



GREEN TRAVEL PLAN

**Newington College Stanmore Senior Campus – Alterations and Additions
200-244 & 221-235 Stanmore Road, Stanmore NSW 2048**

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Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

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

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v04	22 April 2026	Cherry Choy	Ben Liddell	

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1. INTRODUCTION

1.1 Background

TRAFFIX has been commissioned by the Council of Newington College (the Applicant) to prepare this report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the State Significant Development Application (SSD-78268465) for alterations and additions to the Newington College Senior Campus in Stanmore.

Accordingly, a Green Travel Plan (GTP) has been prepared for the school, which evaluates the sustainable transport credentials of the development and accounts for the accessibility of the site with respect to active/public transport facilities. This GTP also incorporates a Transport Access Guide that will be distributed to staff, students, and visitors at Newington College.

1.2 Green Travel Plan Objectives

The purpose of a Green Travel Plan is to set site-specific actions and incentives to manage travel demands and embrace the principles of sustainable transport to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, public transport, or car share schemes etc.

New developments present an excellent opportunity to accommodate innovative ideas at an early stage into the designs so that transport demands arising from the future use of the development can be efficiently managed, and future staff/student/visitors would not need to depend on the usage of private vehicles.

1.3 Green Travel Plan Benefits

In addition to providing area-wide benefits such as reduction of congestion and pollution, Green Travel Plans can deliver a range of benefits to staff, visitors, parents/carers, and students of a development that can:

- Improved student health and wellbeing;
- Reduced traffic congestion and safer school zones;

- Environmental gains and lower emissions;
- Cost savings and efficient use of resources;
- Improved learning outcomes;
- Better community relations;
- Healthier and happier staff; and
- Reduce the need to provide parking within the development.

1.4 Report Structure

Consistent with industry's best practice to ensure the Green Travel Plan is robust, realistic, and achievable, the report has been structured as follows:

- Section 2: Outlines the SEARs requirements.
- Section 3: Documents existing transport conditions and mode choice.
- Section 4: Identifies GTP objectives and sets travel mode targets.
- Section 5: Set out actions that will help achieve the envisaged travel mode targets.
- Section 6: Sets out a monitoring and review process.
- Section 7: Presents the overall study conclusions.

2. SEARS REQUIREMENTS

The Planning Secretary's Environmental Assessment Requirements (SEARs) outlines the transport and accessibility requirements for the SSD as stated below in **Table 1**.

Table 1: SEARs Requirements and References

SEARs Requirements	Reference
9. Traffic, Transport and Accessibility – Concept Proposal	
an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.	Refer to Transport and Accessibility Impact Assessment prepared separately
an outline of the proposed concept development, including likely pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	Refer to Transport and Accessibility Impact Assessment prepared separately
an analysis of the impacts of the proposed concept development (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), potential queuing in drop-off/pick-up zones and bus bays during peak periods, identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict), and any cumulative impact from surrounding approved developments.	Refer to Transport and Accessibility Impact Assessment prepared separately
measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms (including proposed arrangements with local councils or government agencies) of delivery of any infrastructure improvements in accordance with relevant standards.	Refer to Transport and Accessibility Impact Assessment prepared separately
measures to promote sustainable travel choices for employees, students and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan.	This Report
justification for a private pedestrian bridge across Stanmore Road rather than consolidating the existing publicly accessible pedestrian bridge and detail management and mitigation measures that address Council and TfNSW project specific advice.	Refer to Transport and Accessibility Impact Assessment prepared separately
a preliminary operational traffic and access management plan for the concept development, including drop-off/pick-up zones, number of bus movements, bus bays and their operations.	Refer to Transport and Accessibility Impact Assessment prepared separately

