



MACQUARIE FIELDS

**NSW**  
**SCHOOL**  
**SAFETY**  
**SURVEY**

#NSWSCHOOLSAFETY



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# PUTTING OUR KIDS FIRST



## SAFETY IS NO ACCIDENT

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

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

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

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

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

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

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

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



## WE DESERVE OUR FAIR SHARE

Schools are essential to the development of our young people and their future. A crucial part of a student's physical and psychological well-being includes an active lifestyle and being healthy.

**Safer roads, better signalling and signage, and designated crossings can assist in making school journeys safer and encourage more children to ride or walk to school.**

The School Safety Survey helps find ways to improve safety, encourage more families to walk and ride, and pressures the State Government and local Councils to make the necessary changes our community needs.

Walking or riding to school is the way forward for our students in keeping them active and healthy but there must be adequate infrastructure in place to make their school journey safer.

The Macquarie Fields community has repeatedly called for infrastructure and traffic management plans to keep our kids safe around schools, but this Liberal Government has repeatedly failed to deliver.

I truly hope it does not take a tragedy to prompt the Government into action.

All the Macquarie Fields community wants is our fair share!

**ANOULACK CHANTHIVONG, MEMBER FOR MACQUARIE FIELDS**

# KEY FACTS



**OVER 1.2 MILLION KIDS IN NSW WILL GO TO SCHOOL TODAY<sup>1</sup>**



**TWO-THIRDS OF THEM ARE DRIVEN TO SCHOOL 40 YEARS AGO, 70% OF KIDS WALKED OR RODE<sup>2</sup>**



**ROAD TRAUMA IS THE NUMBER ONE KILLER OF CHILDREN AGED 14 AND UNDER THE MOST DANGEROUS TIME TO BE ON OUR ROADS IS THE AFTERNOON AT SCHOOL PICK-UP TIME<sup>3</sup>**



**TODAY, ONLY 23% OF KIDS ARE ACTIVE ENOUGH TO MEET NATIONAL PHYSICAL ACTIVITY GUIDELINES<sup>4</sup>**



**EVERY KILOMETRE CYCLED HAS A \$1.40 BENEFIT TO THE PUBLIC HEALTH SYSTEM<sup>5</sup>**



**THE COST OF CONGESTION IN SYDNEY WILL INCREASE FROM \$8.1 BILLION IN 2016 TO \$15.9 BILLION IN 2031<sup>6</sup>**



**BUT ONLY 0.38% OF THE BUDGET FOR NEW TRANSPORT INFRASTRUCTURE IN NSW IS ALLOCATED TO NEW ACTIVE TRANSPORT AND CYCLING PROJECTS<sup>7</sup>**



**NSW SPENDS \$7.20 PER PERSON ON ACTIVE TRANSPORT, COMPARED TO \$9.17 IN TAS, \$15.08 IN QLD AND \$35 PER PERSON IN THE ACT<sup>8</sup>**

# THE SURVEY



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

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



## HOW WE COLLECTED OUR INFORMATION

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

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

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

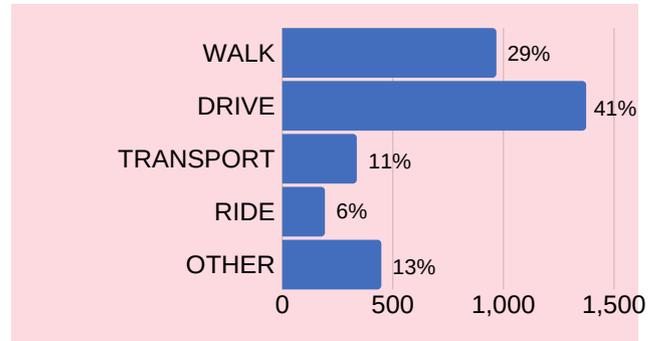
The report and a list of specific issues nominated by parents and carers have been sent to the State Government, local councils and to other decision making bodies across three levels of Government.

