



**Adco Constructions Pty Ltd**  
North Kellyville New Public School  
Final Operational Transport and Access Management Plan

October 2018

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# 1. Introduction

## 1.1 Overview

GHD have been commissioned by ADCO Constructions Pty Ltd to provide Transport Planning and Traffic Engineering advice to support the construction of the proposed North Kellyville New Primary School (referred to henceforth as NKPS).

GHD previously completed the NKPS Traffic Impact Assessment on behalf of School Infrastructure New South Wales (SINSW).

The scope of works is to address comments/conditions issued by the Department of Planning and Environment (DPE) with respect to the provision of an Operational Transport and Access Management (OTAMP, Condition Number D24) as detailed in Table 1-1.

**Table 1-1 - OTAMP Conditions**

Condition
Evidence of consultation.
Detailed pedestrian analysis including the identification of safe route options — to identify the need for management measures to ensure students and staff are able to access and leave the site in a safe and efficient manner.
Car parking restrictions and signage within, and in the vicinity of the site; and any required interim upgrading or widening of footpaths to facilitate safe access.
The location of all car parking spaces on the school campuses and their allocation (i.e. staff, visitor, accessible, emergency, etc.).
Car parking arrangements and management associated with the proposed use of school facilities by community members.
The location and operational management procedures of the pick-up and drop-off parking located within Hezlett Road (and/or alternate locations), including staff management/traffic controller arrangements. The location and operational management procedures for the pick-up and drop-off of students by buses and coaches for excursions and sporting activities, including staff management/traffic controller arrangements.
Monitoring and review program.
Delivery and services vehicle and bus access and management arrangements; management of approved access arrangements;
School speed zones.
The outcome of conditions for D1, D5 – D13 and E1.

Each of these conditions has been addressed in Section 2 of this report.

## **1.2 Background Data**

### **1.2.1 Proposed Kellyville North New Primary School**

The NKPS is proposed to consist of:

- A new two storey building which will house an 'innovative learning precinct' comprising of workrooms, learning zones and ancillary areas such as resource rooms, performance rooms, storage rooms and staff rooms.
- Sports facilities including a soccer field and netball/basketball courts.
- Playgrounds and a covered outdoor learning area (COLA) within a central courtyard.

The final capacity of the school is expected to be 1,000 students, 40 teachers and 30 additional support staff. The first stage is expected to be completed by term 1 2019 and will cater to a population of 500 students upon opening.

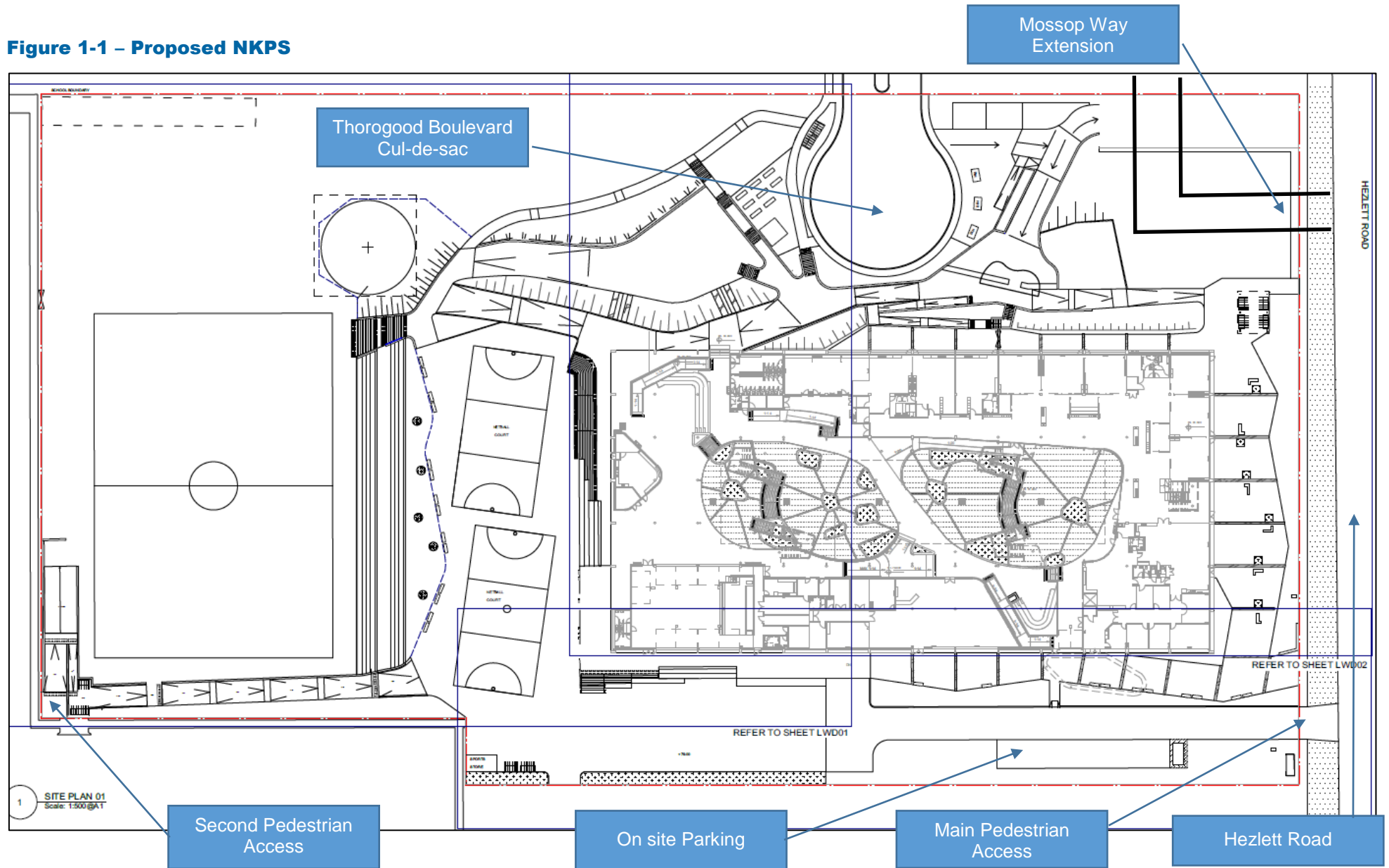
A summary of the proposed access arrangement for NKPS is as follow:

- The main pedestrian access will be provided from Hezlett Road, with a secondary pedestrian access provided to the west of the school (south of the netball court).
- Access to the internal parking area (12 spaces) will be provided from Hezlett Road.
- The pick-up and drop-off facilities and bus zone will be provided on Hezlett Road.
- A service vehicle entry will be provided from Thorogood Boulevard (via a new cul-de-sac).
- An extension of Mossop Way will be constructed (at the end of the existing cul-de-sac) to provide access between Curtis Road and Hezlett Road.
- A separate pick up/drop off facility for mobility impaired students will be provided within the school via a gated driveway on the Mossop Way extension.
- The provision of "community" parking bays on Hipwell Avenue and Prentice Avenue.

The layout of the proposed NKPS is displayed in Figure 1-1.

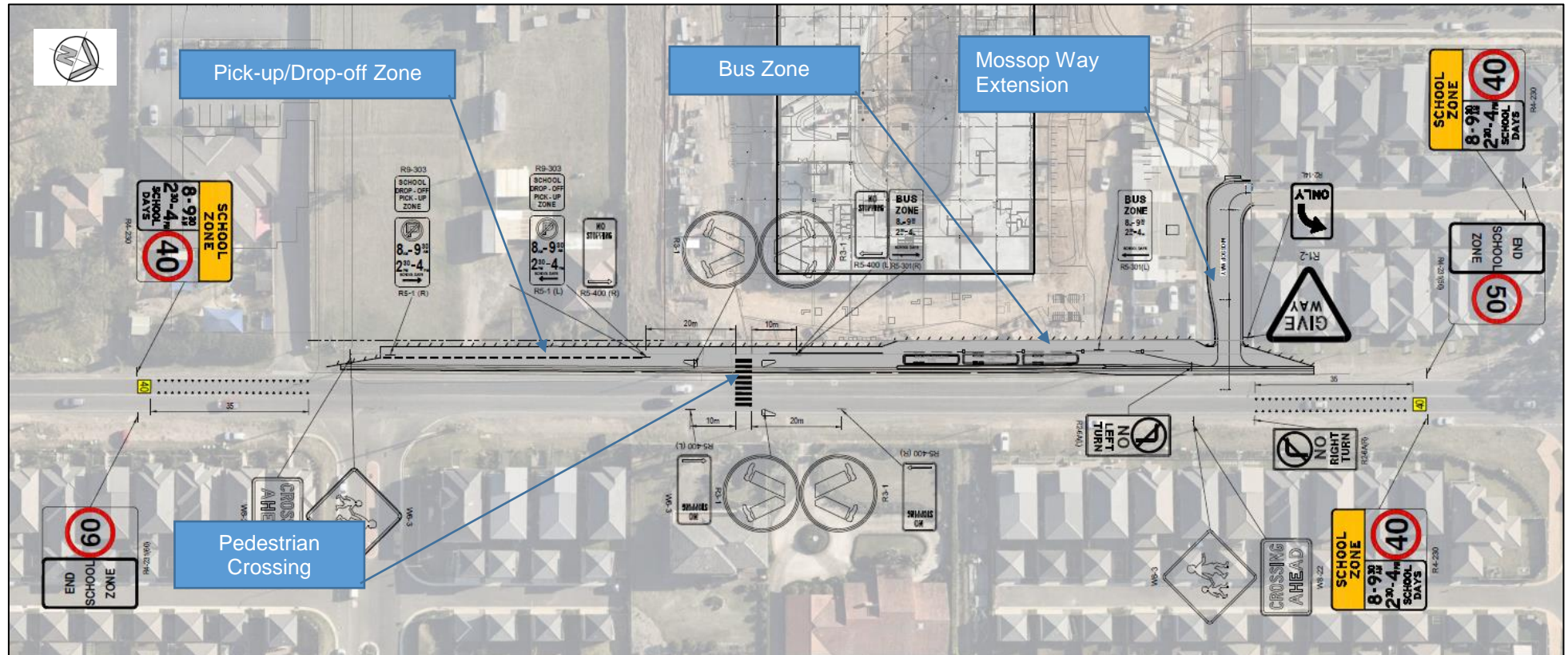
The proposed layout of Hezlett Road including the pick-up/drop-off zone and bus zone (for the 'interim solution' (including an indented lay-by) as indicated by Hills Shire Council (prior to the proposed road widening described in Section 1.2.4) is displayed Figure 1-2.

