



SUMMER HILL

NSW
SCHOOL
SAFETY
SURVEY

#NSWSCHOOLSAFETY



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PUTTING OUR KIDS FIRST



SAFETY IS NO ACCIDENT

Modern families are under incredible pressure: The tight-rope walk linking family life and work is more challenging than ever, and its stress is often most keenly felt in the morning drop off and afternoon pick up at our schools.

Parents and carers have a responsibility for their children's safety, but every level of Government can do much more to make our kids' journey to school safer, no matter how they get there.

The benefits of encouraging more families to walk or ride to school are clear:

- We know our kids are happier when they are healthier, and walking or riding to school gets kids active;
- It's a cheap alternative for families;
- Active transport relieves congestion on our busy streets, and that in turn makes our suburbs more liveable; and
- Our air and water will be cleaner as we produce fewer emissions.

The single most effective thing we can do to encourage families to walk or ride to school is to make our streets safer, and that is the purpose of this report: to identify and remedy the obstacles our kids face as they navigate their way to and from their place of learning.

Parents, carers and teachers know best how to improve road safety around our schools and I call on our governments and councils to listen to them.

Thank you to the thousands of people who provided feedback throughout NSW and to the principals and P&C and P&F volunteers who provided further feedback.

Together, we can take a stand for public safety and make our communities safer for the next generation.

JO HAYLEN MP, SHADOW MINISTER FOR ACTIVE TRANSPORT



KEY FACTS



**OVER 1.2 MILLION KIDS IN NSW
WILL GO TO SCHOOL TODAY¹**



**TWO-THIRDS OF THEM ARE DRIVEN TO SCHOOL
40 YEARS AGO, 70% OF KIDS WALKED OR RODE²**



**ROAD TRAUMA IS THE NUMBER ONE KILLER OF
CHILDREN AGED 14 AND UNDER
THE MOST DANGEROUS TIME TO BE ON OUR ROADS IS
THE AFTERNOON AT SCHOOL PICK-UP TIME³**



**TODAY, ONLY 23% OF KIDS ARE ACTIVE ENOUGH
TO MEET NATIONAL PHYSICAL ACTIVITY GUIDELINES⁴**



**EVERY KILOMETRE CYCLED HAS A \$1.40
BENEFIT TO THE PUBLIC HEALTH SYSTEM⁵**



**THE COST OF CONGESTION IN SYDNEY WILL INCREASE
FROM \$8.1 BILLION IN 2016 TO \$15.9 BILLION IN 2031⁶**



**BUT ONLY 0.38% OF THE BUDGET FOR NEW
TRANSPORT INFRASTRUCTURE IN NSW
IS ALLOCATED TO NEW ACTIVE TRANSPORT AND
CYCLING PROJECTS⁷**



**NSW SPENDS \$7.20 PER PERSON ON ACTIVE TRANSPORT,
COMPARED TO \$9.17 IN TAS, \$15.08 IN QLD AND \$35 PER
PERSON IN THE ACT⁸**

THE SURVEY



**IF JUST 5% OF ALL
CAR TRIPS UNDER
5KM WERE
SHIFTED TO
WALKING OR
RIDING, SPEEDS
ON OUR ROADS
WOULD INCREASE
BY 50%⁹**

**THAT'S THE
SCHOOL
HOLIDAY EFFECT
365 DAYS A YEAR!**



HOW WE COLLECTED OUR INFORMATION

The NSW School Safety Survey was launched on 29 January 2020 as an online survey, allowing parents, carers, residents and educators across NSW to nominate issues with road safety around our schools.

Feedback was accepted until 9 April 2020 (the end of Term 1, 2020) and school principals and P&C/P&F committees were also invited to make further submissions.

Acknowledging there is no one-size-fits-all approach to school safety, this report includes both broader policy ideas and local solutions recommended by community members to improve road safety around our schools.

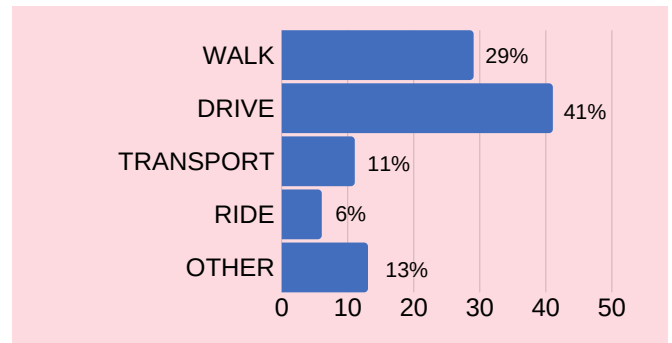
The report and a list of specific issues nominated by parents and carers have been sent to the State Government, local councils and to other decision making bodies across three levels of Government.

