

19 April 2022

Project/File: 301401106

Barry Hayes

Project Director, Infrastructure Delivery
Department of Education
Level 8, 259 George Street
SYDNEY NSW 2000

Dear Barry

Reference: Schools at Meadowbank Education and Employment Precinct - Pedestrian Safety Management Strategy

1 Introduction

Under MOD 4 of the Schools at Meadowbank Education and Employment Precinct project (SSD 9343), approval was granted for the following public domain works to be delayed:

- Footpath on western side of Hermitage Road: To be completed within 6 months of the commencement of school operations.
- Pedestrian crossing on See Street where it intersects with Macpherson Street: To be completed within 3 months of the commencement of school operations.
- Pedestrian crossing on Rhodes Street, near the intersection with Mellor Street: To be completed within 3 months of the commencement of school operations.

The pedestrian crossing on See Street at Macpherson Street was built according to the traffic management plans and is open for public use in April 2022.

As part of the approval, Condition D36 requires a Pedestrian Safety Management Strategy to be completed to consider safe management of pedestrians associated with the two schools at Meadowbank in the interim prior to the above works being completed. Condition D36 is included as follows:

D36. Prior to the commencement of operation, a Pedestrian Safety Management Strategy prepared by an accredited (Level 3) road safety auditor and in consultation with Council, must be submitted to the Planning Secretary for approval. The Pedestrian Safety Management Strategy must include recommendations for the safe management of pedestrian movements to and from the site in the absence of completion of the following works:

(a) the footpath on the western side of Hermitage Road;

(b) the pedestrian crossing on See Street where it intersects with Macpherson Street; and

(c) the pedestrian crossing on Rhodes Street at/near Mellor Street.

All applicable recommendations must be implemented by the Applicant at no cost to Council.

This Pedestrian Safety Management Strategy seeks to address Condition D36 in this regard. This report was prepared by Brett Maynard who is an Accredited Senior Road Safety Auditor (Level 3 Transport for NSW).

2 Route Assessment

An analysis of likely pedestrian volumes associated with the two schools at the Meadowbank Education and Employment Precinct was completed in the Hermitage Road Active Transport Assessment prepared by ptc. dated 5 October 2021 to support MOD 4 for SSD 9343. The assessment indicates the forecast pedestrian volumes on Hermitage Road is expected to be around 48 pedestrians in the morning before school and 32 pedestrians in the afternoon after school.

Although these forecast pedestrian volumes are minor, an alternative walking route is required for these pedestrians from the opening of the schools on 26 April 2022 and the completion of the footpath works on the western side of Hermitage Road.

Two alternative routes exist for pedestrians to walk between the schools site and the Hermitage Road/Victoria Road intersection. These include:

- Option 1: Crossing Hermitage Road at the signalised crossing at Victoria Road, travelling along the southern side of Victoria Road across the intersection of Falconer Street and connecting with the footpath on the eastern side of Mellor Street, travelling south along Mellor Street, crossing Macpherson Street at the pedestrian crossing and connecting with the school entrances on Rhodes Street.
- Option 2: Crossing Hermitage Road at the signalised crossing at Victoria Road, travelling south along the footpath on the eastern side of Hermitage Road, crossing Rhodes Street, travelling along the footpath on the southern side of Rhodes Street and connecting with the school entrances.

These two pedestrian route options are shown indicatively in Figure 1.

Figure 1: Alternative pedestrian route options



Reference: Schools at Meadowbank Education and Employment Precinct - Pedestrian Safety Management Strategy

Base image source: Nearmap

The two options were assessed considering safety, convenience and the road rules, with Option 2 considered the preferred route for the following reasons:

- Option 2 is the shortest and most direct route to the entrances for the schools on Rhodes Street and likely to be the preferred by students.
- Option 1 requires students to cross Falconer Street which is around 20 metres wide, involves a slip lane into the street from Victoria Road which likely results in higher vehicle entry speeds into Falconer Street, and no pedestrian refuge exists other than a painted central island.
- Option 1 requires students to cross Mellor Street to connect with the footpath on the eastern side of the road. Pedestrians would likely cross the road at the northern end Mellor Street, which is near a service station which is likely a high traffic generator during the peak hours.

