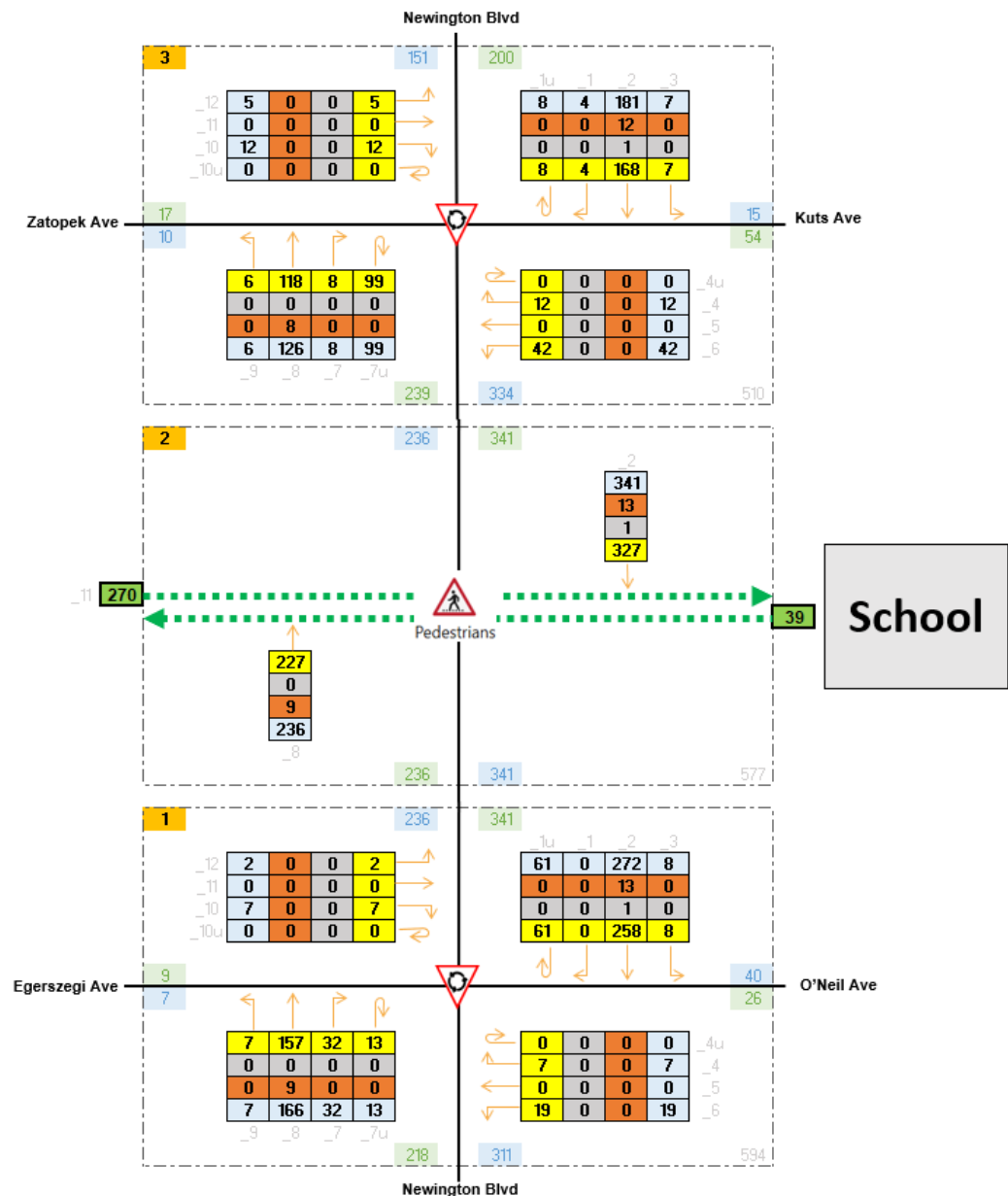
Pedestrian



Peak Period: AM

Scenario: Project Case

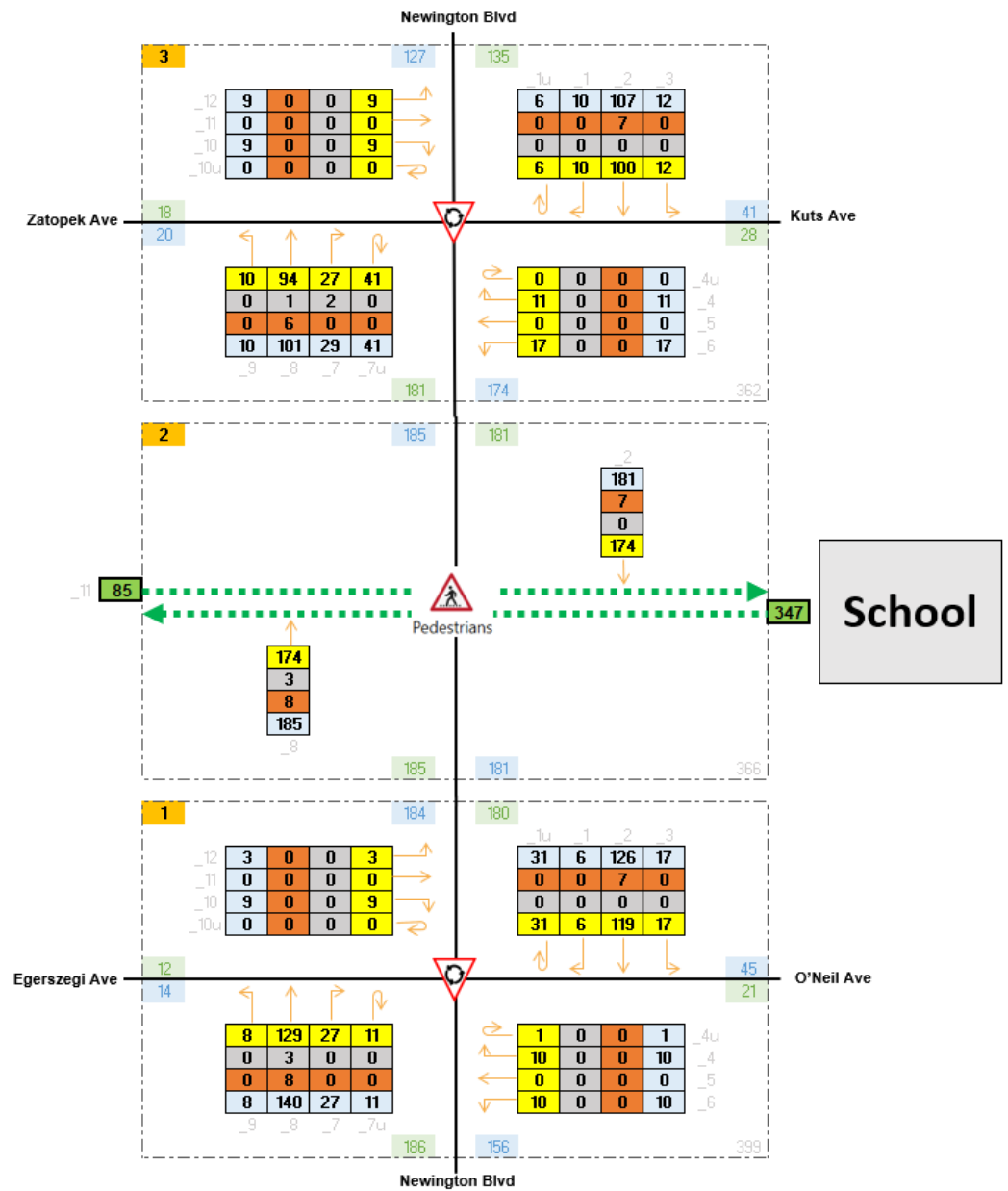
Light
Heavy
Bus
Total
Pedestrian



Peak Period: **PM**

Scenario: **Project Case**

Light
Heavy
Bus
Total
Pedestrian



Appendix E Road safety review of the proposed road infrastructure upgrades

31/10/2025

Babak Javani
Transport Engineer
Ason Group
E: Babak.Javani@asongroup.com.au

Dear Babak,

Road safety review of the proposed road infrastructure upgrades associated with the Newington Public School.

Introduction

Newington Public School is situated between Newington Boulevard, O'Neill Avenue and Haslams Creek, in Newington. A project to upgrade this school is underway. This project will accommodate future growth in the Sydney Olympic Park area and provide access to permanent facilities. The proposal includes:

- Removal of all de-mountable buildings on site.
- Demolition of Building G.
- Construction of a new 2-storey building with special program/ staff room.
- Construction of an amenities block.
- Re-positioning of the OSHC de-mountable building.
- Re-landscaping the open play space.

To facilitate the increase in student enrolment, a master plan has been developed. This master plan recommends the following road and access infrastructure improvements:

- Three (3) additional kiss and ride parking spaces on the eastern side of Newington Boulevard to be positioned at the northern end of the existing kiss and ride parking facility.
- Removal of encroaching vegetation over footpaths at selected locations on Newington Boulevard.
- Repair of damaged footpath slabs at selected locations on Newington Boulevard.
- Provide additional bicycle racks in the school to allow for an additional 69 student cyclists and an additional 60 staff cyclists.
- The master plan also recommends that Council review their strategic plan and consider widening the footpath on the eastern and western sides of Newington Boulevard to 3.9m.

DC Traffic Engineering (DCTE) was requested to perform a road safety review of these upgrade proposals. The following section includes our commentary in these respects.