NSW SNAPSHOT

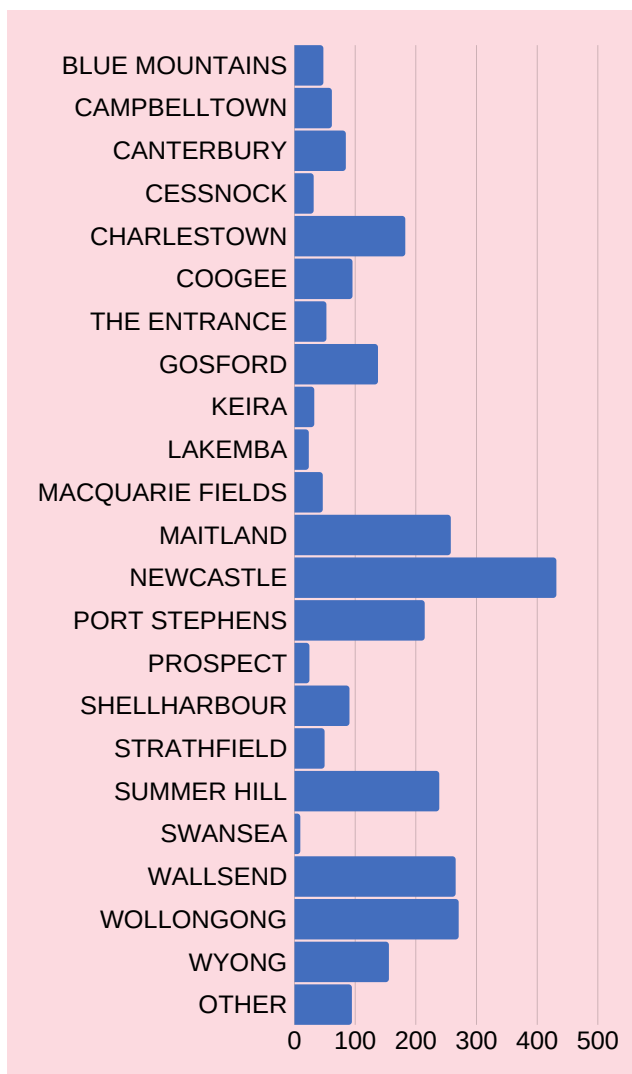
3400

PEOPLE
RESPONDED
ACROSS NSW

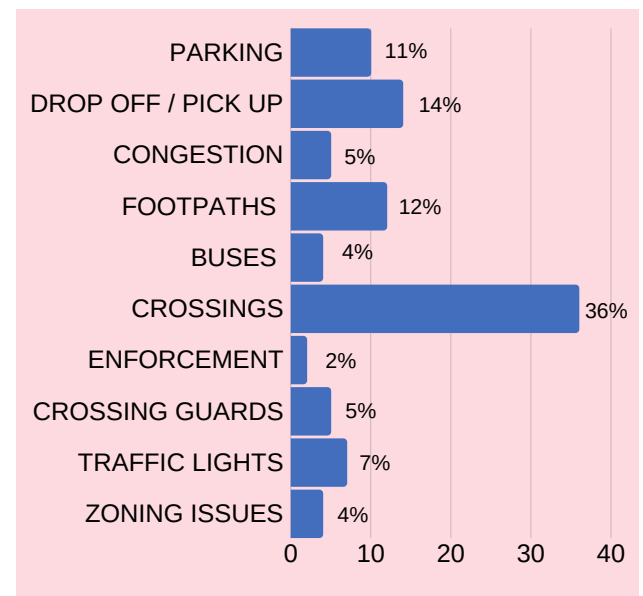
HOW THEY TRAVEL TO SCHOOL:



THEIR NSW ELECTORATE:



THEIR KEY CONCERNS:



IS YOUR ELECTORATE NOT LISTED? NOT ALL MPS PARTICIPATED IN THE SURVEY. YOU'LL BE INCLUDED IN THE "OTHER" CATEGORY ABOVE.



From the way to the school, we need to cross 6 roads, and some of them does not have "Pedestrian Crossing". So I won't let him to walk by himself, too dangerous.

Hu, Lakemba

We rely on car travel due to long public transport journey times, infrequent public transport opportunities and high comparative costs to driving.

Walter, Shellharbour

No footpath means it's dangerous for kids to walk to school.

Scott, Newcastle.

There are no footpaths on the very narrow, terrible roads . It is very hard to walk on the nature strip, because that is where all the cars park. We have to walk on the road most of the time.

Michelle, Shoal Bay

State wide effort to create safe walking routes to school. Encouraging children to be independent and safe on their ride/walk to school. It is difficult for schools to encourage this without offending parents.

Advertising campaigns and obvious safe routes are desperately needed.

Jane, Summer Hill

The roads are very busy, some have no sidewalks, lots of trucks, walking tracks go through areas known for Eastern brown snakes.

Amanda, Maitland



SUMMER HILL

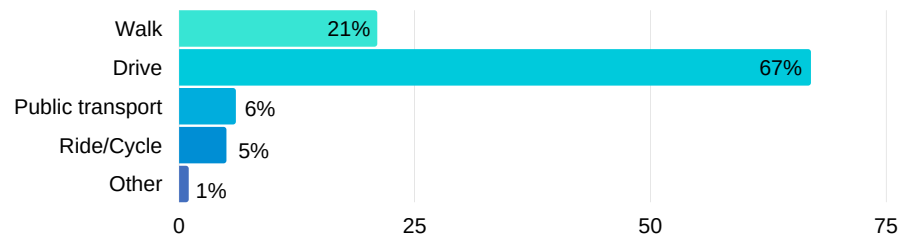
ELECTORATE PROFILE

The State electorate of Summer Hill stretches from the Cooks River to Iron Cove, including the suburbs of Ashbury, Ashfield, Dulwich Hill, Haberfield, Lewisham, Marrickville, Petersham, and Summer Hill.