# NSW SNAPSHOT

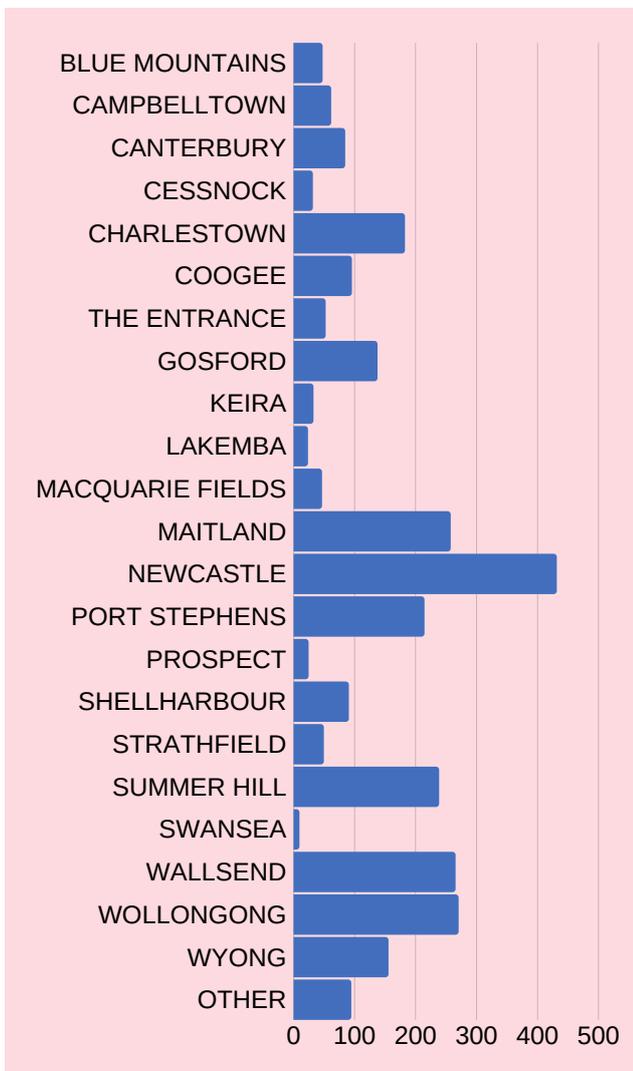
# 3400

PEOPLE  
RESPONDED  
ACROSS NSW

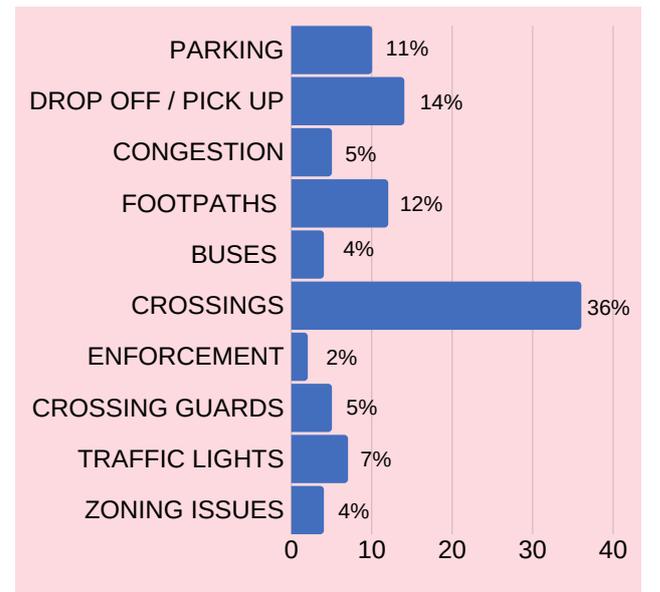
## HOW THEY TRAVEL TO SCHOOL:



## THEIR NSW ELECTORATE:



## THEIR KEY CONCERNS:



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



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

**Hu, Lakemba**

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

**Walter, Shellharbour**

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

**Scott, Newcastle.**

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

**Michelle, Shoal Bay**

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

**Jane, Summer Hill**

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

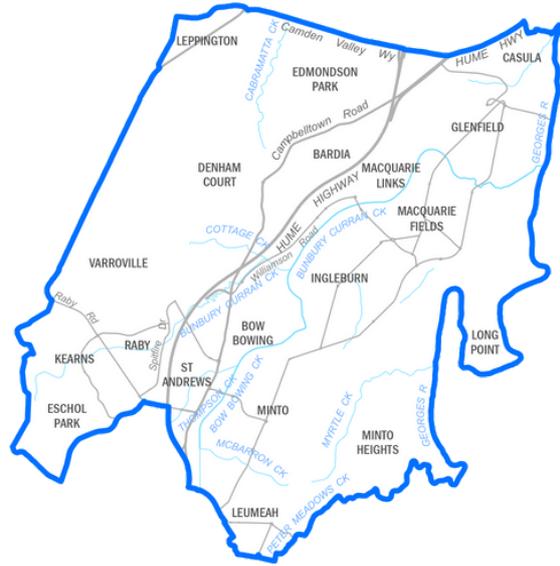
**Amanda, Maitland**



# MACQUARIE FIELDS

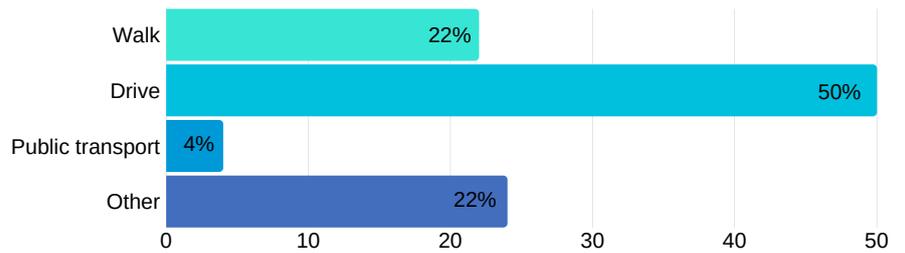
## ELECTORATE PROFILE

The State electorate of Macquarie Fields includes the suburbs of Bardia, Bow Bowing, Denham Court, Edmondson Park, Eschol Park, Glenfield, Ingleburn, Kearns, Long Point, Macquarie Fields, Macquarie Links, Minto, Minto Heights, Raby, St Andrews and Varroville, as well as parts of Casula, Kentlyn, Leppington and Leumeah.

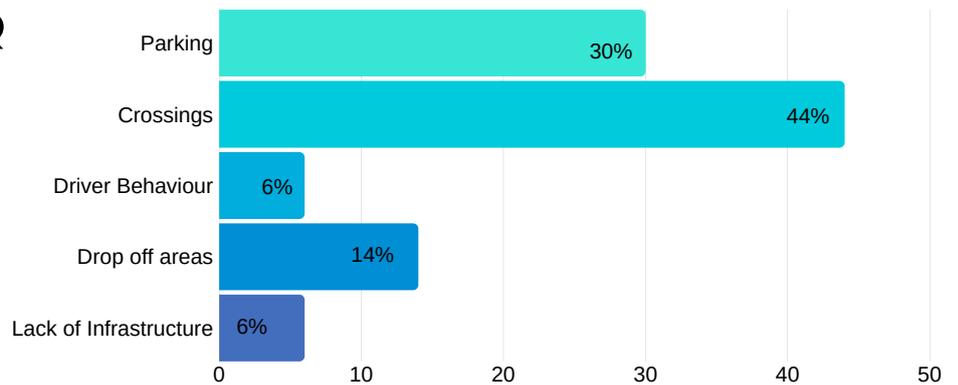


**46** PEOPLE RESPONDED

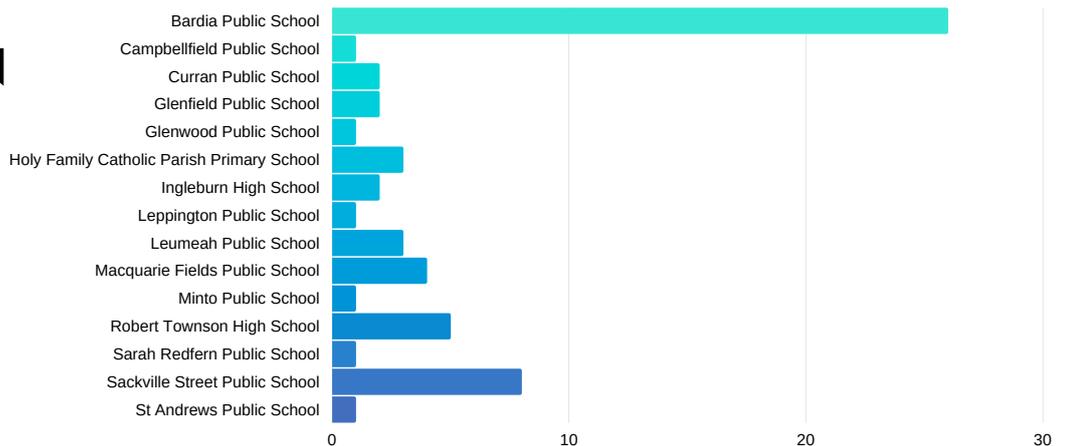
## HOW DOES YOUR FAMILY MOSTLY TRAVEL TO AND FROM SCHOOL?



