



TRAFFIC IMPACT ASSESSMENT

SCEGGS Darlinghurst (SSD 19989744)
215 Forbes Street, Darlinghurst
Adaptive re-use of Wilkinson House

Reference: 17.312r09v03
Date: November 2021

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

t: (02) 8324 8700
w: www.trafix.com.au



DOCUMENT VERIFICATION

Job Number	17.312			
Project	SCEGGS Darlingtonhurst – Adaptive re-use of Wilkinson House			
Client	SCEGGS Darlingtonhurst			
SSD No.	19989744			
Revision	Date	Prepared By	Checked By	Signed
v03	10 November 2021	Timothy Le	Ben Liddell	



CONTENTS

1. Introduction	1
2. SEARs Responses	3
3. Concept Masterplan Conditions	5
4. Location and Site	6
5. Strategic Context	9
5.1 Local Transport Plans/Reports	9
5.2 State Transport or Infrastructure Plans	10
5.3 Local Land Use Planning	12
5.4 State and Local Programs	12
6. Existing Traffic Conditions	14
6.1 Key Existing Aspects	14
6.2 Road Network	15
6.3 Key Intersections	18
6.4 Existing Traffic Volumes Adjacent to Site	20
6.5 Existing Intersection Performance	21
6.6 Sustainable Transport Options	23
6.7 Active Travel	26
6.8 Existing Parking Provisions	28
6.9 Existing School Pick-up and Drop-off	28
7. School Travel Characteristic	32
7.1 Context	32
7.2 School Population	32
7.3 Travel Modes	32
8. Description of Proposed Development	45
8.1 Operational Aspects	45
8.2 Construction Decanting Strategy	46
8.3 Summary	46
9. Parking Requirements	47
9.1 Car Parking Overview	47
9.2 Car Parking Requirements	47
9.3 Accessible Parking	47
9.4 Motorcycle Parking	48



9.5 Servicing Arrangements	48
9.6 Bicycle Parking	48
9.7 Emergency Vehicle Access	49
10. Traffic and Transport Impacts	50
10.1 Traffic Impacts	50
10.2 Public Transport Impacts	50
10.3 Pedestrian and Bicycle Impacts	51
11. Green Travel Plan (Updated)	52
11.1 Overview	52
11.2 Targets	52
12. Travel Demand Management	55
12.1 Transport Access Guide	55
12.2 On-site Staff Parking and Management	56
12.3 Carpool Program	57
12.4 School Student Transport Scheme	58
12.5 Cycling Routes	59
12.6 Bicycle Parking Provision	61
12.7 Parent/Caregiver Education	62
13. Monitoring and Review	64
13.1 Process	64
13.2 Collecting Data	64
13.3 Promotional Information	64
14. Conclusions	65
Appendices	
Appendix A: TfNSW Correspondence	
Appendix B: Photographic Record	
Appendix C: SIDRA Outputs	
Appendix D: Reduced Plans	
Appendix E: Travel Access Guide	



1. INTRODUCTION

TRAFFIX has been commissioned by SCEGGS Darlinghurst to undertake a Traffic Impact Assessment (TIA) in support of a State Development Application (SSD – 19989744) relating to the adaptive re-use of Wilkinson House, located on the existing main school ground at 215 Forbes Street, Darlinghurst.

To provide context for this SSD, Conditional Development Consent was granted by the Independent Planning Commission on 22 May 2020 to the Concept DA (Concept SSD - 8993) for the redevelopment of SCEGGS at its main campus located at 215 Forbes Street, Darlinghurst, excluding St Peter's Precinct and 217 Forbes Street.

It should be noted this traffic assessment relies on 2018 travel behaviour surveys and traffic modelling prepared for the Concept DA, which applied to the entire SCEGGS campus, including the senior students in Wilkinson House. This is considered an acceptable methodology to progress the application noting updated surveys could not be undertaken during 2021 COVID-19 lockdowns and that the subject SSDA does not seek to increase student or staff numbers assessed under the approved Concept DA.

As part of the SSD Applicant process, the Secretary's Environmental Assessment Requirements (SEARs) have been issued for the proposal. This TIA has been prepared to assess the traffic and access impacts of the proposal and respond to the relevant SEARs. The report is structured as follows:

- Section 2: Addresses the SEARs that apply to the proposal
- Section 3: Addresses the Concept Masterplan Conditions
- Section 4: Describes the site and its location
- Section 5: Provides strategic context for the site
- Section 6: Documents existing traffic conditions
- Section 7: Describes the existing travel characteristics
- Section 8: Describes the proposed development
- Section 9: Assesses the parking requirements



- Section 10: Assesses traffic and transport impacts
- Section 11: Presents the updated Green Travel Plan
- Section 12: Presents travel demand management strategies
- Section 13: Describes the Travel Plan monitoring and review processes
- Section 14: Presents the overall study conclusions



2. SEARS RESPONSES

A response to each relevant requirement of the Secretary's Environmental Assessment Requirements (SEARs) is provided below, including references to sections of this report where applicable. Reference should also be made to the SEARs and the below matters relate specifically to Item 6.

SEARs	Report Reference
6. Transport and Accessibility Include a transport and accessibility impact assessment, which details, but not limited to the following:	
Address the Traffic, Access, Car and Bicycle Parking conditions imposed under SSD-8993.	Section 3 and Section 9
- Analysis of the impacts due to the operation of the proposed development, including: - proposed modal split for all users of the development including vehicle, pedestrian, bicycle riders, public transport and other sustainable travel modes. - adequacy of the existing / proposed pedestrian infrastructure to enable convenient and safe access to and from the site for all users. - a clear explanation and justification of the: - assumed growth rate applied. - volume and distribution of proposed trips to be generated. - type and frequency of vehicles accessing the site.	Section 7 and Section 10
- Analysis of the impacts of the traffic generated during construction (if any) of the proposed development, including: - construction vehicle routes, types and volumes. - construction program (duration and milestones). - on-site car parking and access arrangements for construction, emergency and construction worker vehicles. - cumulative impacts associated with other construction activities in the locality (if any). - road safety at identified intersections and level crossings near the site due to conflicts between construction vehicles and existing traffic in the locality. - measures to mitigate impacts, including to ensure the safety of pedestrian and cyclists during construction.	Reference should be made to the Preliminary Construction Traffic and Pedestrian Management Plan (Ref: 17.312r10v03 dated 10 November 2021).



SEARs	Report Reference
• A preliminary Construction Traffic and Pedestrian Management Plan.	
• Relevant Policies and Guidelines: ◦ Guide to Traffic Generating Developments (Roads and Maritime Services, 2002). ◦ EIS Guidelines - Road and Related Facilities (Department of Urban Affairs and Planning (DUAP), 1996). ◦ Cycling Aspects of Austroads Guides. ◦ NSW Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004). ◦ Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (Austroads, 2020). ◦ Australian Standard 2890.3 Parking facilities, Part 3: Bicycle parking (AS2890.3).	The relevant policies and guidelines are referenced as applicable throughout this assessment.



3. CONCEPT MASTERPLAN CONDITIONS

It is noteworthy that the SCEGGS Concept Masterplan (SSD – 8993) was approved by an Independent Planning Commission on the 22 May 2020. Condition B12 of the Conditions of Consent specifies the following requirements for all future built form development applications:

“B12. All future development applications for new built form must be accompanied by:

- (a) A Traffic Impact Assessment that considered the traffic, transport and parking impacts associated with the construction and operation of the proposed development;*
- (b) An updated Green Travel Plan outlining the measures to reduce private vehicle usage;*
- (c) An Operational Transport and Access Management Plan; and*
- (d) A Road Safety Evaluation.”*

It is noted that the Condition of Consent B12 (d) requires the preparation of a Road Safety Evaluation, which comprises of three (3) components, including a Road Safety Audit, a Crash Investigation and a Speed Zone Review. A Modification Application to change this condition to only require the preparation of a Road Safety Audit has been submitted to the Department of Planning, Industry and Environment, and is yet to be approved. The other requirements under Condition B12 are listed below:

- Traffic Impact Assessment (this document)
- Updated Green Travel Plan (within this document as per SSD – 8993)
- Operation Transport and Access Management Plan (Re: 17.312r08v05)
- Road Safety Audit (Ref: TRF-PROJ-0034-01 ES RSA SCEGGS REV 3)

Transport for NSW (TfNSW) was consulted before the preparation of this traffic and transport assessment and the correspondence received is presented in **Appendix A** for ease of reference.



4. LOCATION AND SITE

SCEGGS Darlinghurst is located at 165-215 Forbes Street in Darlinghurst, approximately 400 metres southwest of Kings Cross Railway Station. The subject site, Wilkinson House, is located on the north-eastern corner of SCEGGS Darlinghurst Campus. More specifically, it is situated on the south-west corner at the intersection of St Peters Street and Forbes Street.

The site is irregular shaped in configuration with a total area of 13,676.2m². It has a northern frontage to St Peters Street of approximately 62 metres in length, and a southern boundary to neighbouring residential properties of approximately 86 metres in length. The eastern frontage to Forbes Street and western frontage to Bourke Street measure approximately 133 metres and 84 metres in length, respectively.

The site is presently served by five (5) existing vehicular accesses, comprising three (3) driveways on Forbes Street, one (1) driveway on Bourke Street and one (1) driveway on St Peters Street. The SCEGGS Darlinghurst School is partitioned between a primary school (Kindergarten to Year 6) and the secondary school (Year 7 to Year 12). The main pedestrian access for the primary school component is on Bourke Street, whilst the secondary school component mainly utilises two (2) pedestrian accesses on Forbes Street and a single pedestrian access on St Peters Street. It is noted that St Peters Street is typically only open during the AM and PM peak periods, with a remote operated gate closed at both ends during other times.

A Location Plan is presented in **Figure 1** with a Site Plan included in **Figure 2**. Reference should also be made to the Photographic Record presented in **Appendix B**, which provides an appreciation of the generally character of roads and other key attributes in proximity to the site.

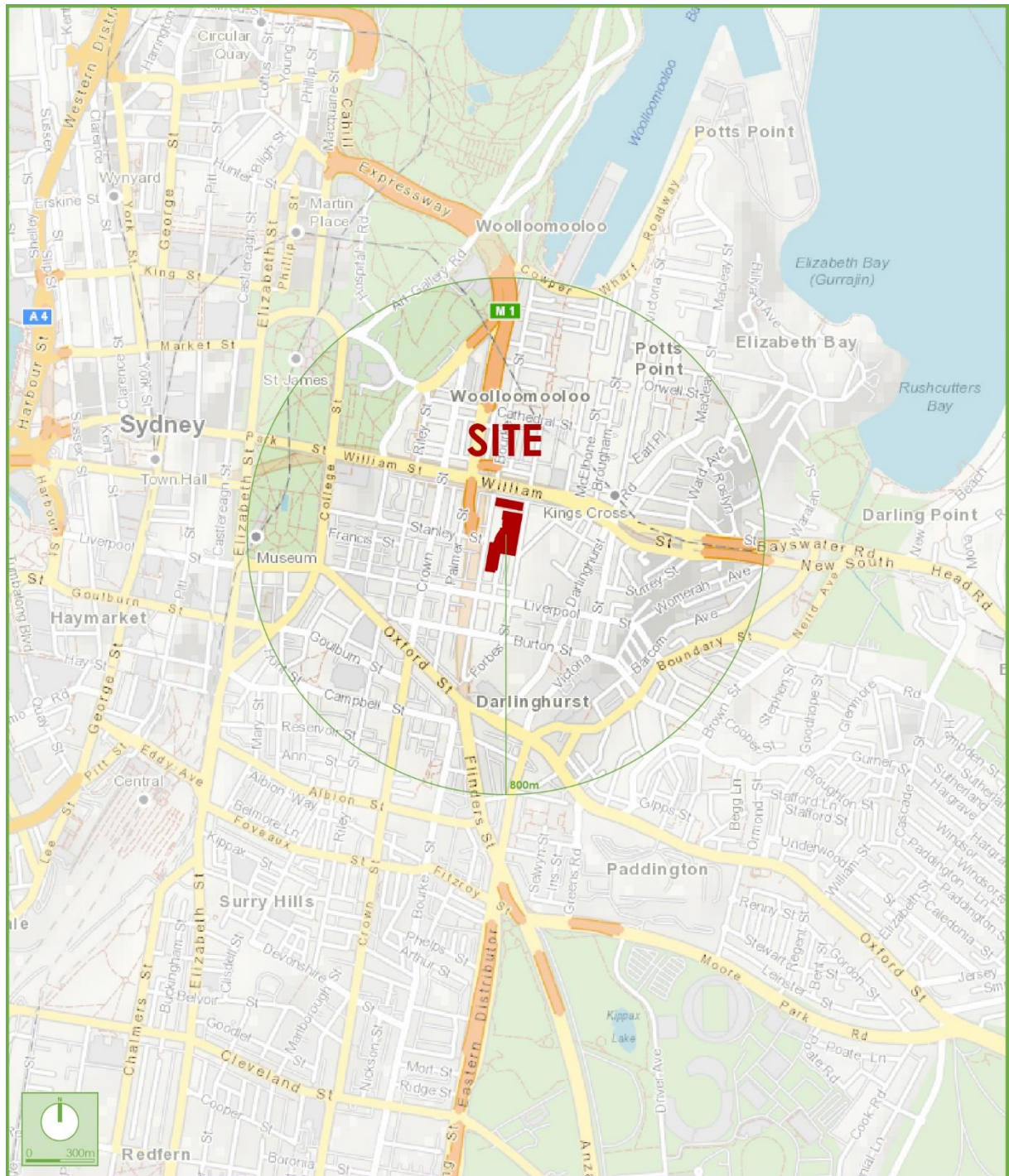


Figure 1: Location Plan



Figure 2: Site Plan



5. STRATEGIC CONTEXT

5.1 Local Transport Plans/Reports

5.1.1 Sydney's Cycling Future 2013

Sydney's Cycling Future presents a focus planning, prioritising and providing for cycling in Sydney. It aims to make cycling a more feasible transport option through the following:

- Investing in separated cycleways and providing connected bicycle networks to major centres and transport interchanges.
- Promoting better use of our existing network.
- Engaging with our partners across government, councils, developers and bicycle users.

The strategic document states the intent for state government to prioritise bicycle infrastructure investments and state priority corridors to safely link inner Sydney customers to Sydney's CBD.

5.1.2 Sydney's Walking Future 2013

Sydney's Walking Future recognises the importance of this key mode of transport and aims to improve the experience of walking and encourages more pedestrian activity to connect Sydney's communities. These aims are proposed to be achieved via:

- Promoting walking for transport.
- Connecting people to places through safe walking networks around centres and public transport interchanges.
- Engaging with partners across government, with councils, non-government organisations and the private sector to maximise our effectiveness.

5.1.3 Sydney's Bus Future 2013

Sydney's Bus Future aims to deliver a modern and customer-based system by approaching the system as a whole to deliver simpler, faster and better bus services. The plan aims to improve and create new routes, simplify timetables and make interchanges more convenient.



The plan aims to attract more customers to use bus services throughout Sydney by ensuring routes are direct and reducing duplicates, ensuring faster bus networks and ensuring the network is efficient, modern and the fleet comfortable.

5.2 State Transport or Infrastructure Plans

5.2.1 The Greater Sydney Regional Plan, A metropolis of three cities

This transport strategy presents a vision and innovative actions for managing Greater Sydney's growth. It is prepared concurrently with *Future Transport 2056* and the State Infrastructure Strategy and aims to re-shape Greater Sydney as three unique and connected cities. These three cities are described as follows:

- The Western Parkland City.
- The Central River City.
- The Eastern Harbour City.

The transport initiatives within this Plan are sourced from the Future Transport Strategy 2056. The subject site is located within the bounds of the Eastern Harbour City.

Generally, this strategy encourages a city supported by infrastructure with an indicator being access to metropolitan centres/clusters within 30 minutes and a collaborative city that would involve an increased use of public resources such as open spaces and community facilities.

5.2.2 Future Transport Strategy 2056

This transport strategy document presents a vision for the transport system that revolves around growing Sydney as a metropolis driven by major placed-based planning and investment around the new Western Sydney Airport and Badgerys Creek Aerotropolis. Planning for Greater Sydney will focus on the concept of three cities, that being the Western Parkland City, the Central River City and the Eastern Harbour City. The future transport strategy for Greater Sydney aims to enable most customers to travel to their nearest strategic centre within 30 minutes of their residence by public or active transport.