Traffic Counts Assessment: - o this must include assessment of the school's impacts on the surrounding road network. - o counts should not be undertaken close to school holidays or long weekends. Vehicle counts should be undertaken during a typical day to provide an accurate understanding of the existing traffic conditions.	Refer to Transport and Accessibility Impact Assessment prepared separately
Provide a preliminary traffic and access management plan for the concept development detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	Refer to Preliminary Construction Traffic & Pedestrian Management Plan prepared separately
7. Traffic, Transport and Accessibility – Stage 1 Works	
an outline of the proposed Stage 1 works, including likely pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	Refer to Transport and Accessibility Impact Assessment prepared separately
an analysis of the impacts of the proposed Stage 1 works (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), potential queuing in drop-off/pick-up zones and bus bays during peak periods, identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict), and any cumulative impact from surrounding approved developments.	Refer to Transport and Accessibility Impact Assessment prepared separately
traffic counts assessment undertaken on a typical school day during school terms (outside of weekends or school holiday weeks)	Refer to Transport and Accessibility Impact Assessment prepared separately
details of the existing and proposed car parking on the site.	Refer to Transport and Accessibility Impact Assessment prepared separately
measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms (including proposed arrangements with local councils or government agencies) of delivery of any infrastructure improvements in accordance with relevant standards.	Refer to Transport and Accessibility Impact Assessment prepared separately
measures to promote sustainable travel choices for employees, students and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan.	This Report
a preliminary operational traffic and access management plan for the Stage 1 works, including drop-off/pick-up zones, number of bus movements, bus bays and their operations.	Refer to Transport and Accessibility Impact Assessment prepared separately

Traffic Counts Assessment: ○ this must include assessment of the school's impacts on the surrounding road network. ○ counts should not be undertaken close to school holidays or long weekends. Vehicle counts should be undertaken during a typical day to provide an accurate understanding of the existing traffic conditions.	Refer to Transport and Accessibility Impact Assessment prepared separately
Provide a Construction Traffic Management Plan detailing predicted Stage 1 construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	Refer to Preliminary Construction Traffic & Pedestrian Management Plan prepared separately

3. SITE AUDIT

3.1 Location and Site

The Newington College Senior Campus is located at 200-244 Stanmore Road, Stanmore and is bordered by Stanmore Road to the north, Newington Road to the south, and College Lane to the west. The College boundary also includes the Concordia building to the north at 221-235 Stanmore Road. The main campus is legally described as Lot 8 in DP710369 and the Concordia site is legally described as Lot A in DP109269, Lot 1 in DP49, Lot B in DP330028, and Lot 1 in DP526319.

Key features of the site include:

- The main campus site is a regular shaped allotment with an area of 8.7ha. The Concordia site (and access handle to Cavendish Street), immediately north of the main campus is irregular in shape and is 2,903m² in area.
- The topography of the main campus is a defining characteristic, particularly the grassed slope from the historic Founders Building down to Johnson Oval. The site has an overall fall of approximately 18m from the north-west corner to south-east corner.
- The at-grade car park adjacent to the Concordia building sits approximately 2.8m above the Stanmore Road street level and is accessed via Cavendish Street (to the rear).
- The existing school buildings are largely located along the College Lane and Newington Road edges of the site. Existing buildings generally range from 2-4 storeys in scale. The balance of the site comprises at-grade car parking and sporting facilities, including sporting ovals, and tennis courts.
- The Concordia building across Stanmore Road is a two-storey building with basement and car parking accessed from Stanmore Road. An at-grade car park is located within the eastern portion of this site, with vehicular access from a driveway to Cavendish Street (to the north).
- The site has a primary frontage to Stanmore Road (which accommodates both vehicular and pedestrian access to the site) and a secondary frontage to Newington Road, which is generally limited to pedestrian access and service vehicles.

- The area surrounding the site is predominantly zoned R2 Low Density Residential and includes a combination of single dwellings and residential flat building ranging from 1-3 storeys in height. Stanmore Train Station is located approximately 220m to the north. An existing pedestrian bridge and signalised traffic lights provide pedestrian access over Stanmore Road to Stanmore Train Station, further north.

A Location Plan is presented in **Figure 1** with a Site Plan included in **Figure 2** which provides an appreciation of the generally character of roads and other key attributes in proximity to the site.