**Figure 1-1 – Proposed NKPS**





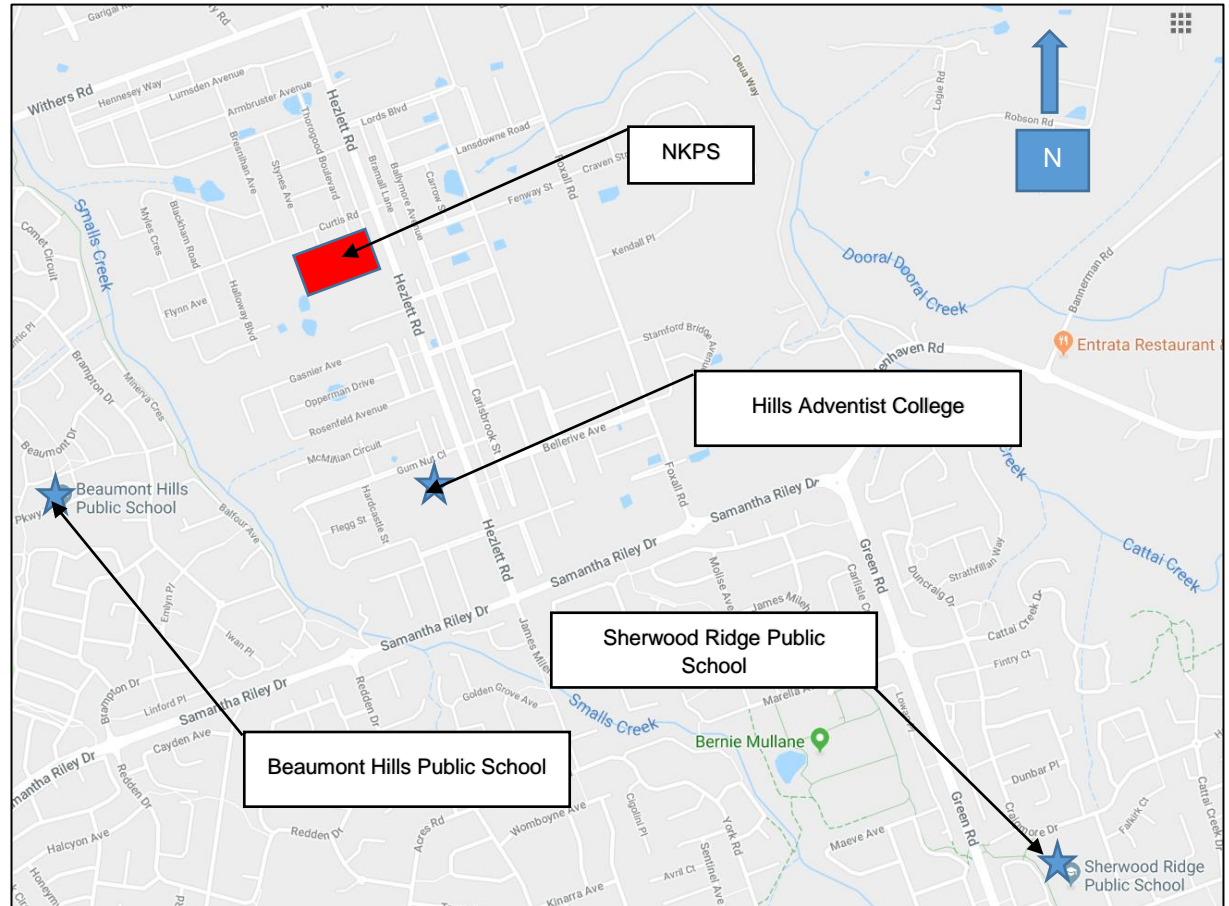
**Figure 1-2 – Hezlett Road at School Frontage (Line Marking and Signposting Plan) Interim Solution**



### 1.2.2 Subject Site

The proposed NKPS is located at 120 Hezlett Road, approximately 150 m south of the intersection of Hezlett Road, Curtis Road and Camrose Street, as displayed below in Figure 1-3.

**Figure 1-3 – Subject Site Location**



With respect to other schools in the area, it is noted that

- Beaumont Hills Public School is located approximately one kilometre (straight line distance) to the south west of the NKPS subject site, it has a population of approximately 650 students.
- Sherwood Ridge Public School is located approximately 2.5 km south of the NKPS subject site, it has a population of approximately 930 students.
- Hills Adventist College (a private school) is located on Hezlett Road, approximately 550 m south of NKP.

#### **Hezlett Road**

Hezlett Road is a 1.7 km (approximately) sub-arterial road located in the upper northwest of Sydney. The road links Kellyville (in the south) with Rouse Hill (in the north). Hezlett Road will provide the primary access route to NKPS whilst also serving as a connection to a low density residential dwellings and the nearby retail and commercial developments.

In proximity to the subject site, Hezlett Road has the following characteristics:

- A sealed undivided carriageway with a width of approximately nine metres.



- A single travel lane in either direction, with the provision of turning lanes at key intersections.
- Currently, no dedicated pedestrian facilities are provided along Hezlett Road.

### 1.2.3 North Kellyville Precinct Plan

The proposed NKPS is located in the North West Growth Corridor of Sydney and part of the North Kellyville Precinct Plan. Jackson Teece was engaged by the DPE to undertake the planning for North Kellyville, with an indicative layout of the precinct displayed in Figure 1-4.

**Figure 1-4 – North Kellyville Precinct Plan**



The precinct is located within the area bounded by Smalls Creek, Cattai Creek and Samantha Riley Drive. Within the precinct, the only road link to adjoining areas is provided by Withers Road.

The plan shows the indicative layout for residential housing highlighted in brown, commercial and town centres highlighted in blue and the school location highlighted in purple. The NKPS was originally intended to be located south of Withers Road but has been relocated to Hezlett Road (as displayed in Figure 1-3).

As specified in the North Kellyville Growth Centre Precinct Development Control Plan (DCP), the precinct is targeted to provide 4,500 new dwellings. The proposed NKPS is intended to accommodate the expected additional educational demand associated with increases in population within the precinct. Particularly as the existing public schools (Beaumont Hills and Sherwood Ridge) accommodate the existing demand.

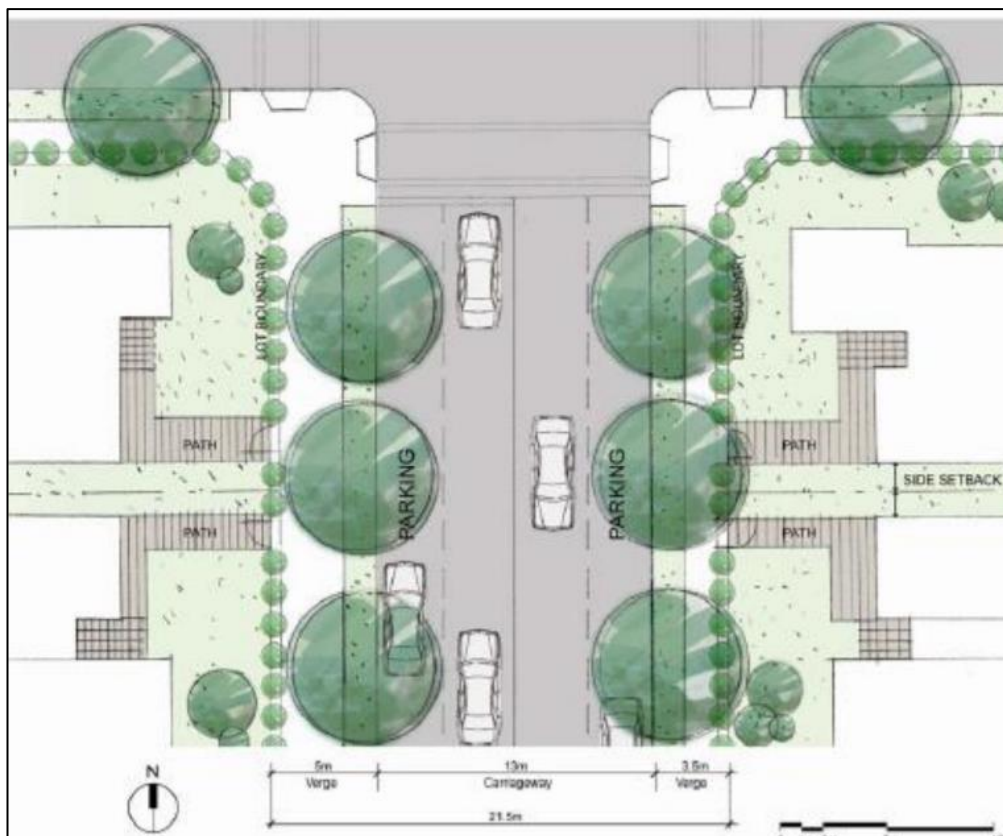
#### 1.2.4 Proposed Road Upgrades

The DCP identifies a road hierarchy for the North Kellyville Precinct that includes sub-arterial, collector roads and local/minor streets.

##### *Hezlett Road*

The DCP designates Hezlett Road as a Sub- Arterial Road with a single travel lane and parking lane in either direction, as displayed in Figure 1-5.