This aim will ultimately be achieved through a focus into an integrated network of corridors which will facilitate these movements. These corridors are summarised below:

- City-shaping corridors – major trunk road and public transport corridors providing higher speed and volume connections between our cities and centres that shape locational decisions of residents and businesses.
- City-serving corridors – higher density corridors within 10km of metropolitan centres providing high frequency access to metropolitan cities/centres with more frequent stopping patterns.
- Centre-serving corridors – local corridors that support buses, walking and cycling, to connect people with their nearest centre and transport interchange.

5.2.3 State Infrastructure Strategy 2018 – 2038 Building the Momentum

The State Infrastructure Strategy is a 20-year infrastructure plan for the NSW Government which provides recommendations to best grow the State's economy, enhance productivity and improve living standards.

Specifically, in relation to integrating land use and infrastructure planning the strategy identifies that aligning decisions about the provision and use of infrastructure with the Greater Sydney Commission's three cities vision and the 10 Regional Plans is critical to maximising the effectiveness, efficiency and endurance of both new and existing infrastructure. A summary of the key recommendations is presented below:

- Link integrated strategic land use and infrastructure planning.
- Support efficient development through shared-use corridors.
- Identify and protect corridors.
- Strengthen government planning processes.

In summary, this document serves to support the three cities vision that is envisaged by the Future Transport Strategy 2056, looking beyond current projects and identifies policies and strategies that are required to provide infrastructure that will meet the demands of a growing population and economy.



5.3 Local Land Use Planning

5.3.1 Local Environmental Plans (LEPs)

The LEPs that are relevant to the site are as follows:

- Sydney Local Environmental Plan 2012.

5.3.2 Development Control Plans (DCPs)

The applicable DCPs for the subject site are as follows:

- City of Sydney Access Development Control Plan 2004;
- City of Sydney Heritage Development Control Plan 2006; and
- Sydney Development Control Plan 2012.

5.4 State and Local Programs

5.4.1 The School Student Transport Scheme

The School Student Transport Scheme (SSTS) is an initiative that provides eligible school students with free or subsidised travel between their place of residence and school on public transport during the school term. The scheme also includes subsidised travel to and from school in private vehicles in areas where no public transport is available and free travel on NSW TrainLink Regional Services and long-distance coaches for boarding school students.

The eligibility requirements for primary school aged students are described as follows.

To be eligible for a free school travel pass the student must be a resident of NSW, at least 4 years and 6 months of age and enrolled as one of the following:

- *An infant student (K –2) regardless of the distance between their home and school*



- *A primary student (Years 3–6) who lives more than 1.6 km (straight line distance) from school, or 2.3 km or more by the most direct practical walking route to the nearest entry point to the school*

5.4.2 Wayfinding and Signs

The City of Sydney have developed a pedestrian wayfinding strategy with an aim to ensure this signage is consistent and legible to aid pedestrians to arrive at their desired destination. This initiative has included the rollout of a network of tactile signs at every signalised pedestrian crossing throughout the City of Sydney LGA increasing safety and accessibility for pedestrians.

5.4.3 Cycling Courses

The City of Sydney offers cycling courses ranging from beginner levels to allow riders to develop skills and confidence in bike riding and courses specific to cycling in the city targeted at children over the age of 12 to adults. Council also offers course on bike care and maintenance encouraging more people to consider this as a daily mode of transport.

5.4.4 Active Travel to School Toolkit

This document published by the City of Sydney encourages schools, parents and students to consider active modes of travel to and from their school. Specifically, it educated schools about putting into place an effective program in terms of active travel. This resource suggests methodology in terms of educating parents and staff, picking suitable travel routes, ensuring that the school is conducive to active travel and traffic management strategies that may be introduced to reduce traffic movements near the school.



6. EXISTING TRAFFIC CONDITIONS

6.1 Key Existing Aspects

This report has assessed the critical routes on the surrounding road network as impacted by the current operation of the school, most notably Forbes Street, Liverpool Street and Bourke Street. These have been assessed for the critical peak period conditions based on surveys in the AM and PM peak periods. The following aspects have been considered in the assessment of existing conditions:

- **Daily Vehicle Movements:** Daily volume conditions are not considered relevant in the context of a school, where peak conditions are the basis for all demands design considerations. Nevertheless, the daily traffic volumes are outlined in **Section 6.4.1**.
- **Peak Vehicle Movements:** these have been surveyed at the two (2) key intersections as outlined in **Section 6.4.2** of this report. The corresponding performances of these intersections have been assessed using SIDRA intersection modelling in **Section 6.5**.
- **Public Transport Facilities:** These have been assessed in terms of available routes and services as outlined in **Section 6.6**. As there is no change in student or staff numbers, no impacts are expected other than during the various construction stages.
- **Pedestrian Facilities:** Pedestrian facilities are detailed in **Section 6.7**. Existing modal splits for current pedestrian volumes are detailed in **Section 7**.
- **Bicycle Facilities:** Bicycle facilities are detailed in **Section 6.7.3**. Existing modal splits identifying current cyclist volumes are discussed in **Section 7**.



6.2 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- William Street: a TfNSW Main Road (MR173) that traverses in an east-west direction between New South Head Road in the east and Park Street in the west. It is generally subject to 50km/hr speed zoning and accommodates two (2) lanes of traffic in each direction. William Street generally provides a pedestrian footpath along both sides of the road. In addition, there are dedicated bicycle lanes provided along both sides of the road between Palmer Street and Park Street.
- Forbes Street: a local road that traverses in a north-south direction between a no through road at Cowper Wharf Road in the north and Bourke Street in the south. Locally, Forbes Street is bisected by the Chard Stairs located 30m north of St Peters Street. Within the vicinity of the site, it is subject to 40km/hr speed zoning at all times and accommodates a single lane of traffic in each direction. Forbes Street provides pedestrian footpaths along both sides of the road, as well as a pedestrian crossing at the eastern frontage of the site, near the Clapton Place intersection.
- Bourke Street: a local road that traverses in a north-south direction between Cowper Wharf Road in the north and Forbes Street in the south. Within the vicinity of the site, it is subject to 40km/hr speed zoning at all times and accommodates a single lane of traffic in each direction. Bourke Street provides pedestrian footpaths along both sides of the road, as well as a pedestrian crossing at the western frontage of the site, near the Stanley Street intersection. In addition, there are



dedicated bicycle lanes along the western side of the road that generally span the length of Bourke Street.

➤ **Liverpool Street:**

a local road that traverses in an east-west direction between Boundary Street in the east and Harbour Street in the west. Within the vicinity of the site, it is subject to 40km/hr speed zoning at all times and accommodates a single lane of traffic in each direction. Liverpool Street provides pedestrian footpaths along both sides of the road, as well as a pedestrian crossing near the Forbes Street intersection. In addition, this road has been identified as a low-traffic on-road quiet bicycle route.

➤ **St Peters Street:**

a local street that traverses in an east-west direction between Forbes Street in the east and Bourke Street in the west. It is subject to 40km/hr speed zoning and accommodates westbound traffic via single one-way lane. St Peters Street provides pedestrian footpaths along both sides of the road, as well as a pedestrian crossing midway through the street. In addition, this street is typically only open during the AM and PM peak periods of the school, with a remotely operated gate closed at both ends during other times.

As can be seen from Figure 3 below, the site is conveniently located with respect to the collector and arterial road systems serving the region.

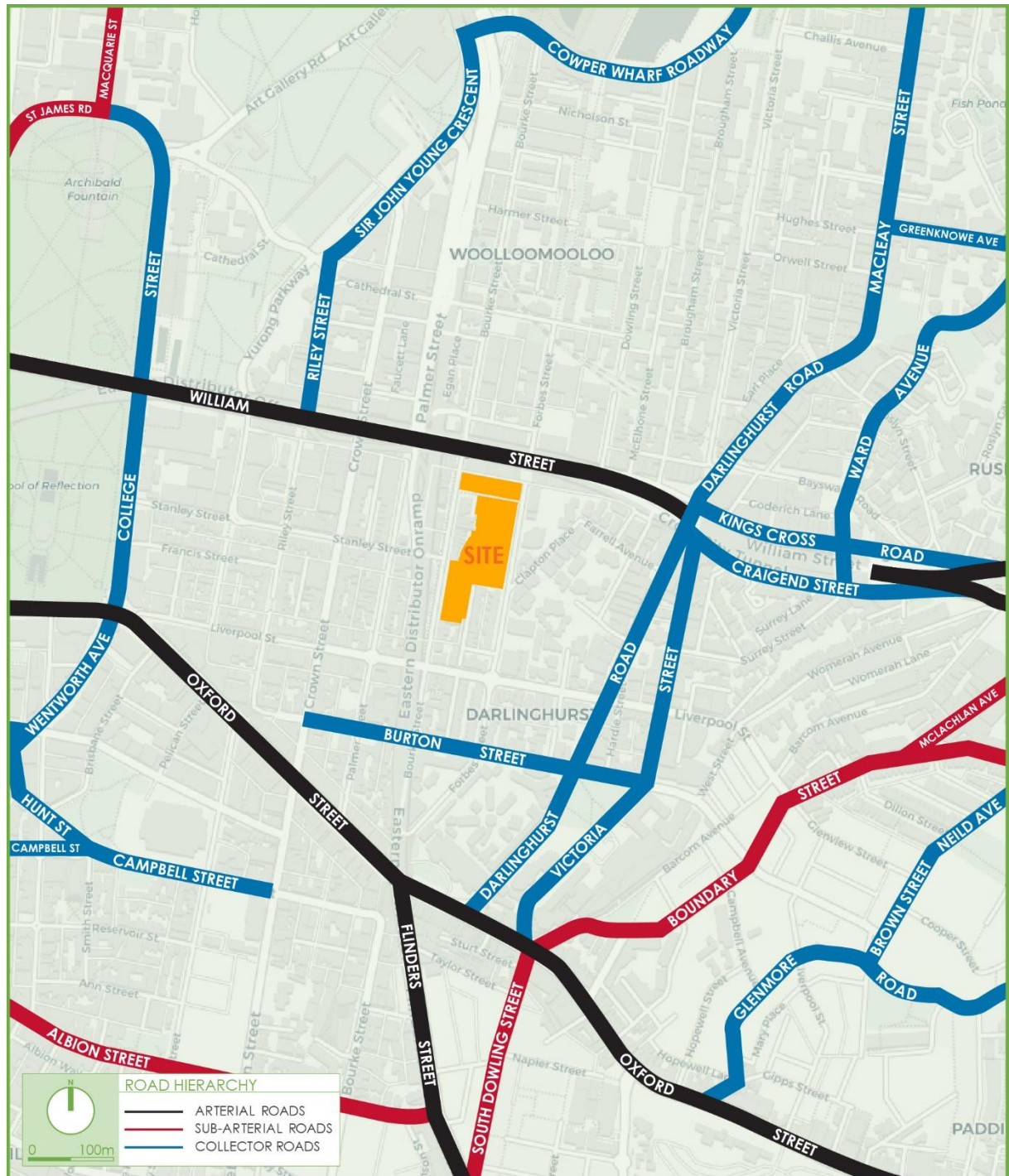


Figure 3: Road Hierarchy

6.3 Key Intersections

Two (2) key intersections have been identified in the vicinity of the site. These intersections are located at the junction of main thoroughfares that are currently utilised by students, parents/guardians, and staff travelling to and from the school.

6.3.1 Liverpool Street and Bourke Street



Figure 4: Intersection of Liverpool Street and Bourke Street

It can be seen from **Figure 4** that the intersection of Bourke Street and Liverpool Street is a four-legged signalised intersection. The main attributes of each approach are outlined below:

- Liverpool Street (east and west legs)
 - The eastbound approach provides one (1) through lane which permit left and right turns into Bourke Street.
 - The westbound approach provides one (1) through lane which permit left and right turns into Liverpool Street.
 - Signalised pedestrian crossings are provided on both legs.
- Bourke Street (north and south legs)

- The northbound approach provides one (1) through lane which permit left and right turns into Liverpool Street.
- The southbound approach provides one (1) through lane which permit left and right turns into Liverpool Street.
- Signalised pedestrian crossings are provided on both legs.

6.3.2 Liverpool Street and Forbes Street



Figure 5: Intersection of Liverpool Street and Forbes Street

It can be seen from **Figure 5** below, that the intersection of Liverpool Street and Forbes Street is a four-legged roundabout intersection. The main attributes of each approach are outlined below:

- Liverpool Street (east to west direction)
 - The eastbound approach provides a single lane from which all turns can be made.
 - The westbound approach provides a single lane from which all turns can be made.
 - Both the eastbound and westbound approach provide a painted chevron island.
 - The east leg provides a marked 'zebra' crossing.



➤ Forbes Street (north to south direction)

- The northbound approach provides a single lane from which all turns can be made. This approach also provides a concrete splitter island with a pedestrian refuge.
- The southbound approach provides a single lane from which all turns can be made. This approach also provides a painted chevron island.

6.4 Existing Traffic Volumes Adjacent to Site

TRAFFIX has conducted extensive studies in proximity of the site for the previous 2019 Masterplan SSD. This included intersection traffic counts at two (2) key intersections (described above) and mid-block tube counts along Bourke Street and Forbes Street.

It is highly noteworthy that at the time of preparing this traffic impact assessment, Greater Sydney and NSW was under strict COVID-19 lockdowns. The lockdowns which begun on 26 June 2021 impacted access to/from certain local government areas and restricted movements generally. It is self-evident that this would also have a downstream impact on vehicle movements throughout the road network. As such, for the purpose of progressing the development application in a timely manner, reliance is made on the previous surveys undertaken in 2018, which are considered a better representation of “pre-covid” conditions.

6.4.1 Mid-Block Daily Volumes (5-Day AADT)

Bourke Street

- 2,922 vehicles per day.

Forbes Street

- 1,055 vehicles per day.

6.4.2 Peak Hour Intersection Volumes

Liverpool Street and Bourke Street

- 452 vehicles in the AM peak hour (8-9am) period; and
- 494 vehicles in the PM peak hour (5-6pm) period.



Liverpool Street and Forbes Street

- 402 vehicles in the AM peak hour (8-9am) period; and
- 419 vehicles in the PM peak (4:45-5:45pm) hour period.

6.5 Existing Intersection Performance

In order to determine the existing performance of the key intersections outlined in Section 6.3, the 2018 traffic volume surveys were utilised. These surveys were performed during the network peak periods between 7:00am to 9:00am and 4:00pm to 6:00pm. The surveys were analysed using the SIDRA Intersection computer program to determine their performance characteristics under existing traffic conditions. The SIDRA model produces a range of outputs, the most useful of which are the Degree of Saturation (DoS) and Average Vehicle Delay per vehicle (AVD). The AVD is in turn related to a level of service (LoS) criteria. These performance measures can be interpreted using the following explanations:

DoS - the DoS is a measure of the operational performance of individual intersections. As both queue length and delay increase rapidly as DoS approaches 1, it is usual to attempt to keep DoS to less than 0.9. When DoS exceeds 0.9 residual queues can be anticipated, as occurs at many major intersections throughout the metropolitan area during peak periods. In this regard, a practical limit at 1.1 can be assumed. For intersections controlled by roundabout or give way/stop control, satisfactory intersection operation is generally indicated by a DoS of 0.8 or less.

AVD - the AVD for individual intersections provides a measure of the operational performance of an intersection. In general, levels of acceptability of AVD for individual intersections depend on the time of day (motorists generally accept higher delays during peak commuter periods) and the road system being modelled (motorists are more likely to accept longer delays on side streets than on the main road system).

LoS - this is a comparative measure which provides an indication of the operating performance of an intersection.



Table 1: TfNSW Level of Service Criteria for Intersections

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	<14	Good Operation	Good Operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity, at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

A summary of the modelled results is provided below in **Table 2** and the SIDRA Outputs are presented in **Appendix C**.

Table 2: Existing Intersection Performance

Intersection	Control Type	Period	Degree of Saturation (DoS)	Intersection Delay	Level of Service
Liverpool Street and Bourke Street	Signalised	AM	0.590	11.8	B
		PM	0.431	10.8	B
Liverpool Street and Forbes Street	Roundabout	AM	0.395	10.5	B
		PM	0.275	9.0	A

It can be seen from Table 2 that both key intersections operate with a Level of Service (LoS) 'B' or higher. The signalised intersection of Liverpool Street and Bourke Street operates good with acceptable delays and spare capacity, with a maximum intersection delay of 11.8 seconds in the AM peak period. The roundabout intersection of Liverpool Street and Forbes Street also operates good with acceptable delays and spare capacity, with a maximum intersection delay of 10.5 seconds in the AM peak period.