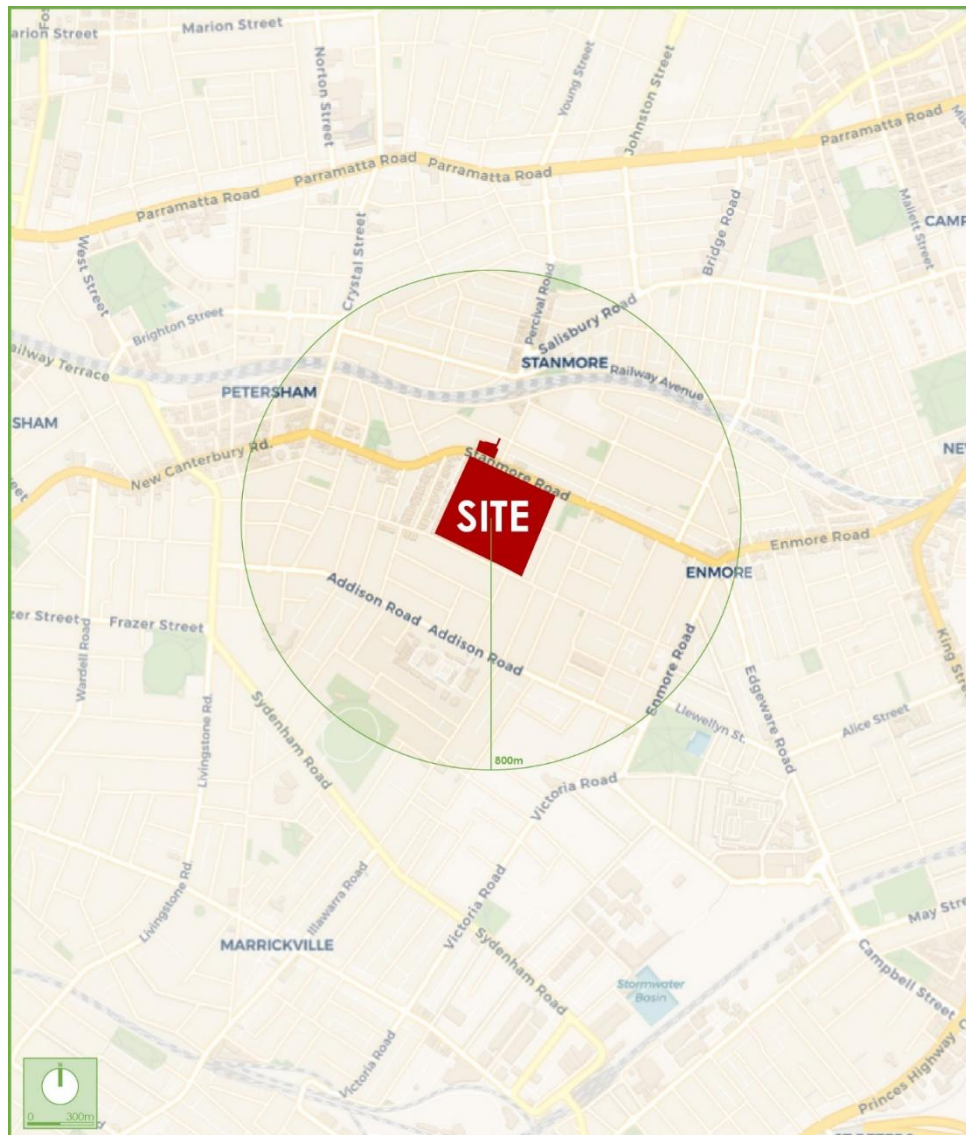


Figure 1: Location Plan



Figure 2: Site Plan

3.2 Staff Population

The college currently accommodates 285 full time equivalent (FTE) staff.

3.3 Student Population

The college currently accommodates 1,492 students.

3.4 Typical Operating Hours

The facilities and amenities across the campus are used by the College outside of these formal hours for sport and co-curricular activities:

- 6:00am to 6:00pm Monday to Friday
- 7:00am to 5:00pm Saturday.

Some school-related special events may occur outside of the above hours from time to time.

3.5 Start and Finish Times

Newington College start and finish times are outlined below:

- Start Bell 8:25am for 8:30am start.
- Finish Bell 3:20pm

3.6 Pedestrian Access

The school provides multiple pedestrian access points to surrounding streets. These entrances are utilised by staff, students, visitors, and contractors and are summarised below:

3.6.1 Main Campus

- On Stanmore Road, opposite No. 177. It is understood this is a maintenance gate only;
- On Stanmore Road, opposite No. 193. It is understood this gate is used by tennis court users at certain times;
- On Stanmore Road, adjacent the vehicle entrance gate. This gate is utilised by staff, students and visitors;

- On Stanmore Road, adjacent the vehicle exit gate. This gate is utilised by staff, students and visitors;
- On Stanmore Road near the pedestrian overpass and traffic lights. This gate is utilised by staff, students and visitors;
- Eight (8) accesses on College Lane. It is understood these are secured access points utilised by staff and contractors only;
- Three (3) accesses on Newington Road. It is understood these are secured access points utilised by staff and contractors only; and
- On Newington Road, near Buchanan Oval. This gate is utilised by staff, students and visitors. Vehicles can also use this access point to access the site.