**Figure 1-5 – Proposed Layout of Hezlett Street**



Based upon discussions with the Hills Shire Council (Council) it is understood that:

- Hezlett Road will be widened in accordance with DCP specifications, with a 13 m carriageway.
- Council is proposing to provide two travel lanes in each direction and subsequent to its widening, no parking will be provided on Hezlett Road.



- Detailed designs are currently being prepared by Council for the widening of Hezlett Road.
- The widening of Hezlett Road is programmed for completion in mid-2019. The scope of works includes the provision of a roundabout at the intersection with Curtis Road and Camrose Street.
- At this stage, without a completed design or contractor, Council cannot commit to having construction adjoining the school completed by Term 1 2019.
- The widening of Hezlett Road is intended to incorporate a bus zone and pick-up/drop-off facility in proximity to the school. In the period between the school opening and the widening of Hezlett Road an 'interim' option (see Figure 1-2) is proposed on Hezlett Road.
- To council's knowledge, there has been no final decision between TfNSW and Hillbus re future additional bus services on Hezlett Road and other roads within the North Kellyville Precinct.

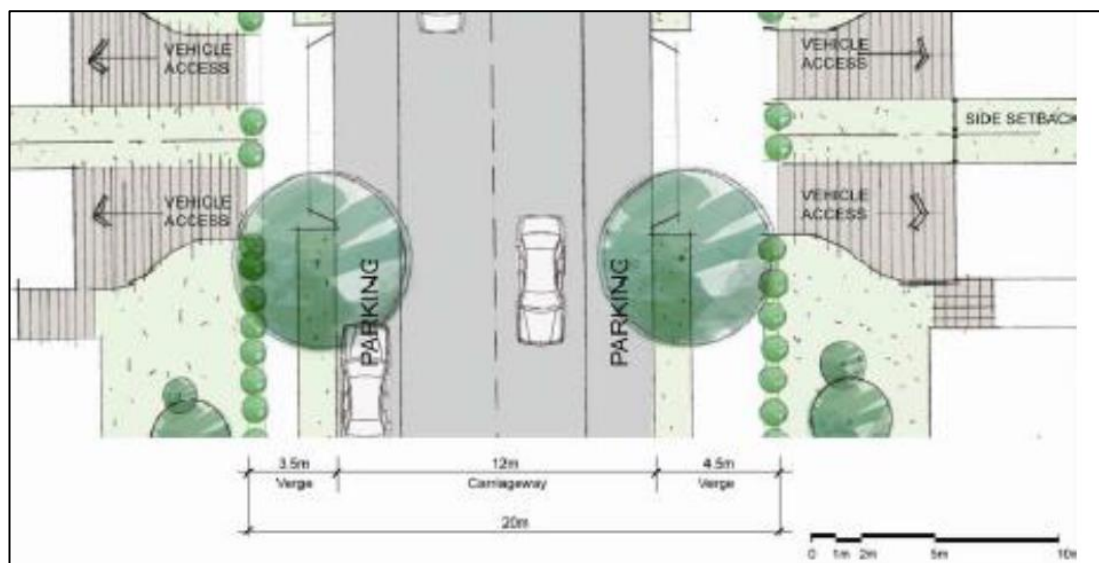
The proposed carriageway width of 13 m will enable the provision of a 3.5 m lane in either direction, suitable for accommodating bus services.

### **Collector Road Network**

The collector road network within the North Kellyville Precinct includes Stringer Road, Barry Road, Withers Road and Foxall Road (see Figure 1-4).

The collector road carriageway widths (as detailed on the North Kellyville DCP) are displayed in Figure 1-6. They include 3.5 m travel lanes which are suitable to accommodate bus services.

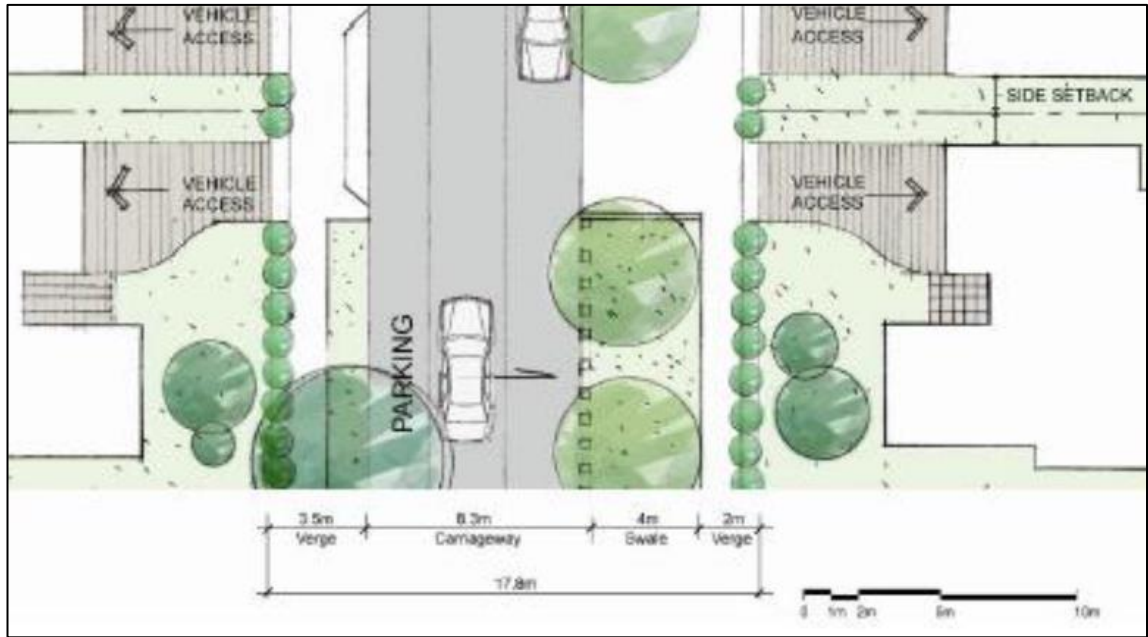
**Figure 1-6 – Collector Road Carriageway**



### **Local/Minor Streets**

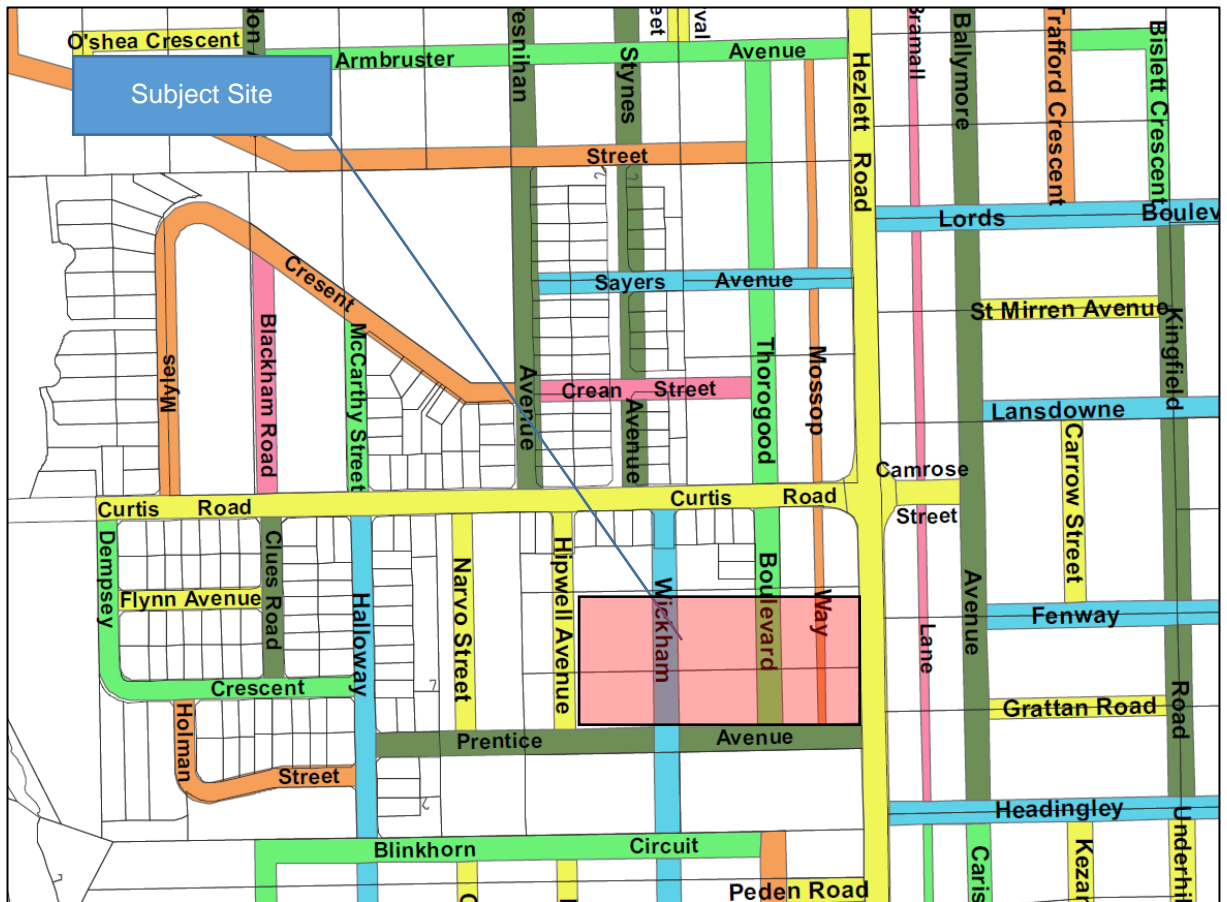
Local/minor streets (see Figure 1-7) are intended to provide access to properties and to slow residential traffic in order to provide priority to pedestrians and cyclists.

**Figure 1-7 – Minor Street Carriageway**



The existing and proposed road network in proximity to the school (indicative drawing only) is displayed in Figure 1-8.

**Figure 1-8 – Existing and Proposed Road Network (indicative only)**



Planned roads in proximity to the school include Hipwell Avenue and Prentice Avenue. As part of the school expansion it is proposed to provide “community parking” on both these roads.