6.6 Sustainable Transport Options

6.6.1 Public Transport Services

The existing public transport services operating within 400m of the school are presented in **Figure 6**, with the bus routes and weekday service frequencies summarised in **Table 3** below.

Table 3: Bus Routes and Weekday Service Frequency

Bus No.	Route	Service Frequency
200	Bondi Junction to Gore Hill	Every 15-30 minutes
311	Millers Point to Central Railway Square via Darlinghurst and Potts Point	Every 15 minutes
324	Watsons Bay to Walsh Bay via Old South Head Road	Every 30 minutes
325	Watsons Bay to Walsh Bay via Vaucluse Road	Every 30 minutes
389	Bondi Junction to Pyrmont	Every 10 minutes
L24	Vaucluse to City Wynyard	Every 20 minutes

It is noted that a large number of students utilise other bus services along Oxford Street (near Taylor Square), which is located approximately 650m south of the school. Bus stops within an 800m walk of the school service the following bus routes:

- 304 - Rosebery to City Circular Quay
- 333 - North Bondi to City Circular Quay
- 339 - Clovelly to City Phillip St
- 352 - Marrickville Metro to Bondi Junction
- 373 - Coogee to City Circular Quay
- 374 - Coogee to City Circular Quay
- 377 - Maroubra Beach to City Circular Quay
- 392 - Little Bay to City Circular Quay
- 394 - City Circular Quay to La Perouse
- 396 - Maroubra Beach to City Circular Quay
- 397 - South Maroubra to City Circular Quay
- 399 - La Perouse to City Circular Quay
- 440 - Bondi Junction to Rozelle
- 461X - Burwood to City Domain
- 500X - West Ryde to City Hyde Park
- 504 - Chiswick to City Domain
- 506 - Macquarie University to City Domain
- 507 - Meadowbank to Gladesville & City Hyde Park
- L94 - La Perouse to City Circular Quay
- X39 - Clovelly to City Martin Place
- X73 - Coogee to City Museum
- X74 - Coogee to City Museum
- X77 - Maroubra Beach to City Museum
- X92 - Little Bay to City Museum
- X94 - La Perouse to City Museum
- X96 - Maroubra Beach to City Museum
- X97 - South Maroubra to City Museum



In addition to the above, the school is also situated approximately 400 metres southwest of Kings Cross railway station, which provides train services along the following lines:

- T4 – Eastern Suburbs and Illawarra Line; and
- SCO – South Coast Line.

No changes to the aforementioned bus routes and services are proposed. Accordingly, these bus services and facilities are considered appropriate to cater for the current staff and student population of the school.

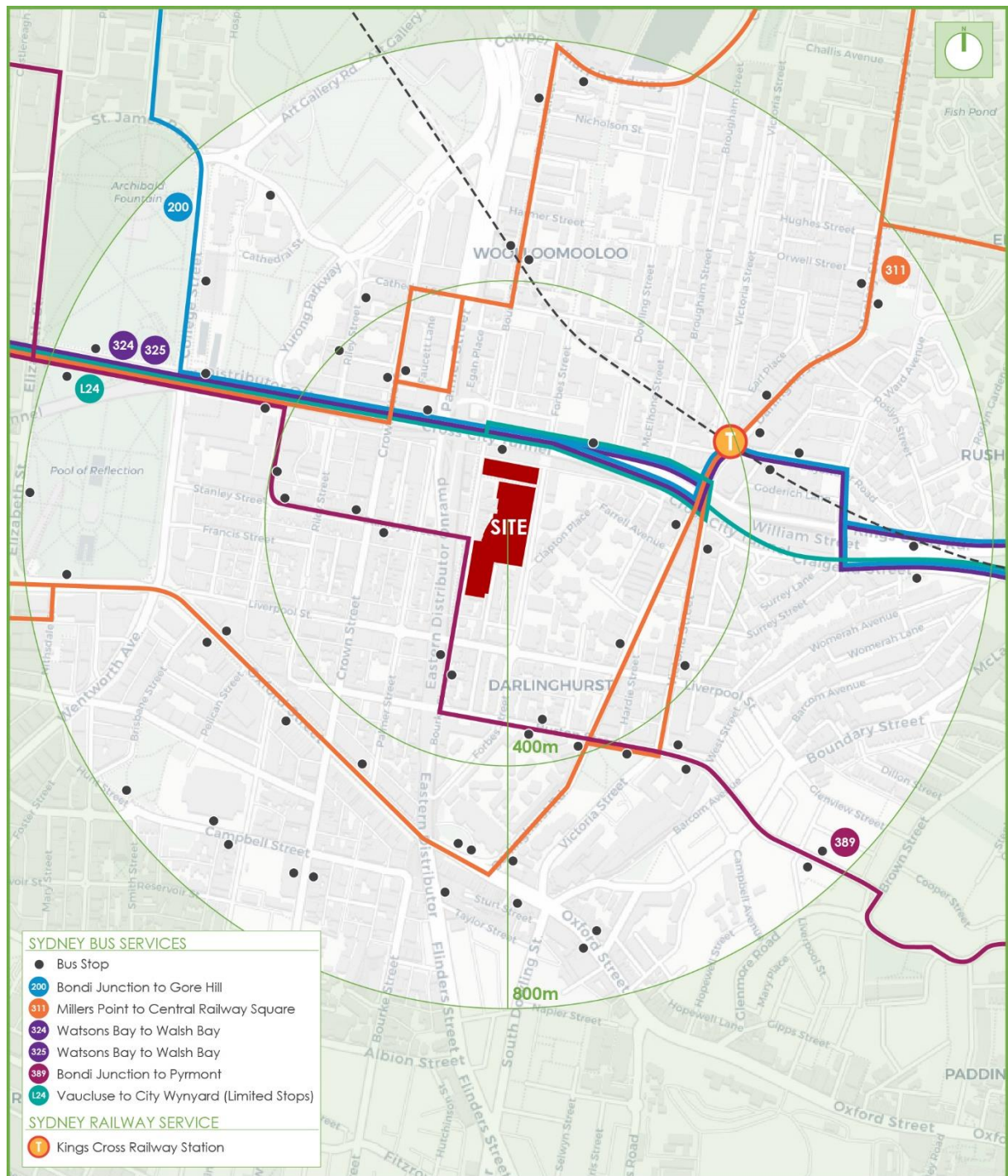


Figure 6. Public Transport



6.6.2 Bicycle Facilities

The school is located within several separated off-road cycleways, off-road shared paths, direct routes with higher traffic routes and low-traffic on-road routes in the surrounding area, with the primary cycleways outlined as follows:

- Separated off-road cycleways: Available throughout the entire length of Bourke Street.
- Off-road shared paths: Available on some sections of William Street and various areas in Hyde Park.
- Direct routes with higher traffic: Along the eastern end of William Street, Darlinghurst Road, Victoria Street and Oxford Street.
- Low-traffic on-road routes: Along the western end of William Street, Forbes Street, Liverpool Street, Burton Street, Crown Street, Riley Street and Clapton Place.

6.7 Active Travel

6.7.1 School Zones and Crossings

The surrounding roads of the school are generally subject to 40km/h speed zoning, with the location of the formal 'School Zones' applicable at 8:00am-9:30am and 2:30pm-4:00pm on school days summarised below:

- Forbes Street between Clapton Place and St Peters Street;
- Bourke Street between Sutton Lane and Liverpool Street; and
- Sections of Clapton Place and Stanley Street in proximity of the school.

In addition to the above, there are several pedestrian 'Wombat Crossings' surrounding the school which are presented in **Figure 7** and summarised as follows:

- Forbes Street, north of Clapton Place;
- St Peters Street, midway of Forbes Street and Bourke Street;
- Bourke Street, north of Stanley Street; and



- Stanley Street, west of Bourke Street.

6.7.2 Pedestrian Accesses

The school provides four (4) student pedestrian entry and exit points as presented in **Figure 7** and as summarised below:

- 2 x pedestrian access on Forbes Street, near the pedestrian crossing;
- 1 x pedestrian access on Bourke Street, south of Stanley Street; and
- 1 x pedestrian access on St. Peters Street, mid-block between Forbes Street and Bourke Street. This access provides a connection to the Diana Bowman building.

In addition to the above, St Peters Street is closed to general traffic by remote operating gates during school hours. All students are required to enter and leave the school through these accesses, which provide connections to the existing footpaths surrounding the school, as well as the designated pick-up / drop-off and bus stop areas along Forbes Street, Bourke Street and St Peters Street. In addition, the entrance to Wilkinson House on Forbes Street will be used in rare occasions (e.g. school open day).

6.7.3 Bicycle Facilities

The school provides the following bicycle facilities throughout the school:

- Dedicated lockable bike storage areas:
 - 1 x car bay dedicate for bike storage for staff;
 - 1 x lockable bike cupboard adjacent to the old gym that can accommodate 12 student bicycles; and
 - 4 x mobile bike racks for the junior school.
- Shower locations:
 - 5 x in the sports hall;
 - 4 x in the Joan Freeman building, including 1 x accessible;
 - 1 x in the old gym;
 - 1 x in Barham;
 - 1 x in the Diana Bowman building for accessible use;
 - 2 x in the primary school, including 1 x accessible; and
 - 4 x in Wilkinson House.



6.8 Existing Parking Provisions

6.8.1 Off-Street Parking

The school currently provides a total of 112 off-street car parking spaces within three (3) car park areas, comprising:

- 22 x parking spaces for the Primary School within a car park off Bourke Street;
- 83 x parking spaces for the Secondary School within a car park off St Peters Street; and
- 7 x parking spaces within an alternate car park off Forbes Street.

6.8.2 On-Street Parking

As of May 2021, the local roads of Forbes Street (Chard Stairs to Liverpool St) and Bourke Street (St. Peters St to Liverpool St) provide on-street parking spaces, as summarised below.

- Forbes Street, with a total of 74 on-street spaces, including:
 - 65 x time restricted spaces, comprising 56 angled spaces and 9 kerbside spaces; and
 - 9 x time restricted kerbside spaces available outside school peak periods.
- Bourke Street, with a total of 65 on-street spaces, including:
 - 55 x time restricted kerbside spaces; and
 - 10 x time restricted kerbside spaces available outside school peak periods.

6.9 Existing School Pick-up and Drop-off

6.9.1 Parking Capacity

The local roads surrounding the school also provide a total of 27 on-street pick-up and drop-off spaces signposted with 'No Parking 7:30am-9:30am, 2:30pm-3:30pm School Days Only' restrictions during school peak periods as presented in **Figure 7** and summarised as follows:

- 9 x kerbside spaces along the Forbes Street frontage;
- 3 x kerbside spaces along Forbes Street, which also serves as a bus zone for the school;
- 10 x kerbside spaces along the Bourke Street frontage; and
- 5 x kerbside spaces on the northwest corner of St Peters Street.



6.9.2 Operational Management Arrangements

The school implements the following measures to improve the efficiency of drop-off and pick-up activities during the peak morning and afternoon periods, noting that these measures are carried out on the school's own accord (i.e. not required from any existing approval or conditions). The 'No Parking 7:30am-9:30am, 2:30pm-3:30pm School Days Only' parking restrictions on Bourke Street and Forbes Street are utilised for drop-off and pick-up activities. These measures are outlined below:

- The school operates a staggered pick-up scheme during the afternoon peak period, as summarised below:
 - Kindergarten to Year 2 students – Collected from 2:55pm;
 - Year 3 to Year 6 – Collected from 3:10pm; and
 - Year 6 to Year 12 students are picked up from Forbes Street to alleviate traffic congestion on Bourke Street.
- During morning drop-off period on Forbes Street, the school employs the following:
 - Dedicated crossing supervisor.
- During morning drop-off period for the primary school on Bourke Street, the school employs the following:
 - Dedicated crossing supervisor;
 - Traffic warden to monitor pick-up and drop-off zones; and
 - A single primary school staff to provide assistance.
- During afternoon pick-up periods on Bourke Street, the school employs a traffic controller to monitor and ensure smooth flow of traffic and two (2) primary school staff to assist with student lining up and entering cars.
- Student Tags are displayed in vehicles for students in Kindergarten to Year 5 for staff to efficiently identify and match students with their respective vehicle. Where the student is not ready for pick-up, vehicles will be directed to re-join the queue so as to keep the pick-up area available for other vehicles.
- The school also schedules extracurricular activities (e.g., sports) across all weekdays in order to dilute and reduce pick-up activities during the afternoon. Staff also supervise student movements between the school grounds and buses.



- The school distributes informative documentation (Traffic and Pedestrian Management brochures), which aim to provide parents/carers the following information:
 - Designated pick-up and drop-off areas and times;
 - Existing driveways and pedestrian crossings;
 - Parking restrictions and possible penalties; and
 - Road safety information.
- The school actively promotes road safety to parents, carers and visitors of the school through the newsletter and other forms of media.

In light of the above, these operational arrangements are considered appropriate and minimise the potential queuing impacts along the surrounding roads.



Figure 7. Existing Arrangements Adjacent SCEGGS



7. SCHOOL TRAVEL CHARACTERISTIC

7.1 Context

In order to assess existing travel characteristics of the school development, online travel mode questionnaire surveys were prepared by TRAFFIX and distributed by the school to all staff and students of SCEGGS Darlinghurst. Similarly, current COVID-19 lockdowns have prevented undertaking updated travel mode surveys for staff and students. As such, the 2018 travel mode surveys are considered an appropriate benchmark for establishing 'pre-COVID' travel modes.

The online questionnaire was open for responses for a 23-day period from 6 September 2018 to 28 September 2018. A sample rate of approximately 76% of full-time staff and 45% part-time/casual staff was collected and completed. In regard to students, the survey was separated into two (2) groups, with a sample rate of 78% for students (Kindergarten to Year 4) and 86% of the remaining student population. The survey included a range of questions which were primarily aimed to gain an understanding of average car occupancies and travel modes in the morning and afternoon school peak periods in order to understand the existing development characteristics. The key results of these surveys are discussed in the following sections, with results of the travel modes summarised below.

7.2 School Population

The existing staff and student populations are outlined below:

- 185 staff comprising 130 full-time and 55 part-time; and
- 931 students comprising 178 in kindergarten to Year 4 and 753 in Year 5 to Year 12.

It is emphasised that the subject SSD does not seek to increase staff or student numbers above these levels.

7.3 Travel Modes

Table 4 presents the existing staff travel modes, whilst **Table 5** and **Table 6** present the existing student travel modes during the AM and PM school peak periods.



Table 4: Staff Travel Modes - AM and PM School Peak Periods

Travel Modes	AM Peak	PM Peak
By Car (as driver)	53%	59%
By Car (as passenger – dropped off/picked up)	3%	0%
By Car (as passenger – carpool with other staff who park at/near school)	1%	0%
Public Transport - Bus	7%	7%
Public Transport - Train	15%	15%
Cycle	6%	5%
Walk	12%	14%
Other	3%	0%
Total	100%	100%

It can be seen from Table 4 that the preferred mode of travel for staff is vehicle driver, which account for 53% and 59% during the AM and PM peak period, respectively. During the school's AM peak period, public transport (bus and train) is utilised by 22% of the staff, with 18% preferring active travel. During the school's PM peak period, public transport is also utilised by 22% of the staff, with 19% preferring active travel.

The travel modes for students are separated into two (2) groups of Kindergarten to Year 4, and Year 5 to Year 12. These are presented in **Table 5** and **Table 6**, respectively.

Table 5: Student Travel Modes (Kindergarten to Year 4)

Travel Modes	AM Peak	PM Peak
By Car (as a passenger – dropped off by parent/guardian)	90%	72%
SCEGGS School Bus from St Vincent's	0%	-
Co-Curricular Activities On-Site	-	15%
Co-Curricular Activities by School Operated Bus	-	8%
Public Transport - Bus	5%	2%
Public Transport - Train	1%	1%
Cycle	3%	0%
Walk	0%	1%
Other	1%	1%
Total	100%	100%



Table 5 demonstrates during the AM peak period, 90% of students (Kindergarten to Year 4) are dropped-off, with 6% utilising public transport, and 3% preferring active travel. During the PM peak period, 72% of the remaining students are picked-up, with 3% utilising public transport, and 1% preferring active travel.