3.6.2 Concordia Building

- On Stanmore Road, west of Holt Street. This is the main access point for staff and students;
- On Stanmore Road, adjacent the car park access point;
- On Stanmore Road, at the western boundary;
- On Stanmore Road, at the western boundary;
- On Cavendish Street, adjacent No. 158.

3.7 Off-Street Car Parking

The school currently provides a total of 88 off-street car parking spaces within various areas of the campus, comprising:

3.7.1 Concordia Building (Accessed via Stanmore Road and Cavendish Street)

- 38 x staff spaces.

3.7.2 Sevington (Accessed via Stanmore Road)

- 19 x staff spaces; and
- 8 x visitor spaces.

3.7.3 Internal Road Parking (Accessed via Stanmore Road)

- 15 x staff spaces.

3.7.4 Founders Building

- 3 x visitor spaces; and
- 3 x other uses.

3.7.5 Centenary

- 2 x staff spaces.

3.8 Student Drop-off & Pick-up Parking

Newington College provides on-street and off-street drop-off and pick-up spaces for students. The drop-off and pick-up parking arrangements are summarised below:

- Off-street drop-off and pick-up area accommodating eight (8) x kerbside spaces accessed via a driveway to Stanmore Road;
- 'No Parking 8:00am-9:30am, 2:30pm-4:00pm School Days Drop-off and Pick-up Only' accommodating four (4) kerbside spaces along the Newington Road frontage just east of College Lane;
- 'No Parking 8:00am-9:30am, 2:30pm-4:00pm School Days Drop-off and Pick-up Only' accommodating eight (8) kerbside spaces along the Newington Road frontage just east of the rear pedestrian access.

3.9 Mini-Bus Parking

Mini buses are currently parked within the memorial drive roadway.

3.10 Service Bays

Two (2) services bays are currently provided along College Lane, adjacent to the Technology Centre. These service bays accommodate small trucks and commercial vehicles.

3.11 Newington College School Buses

Newington College offers five (5) chartered bus services which are summarised as follows:

1. North Shore Route;

2. Cronulla Route;
3. Eastern Suburbs Route;
4. Dee Why and Annandale Route; and
5. Strathfield Route.

More information relating to the chartered bus services, including timetables and stop locations can be found on the Newington College website:

<https://www.newington.nsw.edu.au/admissions/getting-to-newington/stanmore-bus-routes/>

3.12 On-street Bus Parking

On-street bus zones are provided at the following locations:

- 23m Bus Zone on northern side of Stanmore Road, west of the signalised pedestrian crossing;
- 31.5m Bus Zone on southern side of Stanmore Road, east of pedestrian bridge; and
- 67.5m "3:00pm-6:00pm School Days" Bus Zone on southern side of Stanmore Road, east of main vehicle entrance.

3.13 Bicycle Facilities

The school provides the following bicycle facilities throughout the school:

- Bicycle Parking:
 - 8 spaces for students; and
 - Staff currently park informally within the school.
- End of Trip Facilities:
 - Shower and changeroom facilities for all staff in the common room; and
 - Shower and changeroom facilities for students in the new gym.

3.14 Public Transport Services

The existing public transport services operating within 400m of the school are presented in **Figure 3** and summarised in **Table 2** below.

Table 2: Bus Routes

Bus No.	Route
Government Bus Services	
428	Canterbury to City Martin Place
561S	Balmain to Newington College
564S	Ryde Depot to Newington College
SB41	Newington Wyvern House to Strathfield Park
Chartered Services	
North Shore Route	St Ives, Lindfield, Willoughby North, Castlecrag, Northbridge, Cammeray
Cronulla Route	Cronulla Station, Miranda Westfield, Hurstville Station, Earlwood, Dulwich Hill
Eastern Suburbs Route	Maroubra Junction, South Coogee, Coogee, Clovelly, Randwick, Kensington, Rosebery
Dee Why / Annandale Route	Dee Why, Mosman, Cremorne, Annandale
Strathfield Route	Strathfield Park, Homebush, Concord, Canada Bay, Five Dock, Haberfield, Leichhardt

In addition to the above bus services, the College is also situated approximately 200 metres south of Stanmore Railway Station, which provides services along the following lines:

- T1 – City to Berowra via Gordon
- T2 – City to Parramatta or Leppington
- T2 – Parramatta or Leppington to City
- T3 – Liverpool or Lidcombe to City
- T3 – City to Liverpool or Lidcombe
- T7 – Lidcombe to Olympic Park

More information relating to all bus and train service information can be found on the Transport for NSW Info website: <https://www.transportnsw.info>.