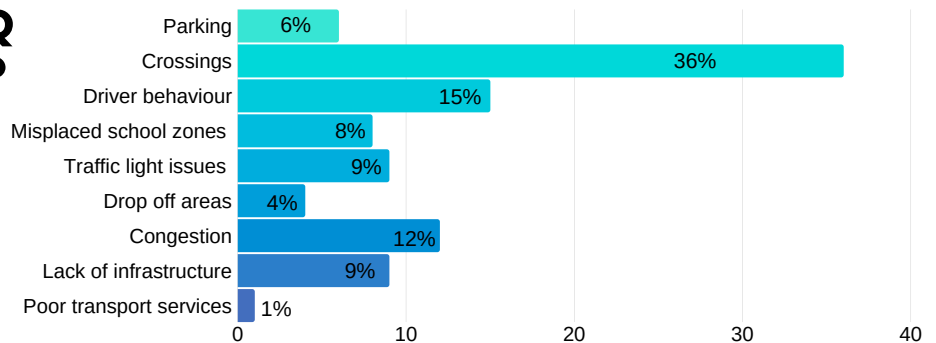
283 PEOPLE RESPONDED



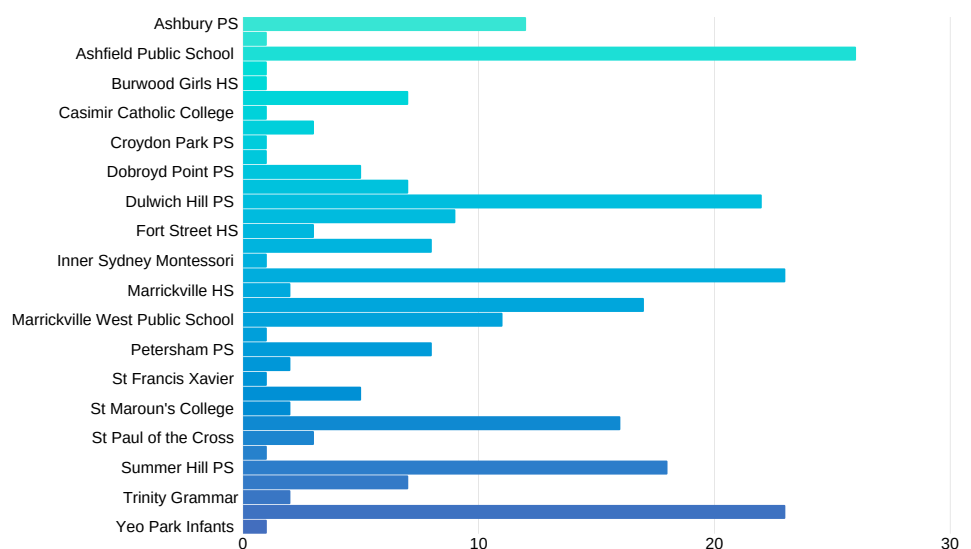
HOW DOES YOUR FAMILY MOSTLY TRAVEL TO AND FROM SCHOOL?



WHAT ARE YOUR KEY CONCERNS?



SCHOOL BREAKDOWN



There are very minimal facilities for bike parking, both parents dropping off, and kids riding themselves. School entrances are such a hive of activity at the start and end of the school day. There's an opportunity to make them much safer, friendlier and designed for people.

Ken, Summer Hill

Traffic not slowing down. Too many trucks using local roads

David, Haberfield

Drivers do not know the road rules to give way to pedestrians at intersections and entering or exiting streets. Laneways should be signed for shared use with priority to pedestrians and speeds capped at 20km.

Jane, Dulwich Hill

Particularly with Marrickville Public School, the heavy vehicle traffic and the trucks parked on the footpaths force children to walk on the road

Kitty, Marrickville

I am also very concerned by the impact of a proposed development across the road from the school. The construction will surely significantly increase trucks and other vehicles with limited visibility in an area teeming with small children.

Laura, Dulwich Hill

Child is at an age where I'd like him to start going to and from school himself however there are several roads to cross that I'd be concerned about for safety reasons.

Kerri, Ashbury

Cars speeding and not stopping at stop signs

Anica, Lewisham

KEY THEMES



BETTER INFRASTRUCTURE

The most important factor in protecting student safety on our roads is improving the infrastructure used to establish road hierarchy and separate kids from cars.

Footpaths; school zone markings; pedestrian crossings, footbridges, fencing and refuges; traffic lights; flashing lights; crossing guards; and separated cycleways continue to cause concern.

Pedestrian crossings are often poorly situated - with impaired sight lines - or fail to reflect the common-sense pathways used by families. In some instances, pedestrian crossings are obscured by overgrown foliage, heavy vehicles or construction works, or are simply in need of basic maintenance and a paint job.

There are currently 6,000 flashing lights in school zones across NSW.¹⁰

500 additional sets were installed at "high risk" schools, however, as survey results demonstrate, more are needed.

1153 crossing guards are currently employed across NSW. Despite 300 new crossing guards being promised by the NSW Government, only 59 new crossing guards have been hired since funding was announced in the 2019 State Budget.¹¹

Separated cycleways remain the safest infrastructure for cyclists, the Transport for NSW Cycleway finder makes it clear these off-road options are sparse and poorly connected.¹²

In many greenfield and rural communities across NSW, completed footpaths are often scarce, making it near impossible for kids to ride or walk to school.