Table 6: Student Travel Modes (Year 5 to Year 12)

Travel Modes	AM Peak	PM Peak
By Car (as driver)	1%	1%
By Car (as a passenger – dropped off by parent/guardian)	44%	16%
SCEGGS School Bus from St Vincent's	1%	-
Co-Curricular Activities On-Site	-	7%
Co-Curricular Activities by School Operated Bus	-	4%
Public Transport – Bus	31%	49%
Public Transport – Train	11%	12%
Public Transport – Ferry	1%	1%
Cycle	1%	1%
Walk	9%	8%
Other	1%	1%
Total	100%	100%

Table 6 demonstrates that that during the AM peak period, 44% of students (Year 5 to Year 12) are dropped-off, with 43% utilising public transport (bus, train and ferry), and 10% preferring active travel. During the PM peak period, 16% of the students are picked-up, with 62% utilising public transport, and 9% preferring active travel.

7.3.1 Staff Travel

The results of the travel questionnaires completed by both full-time and part-time staff of SCEGGS Darlinghurst are outlined in the tables below. **Table 7 to Table 10** (inclusive) presents the surveyed travel mode shares, arrival and departure times of the existing staff and parking locations.



Table 7: Staff Travel Modes to SCEGGS Darlinghurst

Travel Modes	Number of Staff	Proportion
By Car (as driver)	104	56%
By Car (as passenger – dropped off/picked up)	2	1%
By Car (as passenger – carpool with other staff who park at/near school)	1	1%
Public Transport - Bus	13	7%
Public Transport – Train	28	15%
Cycle	10	5%
Walk	24	13%
Other	3	2%
Total	185	100%

It can be seen from Table 7 that the majority of staff travelling to SCEGGS drive their personal vehicle with 56% (104 staff). Public transport (bus and train) account for 22% (41 staff), with 18% active travel (34 staff). The 104 staff that use a car to get to and from the school currently park their cars in the following areas, as presented in **Table 8**.

Table 8: Parking Location of Staff at SCEGGS Darlinghurst

Parking Location	Number of Staff	Proportion
Bourke Street Car Park	17	16%
John Freeman Car Park	74	71%
Forbes Street Car Park	3	3%
Neighbouring Private Car Park	9	9%
Riley Street	0	0%
On-Street (nearby)	0	0%
Other	1	1%
Total	104	100%

It can be seen from Table 8 that the proportion of staff that use a personal vehicle typically park on-site, with 71% (74 staff) parking at the John Freeman Car Park and 16% (17 staff) parking at the Bourke Street Car Park.



Table 9: Arrival Time of Staff at SCEGGS Darlinghurst

Arrival Time	Number of Staff	Proportion
Prior to 7:00am	21	11%
7:00am – 8:00am	140	75%
8:00am – 9:00am	21	11%
9:00am – 10:00am	1	1%
After 10:00am	1	1%
Other	1	1%
Total	185	100%

Table 10: Departure Time of Staff at SCEGGS Darlinghurst

Departure Time	Number of Staff	Proportion
Prior to 3:00pm	4	2%
3:00pm – 4:00pm	39	21%
4:00pm – 5:00pm	93	50%
5:00pm – 6:00pm	33	18%
6:00pm – 8:00pm	12	7%
After 8:00pm	0	0%
Other	4	2%
Total	185	100%

From Table 9 and Table 10 above, 75% (140 staff) arrive between 7:00am to 8:00am during the school's AM peak period. The departure times are distributed with 21% (39 staff) departing between 3:00pm to 4:00pm and 50% (93 staff) departing between 4:00pm to 5:00pm during the school's PM peak period.

7.3.2 Student Travel (Kindergarten to Year 4)

The results of the survey completed by the Kindergarten to Year 4 students of SCEGGS Darlinghurst are outlined in **Table 11** to **Table 17** (inclusive). This detailed analysis was completed to ascertain current travel modes, pick-up / drop-off locations, arrival / departure times and private vehicle occupancy.



Table 11: Kindergarten to Year 4 Travel Modes (AM Peak Period)

Travel Modes	Number of Students	Proportion
By Car (as a passenger – dropped by parent/guardian)	160	90%
SCEGGS School Bus from St Vincent's	0	0%
Co-Curricular Activities on-site	-	-
Co-Curricular Activities by School Operated Bus	-	-
Public Transport – Bus	10	5%
Public Transport – Train	1	1%
Cycle	6	3%
Walk	0	0%
Other	1	1%
Total	178	100%

It can be seen from Table 11 that during the AM peak period, the majority of Kindergarten to Year 4 students are dropped-off to SCEGGS with 90% (160 students). Public transport (bus and train) account for 6% (11 students), with 3% active travel (6 students). The 160 students that are dropped-off to school are typically dropped-off at the following locations, as presented in **Table 12**.

Table 12: Kindergarten to Year 4 Drop-off Locations (AM Peak Period)

Travel Modes	Number of Students	Proportion
Bourke Street	155	97%
Forbes Street	5	3%
St Peters Street	0	0%
Total	160	100%

It can be seen from Table 12 that the proportion of students from Kindergarten to Year 4 are dropped-off on Bourke Street, with 97% (155 students). In total, the arrival time of all 178 students from Kindergarten to Year 4 are outlined in **Table 13** below.



Table 13: Kindergarten to Year 4 Arrival Time (AM Peak Period)

Arrival Time	Number of Students	Proportion
Prior to 7:30am	1	1%
7:30am – 8:00am	104	58%
8:00am – 8:30am	72	40%
After 8:30am	0	0%
Other	1	1%
Total	178	100%

From Table 13, the arrival time for Kindergarten to Year 4 students are distributed with 58% (104 students) arriving between 7:30am to 8:00am and 40% (72 students) arriving between 8:00am to 8:30am during the school's AM peak period.

Table 14: Kindergarten to Year 4 Travel Modes (PM Peak Period)

Travel Modes	Number of Students	Proportion
By Car (as a passenger – dropped by parent/guardian)	128	72%
SCEGGS School Bus from St Vincent's	-	-
Co-Curricular Activities on-site	27	15%
Co-Curricular Activities by School Operated Bus	14	8%
Public Transport – Bus	4	2%
Public Transport – Train	1	1%
Cycle	0	0%
Walk	1	1%
Other	3	1%
Total	178	100%

It can be seen from Table 14 that during the PM peak period, the majority of Kindergarten to Year 4 students are picked-up from SCEGGS with 72% (128 students). Public transport (bus and train) account for 3% (5 students), with 1% active travel (1 student). The 128 students that are picked-up from school are typically picked-up from the following locations, as presented in Table 15.



Table 15: Kindergarten to Year 4 Pick-Up Locations (PM Peak Period)

Travel Modes	Number of Students	Proportion
Bourke Street	113	88%
Forbes Street	15	12%
St Peters Street	0	0%
Total	128	100%

It can be seen from Table 15 that the proportion of students from Kindergarten to Year 4 are picked-up from Bourke Street, with 88% (113 students). In total, the departure time of all 178 students from Kindergarten to Year 4 are outlined in **Table 16**.

Table 16: Kindergarten to Year 4 Departure Time (PM Peak Period)

Arrival Time	Number of Students	Proportion
Prior to 5:00pm	150	84%
5:00pm – 5:19pm	8	5%
5:20pm – 5:39pm	4	2%
5:40pm – 5:59pm	3	2%
6:00pm – 8:00pm	1	6%
After 8:00pm	0	0%
Other	2	1%
Total	178	100%

From Table 16, the departure time for Kindergarten to Year 4 prior to the network PM peak period is 84% (150 students) departing before 5:00pm. The remaining students from Kindergarten to Year 4 are engaged in after school activities and depart at various times during the network PM peak period. These proportions are considered minor and would not significantly affect the performance of the surrounding road network.

The surveys for Kindergarten to Year 4 students also captured a portion of students travelling with siblings. As such, the private vehicle occupancy was calculated based on the 160 students and 128 students that were dropped-off and picked-up during the AM and PM peak periods, respectively. These results are summarised in **Table 17** below.



Table 17: Kindergarten to Year 4 Private Vehicle Occupancy of Students

Private Vehicle Occupancy	AM			PM		
	Number of Student (Arrivals)	%*	No. of Vehicles	Number of Students (Departures)	%*	No of Vehicles
0	76	48	111	62	48	90
1	43	27		37	29	
2	31	19		23	18	
3	10	6		5	4	
4	0	0		1	1	
Total	160	52		128	52	

* Note: Proportions adjusted to omit answers "I don't travel by car" and "Other"

It is evident from Table 17 that 52% of students are being dropped-off or picked-up with siblings or another student for both peak periods. As such, the total number of vehicles at the school for students in Kindergarten to Year 4 is 111 vehicles during the AM peak period and 90 vehicles during the PM peak period.

7.3.3 Student Travel (Year 5 to Year 12)

The results of the survey completed by the Year 5 to Year 12 students of SCEGGS Darlinghurst are outlined in **Table 18** to **Table 24** (inclusive). This detailed analysis was completed to ascertain current travel modes, pick-up / drop-off locations, arrival / departure times and private vehicle occupancy.



Table 18: Year 5 to Year 12 Travel Modes (AM Peak Period)

Travel Modes	Number of Students	Proportion
By Car (as driver)	4	1%
By Car (as a passenger – dropped by parent/guardian)	333	44%
SCEGGS School Bus from St Vincent's	4	1%
Co-Curricular Activities on-site	-	-
Co-Curricular Activities by School Operated Bus	-	-
Public Transport – Bus	236	31%
Public Transport – Train	85	11%
Public Transport – Ferry	10	1%
Cycle	3	1%
Walk	73	9%
Other	5	1%
Total	753	100%

NOTE: "Other" travel mode was adjusted based on individual responses, i.e. Ferry, Bus, Train, etc

It can be seen from Table 18 that during the AM peak period, the majority of Year 5 to Year 12 students are dropped-off to SCEGGS with 44% (333 students). Public transport (bus, train and ferry) account for 43% (331 students), with 10% active travel (76 students). The 333 students that are dropped-off to school are typically dropped-off at the following locations, as presented in Table 19.

Table 19: Year 5 to Year 12 Drop-off Locations (AM Peak Period)

Travel Modes	Number of Students	Proportion
Bourke Street	57	17%
Forbes Street	272	82%
St Peters Street	4	1%
Total	333	100%

It can be seen from Table 19 that the proportion of students from Year 5 to Year 12 are dropped-off on Forbes Street, with 82% (272 students). In total, the arrival time of all 753 students from Year 5 to Year 12 are outlined in Table 20 below.



Table 20. Year 5 to Year 12 Arrival Time (AM Peak Period)

Arrival Time	Number of Students	Proportion
Prior to 7:30am	37	5%
7:30am – 8:00am	445	59%
8:00am – 8:30am	248	33%
After 8:30am	4	1%
Other	19	2%
Total	753	100%

From Table 20, the arrival time for Year 5 to Year 12 students are distributed with 59% (445 students) arriving between 7:30am to 8:00am and 33% (248 students) arriving between 8:00am to 8:30am during the school's AM peak period.

Table 21. Year 5 to Year 12 Travel Modes (PM Peak Period)

Travel Modes	Number of Students	Proportion
By Car (as driver)	3	1%
By Car (as a passenger – dropped by parent/guardian)	125	17%
SCEGGS School Bus from St Vincent's	-	-
Co-Curricular Activities on-site	54	7%
Co-Curricular Activities by School Operated Bus	30	4%
Public Transport – Bus	371	49%
Public Transport – Train	97	13%
Public Transport – Ferry	1	0%
Cycle	1	0%
Walk	62	8%
Other	9	1%
Total	753	100%

NOTE: "Other" travel mode was adjusted based on individual responses, i.e. Ferry, Bus, Train, etc

It can be seen from Table 21 that during the PM peak period, the majority of Year 5 to Year 12 students utilise public transport (bus, train and ferry) with 49% (371 students). Car pick-up accounts for 17% (125 students), with 8% active travel (63 students). The 125 students that are picked-up from school are typically picked-up from the following locations, as presented in **Table 22**.



Table 22. Year 5 to Year 12 Pick-Up Locations (PM Peak Period)

Travel Modes	Number of Students	Proportion
Bourke Street	20	16%
Forbes Street	102	82%
St Peters Street	3	3%
Total	125	100%

It can be seen from Table 22 that the proportion of students from Year 5 to Year 12 are picked-up from Forbes Street, with 82% (102 students). In total, the departure time of all 753 students from Year 5 to Year 12 are outlined in **Table 23** below.

Table 23. Year 5 to Year 12 Departure Time (PM Peak Period)

Arrival Time	Number of Students	Proportion
Prior to 5:00pm	634	84%
5:00pm – 5:19pm	48	6%
5:20pm – 5:39pm	12	2%
5:40pm – 5:59pm	19	3%
6:00pm – 8:00pm	10	1%
After 8:00pm	2	0%
Other	28	4%
Total	753	100%

From Table 23, the departure time for Year 5 to Year 12 prior to the network PM peak period is 84% (634 students) departing before 5:00pm. The remaining students from Year 5 to Year 12 are engaged in after school activities and depart at various times during the network PM peak period. These proportions are considered minor and would not significantly affect the performance of the surrounding road network.

The surveys for Year 5 to Year 12 students also captured a portion of students travelling with siblings. As such, the private vehicle occupancy (as driver and as passenger) was calculated based on the 337 students and 128 students that were dropped-off and picked-up during the AM and PM peak periods, respectively. These results are summarised in **Table 24**.



Table 24. Year 5 to Year 12 Private Vehicle Occupancy of Students

Private Vehicle Occupancy	AM			PM		
	Number of Student (Arrivals)	%*	No. of Vehicles	Number of Students (Departures)	%*	No of Vehicles
0	166	49	239	64	50	93
1	108	32		43	34	
2	47	14		17	13	
3	15	4		4	3	
4	1	1		0	0	
Total	337	51		128	50	

* Note: Proportions adjusted to omit answers "I don't travel by car" and "Other"

It is evident from Table 24 that 51% of students are being dropped-off and 50% of students are being picked-up with siblings or another student for the AM and PM peak period, respectively. As such, the total number of vehicles at the school for students in Year 5 to Year 12 is 239 vehicles during the AM peak period and 93 vehicles during the PM peak period.

7.3.4 Summary of Existing Travel Modes

In summary, the results of these travel mode surveys will be used to understand the travel behaviours of staff and students. By ascertaining the various travel modes utilised by staff and students, this data was used in the preparation of the updated Green Travel Plan in Section 11, thereby encouraging alternative modes of transportation.

Furthermore, this survey data can assist in identifying the number of students that attend co-curricular school activities that finish outside of typical school hours. This in turn may assist in introducing possible mitigating measures should there be a significant increase in students finishing outside these times in the future.



8. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Environmental Impact Statement, prepared separately. In summary, the Wilkinson House proposal reflects the current on-site activities so that there is no intensification of the school population or use patterns. The proposal comprises the following components:

8.1 Operational Aspects

- External building extension to the south, to accommodate a lift core for equitable access, corridor, and a meeting room. The extension will also connect the building to the wider campus.
- Demolish walls of the existing lightwell and rebuild a naturally lit and compliant stairwell.
- Rebuild mansard roof in copper with angled blades and clerestory windows. To utilise the roof space to provide for a large multipurpose space, GLA, staff room and an outdoor terrace. The roof is proposed to be approximately 300mm higher than the existing roof to facilitate the required floor to ceiling height.
- Demolish existing timber floors and replace with concrete slabs for thermal mass, fire resistance, acoustic attenuation, and structural integrity.
- Enclose existing balconies and remove the balcony walls to incorporate the spaces as part of the new functional, regular-shaped classrooms.
- Other minor external alterations, including restoring heritage façade by removing unsympathetic additions e.g. security bars.
- Retention of Forbes Street Foyer.
- Provide a basement new sporting facility, which will connect to the existing Centenary Sports Hall directly to the south.
- Internal alterations and additions to accommodate for new classrooms, breakout space, multipurpose common room and staff rooms.



8.2 Construction Decanting Strategy

- 10 demountable classrooms are proposed to be erected on the site during construction to ensure the school can continue to function during the construction period. Demountable classrooms are provided on grade south of the Chapel Building, at the upper level of the Centenary Sports Hall, and at the terrace west of Thomson Street.

8.3 Summary

In summary, the project will simply provide students and staff an upgraded facility to conduct day to day teachings/operations with **no increase in student or staff numbers**.

The parking demands and traffic impacts associated with the development are discussed separately in **Section 9** and **Section 10**, noting the above. Reference should be made to the architectural plans that are presented in a reduced scale presented in **Appendix D**.