3.15 Active Travel

3.15.1 Bicycle Facilities

Limited on-road cycle routes (low/medium traffic) and off-road cycle routes are located within the vicinity of the College. These facilities are as follows:

- On-road (low/medium traffic): Available along Holt Street, Cavendish Street, Middleton Street, College Lane, and Newington Road.
- Off-road: Available on Stanmore Road between Holt Street and Middleton Street.

3.15.2 School Zones and Crossings

The surrounding roads of the school are generally subject to 60km/h speed zoning on Stanmore Road and 50km/h on other local roads. The location of formal 'School Zones' applicable at 8:00am-9:30am and 2:30pm-4:00pm on school days are summarised below:

- Stanmore Road just west of Merchant Street;
- Stanmore Road just east of Middleton Street;
- Newington Road just east of Middleton Street; and,
- Newington Road just west of Browns Avenue;

In addition to the above, the main entrance on Stanmore Road is primarily used by students to enter the school. Currently there is a pedestrian overpass to allow pedestrians to cross Stanmore Road without interrupting traffic flow on Stanmore Road. However, the overpass does not have provisions for accessible requirements, hence, a set of traffic lights is located directly at the entrance.



Figure 3: Public Transport



Figure 4: Active Transport

4. OBJECTIVES AND TARGETS

4.1 Objectives

The following objectives are set out to achieve the vision of this Green Travel Plan to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, or public transport etc:

- **Accessibility:** improve access, safety amenity and convenience of sustainable transport modes for travel to and from the site.
- **Incentives:** incentivise the use of sustainable transport modes.
- **Restrict:** continue to limit the convenience of car parking to encourage other modes of transport.

4.2 Reference Travel Modes

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 at Newington College Stanmore Senior Campus.

The online questionnaire was open for students and staff from 31 March 2025 to 9 May 2025. A sample rate of approximately 57% of all staff was collected and completed. In regard to students, an overall sample rate of 52% of all students was collected and completed. 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.

For the purposes of this assessment, the morning (AM) and afternoon (PM) data was averaged for both staff and students travel modes. These reference travel modes are outlined in **Table 3** and **Table 4** below:

Table 3: Reference Travel Modes - Staff

Travel Mode	Existing %
By Car (as a passenger – dropped off/picked up)	1.3%
By Car (driving yourself and parking at/near school)	71.8%
By Car (as a passenger – carpool with other staff member)	1.3%
Public Transport – Bus	1.8%
Public Transport – Train	9.4%
Walk	9.3%
Cycle/Scooter	5.1%

Table 4: Reference Travel Modes - Students

Travel Mode	Existing %
By Car (as a passenger)	17.7%
By Car (driving yourself)	4.8%
By Car (as a passenger – carpool with other student driving)	0.7%
School Operated Bus	11.9%
Public Transport – Bus	11.8%
Public Transport – Train	43.4%
Walk	7.6%
Cycle/Scooter	0.5%

It can be seen from Table 3 the primary travel modes for staff is car driving at 71.8% and public transport (train) at 9.4%. As summarised in Table 4, 43.4% of students use public transport (train), 17.7% of students travel by car (passenger dropped-off by parent/guardian), and 11.9% and 11.8% use the school-operated bus and public bus, respectively.

4.3 Target Mode Share

The objective of this Green Travel Plan is to reduce potential private vehicle trips to and from the site to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, or public transport etc. Specifically, this plan targets staff, visitors, parents/carers, and student trips.

To ensure the Green Travel Plan remains effective, its implementation will be monitored regularly with its success measured by setting mode share targets and identifying measures / actions that have had the greatest impacts.

It is understood that mode shift between 3-5 percent is generally considered to be a significant achievement and given the emerging trends in travel behaviours in recent years, a shift of 3-5 percent is considered reasonable.

On the above basis, it is proposed to reduce private car usage by 4% as set out in **Tables 5** and **6**.