## 2. OTAMP Conditions

This section responds to the OTAMP conditions.

### ***Evidence of any consultation.***

As part of this assessment, GHD has undertaken communications with the Hills Shire Council RMS and TfNSW to discuss the parking, bus services for NKPS and the 40 km/h speed zone on Hezlett Road. Emails detailing these communications are described in this report and are included in Appendix A.

### **2.1 Pedestrian Facilities**

***Detailed pedestrian analysis including the identification of safe route options — to identify the need for management measures to ensure students and staff are able to access and leave the site in a safe and efficient manner.***

***Car parking restrictions and signage within, and in the vicinity of the site; and any required interim upgrading or widening of footpaths to facilitate safe access.***

#### **2.1.1 DCP Specifications**

The main pedestrian access to NKPS will be provided from Hezlett Road, with a secondary pedestrian access provided to the west of the school (south of the netball court).

A safe and walkable active transport network will be required on the road network in proximity to NKPS to facilitate the safety of students, their parents/guardians and other pedestrians.

The DCP objectives for the provision of pedestrian and cycle networks within the North Kellyville Precinct include:

- *To provide a legible and permeable network for pedestrians and cyclists along streets and paths to points of attraction within and adjoining any development.*
- *To ensure clear, safe pedestrian links to public transport stops.*
- *To provide a convenient, efficient and safe network of pedestrian and cycleway paths for the use of the community, within and beyond the site.*
- *To encourage residents to walk or cycle, in preference to using motor vehicles, as a way of gaining access to the **schools**, shops, and local community and recreation facilities.*
- *Provide street tree and open space planting that establishes generous shade for pedestrians.*

The DCP controls for the provision of pedestrian and cycle networks within the North Kellyville Precinct include:

1. *All pedestrian and cycle routes are to be consistent with the Planning Guidelines for Walking and Cycling (DIPNR & RTA 2004) and Council's Pedestrian Access and Mobility Plan 2003.*
1. *Pedestrian paths, cycle routes and facilities in public spaces are to be safe, well lit, clearly defined, functional and accessible to all*
2. *Pedestrian paths, cycle paths and pedestrian refuge islands are to be designed to be fully accessible by all in terms of access points and gradients, generally in accordance with Australian Standard 1428:1-4.*



3. *Pedestrian and cycle pathways are to be constructed as part of the infrastructure works for each residential stage with detailed designs to be submitted with the construction certificate application. Concept approval will be required at DA stage*
4. *Pedestrian connectivity is to be maximised within and between each residential neighbourhood with a particular focus on pedestrian routes connecting to public open space, bus stops and railway stations, **educational establishments** and community/recreation facilities*

In accordance with the hierarchy specified in the DCP, the following active transport facilities will be provided on the North Kellyville Precinct's road network.

- Sub-arterial Road (Hezlett Road) – Shared paths (3 m wide) and footpaths (1.5 m) will be provided for pedestrian and cycle use (see Figure 1-5).
- Collector Road – Shared paths (3 m wide) and footpaths (1.5 m) will be provided for pedestrian and cycle use (see Figure 1-6). Amenity and safety will be maintained by restricting vehicle speeds through traffic-calming measures and intersection design.
- Local Streets and Minor Streets– Will be designed to slow residential traffic in order to provide priority to pedestrian and cyclists, including the provision of 1.5 m footpaths and 3 m verges. Amenity and safety will be maintained by introducing traffic calming measures. Some minor streets will be designated as “with cycleway” and also provide shared paths (2.5 m).

Each road type includes 1.5 m street tree strips that will provide shade for pedestrians and bicycle riders.

The DCP details pedestrian and cycle networks that will facilitate the safe and efficient movement of people within the North Kellyville Precinct and to/from the NKPS.

### **2.1.2 NKPS Active Transport Facilities**

#### ***Pedestrian Crossing***

The majority of students at NKPS are likely to be drawn from an undefined catchment (within the Kellyville North Precinct) in walking distance of the school.

As displayed in Figure 1-5, as part of the interim option it is proposed to provide a pedestrian crossing at the frontage to the school on Hezlett Road. A pedestrian crossing is a suitable control for the interim option as Hezlett Road currently provides a single travel lane in either direction.

Upon the widening of Hezlett Road (the final option, with two travel lanes in either direction), a signalised mid-block crossing will be required at the frontage to NKPS.<sup>1</sup>

The proposed Heads of Agreement between Council and the DoE indicates that:

- *Council to provide a signalised pedestrian crossing to Hezlett Road in the vicinity of the school entrance at no cost to DoE.*
- *Council to realign and resurface Hezlett road to enable the Kiss and Drop and signalised crossing.*

Accordingly, the signalised pedestrian crossing should be incorporated into the detailed design drawings currently being prepared by Council for the upgrade of Hezlett Road.

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<sup>1</sup> The RMS Supplement to Australian Standard 1742 states “NSW practice does not permit Pedestrian (Zebra) Crossings on roads with 2 or more marked travel lanes in same direction.

TfNSW runs a school crossing supervisor program, to help students use crossings on roads adjacent to schools<sup>2</sup>. School crossing supervisors are provided to increase mobility and safety around schools by enhancing the performance of pedestrian traffic facilities. Criteria for the provision of a school crossing supervisor include:

- They must have an adjoining children's crossing or pedestrian crossing.
- The crossing must be used by infant and/or primary school children.
- The site must be located within a 40 km/h school zone.
- The crossing must be used by a minimum of 50 school children per hour.

The volumes of students and parent/guardians that will cross Hezlett Road to access/egress the school is currently unknown.

However as the main entrance to the school will be on Hezlett Road, much of the student population will be drawn from the local residential area and it is expected that parents/guardians will accompany many of the children to/from school, it is likely that pedestrian flows will exceed 50 per hour from the opening year.

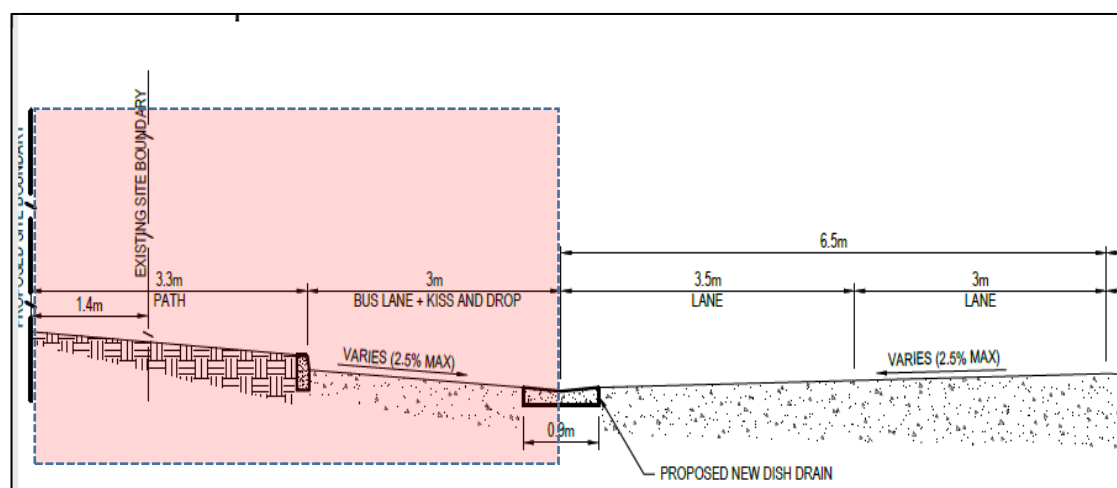
It is therefore recommended that upon opening, the volumes of pedestrian activity at the proposed pedestrian crossing be monitored and if the criteria are met, that a request for a crossing supervisor be submitted to the RMS<sup>3</sup>.

#### **Bus Lane and Kiss and Drop Pedestrian Access**

The school bus zone and pick-up/drop-off zone on Hezlett Road at the NKPS frontage will be designed in accordance with the relevant disability access standards, DCP and TfNSW Guidelines.

The typical cross section on Hezlett Road at the frontage to the school (final option) is displayed in Figure 2-1 and includes a 3.3 m wide footway adjacent to the indented bus zone and pick-up/drop-off facility.

**Figure 2-1 – Hezlett Road Cross Section, Final Option**



The interim option includes a minimum 2.5 m wide footway adjacent to the indented bus zone and pick-up/drop-off facility.

The Austroads *Guide to Road Design Part 6A: Paths for Walking and Cycling – (Table 5.1 Width requirements for pedestrian paths)*, specifies that pedestrian paths with high volumes

<sup>2</sup> <http://roadsafety.transport.nsw.gov.au/stayingsafe/schools/schoolcrossingsupervisorprogram.html>

<sup>3</sup> <http://roadsafety.transport.nsw.gov.au/downloads/school-crossing-supervisor-request.pdf>.

should have a minimum width of 2.4 m and a minimum width of 1.8 m is required to allow two wheelchairs to comfortably pass each other.

Both the interim and final options comply with these specifications.

The *Australian Human Rights Commission accessible bus stop guidelines*, specifies the key performances sought in an accessible bus stops are:

- A firm evenly graded crossing point.
- An unobstructed space large enough for the deployment of a ramp.
- A seamless transition between the bus stop and the connecting footpath.
- Clear signage indicating the location of the bus stop.

The proposed bus zone for the interim and final options will comply with these specifications.

Accordingly, the proposed active transport facilities at NKPS will facilitate the safe and efficient movement of pedestrians and bicycle riders.

The proposed upgrade to Hezlett Road (issued for construction certificate approval) for the interim option is included in Appendix B.

## **2.2 Parking**

***Car parking restrictions and signage within, and in the vicinity of the site; and any required interim upgrading or widening of footpaths to facilitate safe access.***

***The location of all car parking spaces on the school campuses and their allocation (i.e. staff, visitor, accessible, emergency, etc.).***

***Car parking arrangements and management associated with the proposed use of school facilities by community members.***

### **2.2.1 On site Parking**

It is proposed to provide 12 designed parking spaces (including two spaces for the mobility impaired) on site designated for senior staff, short term teacher parking and school deliveries. The location of the proposed on site parking bays is displayed in Figure 1-1.