9. PARKING REQUIREMENTS

9.1 Car Parking Overview

As mentioned in **Section 6.8.1**, The school currently provides a total of 112 off-street car parking spaces within three (3) car park areas, comprising:

- 22 x parking spaces for the Primary School within a car park off Bourke Street;
- 83 x parking spaces for the Secondary School within a car park off St Peters Street; and
- 7 x parking spaces within an alternate car park off Forbes Street.

9.2 Car Parking Requirements

The subject proposal does not seek to increase the staff or student population above existing levels. As such, there will be no increase in parking demands associated with the subject SSDA works.

It is emphasised that the proposal simply seeks to provide students and staff an upgraded facility to conduct day to day teachings/operations and any Masterplan works that seek to increase staff/student numbers will be subject to a separate detailed Traffic Impact Assessment.

9.3 Accessible Parking

Schedule 7 of the DCP stipulates that one (1) accessible space should be provided for every 20 car parking spaces or part thereof. As mentioned above, the Wilkinson House proposal does not seek to increase student/staff or off-street parking numbers, therefore there is no requirement to increase the existing levels of accessible parking. Accordingly, the Wilkinson House SSDA proposes no change to the existing accessible parking arrangements of the school, in compliance with the DCP.



9.4 Motorcycle Parking

Schedule 7 of the DCP requires one (1) motorcycle space to be provided for every 12 car parking spaces or part thereof. Again, the Wilkinson House proposal does not seek to increase student/staff or off-street parking numbers, therefore there is no requirement to increase the existing levels of motorcycle parking. Accordingly, the Wilkinson House SSDA proposes no change to the existing motorcycle parking arrangements of the school, in compliance with the DCP.

9.5 Servicing Arrangements

This application does not propose an increase to the servicing demands of the existing school, as such the existing arrangements are to be maintained which have been operating sufficiently for the existing school and shall continue to be sufficient for the proposed development. In addition, no changes are proposed to existing service vehicles or hours of servicing.

9.6 Bicycle Parking

The development proposes no increase in either student or staff numbers, hence there is no increase in expected bicycle parking demand and no requirement for additional bicycle parking. As such, the school will retain the existing bicycle facilities, as summarised below:

- Dedicated lockable bike storage areas:
 - 1 x car bay dedicate for bike storage for staff;
 - 1 x lockable bike cupboard adjacent to the old gym that can accommodate 12 student bicycles; and
 - 4 x mobile bike racks for the junior school.
- Shower locations:
 - 5 x in the sports hall;
 - 4 x in the Joan Freeman building, including 1 x accessible;
 - 1 x in the old gym;
 - 1 x in Barham;
 - 1 x in the Diana Bowman building for accessible use;
 - 2 x in the primary school, including 1 x accessible; and
 - 4 x in Wilkinson House.



9.7 Emergency Vehicle Access

Emergency vehicle access is provided via the main access gates on Bourke Street and Forbes Street. It is noted that these access points are not impacted by the proposed works, thus this application does not propose amendments to the emergency vehicle access arrangements of the existing school which are considered to be sufficient for the existing and proposed development. It should also be noted that emergency vehicles are exempt from parking restrictions under NSW Road Rule 306.



10. TRAFFIC AND TRANSPORT IMPACTS

10.1 Traffic Impacts

As mentioned above, the project will simply provide students and staff an upgraded facility and no increase in student numbers is proposed. Therefore, the proposed development will not generate any additional vehicle trips. The existing student population is outlined below for reference:

- 185 staff comprising 130 full-time and 55 part-time; and
- 931 students comprising 178 in kindergarten to Year 4 and 753 in Year 5 to Year 12.

Traffic modelling has been conducted (as detailed in **Section 6.5**) to determine the traffic impacts of the existing operational population of 931 students and 185 staff on nearby intersections. This assessment is to provide a baseline operational assessment which is relevant context, but will mainly inform any future application/s.

This traffic assessment relies on 2018 traffic volume surveys and SIDRA Intersection modelling prepared for the Concept DA, which applied to the entire SCEGGS campus, including the senior students in Wilkinson House. This is considered an acceptable methodology to progress the application noting updated traffic volume surveys could not be undertaken during 2021 COVID-19 lockdowns.

The existing vehicle trip generation of the SCEGGS Darlinghurst Campus was captured within traffic surveys conducted on Wednesday 18 July 2018. These surveys reflect the current traffic conditions of the intersection of Liverpool Street/Bourke Street and Liverpool Street/Forbes Street during the morning and afternoon peaks. Detailed SIDRA Intersection analysis was conducted at the above intersection and is discussed in further detail in **Section 6.5**.

10.2 Public Transport Impacts

As mentioned above, the proposed development does not seek to increase the student or staff population, thus there will be no changes to existing levels of public transport demand.



10.3 Pedestrian and Bicycle Impacts

As above, the proposed development does not seek to increase the student or staff population, thus the pedestrian trips already occurring in the locality will continue to operate at the current levels.



11. GREEN TRAVEL PLAN (UPDATED)

11.1 Overview

A Green Travel Plan (GTP) is a plan intended to make it easier for users to get to and from a development and reduce reliance on private transportation. It typically includes measures to encourage use of public transport as well as walking and cycling. In the case of SCEGGS Darlington, it is envisaged that the school will implement and monitor a final version of the GTP.

This GTP has been prepared based on the analysis undertaken in this Traffic Impact Assessment. Travel mode targets have been nominated for staff and students of SCEGGS Darlington and a Transport Access Guide has been published to increase awareness of transport alternatives.

11.2 Targets

The most effective means to monitor the effectiveness of a Green Travel Plan is to establish targets for mode share. This would include different sets of targets for students and staff, noting that tailored measures and schemes will be introduced to reduce private car dependency. The mode share targets for staff, students between Kindergarten to Year 4 and Year 5 to Year 12 are nominated in **Table 25**, **Table 26** and **Table 25**, respectively. It is envisaged that these targets could be achieved within a 5-year time frame.

Table 25: Staff Mode Share Targets

Travel Mode	AM		PM	
	Current	Target	Current	Target
Car Driver	53%	43% (-10%)	59%	49% (-10%)
Car Passenger	4%	6% (+2%)	0%	2% (+2%)
Bus	7%	12% (+5%)	7%	12% (+5%)
Train	15%	15%	15%	15%
Walk	12%	15% (+3%)	14%	17% (+3%)
Bicycle	6%	6%	5%	5%
Other	3%	3%	0%	0%



Table 26: Kindergarten to Year 4 Students Mode Share Targets

Travel Mode	AM		PM	
	Current	Target	Current	Target
By Car (Dropped Off)	90%	85% (-5%)	72%	68% (-4%)
Co-Curricular Activities On-Site	-	-	15%	15%
Co-Curricular Activities by School Operated Bus	-	-	8%	8%
Public Transport – Bus	5%	8% (+3%)	2%	5% (+3%)
Public Transport – Train	1%	1%	1%	1%
Bicycle	3%	3%	0%	0%
Walk	0%	2% (+2%)	1%	2% (+1%)
Other	1%	1%	1%	1%



Table 27: Year 5 to Year 12 Students Mode Share Targets

Travel Mode	AM		PM	
	Current	Target	Current	Target
By Car – As Driver	1%	1%	1%	1%
By Car – Dropped Off	44%	34% (-10%)	16%	16%
SCEGGS School Bus from St Vincent's	1%	1%	-	-
Co-Curricular Activities On-Site	-	-	7%	7%
Co-Curricular Activities by School Operated Bus	-	-	4%	4%
Public Transport – Bus	31%	35% (+4%)	49%	49%
Train	11%	11%	12%	12%
Ferry	1%	1%	1%	1%
Bicycle	1%	4% (+3%)	1%	1%
Walk	9%	12% (+3%)	8%	8%
Other	1%	1%	1%	1%



12. TRAVEL DEMAND MANAGEMENT

12.1 Transport Access Guide

12.1.1 Objectives and Targets

TRAFFIX has prepared a supplementary Travel Access Guide (TAG) and this is presented in **Appendix E**. The objective of the TAG is to assist in encouraging sustainable travel modes by providing details and information about the available public transport services within proximity of the site, as well as local bicycle and walking routes.

12.1.2 Timing

The Travel Access Guide will be made available to all staff, students and parents/caregivers prior to issue of the Construction Certificate.

12.1.3 Responsibility

The school's Travel Coordinator (TBC – assigned to existing staff member) is responsible for the distribution of the TAG through appropriate communication channels.

12.1.4 Funding

The school will fund the distribution of the TAG.

12.1.5 Implementation

The TAG will be made available to all staff, students and parents/caregivers through communication channels, including a physical copy from the school's administration office and digital copies via the school website and email communication.

12.1.6 Monitoring Regime

The TAG will be monitored on an annual basis.



12.1.7 Monitoring Targets

As the distribution of the TAG is being managed in house, the interest and uptake of the TAG can be easily monitored. TAG usage questions will also be incorporated into the annual questionnaire surveys to obtain empirical data.

12.2 On-site Staff Parking and Management

12.2.1 Objectives and Targets

The school currently provides a total of 112 off-street staff parking spaces. Travel mode surveys (discussed in more detail in Section 7), established that approximately 104 or 56% of staff members were travelling to the site via private vehicle. It is considered that the school will maintain up to 185 staff (130 full-time and 55 part-time) at any time and if travel modes are maintained this will see up to 104 private vehicles parking within the site.

SCEGGS is proposing to promote active travel and public transport amongst staff to see a shift in the mode splits.

12.2.2 Timing

On-site car parking spaces will continue to be managed by the school as required. Active travel and public transport will be promoted by the school through the implementation of the TAG discussed above.

12.2.3 Responsibility

The school's Travel Coordinator (TBC – assigned to existing staff member) is responsible for the management of on-site staff car parking.

12.2.4 Funding

The Travel Coordinator role will be assigned to an existing staff member.



12.2.5 Implementation

On-site parking management is ongoing.

12.2.6 Monitoring Regime

The on-site parking utilisation will be monitored on an annual basis.

12.2.7 Monitoring Targets

On-site parking usage questions will also be incorporated into the annual questionnaire surveys to obtain empirical data.

12.3 Carpool Program

12.3.1 Objectives and Targets

The objective of a carpool scheme is to encourage staff and parent/caregivers of students to coordinate travel and schedules where practical. It should be noted that a carpool initiative may not be appropriate during the current COVID-19 pandemic, and the school will continue to monitor the situation and implement strategies in-line with NSW health advice.

12.3.2 Timing

The school will implement the carpool initiatives prior to issue of the Construction Certificate whilst taking into consideration up to date advice from NSW Health regarding the COVID-19 pandemic.

12.3.3 Responsibility

The school's Travel Coordinator (TBC – assigned to existing staff member) is responsible for the management of carpool initiative.



12.3.4 Funding

The school will fund the carpool initiative.

12.3.5 Implementation

The school will implement a car-pool scheme for staff and parents/carers of students involving a physical on-site notice board and a web-based notice board via Facebook or another similar form of social media. These message boards will provide a way for staff and parents/carers to coordinate travel and schedules with their respective colleagues and classmates, where practical.

12.3.6 Monitoring Regime

Carpool utilisation will be monitored on an annual basis.

12.3.7 Monitoring Targets

Carpool usage questions will also be incorporated into the annual questionnaire surveys to obtain empirical data.

12.4 School Student Transport Scheme

12.4.1 Objectives and Targets

SCEGGS will promote the uptake and usage of the School Student Transport Scheme (SSTS), which enables eligible students to have free/subsidised travel to and from school. The objective of this initiative is to encourage the uptake of public transport usage for students.

12.4.2 Timing

The school will encourage the STSS within the Green Travel Plan prior to issue of the Construction Certificate.



12.4.3 Responsibility

The school's Travel Coordinator (TBC – assigned to existing staff member) is responsible for the distribution of information relating to the SSTS.

12.4.4 Funding

The school will fund the distribution of SSTS information.

12.4.5 Implementation

SSTS information will be made available to all students and parents/caregivers through communication channels, including the school's website and newsletter.

12.4.6 Monitoring Regime

SSTS usage will be monitored on an annual basis.

12.4.7 Monitoring Targets

SSTS usage questions will be incorporated into the annual questionnaire surveys to obtain empirical data.

12.5 Cycling Routes

12.5.1 Objectives and Targets

Cycling provides an alternative choice for staff and students to be more active and reduce reliance on private vehicles and congestion around school sites. The objective of providing cycling routes to staff, students and parents/caregivers is to promote active travel and to encourage a mode shift away from private vehicles.



12.5.2 Timing

The routes should be reviewed annually to ensure any changes or additions to routes in the local area are reflected. Once the new facilities are built the school will review the policy of cycling for students.

12.5.3 Responsibility

It is the responsibility of the school's Travel Coordinator (TBC – assigned to existing staff member) to maintain route updates, organise active travel promotional documentation and ensure facilities are provided to enable staff and students to utilise cycling routes.

12.5.4 Funding

The school will assign the Travel Coordinator role to an existing staff member to review and update information (TAG) relating to of public cycle routes.

12.5.5 Implementation

A comprehensive TAG is considered to be the most effective travel planning measure to encourage travel by alternative means other than private vehicle. The TAG provides relevant transport and access information that would be relayed to school employees and students. In addition, the school provides on-site bicycle parking in order to encourage additional cycle trips with employees safe in the knowledge that secure bike parking is available. This TAG information that is provided to staff and students include:

- Local public transport facilities and network maps;
- Local walking and cycling route maps;
- STSS Information; and
- Carpool information.

A TAG has been and will continue to be distributed to staff members on staff days prior to the commencement of a semester and to new staff when starting employment with the school.



12.5.6 Monitoring Regime

Bicycle usage will be monitored on an annual basis.

12.5.7 Monitoring Targets

Bicycle usage questions will be incorporated into the annual questionnaire surveys to obtain empirical data.

12.6 Bicycle Parking Provision

12.6.1 Objectives and Targets

The campus currently provides 1 car bay dedicated for staff bicycles, 12 student bicycle spaces in a lockable cupboard and four (4) mobile bicycle racks for the junior school. The objective of providing bicycle parking is to promote a mode shift from reliance on private vehicle usage to other modes of transport. The school will consider the installation of additional bicycle parking should demands increase.

12.6.2 Timing

The school will continue to encourage bicycle usage.

12.6.3 Responsibility

It is the responsibility of the school to provide bicycle parking and to provide additional spaces should there be an increase in demand.

12.6.4 Funding

The promotion and cost of supply/installation of bicycle racks will be provided by the school.



12.6.5 Implementation

Bicycle parking information will be made available to all students and parents/caregivers through communication channels, including the school's website and TAG. In addition to the above, the school could consider implementing the following initiatives to further encourage bicycle usage:

- Bicycle educational programs for students;
- Ride to Work Day for staff;
- Ride to School Day for students; and
- NSW Bike Week for the school.

Finally, it is also recommended that the school undertake bicycle educational programs (e.g. Bike Ed) for all students (Kindergarten to Year 6). This in turn would assist in establishing bicycle usage at an early stage, which could carry over to high school.

12.6.6 Monitoring Regime

Cycling usage will be monitored on an annual basis.

12.6.7 Monitoring Targets

Bicycle usage questions will be incorporated into the annual questionnaire surveys to obtain empirical data. The Travel Coordinator will regularly monitor the usage of on-site parking.

12.7 Parent/Caregiver Education

12.7.1 Objectives and Targets

To periodically provide educational material to parents/caregivers. Educational material will relate to the school's drop-off and pick-up arrangements, access routes to/from designated drop-off and pick-up areas, and traffic warden roles and locations. The objective of this initiative is to encourage parents/caregivers to follow the school's drop-off/pick-up arrangements.



12.7.2 Timing

The school will continue to promote educational material to parents and caregivers.

12.7.3 Responsibility

The school's Travel Coordinator (TBC – assigned to existing staff member) is responsible for the distribution of educational information.

12.7.4 Funding

The school will fund the promotion of educational material.

12.7.5 Implementation

Educational material will be made available to all parents/caregivers through communication channels, including the school's website and newsletter.

12.7.6 Monitoring Regime

Educational material will be continually monitored/reviewed, as required.

12.7.7 Monitoring Targets

Educational material usage questions will be incorporated into the annual questionnaire surveys to obtain empirical data.



13. MONITORING AND REVIEW

13.1 Process

A monitoring and review process for the GTP will be set out by school management to reflect any travel mode shifts and changes to public transport services.

Regular review of the success measures outlined in this report should be undertaken to determine whether alternative or supplementary measures are necessary. It is recommended that a survey will be conducted every 12 months to monitor the progress of targets as documented above. The survey will include (and will not be limited to) transport modal splits for staff and students.