Table 5: Target Travel Modes - Staff

Travel Mode	Existing %	Target %
By Car (as a passenger – dropped off/picked up)	1.3%	1.3%
By Car (driving yourself and parking at/near school)	71.8%	67.8%
By Car (as a passenger – carpool with other staff member)	1.3%	1.3%
Public Transport – Bus	1.8%	3.8%
Public Transport – Train	9.4%	11.4%
Walk	9.3%	9.3%
Cycle/Scooter	5.1%	5.1%

Table 6: Target Travel Modes - Students

Travel Mode	Existing %	Target %
By Car (as a passenger)	17.7%	13.7%
By Car (driving yourself)	4.8%	4.8%
By Car (as a passenger – carpool with other student driving)	0.7%	0.7%
School Operated Bus	11.9%	12.9%
Public Transport – Bus	11.8%	12.8%
Public Transport – Train	43.4%	44.4%
Walk	7.6%	8.6%
Cycle/Scooter	0.5%	0.5%

5. ACTIONS AND STRATEGY

5.1 Transport Access Guide

To assist in promoting the use of alternative travel modes, a Transport Access Guide (TAG) has been prepared for the school, which will be distributed to staff, visitors, parents/carers, and students via the school newsletter and/or online website. This TAG will 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.

The provision of this information to staff, visitors, parents/carers, and students at Newington College will assist them to make an informed decision on how to travel to site based on the available services connecting to or near their place of residence. The TAG has been included in **Appendix A** for reference.

5.2 Walking

School management is encouraged to implement a '10,000 steps per day' initiative to achieve health benefits for their staff via email communications. The Transport Access Guide (TAG) which is discussed in further detail below would be provided to all staff to inform of nearby bus stops and provide a general navigation tool to encourage walking.

5.3 Cycling

The TAG will be provided to all staff and visitors to inform them of nearby cycle friendly roads and the location of cycling facilities to provide a general navigation tool to encourage cycling.

5.4 Public Transport

Nearby bus stops are illustrated within the TAG, and this would be distributed to all staff, visitors, parents/carers, and students.

5.5 School Student Transport Schemes

The school will promote the School Student Transport Scheme (SSTS), which 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 high 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:

- *a secondary student (Year 7–12) who lives more than 2 km (straight line distance) from school, or 2.9 km or more by the most direct practical walking route to the nearest entry point to the school*

5.6 Newington School Buses

The school will continue to promote the Newington School Bus service which includes five (5) regular bus services to and from the school. More information relating to Newington School Bus travel, registration and payment can be found here:

<https://www.newington.nsw.edu.au/admissions/getting-to-newington/stanmore-bus-routes/>

5.7 Transport Information

There are several channels with information regarding local transport options. Providing staff, visitors, parents/carers, and students with updated information will help facilitate journey planning and increase their awareness of convenient and potentially cost-saving transport options.

- **Transport for NSW:** up-to-date public transport timetables, fare information, and journey planning are provided by Transport for NSW at <http://www.transportnsw.info>
- **Cycleway Finder:** Service NSW provides and maintains a map with detailed cycling route information to encourage people of all levels of experience to ride a bicycle, the finder can be accessed at <https://maps.transport.nsw.gov.au/egeomaps/cycleway-finder/>

- *Google Maps:* Google Maps provides up-to-date information regarding all transport options; it also has a cycling mode for cyclists to identify appropriate cycle routes.

5.8 Travel Plan Coordinator

This GTP requires the nomination of an individual, being a 'Travel Plan Coordinator' to oversee its implementation, as well as to review and update the GTP to reflect the site operation, changes to public transport services and the achievable modal-split targets for the site. The nomination of the Travel Plan Coordinator can be undertaken at Occupation Certificate stage.

5.9 Other Measures

Council also has a continual responsibility to implement measures in the public domain that can influence a positive shift towards non-car based travel, these include:

- Footpaths, cycleways, and pedestrian crossing facilities to be maintained in good order.
- Continue to improve and maintain signage and way finding to / from key public transport hubs and destination.
- Provide community cycling programs to assist inexperienced riders and improve on-road awareness.
- Continue to improve sustainable transport infrastructure in the locality and update the community on a regular basis.
- Promote and advertise sustainable transport on public information boards.

Accordingly, these notice boards will assist in encouraging an alternate mode of transportation to and from the school with the main objective of reducing personal vehicle trips for both staff, visitors, parents/carers, and students.

5.10 Implementation Plan

A series of actions are recommended in **Table 7** which forms the strategies and initiatives that can be implemented to achieve the desired transport modal split targets. It is pertinent that these actions are regularly monitored and updated to reflect current local transport conditions.