Commentary

New kiss and ride spaces

The master plan states that three additional kiss and ride parking spaces will be added to the northern end of the existing kiss and ride kerb length, on the eastern kerblines of Newington Boulevard. This kerb length is currently signposted as a NO PARKING length with conditioned time frames which line

up with the school zone periods. These NO PARKING signs also include additional header signs stating DROP OFF PARKING ZONE. There is no objection to this recommendation per se as it would increase the capacity of the pick up and drop off zone. However, as noted in the *existing stage* road safety audit report, the SCHOOL ZONE gateway signage only commences 10m upstream of the existing commencement of the kiss and ride parking spaces. As such, if this kiss and ride facility is lengthened to allow an additional three spaces, its commencement would be upstream of the formal start of the school zone. **The SCHOOL ZONE gateway would need to be relocated to the north to capture the entire kiss and ride parking length.** In fact, the SCHOOL ZONE gateway should probably be relocated a greater distance to the north anyway as there is distinct school-based travel activity that extends well beyond its current boundary. For example, parents often park outside the school zone limits and walk to/ from school with their children. Many children walk or ride along this footpath in large clusters despite being outside the signposted limits of the school zone.

The master plan indicates that by adding three parking spaces to the kiss and ride zone, it would cater for 90 additional students. During DCTE's inspection of the site during the AM and PM school zone periods, it was noted that the afternoon pick up period spanned across a 20-minute period, whilst the morning drop off period spanned across a 25-minute period. As such, 20 minutes was adopted as the more conservative duration. From observation, in the morning period, cars typically had a kerb transaction period of 55 seconds and an average of 1.23 students per car. During a 20-minute period, with three additional spaces, there would be a minimum of 65 additional kerb transactions. With an average of 1.23 students per transaction, this equates to 80 additional students. As such, the predicted 90 additional students is a reasonable estimate. The above assessment by DCTE is considered a rudimentary sanity check based on observations (and not a full-coverage survey).

Proposed footpath repair and vegetation pruning works

The master plan included the image as re-produced in Figure 1 which shows the proposed footpath repair works and vegetation pruning works.



Figure 1 – Extract from the master plan showing the proposed footpath repair works and vegetation pruning works.

As seen in Figure 1, there were three locations noted where footpath maintenance is required. DCTE conducted its own inspection in these respects. Whilst there is no disagreement with the three nominated locations, generally, the extent of footpath damage appeared to be more extensive than this. From DCTE's inspection, the following would be more conservative allowances:

- 25m in total of footpath repairs should be allowed for on the western side of Newington Boulevard. Generally, the damage includes slab uplift from tree roots, cracking and the development of vertical lips as trip hazards.
- 15m in total of footpath repairs should be allowed for on the eastern side of Newington Boulevard with the mechanisms of damage being similar.

Generally, since tree root growth is a significant cause of the path damage, more resilient repair methods could be considered, such as elevated slabs or boardwalks with spatial clearance allowing for root growth without contact against the underside of the paths.

DCTE also inspected both the eastern and western footpaths of Newington Boulevard with respects to overgrown vegetation which encroaches into the kinematic space of the footpath. There is no disagreement with the nominated locations for vegetation pruning works. However, generally, the entire lengths of each footpath should be inspected and the following rule applied:

If the vegetation on the side of the path encroaches into the kinematic space of the footpath up to a height of 2m, it should be pruned back to the plumb line to the path edge.

Additional bicycle racks inside the school

With bicycle travel *demand* versus *supply* of parking facilities, it is uncertain whether demand follows supply or whether supply follows demand. For example, by supplying an additional 69 bicycle racks for students and an additional 60 racks for staff, would this generate a new demand for 69 additional student cyclists and 60 additional staff cyclists? Normally, the relationship would not be so obvious as people would not choose to cycle simply because there is now an available rack to park the bicycle.

Conversely, if supply follows demand, the over-demand in bicycle storage would first result in many bicycles being parked in informal places due to the lack of parking spaces. This could be against poles, fences, or against trees within the school yard. From this obvious over-demand, the supply would be increased with provision of more racks so that these users would have formal places to park.

Nevertheless, the proposed supply of 129 additional parking rack spaces is not a negative impact. At the worst, it could be a case of over-supply with many spaces simply not used due to the deficient demand. There is no further comment as there is no direct road safety impact of this.

It is noted that many students currently cycle to school and it is assumed that the decision to cycle would be one made following consideration by the school, and the parents in terms of the child's cycling ability and behaviour on roads and paths. It is also noted that legally, children of 16 years or younger are allowed to cycle on footpaths.

Recommendation for Council to include strategy for widening of footpaths either side of Newington Boulevard

There is no objection to this objective from a road safety perspective.

Generally, the master plan and its initiatives are considered reasonable from a road safety perspective. However, this letter highlights some supporting works needed as highlighted in bold font.

If there are any questions regarding this letter, please contact me at the details below.

Kind regards



Damien Chee

Accredited level 3 road safety auditor (RSA-02-0094) and Lead Auditor

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