The SINSW provides a set of guidelines with respect to the provision of parking at schools in the Educational Facilities Standards and Guidelines (PS610.17 Service Zone), that states the following:

*In order to ensure that the available site area for teaching, learning and play is maximised, to enable community use and to encourage sustainable means of transport to and from school, on school parking should be kept to a minimum.*

As such, the proposed parking provision of 12 designated on site parking spaces is consistent with the SINSW Guidelines.

The 12 internal parking spaces are not intended to be used for general parking, as such:

- No time restrictions should apply to the mobility impaired parking bays.
- No time restriction should apply to the other 10 bays. This will enable their use by visitors or short term teacher parking, but they must be clearly identified for their designated use.
- Any bays allocated to senior staff should be marked as such.

As teachers typically arrive before students, schools often close the gate to parking areas to prevent utilisation by parents/visitors during peak periods on activity.

As the proposed NKPS car park is private, council officers will not be responsible for monitoring/enforcing its utilisation.

Emergency vehicle access to NKPS is also proposed via Hezlett Road.

### **2.2.2 'Community' Parking**

It is also proposed to provide 75 ninety degree 'community' parking spaces as per the Heads of Agreement between the Hill Shire Council and the DoE which indicates that:

- *DoE will move their originally proposed western site boundary (Hipwell Avenue eastern alignment) by 6 m to the east for the full width of that portion of the site (117.625 m), and the DoE will develop the extension of Hipwell Avenue and the 90 degree parking in parallel with the delivery of the school to ensure that these facilities will be available for school commencement. Providing parking provision for 46 spaces at 2.4 m wide.*
- *Council agrees to match the DoE 90-degree parking proposal along the western boundary of the park site (Lot 201 of DP 1168306) – this will provide an additional 29 parking spaces 2.4 m wide (not using the Prentice Ave reserve frontage).*

Based on discussions with Council the following is noted:

- The provision of on-street parking on Hezlett Road will not be supported (once roadworks have commenced) as it would be inconsistent with its sub-arterial functionality.
- The application of time restrictions to publically available on-street parking i.e. the community parking bays, will not be supported.

The community parking will be open to the public and will be available for teachers, residents and visitors to park in. It is expected that the community parking bays will be constructed during 2019. In accordance with Council's instructions and the proposed 'long stay' parking associated with teachers, it is recommended that no time restrictions be applied to these parking spaces.

At capacity, the NKPS will have a teaching staff of approximately 40 persons. Thus the 75 community parking bays are expected to provide sufficient capacity to accommodate the expected demand.

## **2.3 Pick-up/Drop-off**

***The location and operational management procedures of the pick-up and drop-off parking located within Hezlett Road (and/or alternate locations), including staff management/traffic controller arrangements. The location and operational management procedures for the pick-up and drop-off of students by buses and coaches for excursions and sporting activities, including staff management/traffic controller arrangements.***

***Monitoring and review program.***

### **2.3.1 Hezlett Road**

As displayed in Figure 1-2 as part of the interim option, it is proposed to provide the pick-up/drop-off facility on the west side of Hezlett Road at the frontage to the school, within an indented lay-by with a length of approximately 70 m.

The proposed indented lay-by will be able to accommodate approximately 13 vehicles.

The lay-by is proposed to be designated as 'No Parking' zone as vehicles are not permitted to park for more than two minutes and drivers must remain within 3 m of their vehicle. This will facilitate improved turnover and efficiency of operation during pick-up and drop-off periods as vehicles should be left unattended.

Regulatory signage will need to be provided for the 'No Parking' (R5-40) and 'No Stopping' (R5-400) restrictions. Additional signage could be implemented on Hezlett Road to clarify and promote the lay-by facility's pick-up and drop-off operation.

**Figure 2-2 – Example of Supplementary Signage**



Parents should be encouraged to use the designated pick-up/drop-off facility at the frontage of the school. For safety reasons (in accordance with its proposed sub-arterial functionality) parents travelling in a southbound direction should be discouraged from dropping their children off on the eastern side of Hezlett Road (opposite the school). The provision of roundabouts on Hezlett Road (including the one proposed at Curtis Road) will enable legal U-turn manoeuvres to access/egress the designated facility.

The functional capacity of the proposed pick-up and drop-off zone will be dependent on a management plan for this facility, which would be developed by the school. This may include:

- Designated pick-up times, with parents/guardians not to arrive before this period.
- Students to be grouped into designated pick-up zones.
- Parents/guardians to identify the student names on the front of cars (to assist teachers with identifying the approaching cars).

TfNSW literature with respect to the “pick-up and drop-off initiative”, including volunteer adult supervisors to help children get in and out of cars is included in Appendix C.

Some councils have produced brochures identifying measures parents and teachers can facilitate the safety and efficiency parking and pick-up/drop-off facility. An example prepared by the City of Ryde and Hornsby Shire is provided in Appendix D. It includes the details of the fine and loss of demerit points associated with disobeying signage/controls in proximity to schools.

It is recommended that a similar brochure is prepared and distributed to parents with children at NKPS.

It is also recommended that NKPS staff monitor the operation of the proposed pick-up/drop-off facility. If vehicles are observed to undertake illegal manoeuvres or parking behaviour (which carry heavy fines), Council should be requested to send out rangers to patrol the school zone<sup>4</sup>.

<sup>4</sup> The Hills Shire Council have a 'request a school zone patrol' facility to monitor and control traffic and parking issues. <https://epathway.thehills.nsw.gov.au/ePathway/Production/Web/mobility/Citywatch/index.html?Module=ECRREQT&Type=PA03>



Enforcement will quickly stop this behaviour and facilitate the safety and efficiency of the operation of the designated pick-up/drop-off facilities.

### **2.3.2 Mobility Impaired Students**

A separate pick up/drop off facility for mobility impaired students will be provided within the school.

Access/egress to and from this facility will be provided via a gated driveway on the Mossop Way extension.

NKPS staff will be responsible for managing the gate to facilitate access/egress for parents with students with special needs.

## **2.4 Service Vehicle and Bus Access**

***Delivery and services vehicle and bus access and management arrangements; management of approved access arrangements.***

***The location and operational management procedures for the pick-up and drop-off of students by buses and coaches for excursions and sporting activities, including staff management/traffic controller arrangements.***

### **2.4.1 Service Vehicle Access**

Service vehicles will access the school via the proposed cul-de-sac on Thorogood Boulevard.

Other than waste collection vehicles, the school is expected to generate negligible volumes of service vehicle activity. It is anticipated that waste collection will be undertaken by a private company with either a front or rear loading vehicle.

To ensure the safety of children, parents and staff, all waste collection activity will occur outside of school periods.

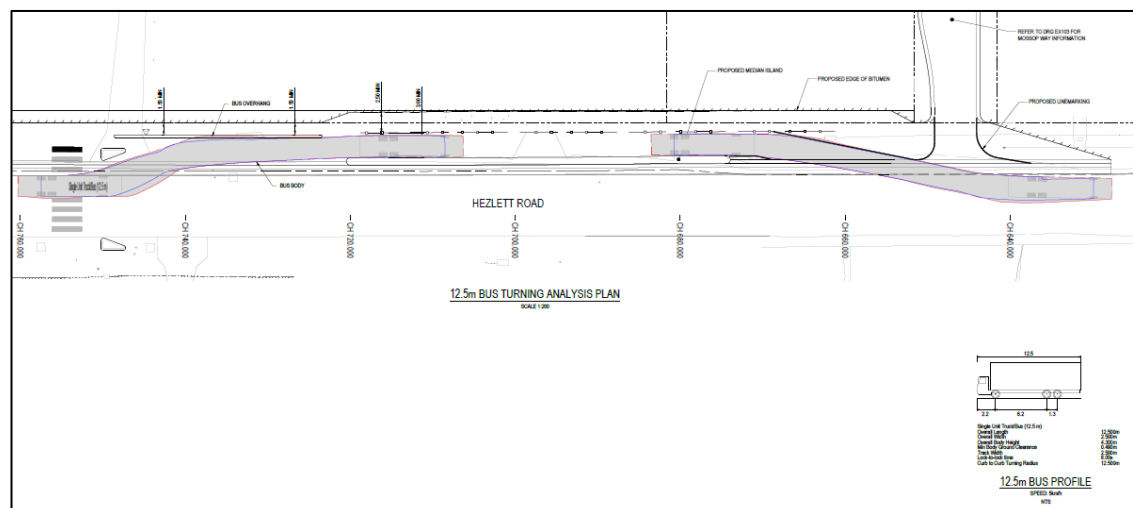
It is recommended that No Stopping signage be implemented at the cul-de-sac to discourage pick-up and drop-off activity via Thorogood Boulevard.

The layout of the cul-de-sac is displayed in Figure 2-3.

The proposed layout of Hezlett Road including the pick-up/drop-off zone and bus zone (for the 'interim option' (including an indented lay-by)), prior to the proposed road widening described in Section 1.2.4, is displayed Figure 1-2.

It is also proposed to provide a thin median island to separate the bus zone from the adjoining travel lane on Hezlett Road.

### Figure 2-4 – 12.5 m Bus Swept Path Analysis



It was initially intended to locate the bus zone to the south of the pedestrian crossing and the pick-up/drop-off to the north of the pedestrian crossing. Based upon a request by Council, the zones were swapped, in order to minimise the possibility of cars queuing across the pedestrian crossing.

It is recommended that a member of staff be on duty to supervise students during the arrival and departure times of school buses.

Parents/guardians are responsible for transporting their children to and from designated bus stops and for their safety at the bus stop while waiting for the bus. The Centre for Road Safety's *Keeping our Kids Safe Around School*<sup>5</sup> makes the following recommendations to parents with respect to safely getting children off the bus.