Table 7: Green Travel Plan Implementation Plan

Strategy	Action	Target	When	Responsibility	Cost Implication
Reduce car-based travel					
Staff Car Parking	Prioritise staff parking areas to car pool vehicles and those in need	Staff	On-going Travel Plan Coordinator to make on-site observations every three (3) months	Travel plan coordinator	Captured as part of a staff members job role.
Public Transport					
Promote public transport options	Provide and maintain an updated TAG with public transport information, and ensure copies of the TAG are easily accessible	Staff, visitors, parents, and students	Ongoing – Travel Plan Coordinator to check whether any updates are required to TAG every six (6) months	Travel plan coordinator	Captured as part of a staff members job role.
Promote the SSTS	Promote the SSTS within internal communications to parents and students	Parents and students	Ongoing	Travel plan coordinator	Captured as part of a staff members job role.
Cycling and Walking					
Maintain end-of-trip facilities	Maintain end-of-trip facilities in good order, set up a regime for regular inspection and forum to report improper use and damages	Staff and students	Ongoing – facilities to be inspected monthly	School	Would be a part of the maintenance contractor's scope of works.
Maintain bicycle parking facilities	Maintain bicycle parking facilities in good order, set up a regime for regular inspection and forum to report improper use and damages	Staff and students	Ongoing – facilities to be inspected monthly	School	Would be a part of the maintenance contractor's scope of works.
Walking/riding to school programs	Promotion via internal communications	Staff, parents, and students	Ongoing – Travel plan coordinator to inform yearly	Travel plan coordinator	Captured as part of a staff members job role.

Strategy	Action	Target	When	Responsibility	Cost Implication
Ride2School Day	Promotion via internal communications	Staff, parents, and students	Ongoing – Travel plan coordinator to inform yearly	Travel plan coordinator	Captured as part of a staff members job role.
Provide up-to-date cycling information	Provide and maintain an updated TAG with cycling information, and ensure copies of the TAG are easily accessible	Staff, parents, and students	Ongoing – Travel Plan Coordinator to check whether any updates are required to TAG every six (6) months	Travel plan coordinator	Captured as part of a staff members job role.
Newington School Buses					
Promote the Newington School Bus Services	Promote service within internal communications to parents and students	Parents and students	Ongoing	Travel plan coordinator	Captured as part of a staff members job role.
Keep Information Up to Date					
Green Travel Plan	Provide staff and students with updated GTP to encourage non-car-based travel	Staff, visitors, parents, and students	Ongoing – Travel Plan Coordinator to organise yearly update to GTP	Travel plan coordinator	To be confirmed upon request.
Update and Review	Ongoing review of the GTP to reflect current local transport conditions	Staff, visitors, parents, and students	Ongoing – Travel Plan Coordinator to organise yearly update to GTP	Travel plan coordinator	To be confirmed upon request.

6. MONITORING AND REVIEW

6.1 Travel Coordinator Role

The school will assign an existing staff member to the travel coordinator role. The travel coordinator will be responsible for communicating any issues between external stakeholders, Council, parents/caregivers, and the school.

The responsibilities of this role include:

- Communicating transport options to staff, visitors, parents/carers, and students.
- Collaborating with internal and external stakeholders and monitoring.
- Evaluating the progress of the targeted and actual mode shares.

6.2 Evaluation Plan

The school will engage an external consultant to review the GTP annually, which would include annual travel mode surveys of staff and students. This external consultant would be tasked with reviewing and evaluating the progress of targets as documented in Table 5 and Table 6, as well as refining and updating the GTP, as appropriate.

This annual evaluation will provide a reliable overview of areas in which the GTP is operating effectively and which areas that require more attention. It is envisaged that the target travel modes be achievable in 5 years however, it is noted that these targets are primarily indicative and will require on-going evaluation and fine-tuning.

6.3 Communications Plan

A TAG has been provided and included in **Appendix A** that communicates and promotes the use of alternative travel modes. This TAG will be distributed to staff, visitors, parents/carers, and students via the school newsletter and/or online website in order to assist in encouraging sustainable travel modes by providing detailed information about the available public transport services and local bicycle/walking routes in the locality.

7. CONCLUSION

Newington College Stanmore Senior Campus is conveniently located within walking distance to existing public transport services, including rail and buses.

This travel plan has recommended a number of actions to manage current travel demands, specifically, these actions seek to reduce reliance on private vehicle trips and comprise the following:

- Promotion of the Transport Access Guide to staff, visitors, parents/carers, and students;
- Promotion of nearby walking/cycling networks;
- Promotion of nearby public transport networks;
- Encourage staff carpooling;
- Promotion of the Newington College Stanmore bus service;
- Provide up to date transport information through communication channels; and
- Maintain an open channel of communication with Council to maintain / improve existing sustainable infrastructure in the local area; and

It is pertinent to note that those actions recommended in this Green Travel Plan should be implemented together as a set of coordinated measures to achieve its maximum effect of influencing travel habits to increase non-car based travel to and from the site, as well as promoting a healthier and active lifestyle.