## WHAT ARE YOUR KEY CONCERNS?



## SCHOOL BREAKDOWN



There's no safe crossing for the kids and parents especially in the afternoons where there is more road traffic and everyone is in a hurry.

**Katie, Macquarie Fields**

Lack of kiss and ride drop off space.

**Alan, Bardia**

The cars fly through the 40 km/hr school zone and there is no crossing supervisor present at the school.

**Alicia, Macquarie Fields**

There are not enough footpaths for the children to walk on.

**Wendy, Macquarie Fields**

We don't have a proper crossing outside our school. Have recently gotten traffic flags, but should have signs and a lollipop person for safety.

**Nicole, Glenfield**

Lack of designated parking for teachers and others working at school.

**Darren, Bardia**

Traffic in the morning and afternoon is very busy.

**Wendy, Macquarie Fields**

# KEY THEMES



## BETTER INFRASTRUCTURE

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

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

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

There are currently 6,000 flashing lights in school zones across NSW.<sup>10</sup>

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

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

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

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

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

## SMARTER PARKING

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

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

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

## SUPPORT PARENTS & CARERS

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

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

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



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

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



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

Many respondents also expressed that they would prefer for their kids to ride or walk. Notably, active transport was one of the ways the Premier sought to achieve her 2018 Priority of reducing childhood obesity by 5% by 2025.<sup>15</sup>



## PUBLIC TRANSPORT

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

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

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

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

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

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

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

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



## BOOST CYCLING

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

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

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

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

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



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

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

## WAYFINDING

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

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

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

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

## WALKING BUSES

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

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

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

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



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

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



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

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



## MAJOR PROJECT WORKS

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

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

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

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

## BETTER CO-ORDINATION

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

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

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

# WHAT YOU SAID



## BARDIA PS

- Need to increase parking around school to stop double parking and dangerous driving
- Need a pedestrian crossing on Arthur Allen Drive
- Require crossing guard
- There are currently no traffic lights across Macdonald Road
- Need to expand the kiss and ride
- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school, particularly between Campbelltown Road and Bardia Avenue (roundabout), but also a bit from the top of the hill of Macdonald Road down to Bardia Avenue.

## CAMPBELLFIELD PS

- Need supervision to reduce dangerous driving, including pulling into bus zones.

## CURRAN PS

- Need a pedestrian crossing on Eucalyptus Road
- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school.

## GLENFIELD PS

- Pedestrian crossing is required on Railway Parade, Glenfield
- Existing pedestrian crossing needs upgrade to improve visibility with better signage etc.

## GLENWOOD PS

- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school
- Pedestrian crossing is required on corner of Belmont and Harrow Roads
- School drop off zone is required on Belmont Road.

## HOLY FAMILY CATHOLIC PARISH PRIMARY

- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school
- Crossing on Oxford Road between school and High School is dangerous; cars fail to stop or to adhere to school zone speed limit: Safe pedestrian crossing required.

## INGLEBURN HS

- Need to increase parking around school to stop double parking and dangerous driving.

## LEPPINGTON PS

- Need a safe pedestrian crossing outside the school, Transport for NSW says it's too dangerous for a crossing!
- Need to increase parking around school to stop double parking and dangerous driving.

## LEUMEAH PS

- Additional safe pedestrian crossing is required outside the school, particularly at the back gate (Parkhill Avenue)
- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school, particularly on Burrendong Road, off Pembroke Road
- Need to increase parking around school to stop double parking and dangerous driving.

## MACQUARIE FIELDS PS

- Need to increase parking around school to stop double parking and dangerous driving, including people parking on footpaths on Fields Road.

## MINTO PS

- Buses do not stop near homes; making travel by bus unfeasible.

## ROBERT TOWNSON PS

- Pedestrian crossing is required on Shuttleworth Avenue, outside the school.

## SARAH REDFERN PS

- School crossing supervisor required to help students cross safely
- Greater enforcement presence needed to reduce speeding on Styles Street, Minto.

## SACKVILLE STREET PS

- Need to increase parking around school to stop double parking and dangerous driving, particularly in Sackville Street
- Need a safe drop off zone in Sackville Street or Chester Road
- Intersection of Sackville Street and Cumberland Road is dangerous; better phasing of traffic lights or other measures needed to protect safety of pedestrians
- Traffic calming devices and increased enforcement needed to slow speeding drivers around the school, particularly on Bradley Street and Sackville Street (where people run red light).