This evaluation will provide a reliable overview of the areas in which the GTP is operating effectively, and which areas require more attention. It is noted that the above targets are primarily indicative, and the travel plan and targets will require on-going evaluation and fine-tuning.

13.2 Collecting Data

It is suggested that annual surveys be conducted in order to monitor the different travel modes of both staff and students. These surveys will also include analysis of bicycle parking facilities, car occupancy rates and utilisation of drop-off and pick-up areas.

13.3 Promotional Information

In the lead up to any major events to be conducted at the school, promotional information is to be provided to staff and parents of the school via the school's newsletter/website, as well as letter box drops to the surrounding residents. This promotional information will include:

- Date and time of the event;
- Description of the event;
- Contact details of event organiser or link to website for further information; and
- School contact information.



14. CONCLUSIONS

The following is noteworthy:

- TRAFFIX has been commissioned to undertake a Traffic Impact Assessment (TIA) in support of a State Significant Development Application (SSD-19989744) relating to the adaptive re-use of Wilkinson House at SCEGGS, Darlinghurst. Importantly, the proposal does not seek to increase staff or student numbers above existing approved levels and is intended to improve the amenity and operational efficiency of the existing school population, as well as internal connectivity.
- It is highly noteworthy that at the time of preparing this traffic impact assessment, Greater Sydney and NSW was under strict COVID-19 lockdowns. The lockdowns which begun on 26 June 2021 impacted access to/from certain local government areas and restricted movements generally. It is self-evident that this would also have an impact on vehicle movements throughout the road network. As such, for the purpose of progressing the development application in a timely manner, reliance is made on the 2018 travel mode and intersection volume surveys, which are considered a better representation of “pre-covid” conditions. These surveys and results also formed part of the approved Concept SSDA assessment, and as such has already been assessed by the Department of Planning, Industry and Environment. As such, the proposed Wilkinson House development and current student/staff population will have minimal impacts and the external conditions are consistent with the Concept SSDA assessment/approval.
- While the development does not generate any external impacts, the existing traffic conditions have been documented to provide relevant context and will assist any future application/s. In this regard, SIDRA intersection modelling was conducted at two (2) nearby critical intersections. The analysis demonstrates that during the AM and PM peak hour periods, the Liverpool Street/Bourke Street intersection operates at a LoS of 'B'. The intersection of Miller Street/McLaren Street operates at a LoS 'B' during the AM peak period and a LoS 'A' during the PM peak period. The above intersections will continue to operate that these Level of Services.
- The subject site has excellent connections to the public transport network with reliable access to regular bus and train services. The site is located within 400 metres of the Kings



Cross Railway Station which provides convenient connections along the T4 Eastern Suburbs line towards Bondi Junction and Central Station/Sydney CBD.

- In order to determine existing travel characteristics of the school development, online travel mode questionnaire surveys were prepared by TRAFFIX and distributed by the school to all staff and students (Kindergarten to Year 12). This survey data is presented in Section 7.
- The proposal does not seek to increase the existing staff or student population, and as such, there are no increases in parking demands, including staff parking, accessible parking, motorcycle parking or bicycle parking. The existing servicing arrangements remain unchanged and will continue to operate satisfactory.
- The proposal does not increase the traffic generation of the site, so that no external roadway improvements are necessary.
- The Updated Green Travel Plan, as required by Condition B12 of SSD-8993 provides travel mode targets and demand management measures to meet the targets. A GTP monitoring and review process is also outlined in Section 13.

This traffic impact assessment therefore demonstrates that the subject application is supportable on traffic, pedestrian, and cycling planning grounds. TRAFFIX anticipates an ongoing involvement during the development approval process.

APPENDIX A

TfNSW Correspondence

Ben Liddell

From: Narelle Gonzales <narelle.m.gonzales@transport.nsw.gov.au>
Sent: Wednesday, 15 September 2021 3:40 PM
To: Ben Liddell
Subject: RE: SCEGGS Darlinghurst Wilkinson House SSD (19989744)

Hi Ben,

Thanks for getting in contact with TfNSW.

At this preliminary stage, with the information we have been provided with, considering the nature of the development we currently have no objection to the development.
Unless there are specific traffic issues you would like to address we would rather review any preliminary Traffic Impact Assessment first and foremost and then potentially hold a meeting if required.

Regards,
Narelle

Narelle Gonzales
Development Assessment Officer
Planning and Programs
Greater Sydney
Transport for NSW

M 0409 541 879 | E narelle.m.gonzales@transport.nsw.gov.au
Level 6/27 Argyle Street, Parramatta NSW 2150



**Transport
for NSW**

I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: Ben Liddell [mailto:Ben.Liddell@traffix.com.au]
Sent: Monday, 13 September 2021 8:51 AM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Subject: SCEGGS Darlinghurst Wilkinson House SSD (19989744)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi,

I'm the traffic engineer working on the SCEGGS Darlinghurst Wilkinson House SSD (19989744) at 215 Forbes Street, Darlinghurst and require consultation with TfNSW during the preparation of our report.

We request to schedule a meeting with a TfNSW representative to discuss the key traffic items and discuss any concerns with the proposal so we can adequately address them in our report.

Your earliest attention to this matter is much appreciated.

Regards,

Ben Liddell
Senior Engineer

TRAFFIX



Suite 2.08, 50 Holt St, Surry Hills, NSW, 2010



02 8324 8700



0410 460 043



www.traffix.com.au

This email is confidential. If you are not the intended recipient, you must not disclose or use the information contained in it. If you have received this email in error, please notify us immediately by return email and delete the email and any attachments. TRAFFIX does not warrant the information in this e-mail or any attachment as being free from virus or any other defect or error. No liability is accepted for any resulting loss. Any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the company.

This email is intended only for the addressee and may contain confidential information. If you receive this email in error please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.



Consider the environment. Please don't print this e-mail unless really necessary.

APPENDIX B

Photographic Record



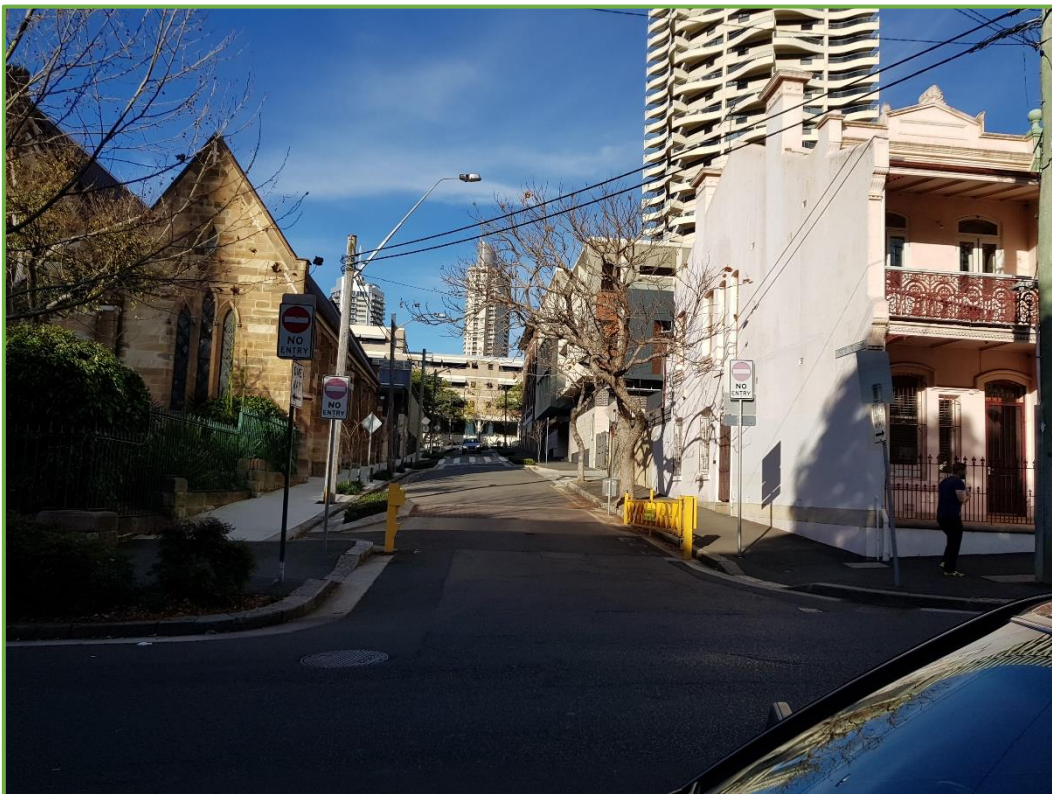
View looking north from Forbes Street towards the subject site



View looking west from Forbes Street towards the proposed Works Zone



View looking west from Forbes Street towards St Peters Street



View looking east from Bourke Street towards St Peters Street

APPENDIX C

SIDRA Outputs

MOVEMENT SUMMARY

 **Site: 101 [A - Bourke St x Liverpool St - AM_EX]**

Intersection: Bourke Street x Liverpool Street

Period: AM Peak

Scenario: Existing

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Bourke Street												
1	L2	13	0.0	0.136	10.6	LOS B	0.9	6.8	0.70	0.57	0.70	26.6
2	T1	66	17.5	0.136	7.2	LOS A	0.9	6.8	0.70	0.57	0.70	30.1
3	R2	5	0.0	0.136	10.7	LOS B	0.9	6.8	0.70	0.57	0.70	26.6
Approach		84	13.8	0.136	7.9	LOS A	0.9	6.8	0.70	0.57	0.70	29.5
East: Liverpool Street												
4	L2	8	0.0	0.504	15.2	LOS B	2.7	19.0	0.91	0.75	0.91	23.1
5	T1	145	1.4	0.504	11.8	LOS B	2.7	19.0	0.91	0.75	0.91	21.2
6	R2	37	5.7	0.504	15.4	LOS B	2.7	19.0	0.91	0.75	0.91	25.6
Approach		191	2.2	0.504	12.7	LOS B	2.7	19.0	0.91	0.75	0.91	22.4
North: Bourke Street												
7	L2	127	0.8	0.588	12.5	LOS B	4.5	32.4	0.86	0.79	0.89	27.1
8	T1	111	11.4	0.588	9.1	LOS A	4.5	32.4	0.86	0.79	0.89	27.2
9	R2	109	0.0	0.588	12.6	LOS B	4.5	32.4	0.86	0.79	0.89	25.9
Approach		347	3.9	0.588	11.4	LOS B	4.5	32.4	0.86	0.79	0.89	26.8
West: Liverpool Street												
10	L2	28	0.0	0.590	15.7	LOS B	3.7	26.5	0.94	0.81	1.01	25.5
11	T1	220	2.4	0.590	12.3	LOS B	3.7	26.5	0.94	0.81	1.01	21.1
12	R2	8	12.5	0.590	15.9	LOS B	3.7	26.5	0.94	0.81	1.01	21.3
Approach		257	2.5	0.590	12.8	LOS B	3.7	26.5	0.94	0.81	1.01	21.7
All Vehicles		879	4.1	0.590	11.8	LOS B	4.5	32.4	0.88	0.77	0.91	24.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	77	9.6	LOS A	0.1	0.1	0.80	0.80	
P2	East Full Crossing	51	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	163	9.7	LOS A	0.1	0.1	0.81	0.81	
P4	West Full Crossing	135	9.7	LOS A	0.1	0.1	0.80	0.80	
All Pedestrians		425	9.7	LOS A			0.80	0.80	

MOVEMENT SUMMARY

 **Site: 102 [B - Bourke St x Liverpool St - PM_EX]**

Intersection: Bourke Street x Liverpool Street

Period: PM Peak

Scenario: Existing

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 30 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Bourke Street												
1	L2	12	0.0	0.100	11.2	LOS B	0.6	4.6	0.72	0.58	0.72	25.5
2	T1	39	18.9	0.100	7.8	LOS A	0.6	4.6	0.72	0.58	0.72	29.2
3	R2	5	0.0	0.100	11.3	LOS B	0.6	4.6	0.72	0.58	0.72	25.6
Approach		56	13.2	0.100	8.8	LOS A	0.6	4.6	0.72	0.58	0.72	28.3
East: Liverpool Street												
4	L2	2	0.0	0.327	13.7	LOS B	1.8	13.6	0.84	0.69	0.84	24.5
5	T1	116	10.9	0.327	10.3	LOS B	1.8	13.6	0.84	0.69	0.84	22.6
6	R2	23	4.5	0.327	13.9	LOS B	1.8	13.6	0.84	0.69	0.84	26.8
Approach		141	9.7	0.327	10.9	LOS B	1.8	13.6	0.84	0.69	0.84	23.5
North: Bourke Street												
7	L2	100	3.2	0.391	12.3	LOS B	2.6	19.1	0.81	0.72	0.81	27.4
8	T1	72	11.8	0.391	8.8	LOS A	2.6	19.1	0.81	0.72	0.81	27.5
9	R2	46	0.0	0.391	12.4	LOS B	2.6	19.1	0.81	0.72	0.81	26.1
Approach		218	5.3	0.391	11.1	LOS B	2.6	19.1	0.81	0.72	0.81	27.1
West: Liverpool Street												
10	L2	17	6.3	0.431	14.0	LOS B	2.9	20.2	0.87	0.72	0.87	27.0
11	T1	199	1.1	0.431	10.5	LOS B	2.9	20.2	0.87	0.72	0.87	22.7
12	R2	3	0.0	0.431	14.1	LOS B	2.9	20.2	0.87	0.72	0.87	22.9
Approach		219	1.4	0.431	10.9	LOS B	2.9	20.2	0.87	0.72	0.87	23.1
All Vehicles		634	5.6	0.431	10.8	LOS B	2.9	20.2	0.83	0.70	0.83	25.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	29	9.6	LOS A	0.0	0.0	0.80	0.80	
P2	East Full Crossing	41	9.6	LOS A	0.0	0.0	0.80	0.80	
P3	North Full Crossing	79	9.6	LOS A	0.1	0.1	0.80	0.80	
P4	West Full Crossing	135	9.7	LOS A	0.1	0.1	0.80	0.80	
All Pedestrians		284	9.6	LOS A			0.80	0.80	

MOVEMENT SUMMARY

 **Site: 103 [C - Forbes St x Liverpool St - AM_EX]**

Intersection: Forbes Street x Liverpool Street
 Period: AM Peak
 Scenario: Existing
 Site Category: (None)
 Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Forbes Street												
1	L2	7	0.0	0.051	7.1	LOS A	0.3	2.0	0.60	0.61	0.60	28.5
2	T1	27	0.0	0.051	6.0	LOS A	0.3	2.0	0.60	0.61	0.60	37.9
3	R2	3	0.0	0.051	8.4	LOS A	0.3	2.0	0.60	0.61	0.60	31.7
3u	U	1	0.0	0.051	9.5	LOS A	0.3	2.0	0.60	0.61	0.60	31.5
Approach		39	0.0	0.051	6.5	LOS A	0.3	2.0	0.60	0.61	0.60	36.1
East: Liverpool Street												
4	L2	23	4.5	0.353	5.6	LOS A	2.7	19.2	0.36	0.57	0.36	34.1
5	T1	154	2.1	0.353	4.7	LOS A	2.7	19.2	0.36	0.57	0.36	35.3
6	R2	249	0.4	0.353	7.2	LOS A	2.7	19.2	0.36	0.57	0.36	37.0
6u	U	2	0.0	0.353	8.4	LOS A	2.7	19.2	0.36	0.57	0.36	38.4
Approach		428	1.2	0.353	6.2	LOS A	2.7	19.2	0.36	0.57	0.36	36.5
North: Forbes Street												
7	L2	43	0.0	0.120	5.4	LOS A	0.7	5.0	0.52	0.59	0.52	36.2
8	T1	33	0.0	0.120	4.7	LOS A	0.7	5.0	0.52	0.59	0.52	34.8
9	R2	31	0.0	0.120	7.2	LOS A	0.7	5.0	0.52	0.59	0.52	34.9
9u	U	1	0.0	0.120	8.3	LOS A	0.7	5.0	0.52	0.59	0.52	36.7
Approach		107	0.0	0.120	5.7	LOS A	0.7	5.0	0.52	0.59	0.52	35.4
West: Liverpool Street												
10	L2	105	0.0	0.395	7.6	LOS A	2.8	20.0	0.64	0.69	0.64	34.2
11	T1	225	3.7	0.395	6.8	LOS A	2.8	20.0	0.64	0.69	0.64	34.6
12	R2	19	0.0	0.395	9.2	LOS A	2.8	20.0	0.64	0.69	0.64	30.9
12u	U	1	0.0	0.395	10.5	LOS B	2.8	20.0	0.64	0.69	0.64	14.5
Approach		351	2.4	0.395	7.2	LOS A	2.8	20.0	0.64	0.69	0.64	34.2
All Vehicles		925	1.5	0.395	6.5	LOS A	2.8	20.0	0.49	0.62	0.49	35.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 104 [D - Forbes St x Liverpool St - PM_EX]**