Many issues raised in the survey are matters of basic, routine maintenance.

SMARTER PARKING

Parking around schools is an issue across NSW, with schools often located in busy residential or commercial hubs in our cities, and increases in density are rarely matched by parking infrastructure. In regional communities, parents might not have access to other forms of transport, making parking a nightmare.

The lack of adequate parking around our schools is one of the strongest drivers of bad driving behaviour. Revenue NSW figures reveal that 21,479 motorists have been fined for parking in a school zone in 2019-20 (raising \$6.4 million in fines).¹³

Parking is a complex problem requiring a multi-faceted approach, but even parking issues are ultimately resolved by encouraging more people to ride and walk to school.

SUPPORT PARENTS & CARERS

Poor driving behaviour was a primary safety concern of respondents, with many noting that inadequate parking or poor traffic management encourages double parking, parking on pedestrian crossings, three-point turns and other infractions which are illegal and dangerous.

Schools offer education campaigns around risky behaviours and local authorities have prioritised enforcement strategies. Still, Revenue NSW figures show that 21,479 motorists were fined for parking in school zones in 2019-2020 so far, and another 62,780 were fined for speeding in school zones across NSW.¹⁴

Clearly, parents and carers need to take greater personal responsibility for their driving behaviours, but that isn't the whole story.



Governments and councils can assist by working to increase available parking; extend kiss and ride and drop off zones; improve parent education and policing.

Ultimately, implementing other programs to discourage driving will have the greatest effect, including wayfinding, walking or riding buses and improving facilities to increase modal shift at nearby public transport.



Governments need to invest in infrastructure around schools to keep kids safe. This includes designated drop zones, kiss and ride areas and programs to encourage more families to walk or ride to school such as wayfaring.

Many respondents also expressed that they would prefer for their kids to ride or walk. Notably, active transport was one of the ways the Premier sought to achieve her 2018 Priority of reducing childhood obesity by 5% by 2025.¹⁵



PUBLIC TRANSPORT

Meaningful investment in public transport is critical if we are to reduce the number of cars on our roads. Limited public transport leaves many families with no choice but to drive.

City schools are often well served by public transport, however the same is not always the case for suburban and regional families.

In our cities, parents report that irregular bus services, poorly situated bus stops or drop-off points, and the cost of transport are issues that reduce the use of public transport.

While there has been a move towards improving links between public and active transport - including ramps, bike racks and lockers - more needs to be done to encourage greater modal shift to active transport.

For regional communities, the regular scheduled bus service can be the only option for students getting to and from school besides cars. In fact, parents often need to drive their kids to or from the bus.

Many of these services are run by private operators and respondents noted that services are often unreliable or do not service new estates.

Many respondents complained that privatisation of bus services has made things worse and criticised the NSW Government's policy for granting free bus passes, which measures the beeline distance from a child's home to their school, not the duration of the actual route they would otherwise need to walk.¹⁶

Parents noted the routine pain of students missing buses and either being driven to school or at worst, missing a day of school.



BOOST CYCLING

NSW has an overall cycling participation rate of 12.9%, with 72% of respondents to the 2019 Cycling participation survey saying they wouldn't commute by bike.¹⁷

Only a third of all kids say they now ride or walk to school each day in NSW, compared to 70% in the 1970's.¹⁸

The most effective way to increase the number of kids who ride is to make it safe by installing separated cycleways or dedicated bike lanes.

We also need to improve infrastructure to allow for better modal shift and amend cycling legislation to further reduce barriers to people riding.

Children under 16 are now allowed to ride on the footpath - as are adults when they accompany children - however, research is needed to examine whether this should be extended to all cyclists while there remains a lack of separated cycleways.



To date, 1,080 people over the age of 16 have been fined for riding their bike on a footpath in the past year, raising almost \$125,000 in fines.¹⁹ In 2016, former Roads Minister Duncan Gay significantly raised fines for cycling infringements and toyed with requiring cyclists to be licensed.

While ensuring cyclist safety should always be a priority, fines and cycling regulations require urgent review in order to encourage greater cycling participation, including around our schools.

WAYFINDING

A solution that has gained traction in many local communities is wayfinding, whereby a series of safe routes to and from schools are clearly marked, linking to public transport and utilising the safest pedestrian and cycling infrastructure.

Active pathways are clearly marked with signage along footpaths (see adjacent) to direct students on the safest and most direct paths to take to and from school.

Local families and students themselves can play a role in researching and determining the safest routes.

Schools and local councils install decals and other signage as needed, print maps and lead students on practice walks.

WALKING BUSES

Walking or riding buses are similarly cost effective ways to encourage a greater number of families to ride or walk to school.

They're a great way for people to get to know their neighbours and like wayfinding program, are often community-led and cost-effective.

Walking or riding buses are akin to car pooling, but where kids walk or cycle to school as a group, supervised by one or two adults when children are younger. Walking or riding buses collect students along specified routes, which can be adjusted to maximise the number of participants.

Walking or riding buses can also be organised on a larger scale by teachers or before-or-after school providers and applied in metropolitan and suburban communities, as well as towns and villages.



These programs are cost effective, are community led, and give parents and carers greater confidence that their children will be safe, encouraging less car use.