3 Safety Management Strategy

While Option 2 is the preferred route for pedestrians travelling between the schools and the Hermitage Road/ Victoria Road intersection, some potential safety issues were identified along the route. Specifically, these include pedestrians having to cross the circa 40 metre Formula Chemical driveway on the eastern side of Hermitage Road and also having to cross Rhodes Street between the footpath on the eastern side of Hermitage Road and the footpath on the southern side of Rhodes Street.

To address these potential issues, pedestrian and traffic management is proposed to be implemented for the initial two weeks post opening of the schools while school travel patterns are adjusting, and pedestrians are still getting familiar with the site and its surrounds.

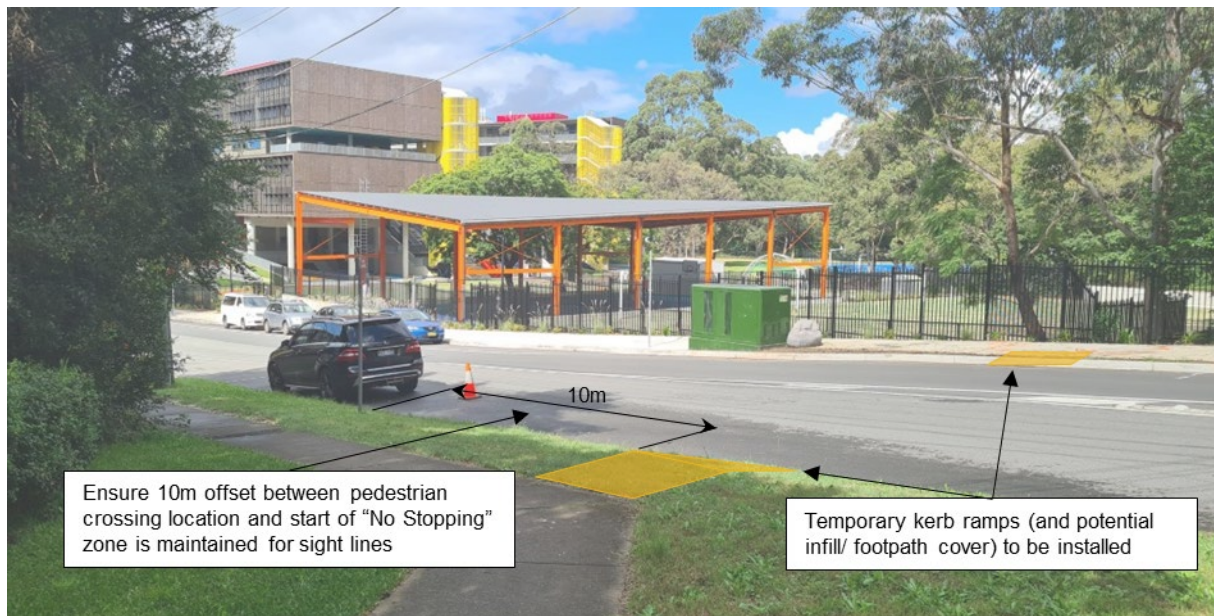
In terms of pedestrians crossing Rhodes Street, the most ideal location for this to occur is considered at the Hermitage Road/ Rhodes Street bend whereby the existing “No Stopping” zones on both sides of the road facilitate appropriate sight lines between pedestrians and vehicles travelling in both directions on Rhodes Street and Hermitage Road. Kerb ramps should be positioned a minimum 10 metres from the start of the “No Stopping” zone on the northern side of Rhodes Street to ensure adequate sight lines are maintained for pedestrians. It also ensures that pedestrians are not crossing mid-block along Rhodes Street where pick-up and drop-off activity is occurring, and cars are pulling in and out of kerbside parking. Accredited traffic controllers are proposed to be positioned at the Hermitage Road/ Rhodes Street bend for the first two weeks post-opening of the schools both before and after school to stop traffic in both directions as required to assist with pedestrians crossing in this location.

Only a small number of pedestrians are expected to travel along this route and therefore pedestrians crossing Rhodes Street is expected to be periodic before and after school. Notwithstanding, if the traffic controllers observe a steady stream of pedestrians approaching the crossing location, the traffic controllers will temporarily hold the pedestrians on the side of the road until a group forms, before temporarily stopping traffic on Rhodes Street and Hermitage Road to allow the group of pedestrians to cross all at once. This will help to minimise the delay to drivers on Rhodes Street and Hermitage Road.