Intersection: Forbes Street x Liverpool Street
 Period: PM Peak
 Scenario: Existing
 Site Category: (None)
 Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Forbes Street												
1	L2	6	16.7	0.033	5.7	LOS A	0.2	1.3	0.44	0.52	0.44	29.8
2	T1	19	5.6	0.033	4.5	LOS A	0.2	1.3	0.44	0.52	0.44	39.0
3	R2	3	0.0	0.033	6.7	LOS A	0.2	1.3	0.44	0.52	0.44	33.0
3u	U	2	0.0	0.033	7.9	LOS A	0.2	1.3	0.44	0.52	0.44	33.3
Approach		31	6.9	0.033	5.2	LOS A	0.2	1.3	0.44	0.52	0.44	36.8
East: Liverpool Street												
4	L2	20	0.0	0.184	5.4	LOS A	1.1	7.8	0.30	0.55	0.30	34.7
5	T1	96	1.1	0.184	4.6	LOS A	1.1	7.8	0.30	0.55	0.30	36.1
6	R2	84	3.8	0.184	7.1	LOS A	1.1	7.8	0.30	0.55	0.30	37.4
6u	U	3	0.0	0.184	8.3	LOS A	1.1	7.8	0.30	0.55	0.30	39.1
Approach		203	2.1	0.184	5.8	LOS A	1.1	7.8	0.30	0.55	0.30	36.7
North: Forbes Street												
7	L2	55	0.0	0.112	5.4	LOS A	0.6	4.5	0.50	0.59	0.50	36.1
8	T1	18	0.0	0.112	4.7	LOS A	0.6	4.5	0.50	0.59	0.50	34.7
9	R2	27	0.0	0.112	7.2	LOS A	0.6	4.5	0.50	0.59	0.50	34.8
9u	U	2	0.0	0.112	8.3	LOS A	0.6	4.5	0.50	0.59	0.50	36.7
Approach		102	0.0	0.112	5.8	LOS A	0.6	4.5	0.50	0.59	0.50	35.6
West: Liverpool Street												
10	L2	62	0.0	0.275	5.7	LOS A	1.9	13.3	0.38	0.54	0.38	35.4
11	T1	218	2.4	0.275	4.9	LOS A	1.9	13.3	0.38	0.54	0.38	36.6
12	R2	26	4.0	0.275	7.5	LOS A	1.9	13.3	0.38	0.54	0.38	32.8
12u	U	5	20.0	0.275	9.0	LOS A	1.9	13.3	0.38	0.54	0.38	14.8
Approach		312	2.4	0.275	5.3	LOS A	1.9	13.3	0.38	0.54	0.38	35.4
All Vehicles		647	2.1	0.275	5.5	LOS A	1.9	13.3	0.38	0.55	0.38	36.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

APPENDIX D

Reduced Plans

STUD WALL / PARTITION

CONCRETE WALL

BLOCK WALL

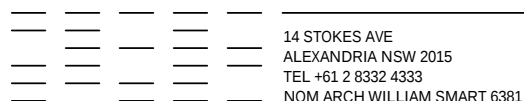
BRICK WALL

EXISTING WALL RETAINED (GREY SHOWS DETAIL)

WALL TO BE DEMOLISHED

- 1 All dimensions to be verified on site.
- 2 Report any discrepancies or omissions to SDS prior to construction.
- 3 Refer to architect for ambiguous details or when clarification is required.
- 4 All drawings to be read in conjunction with specification.
- 5 All drawings to be read in conjunction with consultants' drawings.
- 6 All structure to structural engineer's details.

ISSUE	REASON	DATE
A	FOR SSDA SUBMISSION	15.10.21



0	1000	2000	4000
---	------	------	------

G

DWG TITLE
L00 PLAN
DWG NO
DA100

REV
A

smart design studio

LEGEND

STUD WALL / PARTITION

CONCRETE WALL

BLOCK WALL

BRICK WALL

EXISTING WALL RETAINED (GREY SHOWS DETAIL)

WALL TO BE DEMOLISHED

- NOTES
- 1

All dimensions to be verified on site.
- 2

Report any discrepancies or omissions to SDS prior to construction.
- 3

Refer to architect for ambiguous details or when clarification is required.
- 4

All drawings to be read in conjunction with specification.
- 5

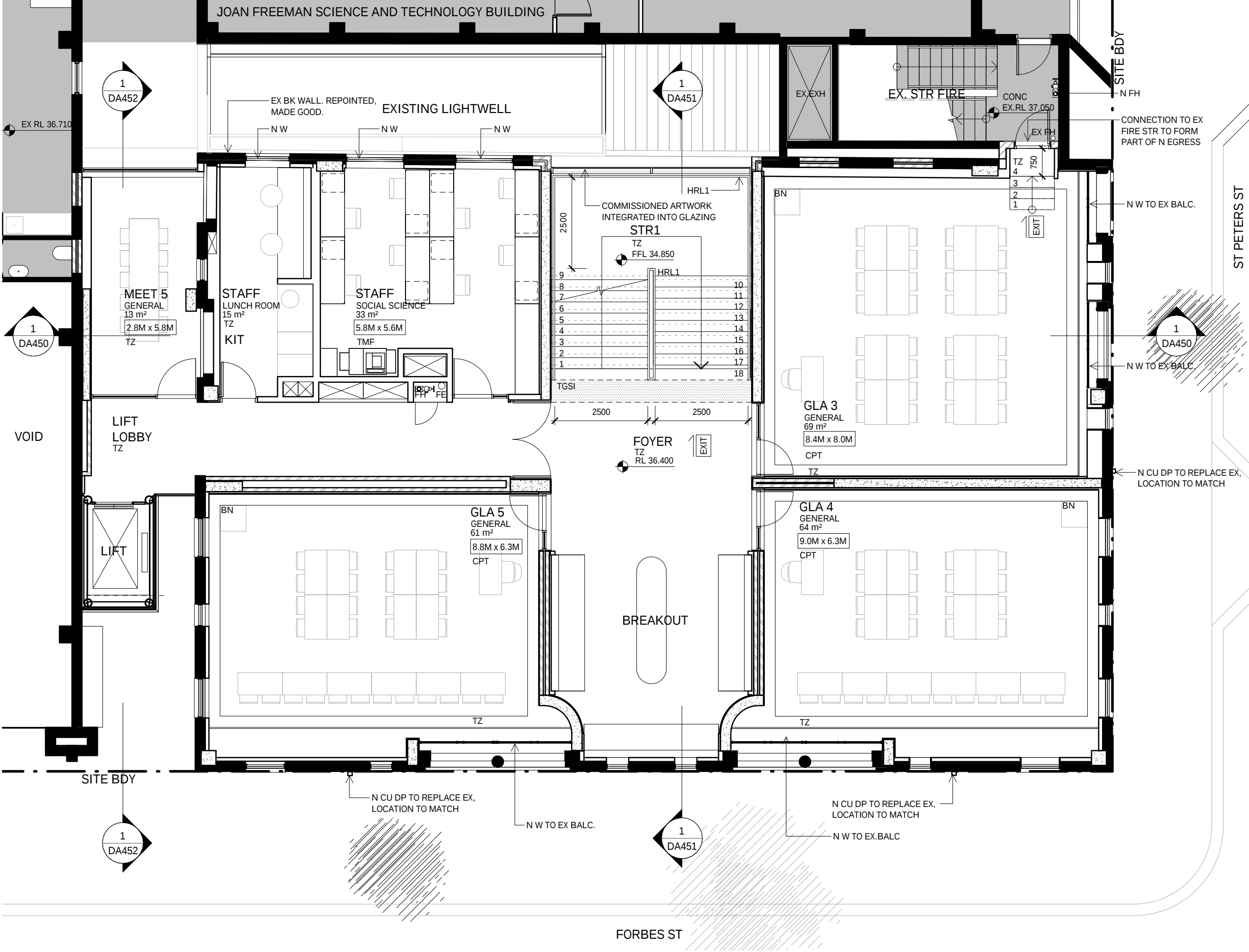
All drawings to be read in conjunction with consultants' drawings.
- 6

All structure to structural engineer's details.

PRELIMINARY

NOT FOR CONSTRUCTION

ISSUE	REASON	DATE
A	FOR SSDA SUBMISSION	15.10.21



STUD WALL / PARTITION

CONCRETE WALL

BLOCK WALL

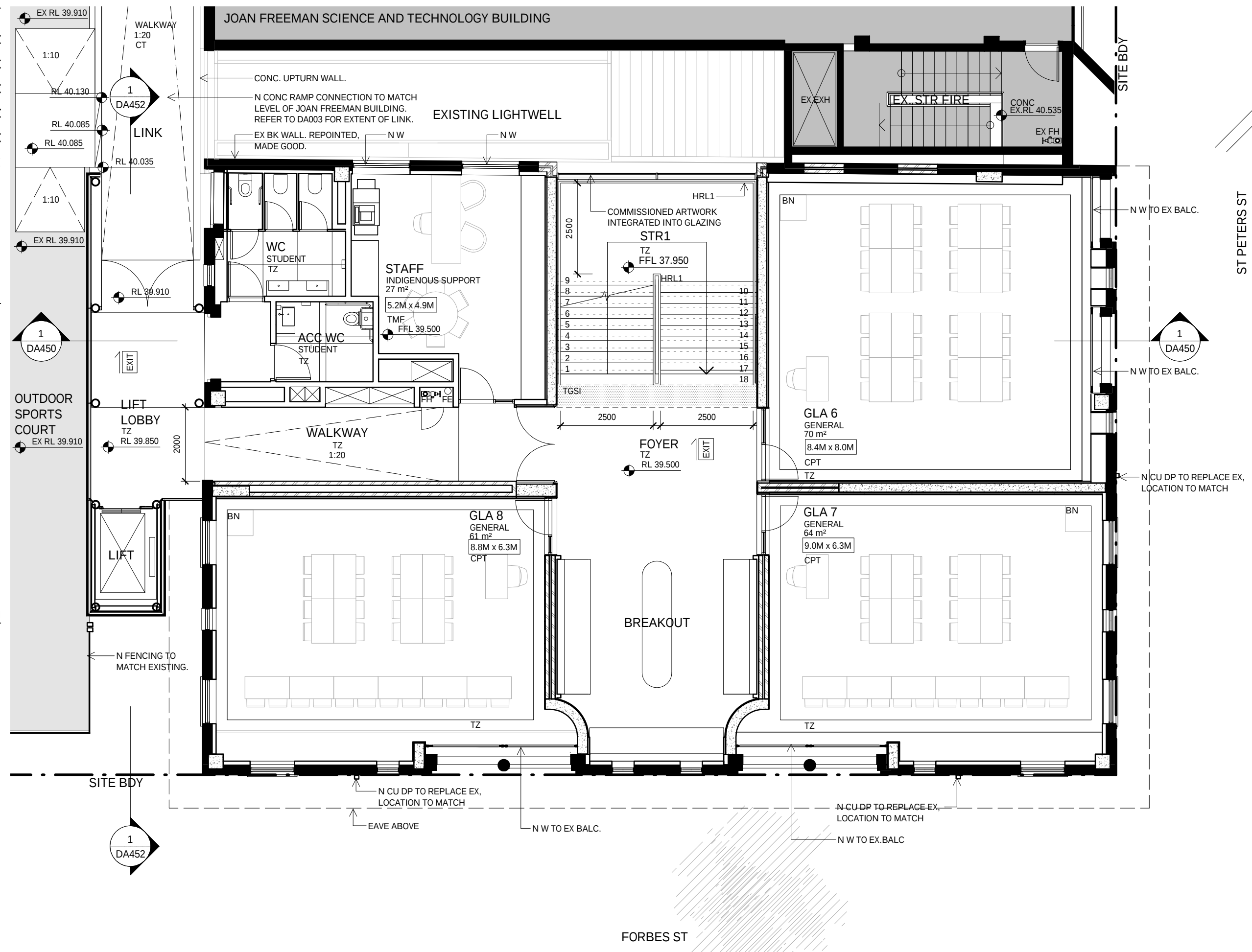
BRICK WALL

EXISTING WALL RETAINED (GREY SHOWS DETAIL)

WALL TO BE DEMOLISHED

- 1 All dimensions to be verified on site.
- 2 Report any discrepancies or omissions to SDS prior to construction.
- 3 Refer to architect for ambiguous details or when clarification is required.
- 4 All drawings to be read in conjunction with specification.
- 5 All drawings to be read in conjunction with consultants' drawings.
- 6 All structure to structural engineer's details.

ISSUE	REASON	DATE
A	FOR SSDA SUBMISSION	15.10.21



LEGEND

STUD WALL / PARTITION

CONCRETE WALL

BLOCK WALL

BRICK WALL

EXISTING WALL RETAINED (GREY SHOWS DETAIL)

WALL TO BE DEMOLISHED

- NOTES
- 1

All dimensions to be verified on site.
- 2

Report any discrepancies or omissions to SDS prior to construction.
- 3

Refer to architect for ambiguous details or when clarification is required.
- 4

All drawings to be read in conjunction with specification.
- 5

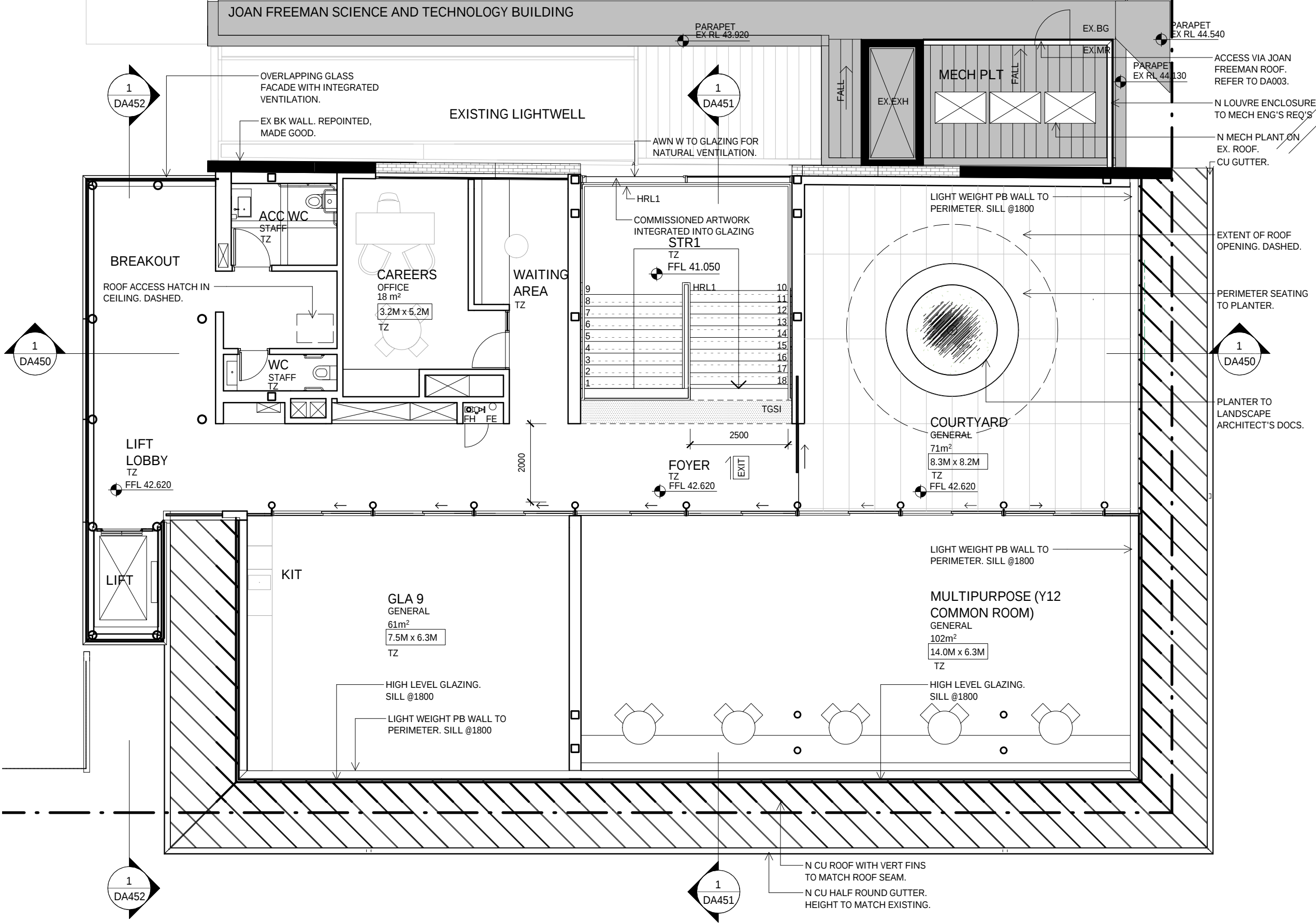
All drawings to be read in conjunction with consultants' drawings.
- 6

All structure to structural engineer's details.