Schools such as Petersham Public School have found wayfinding to be a popular and effective way to encourage families to walk or ride safely to school and can be easily rolled out in metropolitan and suburban schools across NSW.



Government, councils and schools can best support these initiatives by assisting families to connect and organise; assisting with maps and other safe routes that maximise the use of safe pedestrian infrastructure; and investing in safe infrastructure for people who ride or walk in the first place. Where riding is encouraged, end-of-journey facilities including bike-racks are essential.

We must move towards community-led, cost-effective and innovative solutions to give families the confidence and resources to leave their cars behind.



MAJOR PROJECT WORKS

Many communities across NSW are undergoing radical change, with large scale development and major road or transport infrastructure projects underway.

Many projects are having a direct impact around schools, with changed traffic conditions, road closures and increased movement of heavy vehicles through local roads and near schools.

Heavy vehicle safety standards used in NSW also fall short of safety requirements for children and families. Vehicles have blind spots or dangerous truck and trailer configurations.

Where major projects are concerned, many report that the Government's consultation with school communities is inadequate.

BETTER CO-ORDINATION

A key issue identified in many of the parent and carer survey responses is "buck passing" when issues are identified - it is not always easy to pin-point the correct level of Government or the Government body to direct complaints to and parents get sick of reporting the same issues again and again.

Too often, it falls to schools and school principals to manage dangerous traffic.

It is hoped that merging Roads and Maritime Services with Transport for NSW will create clearer lines of responsibility and reduce instances of "buck passing." Clearer instructions should be made available to schools to help channel concerns from parents or carers.

WHAT YOU SAID



ASHBURY PS

- Need traffic calming and pedestrian island on Holden St between Clissold and Armstrong St, or at Trevenar St
- Need flashing lights at the crossing on King St and Trevenar St
- Install pedestrian crossing on Trevenar St on Milton side
- Upgrade pedestrian crossing on King St near Lasswade St with blisters etc. Crossing guard on the crossing
- Milton Street roundabout congested and dangerous
- Need marked crossing on Holden St and Victoria St
- Poor driver behaviour; illegal or double parking on Trevenar St , Melville St
- Parents concerned about proposal for an electricity substation close to school.

ASHFIELD PS

- Need crossing on Bland Street between Julia St and Charlotte St or close to pathway through St Johns Church
- Need crossing on Charlotte St between Alt St and Bland St
- Need speed bumps or traffic slowing on Ormond and Pembroke streets
- Traffic lights required at Holden St & Liverpool Rd
- Install a pedestrian barrier on Liverpool Rd directly outside the school gates
- Need pedestrian crossing on Liverpool Rd between Hugh and Victoria St; pedestrian footbridge
- The roundabouts at Queen/Arthur and Queen/Norton are dangerous for pedestrians; need pedestrian crossings
- Flashing lights should be installed on Queen and Liverpool St businesses to signal when trucks or cars coming and going
- Traffic slowing on Norton St is required
- Need pedestrian crossing or lights for the boom gate for the Crown Apartments.

BETHLEHEM COLLEGE

- Double parking and congestion because of three schools in close proximity.

BURWOOD GIRLS' HS

- Need crossing guards at Queen St, Croydon St.

CASIMIR CATHOLIC COLLEGE

- Need dedicated drop off zone on Fletcher St and Livingstone Rd.

CHRISTIAN BROS, LEWISHAM

- Congestion around the school, particularly given close proximity to Lewisham PS and to increasing residential development
- Need to increase parking and enforcement around school to stop double parking and dangerous driving
- Restrict buses and parents dropping off on Toothill St or New Canterbury Rd - establish clearer drop off zone for both CBLS and LPS
- Residents report concerns about students parking around the school.

DE LA SALLE, ASHFIELD

- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school and Ashfield Park.

DOBROYD POINT PS

- Too many heavy vehicles and trucks using local roads
- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school.

DULWICH HIGH SCHOOL OF VISUAL ART AND DESIGN

- Need to improve pedestrian path through Loftus St carpark adjacent to shopping district, which is heavily used by students walking to and from school.

DULWICH HIGH PS

- Crossing and intersection at Macarthur Pde and Keith St needs safety improvements including a roundabout
- Concerns about proposed development for Hercules St, which will increase congestion and construction vehicles
- Hercules St drop off zone needs to be extended; lack of parking encourages drivers to do u-turns
- Install bike lane on Hercules St
- Better signage in laneways; designation of laneways as shared paths
- Pedestrian crossing at Dulwich Hill Train Station dangerous
- Need to increase parking and enforcement around school to stop double parking and dangerous driving
- Denison and Constitution are used as rat runs; need pedestrian crossings
- Install pedestrian crossing on Durham St and Beach Rd; Upgrade crossing on Beach Rd and Hercules St; on a hill so there have been near misses
- Create a crossing at the roundabout at Ewart St and Terrace Rd
- Create a crossing at Garnet St near the bus stop.
- Introduce perpendicular or angled perpendicular parking along Ewart St towards Garnet St
- Close off Ewart St at Garnet St to stop cars speeding through and channeling them through other streets at much lower and safer speeds
- Speed humps are NOT working on Ewart St people are flying through them.