## ST ANDREWS PS

Existing drop off zone is very busy and congested given the size of the school, an additional drop off area is required.



\*NB: These are the key responses from the School Safety Survey. Have something to add? Contact Anoulack: [macquariefields@parliament.nsw.gov.au](mailto:macquariefields@parliament.nsw.gov.au)

# WHERE NEXT?



## LOCAL COUNCIL

### **This report has been sent to:**

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

## WHAT WILL MY MP DO?

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

## WHO ULTIMATELY DECIDES?

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

## WHAT CAN I DO NEXT?

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

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

GPO Box 5341, Sydney NSW 2001  
[www.transport.nsw.gov.au/about-us/who-we-are/our-ministers](http://www.transport.nsw.gov.au/about-us/who-we-are/our-ministers)

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

# NOTES



- 1 - [www.acara.edu.au/reporting/national-report-on-schooling-in-australia](http://www.acara.edu.au/reporting/national-report-on-schooling-in-australia)
- 2 - [www.bicyclenetwork.com.au/newsroom/2018/01/23/need-national-ride2school/](http://www.bicyclenetwork.com.au/newsroom/2018/01/23/need-national-ride2school/)
- 3 - <https://arsf.com.au/aami-data-reveals-afternoon-school-pick-up-most-dangerous-time-on-the-road/>
- 4 - [www.aihw.gov.au/reports/children-youth/australias-children/contents/health/physical-activity](http://www.aihw.gov.au/reports/children-youth/australias-children/contents/health/physical-activity)
- 5 - [www.bicyclensw.org.au/our-policy/](http://www.bicyclensw.org.au/our-policy/)
- 6 - [www.infrastructureaustralia.gov.au/map/active-transport-walking-and-cycling-access-sydney-cbd](http://www.infrastructureaustralia.gov.au/map/active-transport-walking-and-cycling-access-sydney-cbd)
- 7 - [www.budget.nsw.gov.au/sites/default/files/budget-2019-06/7\\_Transport\\_cluster-BP3-Budget\\_201920.pdf](http://www.budget.nsw.gov.au/sites/default/files/budget-2019-06/7_Transport_cluster-BP3-Budget_201920.pdf)
- 8 - [www.bicyclensw.org.au/lagging-behind-the-pack/](http://www.bicyclensw.org.au/lagging-behind-the-pack/)
- 9 - [www.theconversation.com/city-wide-trial-shows-how-road-use-charges-can-reduce-traffic-jams-86324](http://www.theconversation.com/city-wide-trial-shows-how-road-use-charges-can-reduce-traffic-jams-86324)
- 10 - [www.parliament.nsw.gov.au/lc/papers/pages/qanda-tracking-details.aspx?pk=245303](http://www.parliament.nsw.gov.au/lc/papers/pages/qanda-tracking-details.aspx?pk=245303)
- 11 - [www.parliament.nsw.gov.au/lc/papers/pages/qanda-tracking-details.aspx?pk=245304](http://www.parliament.nsw.gov.au/lc/papers/pages/qanda-tracking-details.aspx?pk=245304)
- 12 - [www.rms.nsw.gov.au/roads/bicycles/cycleway-finder.html](http://www.rms.nsw.gov.au/roads/bicycles/cycleway-finder.html)
- 13 - [www.revenue.nsw.gov.au/help-centre/resources-library/statistics](http://www.revenue.nsw.gov.au/help-centre/resources-library/statistics)
- 14 - [www.revenue.nsw.gov.au/help-centre/resources-library/statistics](http://www.revenue.nsw.gov.au/help-centre/resources-library/statistics)
- 15 - [www.health.nsw.gov.au/heal/Publications/Premiers-priority-childhood-obesity-delivery-plan.pdf](http://www.health.nsw.gov.au/heal/Publications/Premiers-priority-childhood-obesity-delivery-plan.pdf)
- 16 - <https://apps.transport.nsw.gov.au/ssts/schoolTravelPasses#>
- 17 - [www.bicyclensw.org.au/defying-the-trend/](http://www.bicyclensw.org.au/defying-the-trend/)
- 18 - [www.bicyclenetwork.com.au/newsroom/2018/01/23/need-national-ride2school/](http://www.bicyclenetwork.com.au/newsroom/2018/01/23/need-national-ride2school/)
- 19 - [www.revenue.nsw.gov.au/help-centre/resources-library/statistics](http://www.revenue.nsw.gov.au/help-centre/resources-library/statistics)



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