PRELIMINARY

NOT FOR CONSTRUCTION

ISSUE	REASON	DATE
A	FOR SSDA SUBMISSION	15.10.21



STUD WALL / PARTITION

CONCRETE WALL

BLOCK WALL

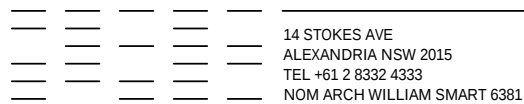
BRICK WALL

EXISTING WALL RETAINED (GREY SHOWS DETAIL)

WALL TO BE DEMOLISHED

- 1 All dimensions to be verified on site.
- 2 Report any discrepancies or omissions to SDS prior to construction.
- 3 Refer to architect for ambiguous details or when clarification is required.
- 4 All drawings to be read in conjunction with specification.
- 5 All drawings to be read in conjunction with consultants' drawings.
- 6 All structure to structural engineer's details.

ISSUE	REASON	DATE
A	FOR SSDA SUBMISSION	15.10.21

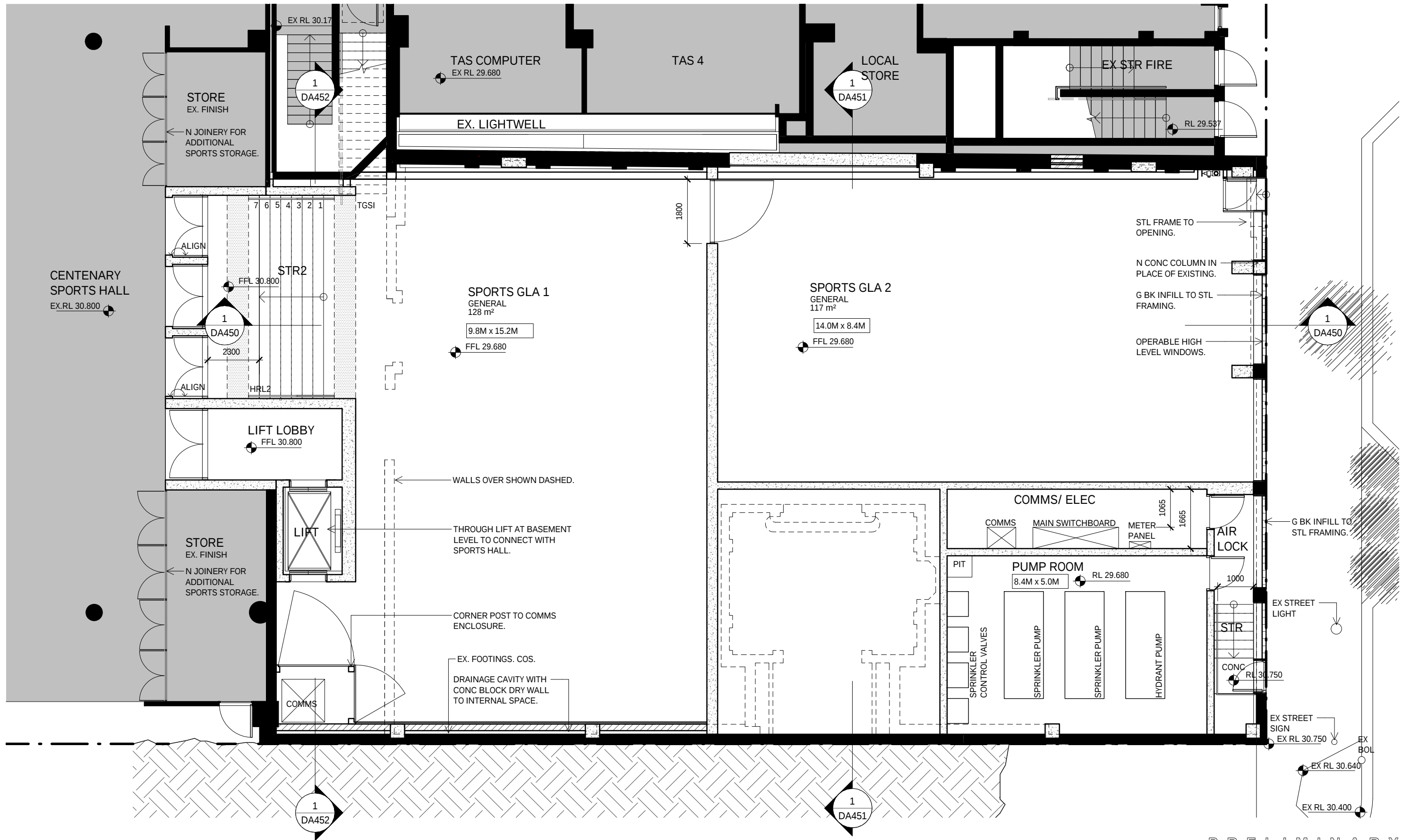


0	1000	2000	4000
---	------	------	------

SCALE
1:100 @ A3 UNO

DWG TITLE
RF PLAN
DWG NO
DA104

REV
A



PRELIMINARY
NOT FOR CONSTRUCTION

- 1 All dimensions to be verified on site.
- 2 Report any discrepancies or omissions to SDS prior to construction.
- 3 Refer to architect for ambiguous details or when clarification is required.
- 4 All drawings to be read in conjunction with specification.
- 5 All drawings to be read in conjunction with consultants' drawings.
- 6 All structure to structural engineer's details.

STUD WALL / PARTITION
CONCRETE WALL
BLOCK WALL

THIS DRAWING IS COPYRIGHT

BRICK WALL
EXISTING WALL RETAINED (GREY SHOWS DETAIL)
WALL TO BE DEMOLISHED

DO NOT SCALE DRAWINGS

SCALE
1:100 @ A3 UNO

PROJECT
2022 WILKINSON HOUSE
DRAWN SENIOR QA APP'D
RW ML WS

DWG TITLE
LG PLAN
DWG NO
DA105
REV
A

ISSUE
A
REASON
FOR SSDA SUBMISSION
DATE
15.10.21

APPENDIX E

Travel Access Guide

TRAVELLING TO SCEGGS



CAR

Driving? There are various car parking areas available at SCEGGS. The School car parks are accessible from Bourke Street and St Peters Street, with a limited number of spaces available in the nearby private car park at 184 Forbes Street, Darlinghurst. In addition, there will be a new basement car park accessible from Bourke Street (closer to the Stanley Street intersection) that will provide an alternate car parking area, upon completion. These parking areas are ideally placed for your safety and convenience.

Picking-up or Dropping-off? There are several pick-up and drop-off zones near the School's Gates, along Bourke Street and Forbes Street. In addition, the new basement car park (accessible from Bourke Street, near Stanley Street) will provide additional pick-up and drop-off spaces, upon completion. Please consider the safety of children and other drivers when picking-up or dropping-off students. For more information regarding pick-up and drop-off areas, please refer to the Traffic and Pedestrian Management Plan prepared by SCEGGS.

Have Siblings or Friends living nearby? Car Pooling is a great way to get to SCEGGS with the various parking and pick-up/drop-off areas near-by. Please consider your co-workers and friends when attending SCEGGS to arrange your schedules.



BUS

Catching the Bus? There are several publicly operated Bus-Stops along Stanley Street, Bourke Street and William Street that provide regular services to various areas throughout Sydney. In addition, SCEGGS provides School Bus services from St Vincent's, as well as School Buses for Co-Curricular Activities. For more information concerning service frequencies for the Public Bus Services, please visit the Transport Info website at: <http://transportnsw.info>. For information regarding School Bus services, please contact SCEGGS.



TRAIN

Catching the Train? Train services from **Kings Cross Railway Station** can provide staff and students with an alternative mode of transport throughout the Eastern Suburbs and Illawarra areas (**T4 Line**), as well as the South Coast area (**SCO Line**). You can get to Kings Cross Station by walking (8-minute walk) via Darlinghurst Road.



BIKE

Riding a Bike? Staff and students are encouraged to take advantage of the Cycleways and Bicycle Shared-Paths available in the surrounding area on Bourke Street, William Street and Darlinghurst Road. A cycle route has been included in this TAG that shows the available Cycleways around SCEGGS, with route updates to be maintained accordingly.



WALKING

Live nearby? Consider walking to SCEGGS as a great way to get moving in the morning and encourage active travel for all staff and students of the School. A walking route has been included in this TAG for SCEGGS. For alternative cycling and walking routes please visit <http://www.sydneycycleways.net/> or <http://www.rms.nsw.gov.au/roads/bicycles/cycleway-finder.html> for more information.

TRANSPORT GOALS

This Transport Access Guide (TAG) provides information to staff, students and parents on how to get to and from SCEGGS by active travel – without a car.

Active Travel means walking, cycling and/or using public transport. It is easy to get to and from SCEGGS by active public transport, as there are regular Bus and Train services operating in the surrounding areas.

SCEGGS supports active travel as its benefits include:

- Less car use
- Reduced carbon emissions and improved air quality
- Less traffic congestion
- A safer, more pleasant urban environment
- Opportunities for parents, staff and kids to be more active



TRANSPORT ACCESS GUIDE

**Sydney Church of England Girls
Grammar School
(SCEGGS)**

162-215 Forbes Street, Darlinghurst

To report any issues please contact council@cityofsydney.nsw.gov.au or use Snap Send Solve - <https://www.snapendsolve.com>

For further public transport information
go to www.transportnsw.info or call 131 500

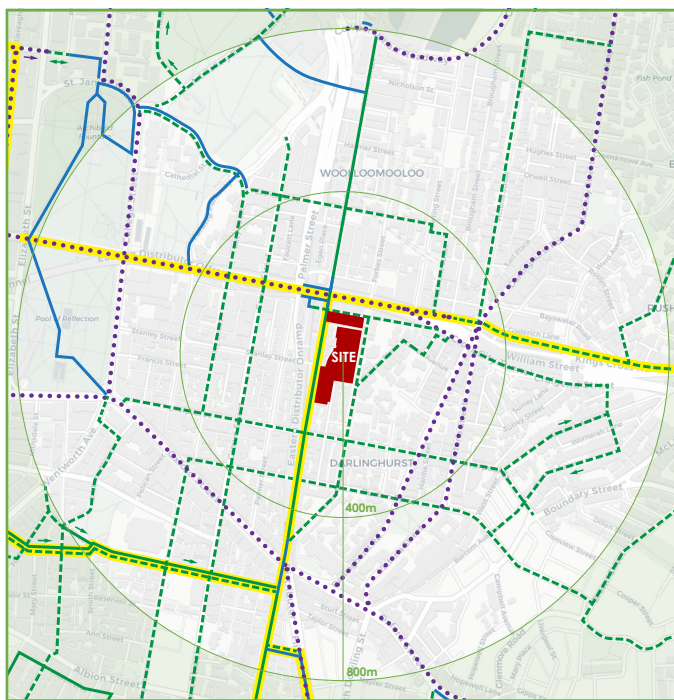


CITY OF SYDNEY INITIATIVES

CYCLING COURSES

The City of Sydney offers cycling courses ranging from beginner levels to allow riders to develop skills and confidence in bike riding. Council also offers course on bike care and maintenance encouraging more people to consider this as a daily mode of transport.

CYCLE NETWORK

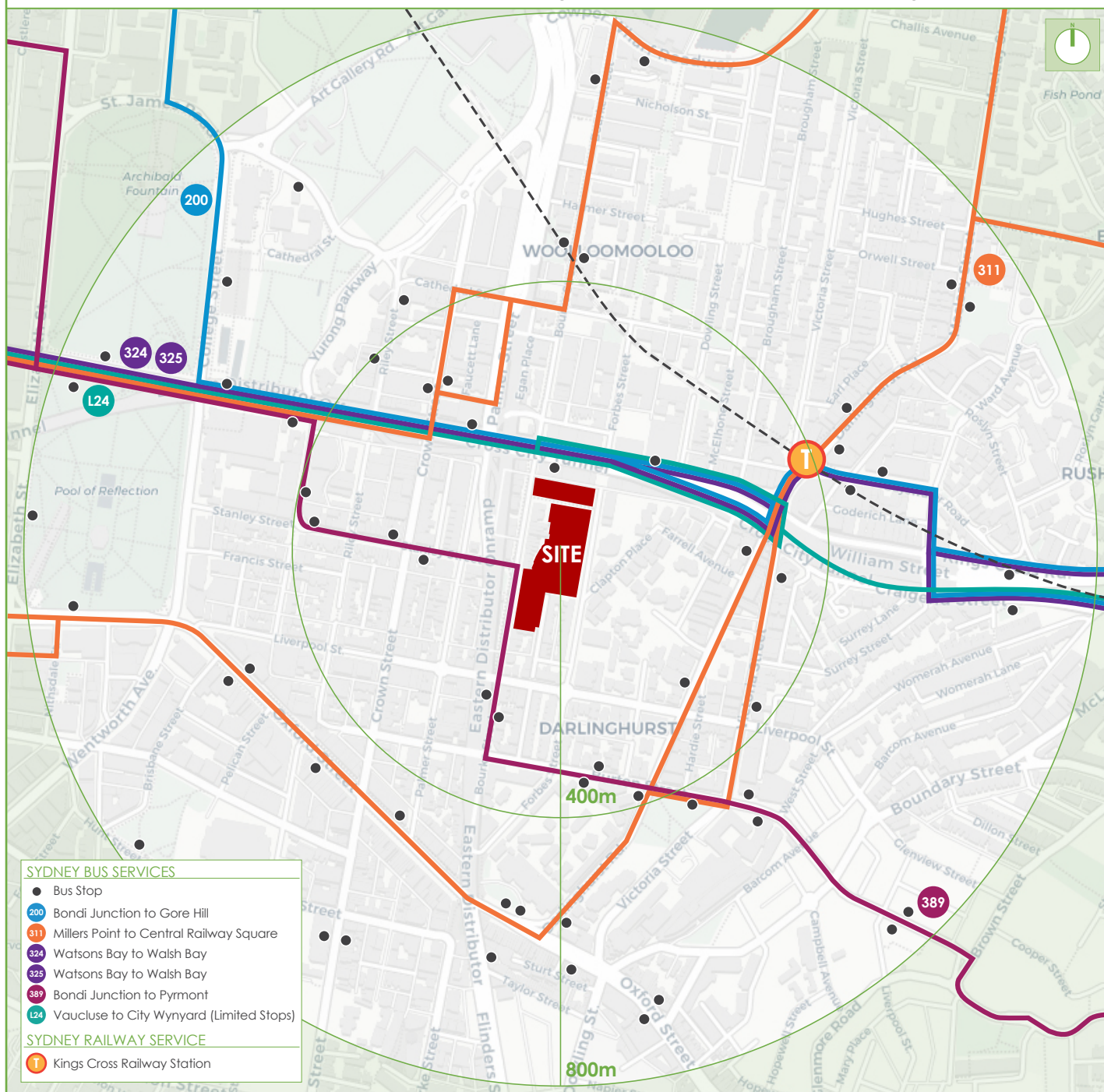


LEGEND

- Separated Off-road Cycleway
- Low Traffic Street or Bike Lane
- Off-road Shared Path
- Direct Route with Higher Traffic
- Routes with Wayfinding Signage

PUBLIC TRANSPORT MAP

The local bus routes and train stations located in walking distance of the site are presented in the figure below.



SYDNEY BUS SERVICES

- Bus Stop
- 200 Bondi Junction to Gore Hill
- 311 Millers Point to Central Railway Square
- 324 Watsons Bay to Walsh Bay
- 325 Watsons Bay to Walsh Bay
- 389 Bondi Junction to Pyrmont
- L24 Vaucluse to City Wynyard (Limited Stops)

SYDNEY RAILWAY SERVICE

- T Kings Cross Railway Station