

19th December 2018

Michael Nasiry
EPM Projects
Level 2, 146 Arthur Street
North Sydney
NSW, 2060

Cranbrook Senior School (SSD 8812) – Response to Stage 3 Road Safety Audit

Dear Michael,

ptc. has been engaged by Cranbrook School, to provide traffic consultant advice in relation to the State Significant Development Application (SSD) for Cranbrook School, Bellevue Hill (SSD 8812).

This letter has been prepared as a response to the Stage 3 Road Safety Audit undertaken by DC Traffic Engineering, on the proposed 'Kiss and Drop' facility on the internal driveway.

The responses should reference the items raised in the audit.

Items 1a and 1b: General – Safe operation of the drop and pick up zone.

- **Response** – Noted: A management system will be in place and users will be notified as to how to use the facility.

Items 2a, 2b and 2c: General – Lack of passing clearance along the circulation aisle of the port cochere.

- **Response** – Noted: All the parking on the southern side within the kiss and drop area is to be removed and relocated to the underground car park. Therefore, a minimum 3.4m wide circulating aisle will be provided, allowing clear one-way passage adjacent to the kiss and drop spaces. Students will be managed by staff at all times and the speed limit will be reduced to 10 km/h, further reducing the potential of conflicts.

Item 3a: Entry gate at Victoria Road.

- **Response** – Noted: It is recommended that the right-hand gate of the pedestrian (western) gate will be closed (leaving only the left hand half open), preventing vehicular access. Vehicular access is provided via the eastern gate to provide unimpeded pedestrian access from the bus stop on the north side of Victoria Road.

Item 3b: Entry gate at Victoria Road

- **Response** – Noted: Swept path analysis indicates that vehicles can access the eastern gate unimpeded.

Item 4: Visibility along the porte cochere.

- **Response** – Agreed: Radio communication to be used by staff members to mitigate any possible conflicts.

Item 5.1: Safety of egress gate.

- **Response** – Accepted: This could be resolved by providing an ‘open slated’ fence (similar to the gate) for the last two fence panels.

Item 5.2 and 5.3: Safety of egress gate.

- **Response** – Noted: Vehicles exiting the gate will be in line with the edge of the parking lane on the north side of Rose Bay Avenue and in conjunction with the increased “no stopping” provision across the driveway, we are of the opinion that the visibility will not be restricted.

Item 5.4: Safety of egress gate.

- **Response** - Noted: A 10 metre section of ‘No Stopping’ is proposed on the eastern side of Rose Bay Avenue (opposite the driveway), to assist with the right turn egress from the driveway.

Item 6: Egress driveway on Rose Bay Avenue.

- **Response** – Agreed: No entry signs to be provided at the Rose Bay Avenue Gate

Item 7: Proposed boom gate near start of drop off / pick up zone.

- **Response** – Noted: No parking is permitted on the southern side of the port cochere and therefore access to the boom gate controls will be maintained.

Conclusion

It is our opinion that the responses above address the issues raised and the accepted items be incorporated into the final design, to mitigate any safety concerns.

If you have any further enquiries relating to a parking or traffic matter, please contact our office on (02) 8920 0800.

Kind regards,



Steve Wellman
Senior Traffic & Civil Engineer