- Meet children at the bus, never on the opposite side of the road.
- Wait at the bus stop at least one step back from the edge of the road.
- Always wait until the bus has gone, then use a safe place to cross.

It is recommended that the *Keeping our Kids Safe Around School* brochure be provided to parents with children at NKPS.

## **2.5 40 km/h School Speed Zones**

### ***School Speed Zones***

As displayed in Figure 1-2 it is proposed to install a 40 km/h school zone (with "dragon's teeth" markings) on Hezlett Road and a 40 km/h school zone on Mossop Way.

The NSW Government has ensured that every school in NSW has at least one set of school zone flashing lights, to reduce the probability and severity of crashes and protect children on their way to and from schools.

Technical Direction *TD 2003/RS02 Installation of 40 km/h School Zones on Multi-lane Road and High Speed Road* specifies for roads with a speed limit of 70 km/h or less:

- School zones should have a minimum length of 200 m.
- The main school access should be centred within the zone.

The proposed school zone on Hezlett Road complies with these specifications.

Based on communications with the RMS with respect to the provision of 40 km/h at the NKPS:

- As part of the Safety Around Schools Program, 40 km/h school zones are generally provided on roads with an active direct access point from the school.
- RMS will conduct on site review in line with the School Zone Guidelines once the construction of NKPS is completed.
- RMS will conduct on site review in line with the School Zone Guidelines. The length of the school zone and the location of the flashing lights will be determined during this review stage.

## **2.6 Additional Conditions**

### ***Outcome of conditions for D1, D5 – D13 and E1.***

The SSD conditions for D1, D5 – D13 and E1 and the corresponding responses are detailed in Table 2-1.

---

<sup>5</sup> <http://roadsafety.transport.nsw.gov.au/downloads/keeping-our-kids-safe-around-schools.pdf>

**Table 2-1 – SSD Comment Register**

Condition No.	SSD Comment	Response
D1	The following works must be completed prior to occupation, unless otherwise agreed by the Secretary: a) The extension of Mossop Way (including an ancillary drainage) to provide public vehicle access through to Hezlett Road to Council specifications. b) The extension of Thorogood Boulevard (including any ancillary drainage) to provide a vehicle turning area to Council's specifications. The extension of Hipwell Avenue (including an ancillary drainage, landscaping or pedestrian footpath) to provide public vehicle access to Council specifications."	<p>The current design for NKPS includes:</p> <ul style="list-style-type: none"> <li>- The extension of Mossop Way to provide access between Curtis Road and Hezlett Road</li> <li>- The provision of a cul-de-sac on Thorogood Boulevard to facilitate service vehicle access.</li> <li>- The provision of community parking bays on Hipwell Avenue.</li> </ul> <p>These facilities will be constructed prior to the opening of NKPS (term 1 2019) in accordance with Council's specifications.</p>
D5	The interim and final location and design of the student drop-off/pick-up area must be determined in consultation and agreement with Council and Transport for NSW (TfNSW) / RMS as relevant prior to operation of the school. Designs must include consideration of localised road widening, kerbside parking, signage and appropriate crossing and bus stops. Details of consultation undertaken and the agreed interim and final locations of the student drop-off/pick-up area must be submitted to the Department for information.	<p>The proposed interim option for the pick-up/drop-off facility (signage and line marking plan) is displayed in Figure 1-2.</p> <p>Additional drawings (issued for approval) for the interim option is included in Appendix B. Council is currently preparing detailed drawings for the final option for Hezlett Road.</p> <p>These layouts were developed during extensive consultation between ADCO Constructions, Council, TfNSW and the RMS. Evidence of this consultation can be provided on request.</p>
D6	The agreed interim student set-down and pick-up area referred to in Condition D5 must be established prior to the commencement of school operations, unless otherwise agreed by the Secretary, and in accordance with the terms of any agreement provided by Council and TfNSW / RMS.	The proposed interim pick-up and drop-off facility (within a lay-by) for NKPS on Hezlett Road will be constructed in accordance with the proposed design approved by Council (see Figure 1-2 and Appendix B) prior to the opening of the school (term 1 2019).
D7	The Applicant must investigate suitable pedestrian crossing options to ensure school students/pedestrians can safely cross Hezlett Road both at initial operation and following its upgrade. The interim and final design and timing of delivery of a formalised	The interim option includes a pedestrian crossing at the frontage to NKPS on Hezlett Road. The pedestrian crossing will be constructed prior to the opening of NKPS (term 1 2019).

Condition No.	SSD Comment	Response
	pedestrian crossing is to be determined in consultation and agreement with Council and TfNSW / RMS, prior to the commencement of school operations.	<p>Upon the widening of Hezlett Road (with two travel lanes in either direction), a signalised mid-block crossing will be required at the frontage to NKPS.</p> <p>In accordance with the Heads of Agreement between Council and the DoE, the signalised pedestrian crossing should be incorporated into the detailed design drawings currently being prepared by Council for the upgrade of Hezlett Road.</p>
D8	The Applicant must prepare a report to the Secretary summarising how compliance with Condition D7 has been achieved. The report must include: a) details of consultation undertaken, b) agreement(s) obtained; and c) the final design of the interim and long-term crossing(s) and relevant timeframes for construction, completion and operation.	This condition is noted and will be addressed in a separate deliverable.
D9	The agreed interim crossing(s) referred to in Condition D7 must be established prior to the commencement of school operations, unless otherwise agreed by the Secretary.	<p>This condition is noted.</p> <p>It is intended to construct the interim upgrades to Hezlett Road (see Figure 1-2) including the proposed pedestrian crossing prior to the opening of the school (term 1 2019).</p>
D10	The establishment of the agreed final pedestrian crossing must be in accordance with the terms of any agreement provided by Council and TfNSW / RMS as referred to in Condition D7.	This condition is noted.
D11	The Applicant must investigate suitable bus layover(s) options within Hezlett Road for the interim and upgraded road condition. The interim and final design and delivery timing of a formalised bus layover must be determined in consultation and agreement with Council and TfNSW / RMS, prior to the commencement of school operations. Details of consultation undertaken and any agreement granted, as well as the final design and any agreed delivery timeframe for the establishment of the bus layover(s) is to be submitted to the Secretary.	<p>In accordance with consultation with key stakeholders (including TfNSW and Council) It is proposed to provide a bus zone of Hezlett Road at the frontage of NKPS.</p> <p>A review of the signage and line marking plan (see Figure 1 2) indicates that the proposed bus zone on Hezlett Road (proposed as part of the interim option) has a length of approximately 70 m. In accordance with the State Transit Bus Infrastructure Guide this is sufficient to accommodate up to two buses which will be able to operate independently of each other.</p>



Condition No.	SSD Comment	Response
		<p>The current plans (see Appendix B) for the proposed bus zone for the interim option (prior to the widening of Hezlett Road) and the final option (post widening) will have a width of 3 m. Additionally, it is proposed to widen Hezlett Road to provide 3.5 m travel lanes. Accordingly, the proposed layout complies with the State Transit Bus Infrastructure Guide.</p> <p>For safety reasons the bus zone will be provided in an indented lay-by to separate student's boarding and alighting activity from the adjoining travel lanes.</p> <p>These layouts were developed during extensive consultation between ADCO Constructions, Council, TfNSW and the RMS. Evidence of this consultation can be provided on request.</p>
D12	The agreed interim formalised bus layover referred to in Condition D11 must be established prior to the commencement of school operations, unless otherwise agreed by the Secretary	<p>This condition is noted.</p> <p>It is intended to construct the interim upgrades to Hezlett Road (see Figure 1 2) including the proposed bus zone prior to the opening of the school (term 1 2019).</p>
D13	The establishment of the agreed longer term formalised bus layover must be in accordance with the terms of any agreement provided by Council and TfNSW / RMS.	This condition is noted.
E1	The provision of car parking adjacent to Hipwell Avenue.	<p>In accordance with the Heads of Agreement between Council and the DoE it is proposed to provide "community" parking on Hipwell Avenue.</p> <p>The community parking will be open to the public and will be available for teachers, residents and visitors to park in. It is expected that the community parking bays will be constructed in 2019.</p>

## 3. Summary and Recommendations

### 3.1 Background

GHD have been commissioned by ADCO Constructions Pty Ltd to provide Transport Planning and Traffic Engineering advice to support the construction of the proposed NKPS.

The scope of works is to address comments/conditions issued by the Department of Planning and Environment (DPE) with respect to the provision of an Operational Transport and Access Management (OTAMP, Condition Number D24).

### 3.2 OTAMP Conditions

The OTAMP conditions and the sections in the report they have been addressed are listed in Table 3-1.

**Table 3-1 - OTAMP Conditions**

Condition	Report Section
Evidence of consultation	Section 2
Detailed pedestrian analysis including the identification of safe route options — to identify the need for management measures to ensure students and staff are able to access and leave the site in a safe and efficient manner.	Section 2.1
Car parking restrictions and signage within, and in the vicinity of the site; and any required interim upgrading or widening of footpaths to facilitate safe access.	Section 2.1 and Section 2.2
The location of all car parking spaces on the school campuses and their allocation (i.e. staff, visitor, accessible, emergency, etc.).	Section 2.2
Car parking arrangements and management associated with the proposed use of school facilities by community members.	Section 2.2
The location and operational management procedures of the pick-up and drop-off parking located within Hezlett Road (and/or alternate locations), including staff management/traffic controller arrangements. The location and operational management procedures for the pick-up and drop-off of students by buses and coaches for excursions and sporting activities, including staff management/traffic controller arrangements.	Section 2.3 and Section 2.4
Monitoring and review program.	Section 2.3
Delivery and services vehicle and bus access and management arrangements; management of approved access arrangements;	Section 2.4
School speed zones.	Section 2.5
The outcome of conditions for D1, D5 – D13 and E1.	Section 2.6

The following sections respond to these conditions.