FERNYCOURT PS

- Need a pedestrian crossing on Carrington Rd
- Crossing required on Excelsior St near James Ln
- Safer crossing points on Excelsior Pde or Johnston Lane at intersections with Cary, Renwick and Warren
- Crossing guard on Premier St pedestrian crossing
- A roundabout at Thornley and Premier St to stop illegal three point turns.

FORT STREET HS

- Install pedestrian crossing on Palace and Brighton, need 40km school zone on Brighton St.

HABERFIELD PS

- Need to increase parking and enforcement around school to stop double parking and dangerous driving
- Rat running down Denman and Bland sts; need traffic slowing and mitigation
- Improve safety for children walking along Parramatta Rd; 40km zone; Need barrier or fencing for pedestrians along Parramatta Rd both north and side street close to Haberfield PS
- Widen footpath on Bland St and Parramatta Rd, Haberfield
- Congestion on Ramsay St and at Ramsay/Dalhousie intersection in particular.

INNER SYDNEY MONTESSORI

- Need more facilities for bike parking at schools
- Consider relocating drop off zones 100-500 metres away from school entrances to reduce congestion
- More street furniture, plantings etc around school entrances to make them more pedestrian friendly spaces.

LEWISHAM PS

- Crossing on Toothill and Victoria urgently needs a crossing guard; congested street and hard to see
- The Boulevarde, Toothill and surrounding streets very congested; many buses and cars; need better drop off solutions for both cars
- Install traffic lights on the corner of Toothill and The Boulevarde; or additional pedestrian crossing; or keep clear on intersection; or crossing guard
- Consider pedestrian overpass across New Canterbury Rd between Lewisham PS and Morton Park; Pedestrian crossing on New Canterbury Rd and Morton Park
- Install red light camera at Toothill St and New Canterbury Rd intersection; better timing of pedestrian signals
- Need pedestrian crossing at Denison and Eltham St intersection
- Clearer signage for one-way section on Eltham St; use landscaping etc
- New stop sign isn't followed at Denison and Piggott streets; need to increase visibility
- Install 5 minute drop off zone at the school
- Extend streetscape work from Tanwar Petrol Station and plant dense landscaping to act as a soft edge and visual barrier on New Canterbury Rd and Toothill St to prevent kids from running directly onto extremely busy roads
- Area of Old Canterbury Rd and McGill St needs to be redesigned and better managed.

MARRICKVILLE PS

- 40km school zone needs to extend to Illawarra Rd; very busy street crossed by many students on their way to and from school
- Install flashing lights on Illawarra Rd crossing outside the Henson
- Install speed bumps or traffic slowing on advance to Illawarra and Chapel St crossing
- Heavy vehicles park on the road when servicing the light industrial around the school, forcing kids to walk on the road
- Businesses on Frampton Ave allows trucks to double park; forces kids onto street
- Need to upgrade Thompson St crossing to a pedestrian crossing; cars regularly speed on both Thompson and Chapel streets
- Farr St businesses block footpaths; very dangerous for kids
- Relocate pedestrian crossing at Chapel St outside Two Chaps to directly outside the school
- Lights at Addison and Illawarra Rd timed oddly so that green light and walk signal go at same time; near misses
- Install red light camera on corner of Victoria Rd and Chapel St.

MARRICKVILLE WEST PS

- Warren Rd and Livingstone Rd intersection congested and dangerous; extend school zone to include intersection
- Speed bumps or traffic calming urgently needed for Warren Rd; also concerns about replacement buses using Warren Rd
- Need to improve visibility at the intersection of Woodland St and Chapel St, Marrickville; poor visibility for turning vehicles
- Cycling on Livingstone Rd dangerous; progress bike path
- Install pedestrian crossing in Hill St; or speed bumps, especially at Beauchamp St and Hill St
- Install no stopping sign on Hill St to stop cars parking right to the corner
- No pedestrian crossing between the train line bridge and the school: pedestrian crossing needed at the intersection at Albermarle and Moncur St.

PETERSHAM PS

- West St and Railway Tce intersection - improve timing of lights and need red light camera, advanced right turn light after children have crossed
- Need for crossing on The Boulevarde and Hunter St
- Crossing guard or traffic slowing measures at crossing on Toothill St; raise crossing
- Buses on narrow residential streets block access
- Pedestrian crossing at Seaview and Herbert, outside Emanuel Tsardoulis Library.

ST BRIGIDS PS

- Speed bumps or traffic slowing devices on Byrne St and O'Hara St
- Livingstone Rd intersection at the junction of St Brigids, Casimir and Kidzville; need to rework traffic management here holistically considering all the schools and facilities in close proximity
- Need 15 minute parking zones.

ST FRANCIS XAVIER

- Install pedestrian crossing at Ettrick St to serve both St Francis and Ashbury Public School.

ST JOAN OF ARC

- Red light camera or lengthen timing of pedestrian signals on Parramatta Rd and Sloane St
- Cars ignoring Stop sign with traffic light indicator on Sloane St and Parramatta Rd
- Need crossing at Ramsay St and Alt St.

ST MAROUN'S COLLEGE

- Concerns about double parking outside school on Wardell Rd and Canonbury Gr
- Extend the drop off zone on Wardell Rd
- Make Margaret St one way or parking on only one side
- Pedestrian crossing at Dulwich Hill Station extremely dangerous; needs flashing lights or to be made more visible.