Temporary kerb ramps are proposed to be installed on both sides of the Rhodes Street, connecting with the existing footpaths on the eastern side of Hermitage Road and southern side of Rhodes Street. Temporary infill/ a pedestrian footpath cover may also be required at the southern end of the Hermitage Road footpath, noting that this footpath ends around 0.5 metres short of the kerb on the northern side of Rhodes Street as shown in Figure 2.

A traffic guidance scheme (previously referred to as a traffic control plan) has been prepared and is provided in Appendix 1 detailing the proposed traffic control arrangement at the Hermitage Road/ Rhodes Street intersection, along with associated signage requirements.

Figure 2: Temporary kerb ramps to be installed at Hermitage Road/ Rhodes Street



In addition to pedestrian controllers which will manage the pick-up and drop-off zone along Rhodes Street before and after school, it is also proposed to position a roaming pedestrian controller adjacent to the Formula Chemical driveway on the eastern side of Hermitage Road to assist pedestrians with crossing the wide driveway as required. A pedestrian controller will also be positioned at the Hermitage Road/ Victoria Road intersection to direct pedestrians to use the footpath on the eastern side of Hermitage Road.

During the two-week period post-opening of the two schools at Meadowbank, traffic controllers will record the total number of students walking along this route to understand demand for this route. The pedestrian management along this route will also be monitored throughout the two-week period and assessed against whether any extension of the pedestrian management measures is required based on demand for the route or any whether any further measures are required to address any other potential concerns.

I trust this letter and the attached provide the necessary information. If you have any questions or require any further information, please contact me on (02) 8448 1800.