### **3.2.1 Pedestrian Facilities**

The main pedestrian access to NKPS will be provided from Hezlett Road, with a secondary pedestrian access provided to the west of the school (south of the netball court). A safe and walkable active transport network will be required on the road network in proximity to NKPS to facilitate the safety of students, their parents/guardians and other pedestrians.

The North Kellyville Growth Centre DCP details pedestrian and cycle networks that will facilitate the safe and efficient movement of people to and from NKPS.

As displayed in Figure 1-5, as part of the interim option it is proposed to provide a pedestrian crossing at the frontage to the school on Hezlett Road.

The Austroads *Guide to Road Design Part 6A: Paths for Walking and Cycling – (Table 5.1 Width requirements for pedestrian paths)*, pedestrian paths with high volumes should have a minimum width of 2.4 m and a minimum width of 1.8 m is required to allow two wheelchairs to comfortably pass each other.

The final school option includes a 3.3 m wide footway adjacent to the indented bus zone and pick-up/drop-off facility. The interim option includes a minimum 2.5 m wide footway adjacent to the indented bus zone and pick-up/drop-off facility.

Both the interim and final options comply with these specifications.

### **3.2.2 Parking**

It is proposed to provide 12 designed parking spaces on site designated for senior staff, short term teacher parking and school deliveries.

It is also proposed to provide 75 ninety degree 'community' parking spaces (as per the Heads of Agreement between the Council and the SINSW on roads adjacent to the school. The community parking will be open to the public and will be available for teachers, residents and visitors to park in. It is expected that the community parking bays will be constructed in 2019.

It is recommended that:

- No parking restrictions should be applied to the on site parking bays but they should be clearly identified for their designated use
- The community parking will be open to the public and will be available for teachers, residents and visitors to park. In accordance with Council's instructions and the proposed 'long stay' parking associated with teachers, it is recommended that no time restrictions be applied to these parking spaces.

### **3.2.3 Pick-up and Drop-off**

It is proposed to provide the main pick-up/drop-off facility on Hezlett Road at the frontage to the school, within an indented lay-by with a length of approximately 70 m.

The lay-by is proposed to designated as 'No Parking' zone as vehicles are not permitted to park for more than two minutes and drivers must remain within 3 metres of their vehicle. This will facilitate improved turnover and efficiency of operation during pick-up and drop-off periods as vehicles should be left unattended.

The functional capacity of the proposed pick-up and drop-off will be dependent on a management plan for this facility, which would be developed by the school. This may include:

- Designated pick-up times, with parents/guardians not to arrive before this period;
- Students to be grouped into designated pick-up zones.

- Parents/guardians to identify the student names on the front of cars (to assist teachers with identifying the approaching cars).

A separate pick up/drop off facility for mobility impaired students will be provided within the school.

Council will need to assist in the management of parking once the school is operational, considering the volume of people accessing the school.

### **3.2.4 Service Vehicle and Bus Access**

Service vehicles will access the school via the proposed cul-de-sac on Thorogood Boulevard.

Other than waste collection vehicles, the school is expected to generate negligible volumes of service vehicle activity. To ensure the safety of children, parents and staff, all waste collection activity will occur outside of school periods.

A Bus zone will be provided on Hezlett Road at the frontage of the NKPS. For safety reasons the bus zone (for both the interim and final option will be provided in an indented lay-by to separate student's boarding and alighting activity from the adjoining travel lanes.

It is also proposed to provide a thin median island to separate the bus zone from the adjoining travel lane on Hezlett Road.

### **3.2.5 40 km/h School Zone**

As displayed in Figure 1-2 it is proposed to install a 40 km/h school zone (with "dragon's teeth" markings) on Hezlett Road and a 40 km/h school zone on Mossop Way.

40km/h school zones help protect children on their way to and from schools at the times and places where they are often in high numbers.

RMS will conduct on site review, in line with the School Zone Guidelines once the construction of NKPS is completed.

### **3.2.6 Additional Conditions**

The SSD conditions for D1, D5 – D13 and E1 and the corresponding responses are detailed in Table 2-1.

## **3.3 Recommendations**

In the development of this OTAMP the following recommendations have been made:

- Upon opening of the school, the volumes of pedestrian activity at the proposed pedestrian crossing be monitored and if the criteria are met, that a request for a crossing supervisor be submitted to RMS.
- No time restrictions be applied to the community parking spaces.
- A brochure identifying measures parents and teachers can facilitate the safety and efficiency parking and pick-up/drop-off facility be prepared and distributed to parents with children at NKPS.
- The *Keeping our Kids Safe Around School* brochure (prepared by the Centre for Road Safety) be provided to parents with children at NKPS.
- No Stopping signage be implemented at the proposed Thorogood Boulevard cul-de-sac to discourage pick-up and drop-off activity.
- Members of staff be on duty to supervise students and the bus zone and pick-up/drop-off facility.

- Council and NKPS staff monitor the operation of the proposed pick-up/drop-off facility. If vehicles are observed to undertake illegal manoeuvres or parking behaviour (which carry heavy fines), Council should send out rangers to patrol the school.



## **Appendices**

# **Appendix A – Communications with Stakeholders**

## Mark Lucas

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**Subject:** FW: 17827 - North Kellyville Public School - 40km/h School Zones

**CompleteRepository:** 219999999

**Description:** Misc Email Database

**JobNo:** 99999

**OperatingCentre:** 21

**RepoEmail:** 219999999@ghd.com

**RepoType:** Overhead

**SubJob:** 99

**From:** HANNA Dina <[Dina.HANNA@rms.nsw.gov.au](mailto:Dina.HANNA@rms.nsw.gov.au)>

**Sent:** Friday, 24 August 2018 3:09 PM

**To:** Andrew Francis <[afrancis@hhconsult.com.au](mailto:afrancis@hhconsult.com.au)>

**Cc:** Kristian Anthony <[KristianA@adcoconstruct.com.au](mailto:KristianA@adcoconstruct.com.au)>; Stefan Chalouhi <[stefanc@adcoconstruct.com.au](mailto:stefanc@adcoconstruct.com.au)>; Ben Hurlstone <[bhurlstone@hhconsult.com.au](mailto:bhurlstone@hhconsult.com.au)>; Timothy Chan <[tchan@hhconsult.com.au](mailto:tchan@hhconsult.com.au)>; Meg Dutta <[mdutta@tsamanagement.com.au](mailto:mdutta@tsamanagement.com.au)>; Martina Stimova <[mstimova@hhconsult.com.au](mailto:mstimova@hhconsult.com.au)>; Michael Lathlean <[MLATHLEAN@thehills.nsw.gov.au](mailto:MLATHLEAN@thehills.nsw.gov.au)> <[MLATHLEAN@thehills.nsw.gov.au](mailto:MLATHLEAN@thehills.nsw.gov.au)>; Angela Vernicos <[AVERNICOS@thehills.nsw.gov.au](mailto:AVERNICOS@thehills.nsw.gov.au)> <[AVERNICOS@thehills.nsw.gov.au](mailto:AVERNICOS@thehills.nsw.gov.au)>

**Subject:** RE: 17827 - North Kellyville Public School - 40km/h School Zones

Hi Andrew

Thank you for your email,

Please note that as part of our Safety Around Schools Program, 40 km/h school zone is generally provided on roads with an active direct access point from the school, and on roads where a Roads and Maritime School Crossing Supervisor is employed. However, please see below the required information to be provided to RMS with regards to the installation of the 40km/h school zone signs at new schools before RMS can conduct the on-site review:

- Confirmation letter from Board of Trustees confirming that the school is a registered school
- Construction completion date of the school and the roads surrounding the school with an active direct access point from the school or on roads where a Roads and Maritime School Crossing Supervisor is employed. RMS will conduct on site review in line with the School Zone Guidelines once the construction of the school is completed on site, the developer should allow 10 weeks between the construction completion date and the opening date for the school to allow RMS to undertake site review/approve/allow implementation of the 40km/h school zone signs at new schools.

Please note that RMS do not approve signage and line marking plan without on-site review. However, once we receive the above information from developer/Council, RMS will conduct on site review in line with the School Zone Guidelines. The length of the school zone and the location of the flashing lights will be determined on the review stage.

I hope this has been of assistance, If you have any question please do not hesitate to contact me.

Kind Regards

Dina Hanna

Network & Safety Officer West

Network and Safety North West Precinct | Sydney

T 0288492934

[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Every journey matters

Roads and Maritime Services  
Level Five, 27 Argyle Street, Parramatta, NSW 2150

## Mark Lucas

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**Subject:** FW: North Kellyville  
**CompleteRepository:** 2127533  
**Description:** Traffic Advice Nth Kellyville PS  
**JobNo:** 27533  
**OperatingCentre:** 21  
**RepoEmail:** 2127533@ghd.com  
**RepoType:** Job

Hi Mark,

As discussed by phone today, Transport for NSW is currently investigating options and planning changes to bus services in the North Kellyville area in preparation for the opening of the Sydney Metro North West in 2019. Current bus planning work is looking at Hezlett Road, as well as Foxall Road, Withers Road and Samantha Riley Drive for potential future/changed bus services, however this work is not yet complete and details are not yet available. Details will be publicly announced in due course.

Note that Transport for NSW continually monitors bus services in the area, and future changes to bus services can be made over time, where necessary in response to changes to passenger demand etc. The local bus operator CDC Hillsbus is responsible for investigating the need for, and feasibility of, school special services in its contract area.

I hope this is of assistance. Please contact me if you need more information.

Regards,

**Edward Osiowy**  
**Planner**  
Integrated Planning  
Infrastructure and Services  
**Transport for NSW**

T 8265 8445  
Level 2, Tower A, Zenith Centre,  
821-823 Pacific Highway CHATSWOOD NSW 2067  
(Locked Bag 6501, ST LEONARDS NSW 2065)



This e-mail has been scanned for viruses

## Mark Lucas

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**From:** Michael Lathlean <MLATHLEAN@thehills.nsw.gov.au>  
**Sent:** Tuesday, 4 September 2018 9:22 AM  
**To:** Mark Lucas; Benjamin Hawkins; Angela Vernicos  
**Cc:** Andrew King (InTouch); Sarah Barwick; Ian Collier  
**Subject:** RE: North Kellyville Public School

**CompleteRepository:** 2127533  
**Description:** Traffic Advice Nth Kellyville PS  
**JobNo:** 27533  
**OperatingCentre:** 21  
**RepoEmail:** 2127533@ghd.com  
**RepoType:** Job

Mark

My comments in blue below.