ST PATRICK'S, SUMMER HILL

- Urgently need crossing outside school entrance on Drynan St
- Move drop off zone to Drynan St; increase parking on Drynan St; speed bumps on Drynan St
- Crossing required on Smith St, Prospect Rd, and Junction Rd Summer Hill; or flashing lights
- Need traffic lights on Weston St/Old Canterbury Rd
- Double parking and parking on street corners; need increased enforcement
- Need pedestrian crossing on New Canterbury Rd
- Need pedestrian crossing on Smith St outside the Rise and Shine childcare service
- Need speed bumps or traffic slowing on Junction Rd
- No cycling paths or bike lanes in the streets surrounding the schools
- Pedestrian pathways around the light rail are complicated.

ST PAUL OF THE CROSS

- Pedestrian lights outside school too slow; doesn't change quickly enough; encourages jay walking
- Pedestrian crossing on New Canterbury Rd is dangerous; upgrade it or install pedestrian footbridge
- Drop off zone is in no through road, parents need to three point turn; dangerous; need crossing guard or supervision
- Increase public transport to the school and down New Canterbury Rd.

ST VINCENT'S ASHFIELD

- Improve visibility on pedestrian crossing outside De La Salle
- Speed humps and traffic calming is required along Bland and Alt streets.

SUMMER HILL PS

- Cars don't stop at crossing on Grosvenor Crescent and Sloan St
- Moonbie Street pedestrian crossing - need to upgrade visibility
- Install traffic lights at the cnr of Liverpool Rd and Grosvenor St so that cars turning left from Liverpool Rd into Grosvenor Cr give way
- Pedestrian crossings needed on Prospect Rd and Victoria Rd; on Old Canterbury and Edward St; on Constitution Rd, near the roundabout; on Drynan St
- Crossing or traffic lights needed on Old Canterbury Rd, perhaps and Rosedale St
- Kids are dropped off at the Herbert St gate, which is not a designated drop off zone; need signage
- Need red light camera on Old Canterbury Rd traffic lights near Hampstead St or Henson St
- Corner of Old Canterbury Rd and Abergeldie St obscured by bushes
- Build speed bumps along Drynan St, Summer Hill to slow traffic down; and on Dover St to slow city-bound traffic
- Need crossing guard on Henson St crossing
- More bike stands near schools and stations so that parents can transport the bike around or ride it together
- Footpaths around the school are poorly maintained
- Need to increase parking and enforcement around school to stop double parking and dangerous driving
- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school, particularly Junction Rd and Henson St.

TEMPE HS

- Urgent need for crossing on Richardson's Cr: awaiting RMS and Energy companies to build overhead light
- Calls for pedestrian crossing on Richardson's Crescent, on Carrington Rd side (with flashing lights)
- Traffic slowing infrastructure needed on Richardson's Cr, such as speed bumps, or a crossing guard
- No safe crossings on Carrington Rd, Marrickville; need safe crossings
- Improve safety around Mackey Park.

TRINITY GRAMMAR

- Need pedestrian crossing near Canterbury Rd and Prospect St (near light rail)
- Install pedestrian crossing somewhere on Old Canterbury Rd, linking the Light Rail to the school.

WILKINS PS

- Need for right hand turn light on Livingstone Rd southbound at Sydenham/Fraser; and both right and left hand turn lights from Sydenham to Livingstone; longer walk signals for pedestrians; extend 40km school zone limit to this intersection
- Extend 40km zone for MHS further up Petersham Rd to Marrickville Park
- Reduce speed on Sydenham Rd to make access to Marrickville Park safer
- Speed bumps or traffic calming needed for Park Rd
- Drop off zone on Park Rd is crowded and needs to be extended or relocated
- Extend 40km/hr zone to Addison Rd, Sydenham, Livingstone etc; extend school zone for High School so it includes Wilkins PS
- Need better pedestrian infrastructure at intersection of Shaw St and Addison Rd, including a speed hump on the Livingstone Road side of Addison Road (there is already a speed hump 50m from the intersection on the Albert St side
- Need pedestrian crossing on Addison Rd and Park Rd
- Install pedestrian islands on Graham Ave and Hawkhurst streets; Better signage directing traffic from Yabsley to Graham Ave; no right hand turn from Centennial onto Hawkhurst
- Need pedestrian crossing on Neville St
- Neville Ln is used by many kids to walk - currently two way and has no footpath
- Widen footpaths on Norwood Ln to improve pedestrian safety.



*NB: These are the key responses from the School Safety Survey. Have something to add? Contact Jo: summerhill@parliament.nsw.gov.au

WHERE NEXT?



LOCAL COUNCIL

This report has been sent to:

- Schools in your local area, as well as P&C or P&F committees;
- Local Mayors and the General Managers of local councils;
- The NSW State Government, including the Premier, Minister for Transport and Roads, and Secretary for Transport for NSW;
- State and Federal MPs in your local area;
- Key stakeholders including the NRMA, Bicycle NSW, the Bicycle Network, Walk Sydney and planning organisations.

WHAT WILL MY MP DO?

State MPs who have participated in conducting the survey will automatically write representations to local and State authorities with responsibility for addressing specific issues. They may choose to address local matters via their representative on local traffic committees.

WHO ULTIMATELY DECIDES?

In most instances, the NSW Government and your local council have the ultimate power to act on the recommendations included in this report.

WHAT CAN I DO NEXT?