Yours sincerely

STANTEC AUSTRALIA PTY LTD

Brett Maynard
Senior Principal Transportation Engineer

Appendix 1 - Traffic Guidance Scheme



SCHOOLS AT MEADOWBANK EDUCATION AND
EMPLOYMENT PRECINCT

PEDESTRIAN SAFETY MANAGEMENT STRATEGY
TRAFFIC GUIDANCE SCHEME 1

DATE: 19/04/2022
DRAWING NO. 301401106-01-01-P2

LEGEND

- TRAFFIC CONTROLLER
- PEDESTRIAN CONTROLLER
- TEMPORARY KERB RAMP
- SIGN POST

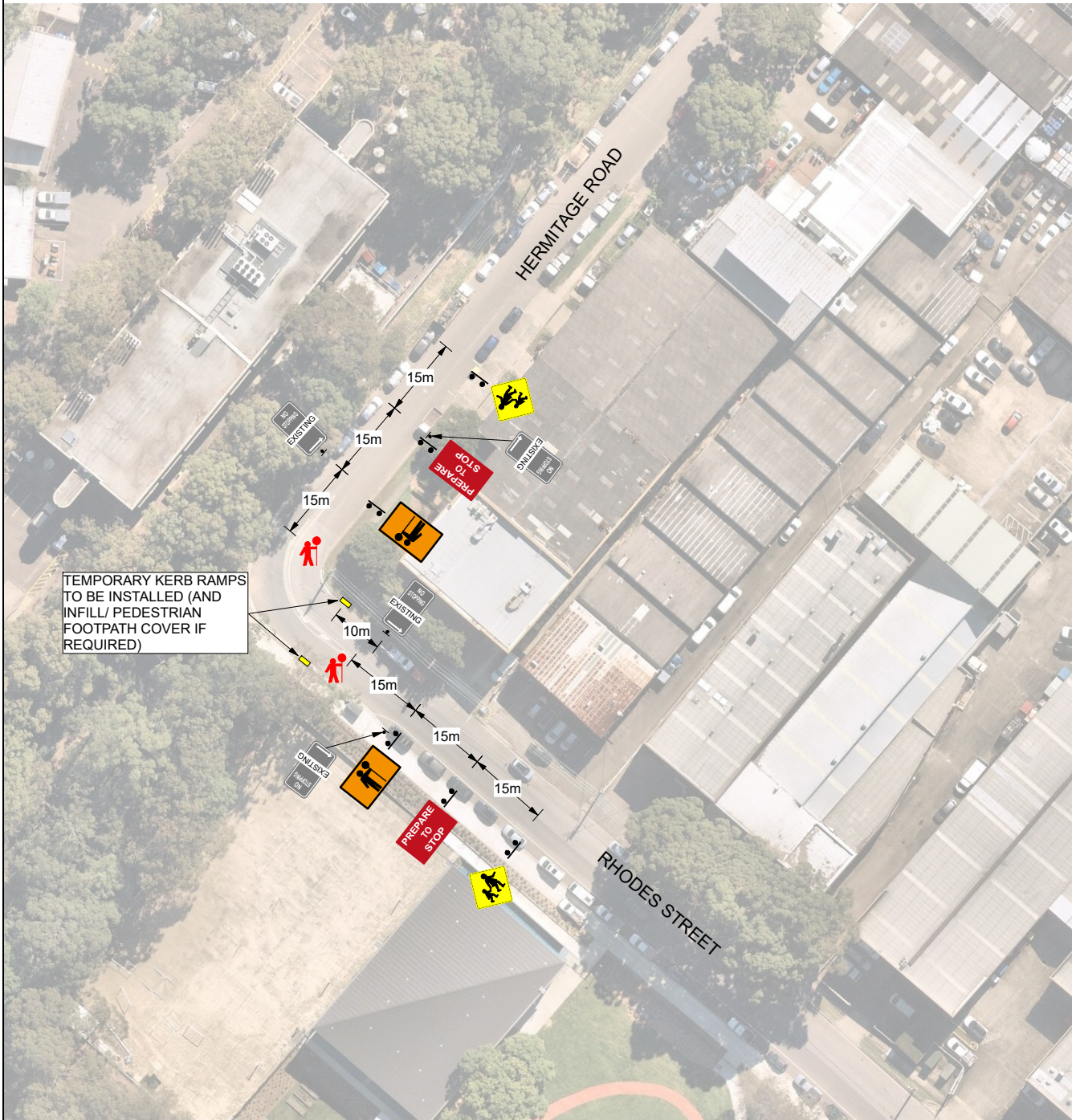
THE UNDERSIGNED HAS COMPLETED AND OBTAINED THE
SAFework NSW TRAFFIC CONTROL WORK TRAINING
CARD:

NAME: MACKENZIE BRINUMS
CARD NO: TCT0044967



TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 RETROREFLECTIVE.
5. ALL TRAFFIC GUIDANCE SCHEMES ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TFNSW, 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC GUIDANCE SCHEME MUST BE SETUP BY A PERSON HOLDING TRAFFIC CONTROL WORK ACCREDITATION AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TGS BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TGS IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TGS HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH TRAFFIC CONTROL WORK ACCREDITATION TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. IF THE SITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS.
10. TRAFFIC CONTROLLERS (T1-34) AND PREPARE TO STOP (T1-18) SIGNS ARE TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
11. ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
12. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
13. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS. SIGN LOCATIONS TO BE REVIEWED ON-SITE TO ENSURE CLEAR VISIBILITY TO ROAD USERS.







SCHOOLS AT MEADOWBANK EDUCATION AND
EMPLOYMENT PRECINCT

PEDESTRIAN SAFETY MANAGEMENT STRATEGY
TRAFFIC GUIDANCE SCHEME 2

DATE: 19/04/2022
DRAWING NO. 301401106-01-02-P1

LEGEND

-  TRAFFIC CONTROLLER
-  PEDESTRIAN CONTROLLER
-  TEMPORARY KERB RAMP
-  SIGN POST

THE UNDERSIGNED HAS COMPLETED AND OBTAINED THE
SAFework NSW TRAFFIC CONTROL WORK TRAINING
CARD:

NAME: MACKENZIE BRINUMS
CARD NO: TCT0044967



TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 RETROREFLECTIVE.
5. ALL TRAFFIC GUIDANCE SCHEMES ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TFNSW, 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC GUIDANCE SCHEME MUST BE SETUP BY A PERSON HOLDING TRAFFIC CONTROL WORK ACCREDITATION AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TGS BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TGS IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TGS HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH TRAFFIC CONTROL WORK ACCREDITATION TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. IF THE SITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS.
10. TRAFFIC CONTROLLERS (T1-34) AND PREPARE TO STOP (T1-18) SIGNS ARE TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
11. ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
12. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
13. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS. SIGN LOCATIONS TO BE REVIEWED ON-SITE TO ENSURE CLEAR VISIBILITY TO ROAD USERS.