In summary, it is considered that this GTP for Newington College Stanmore Senior Campus allows staff, visitors, parents/carers, and students to travel to and from the school via sustainable modes of travel, thereby reducing the dependency on private vehicles.

APPENDIX A

Transport Access Guide

TRAVELLING TO SCHOOL



WALKING

By Bicycle and Walking: Safe and accessible bicycle and walking infrastructure is provided in the surrounding area, staff and students would be able to take advantage of the various facilities.

Additional bicycle and walking routes will be updated as additional infrastructure becomes available.

For alternative cycling and walking routes please visit <http://www.rms.nsw.gov.au/roads/bicycles/cycleway-finder.html> for more information.



TRAIN

By Train: Stanmore Railway Station is located approximately 200m north of the School. Stanmore Railway Station has access to services on the following lines

- T2 – Inner West and Leppington Line
- T3 – Inner West and Liverpool Line

For more information on the frequency of train services please visit <https://transportnsw.info>.



BUS

By Bus? The closest existing public bus stops are located on Addison Road which is approximately 500m to the south of the site. These stops are serviced by the following Bus Route.

- 428 – Canterbury to City Martin Place

For more information on the frequency of bus services please visit <https://transportnsw.info>.

Additionally, the school is serviced by dedicated school routes and chartered Newington Bus Services to the following areas:

- Balmain and Lilyfield to Newington College
- Ryde Depot to Newington College
- Newington – Cronulla Bus
- Newington – Dee Why/Annandale Bus
- Newington – Eastern Suburbs Bus
- Newington – North Shore Bus
- Newington – Strathfield Bus

More information relating to the chartered bus services, including timetables and stop locations can be found on the Newington College website: <https://www.newington.nsw.edu.au/admissions/getting-to-newington/stanmore-bus-routes>.



CAR

Travelling by car? The site has limited off-street car parking spaces for visitors and employees. On-street car parking is available around the site but is subject to Council parking restrictions.

For more information on how to hire a car see <https://www.goget.com.au/find-cars>.

By Uber: Offers car rideshare services available through the Uber app on your smartphone or tablet.

By Car Pool: Car Pooling is a great way to reduce traffic congestion. Please consider your co-workers and other visitors when attending the retirement village to arrange your schedules.

By Taxi: Taxi services are available by contacting the following company: 13 CABS by calling 13 22 27 or visiting their website <http://www.13cabs.com.au>.

TRANSPORT GOALS

This Travel Access Guide (TAG) provides information to staff and students on how to travel to and from Newington College by active transport, reducing reliance on private vehicles.

The School supports active travel as its benefits include:

- Minimising car use
- Reduced carbon emissions and improved air quality
- Less traffic congestion
- A safer, more pleasant urban environment
- Opportunities for staff and students to be healthier, improve their wellbeing and increase their daily physical activity
- Reduce the need to provide parking
- Contribute to corporate social responsibility relating to the triple bottom line, and improve corporate image as an innovative and environmentally aware organisation
- Create opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities

TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS



Newington College

Discover
what's possible

TRANSPORT ACCESS GUIDE

**Newington College
Stanmore Senior Campus**

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

PUBLIC TRANSPORT MAP

The local, school bus routes and train station located in walking distance of the school are presented in the figure below.

The map shows the Stanmore area with the proposed site highlighted in red. The site is located near the intersection of Stanmore Road and Douglas Street. A red dot marks the site's location. A red circle with a 'T' symbol marks a nearby bus stop. A blue line represents the railway line, and a green line represents the M4 motorway. The map includes street names such as Albany Road, Douglas Street, and Stanmore Road. A scale bar indicates 400m and 800m.

**Newington College
Stanmore Senior Campus**

SYDNEY BUS SERVICE

- Bus Stop
- 428 Canterbury to City Martin Place

NEWINGTON SPECIAL BUS SERVICES

- 5615 Balmain to Newington College
- 5645 Ryde Depot to Newington College

SYDNEY RAILWAY SERVICE

- T Stanmore Railway Station

NEWINGTON CHARTERED BUS SERVICES

- North Shore Route Bus Stop
- Eastern Suburbs Route Bus Stop
- Dee Why & Annandale Route Bus Stop
- Cronulla Route Bus Stop
- Strathfield Route Bus Stop

The existing cycleways in the vicinity of the school are presented in the figure below.