Write to your local councillors, council General Manager, or to the State Government. You can find details on your local council and councillors online.

You can write to the NSW Minister for Transport and Roads or Minister for Regional Transport and Roads at:

GPO Box 5341, Sydney NSW 2001

www.transport.nsw.gov.au/about-us/who-we-are/our-ministers

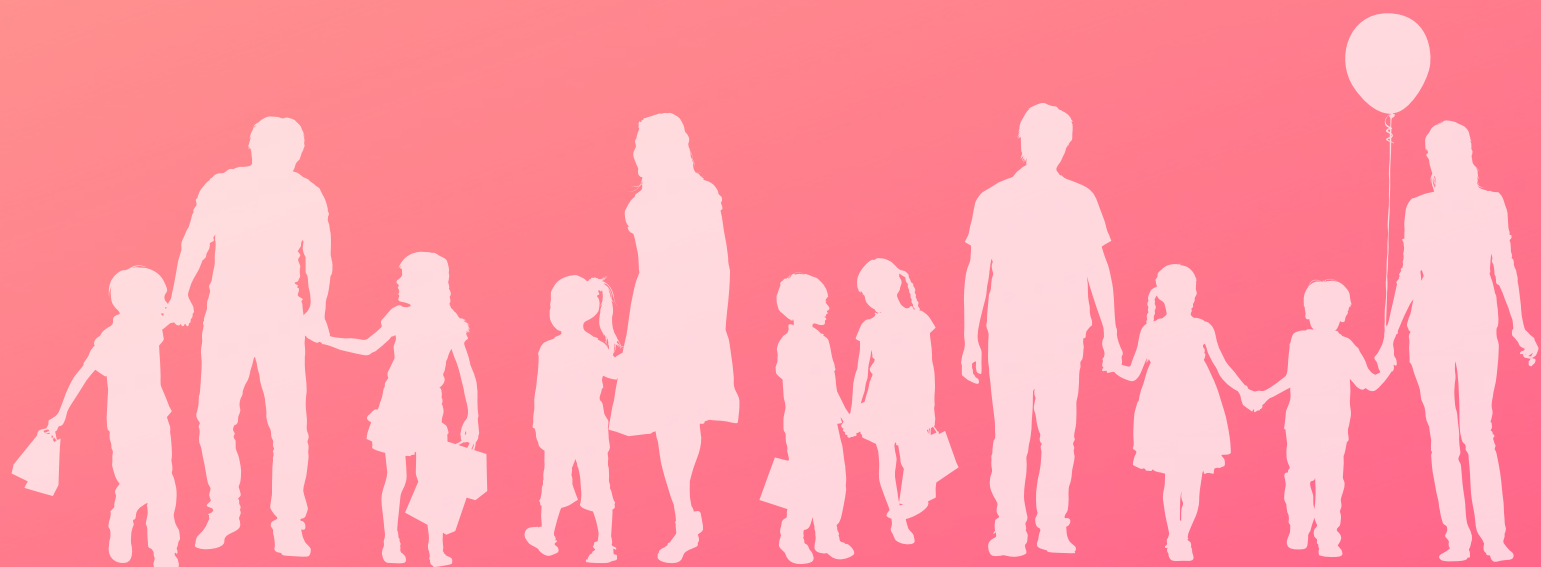
Share your local challenges and wins on social media and tag MPs, councillors and the Transport Minister! Together, we can show just how important active transport is to voters!

NOTES



- 1 - www.acara.edu.au/reporting/national-report-on-schooling-in-australia
- 2 - www.bicyclenetwork.com.au/newsroom/2018/01/23/need-national-ride2school/
- 3 - <https://arsf.com.au/aami-data-reveals-afternoon-school-pick-up-most-dangerous-time-on-the-road/>
- 4 - www.aihw.gov.au/reports/children-youth/australias-children/contents/health/physical-activity
- 5 - www.bicyclensw.org.au/our-policy/
- 6 - www.infrastructureaustralia.gov.au/map/active-transport-walking-and-cycling-access-sydney-cbd
- 7 - www.budget.nsw.gov.au/sites/default/files/budget-2019-06/7_Transport_cluster-BP3-Budget_201920.pdf
- 8 - www.bicyclensw.org.au/lagging-behind-the-pack/
- 9 - www.theconversation.com/city-wide-trial-shows-how-road-use-charges-can-reduce-traffic-jams-86324
- 10 - www.parliament.nsw.gov.au/lc/papers/pages/qanda-tracking-details.aspx?pk=245303
- 11 - www.parliament.nsw.gov.au/lc/papers/pages/qanda-tracking-details.aspx?pk=245304
- 12 - www.rms.nsw.gov.au/roads/bicycles/cycleway-finder.html
- 13 - www.revenue.nsw.gov.au/help-centre/resources-library/statistics
- 14 - www.revenue.nsw.gov.au/help-centre/resources-library/statistics
- 15 - www.health.nsw.gov.au/heal/Publications/Premiers-priority-childhood-obesity-delivery-plan.pdf
- 16 - <https://apps.transport.nsw.gov.au/ssts/schoolTravelPasses#>
- 17 - www.bicyclensw.org.au/defying-the-trend/
- 18 - www.bicyclenetwork.com.au/newsroom/2018/01/23/need-national-ride2school/
- 19 - www.revenue.nsw.gov.au/help-centre/resources-library/statistics





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