### Michael Lathlean

**Manager - Asset Management, Traffic and Parks**

61298430205 | 0412 546 959 | [mlathlean@thehills.nsw.gov.au](mailto:mlathlean@thehills.nsw.gov.au)

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---

**From:** Mark Lucas [<mailto:Mark.Lucas@ghd.com>]  
**Sent:** Monday, 3 September 2018 3:24 PM  
**To:** Benjamin Hawkins; Michael Lathlean; Angela Vernicos  
**Subject:** North Kellyville Public School

Thank you all for your time today.

In summary the following is noted:

- In accordance with its sub-arterial functionality and proposed widening, on-street parking on Hezlett Road will not be supported [once roadworks have commenced](#)
- The provision of time restrictions on publically available on-street parking will not be supported.
- Council is currently working on the design of Hezlett Road accounting for its proposed widening.
- It is anticipated that Hezlett Road widening will be completed prior to term 1, 2020. The design will account for provision of bus facilities in proximity to the proposed school. [Widening of Hezlett Rd is programmed for completion in the 2019/20 Financial Year. At this stage without a completed design or contractor, Council cannot commit to having construction adjoining the school completed by Term 1 2020.](#)
- It is uncertain if these facilities will be for general bus services or “school only” services.
- An interim bus facility will be provided on Hezlett Road at the frontage to the school.
- To council’s knowledge there has been no [final decision](#) between TfNSW and Hillsbus re future [additional](#) services on Hezlett Road or other roads within the North Kellyville Precinct.
- [Regulatory signage on proposed public roads that are currently within the school property boundaries will not require Local Traffic Committee endorsement or Council approval. Only proposed regulatory signage on existing public roads \(e.g. Hezlett Rd\) will require such approvals.](#)



## **Appendix B** – Interim Upgrade Option



## **Appendix C – Pick-up /Drop-off Initiative**

# School Drop-off and Pick-up

## Organising the initiative

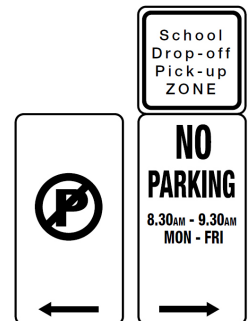
### What is a school Drop-off and Pick-up zone?

Some schools and councils use No Parking areas, signed as Drop-off and Pick-up, Kiss and Ride, or Kiss and Drop zones.

These areas are always on the school side of the road and are designated by “No Parking” signs.

They provide a safe spot for parents and carers to drop off and collect their children from school by car.

Drivers may drop off and pick up passengers legally within a two-minute timeframe.



### What is a school Drop-off and Pick-up initiative?

This strategy allows the efficient use of the Drop-off and Pick-up area during busy times at the beginning and end of the school day.

A driver pulls into the kerb and remains in control of the vehicle while an identified supervising adult from the school community assists students to exit or enter the vehicle.



Kids and Traffic  
Safety Door sticker  
RTA45091021K

### What must be planned?

The school community needs to:

- Consult with the local council to consider whether the traffic environment outside the school would support the initiative without disrupting traffic flow.
- Consider existing school access points and school entry and exit procedures.
- Confirm school community support for the initiative.
- Fully understand all legal issues regarding liability in respect of students and volunteers.

### How to implement the initiative

The school community needs to:

- Consider relevant insurance policies and child protection guidelines.
- Determine the operating times of the initiative.
- Develop a system for matching the child to the correct vehicle at pick-up times.
- Develop a roster of those adults approved by the school community to supervise students as they exit or enter a vehicle.
- Communicate details of the initiative's operation and safety procedures to drivers, students, supervising adults and the general school community.
- [Keeping our kids safe around schools](#) has information for principals, parents and members of the school community. Order Safety Door stickers from our [online catalogue](#).

[roadsafety.transport.nsw.gov.au](https://roadsafety.transport.nsw.gov.au)

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Centre for Road Safety














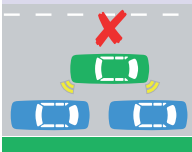





## **Appendix D** – School Safety Brochure



# Parking and traffic rules in school zones

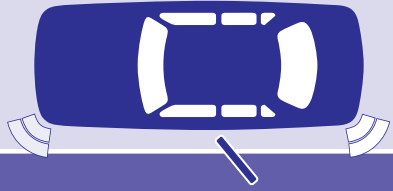

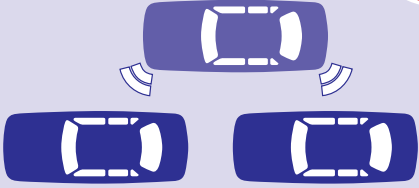

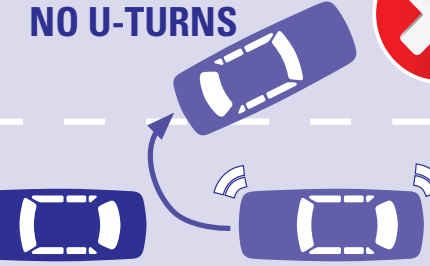
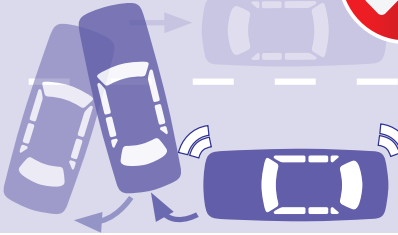
You need to take extra care when driving and parking in school zones. Make sure that you and your child understand the road rules. If you break the traffic rules in a school zone you are putting not only your child but other children at risk. The parking and traffic rules around our schools are there to protect your children. If you break the rules you will be fined. **Please choose safety over convenience.**

## QUICK REFERENCE GUIDE TO IMPORTANT SAFETY TRAFFIC RULES

ZONE	WHAT DOES IT MEAN?	WHY IS IT THERE?	PENALTY	DEMERIT POINTS*
	You cannot stop in a <b>NO STOPPING</b> zone for any reason (including queuing or waiting for a space). 	Keeps clear sight lines between drivers and children / pedestrians.	EXCEEDS <b>\$330</b> 	(School Zone) <b>2</b> 
	You can stop in a <b>NO PARKING</b> zone for a max. of two minutes to drop off and pick up passengers. If no spaces are available you cannot queue on the road way or in any other zones while waiting for a space. You will need to drive away and park elsewhere, only returning when there is space to pull up. You must stay within 3 metres of your vehicle at all times and cannot leave your vehicle unattended.	Provides a safe place for children / pedestrian set down and pick up.	EXCEEDS <b>\$183</b> 	(School Zone) <b>2</b> 
	You must not stop or park in a <b>BUS ZONE</b> for any reason (including queuing or waiting for a space) unless you are driving a bus. If times are shown on the sign, you are not allowed to stop during those times.	Provides a safe place for large buses to set down and pick up school children.	EXCEEDS <b>\$330</b> 	(School Zone) <b>2</b> 
	You must not stop on or within 20 metres before a <b>PEDESTRIAN CROSSING</b> or 10 metres after a crossing unless there is a control sign permitting parking.	So drivers can clearly see pedestrians on the crossing.	EXCEEDS <b>\$439</b> 	(School Zone) <b>2</b> 
	<b>DOUBLE PARKING</b> You must not stop on the road adjacent to another vehicle at any time even to drop off or pick up passengers.	Double parking blocks visibility and forces other cars to go around you.	EXCEEDS <b>\$330</b> 	(School Zone) <b>2</b> 
	You must not stop on any <b>FOOTPATH</b> or <b>NATURE STRIP</b> , or even a <b>DRIVEWAY</b> crossing a footpath or nature strip for any reason.	You could easily run over a child or force pedestrians onto the road to get around you.	EXCEEDS <b>\$183</b> 	(School Zone) <b>2</b> 

**Please note:** The above information is current as of 1 December 2017. Penalties set by NSW State Government and reviewed on 1 July each year.

# Safety tips for school zones:

<b>EXITING THE CAR</b>  Make sure children use the footpath-side door when getting in and out of a car.	<b>APPLY BRAKE</b>  Make sure the park brake is applied when the vehicle is stationary.
<b>PARKING</b>  NEVER double park.	<b>CROSSING</b>  NEVER park across a pedestrian crossing.
<b>NO U-TURNS</b>  NEVER undertake a U-turn in close proximity to the school.	<b>NO 3 POINT TURNS</b>  NEVER undertake a three-point turn in close proximity to the school.

# Safety tips for students:

<b>BUCKLE UP</b>  Stay buckled up until the vehicle has stopped.	<b>STORE ITEMS</b>  Make sure your school bag and other items are in a safe position.	<b>BE READY</b>  Be ready to get out of the car with your belongings when the car has stopped and you have unbuckled your seat belt.	<b>EXIT SAFELY</b>  Always get in and out of the back seat through the safety door - the rear foot path-side door.
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# Demerit Points:

\* The **Demerit Points** Scheme is a national program that allocates penalty points (demerits) for a range of driving offences. A driver who has not committed any offences has '**zero**' points. If you commit an offence that carries demerit points, the points are added to your driving record. If you incur the threshold number of demerit points within a three-year period, a licence suspension or refusal is applied. The three-year period is calculated between the dates the offences were committed. It ends on the day your most recent offence was committed.

For further information regarding demerit points please visit: [rms.nsw.gov.au/roads/safety-rules/demerits-offences/](https://rms.nsw.gov.au/roads/safety-rules/demerits-offences/)

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

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
A	Mark Lucas	B Prinsloo		B Prinsloo		05/10/18
1	Mark Lucas	Alison Lee		Alison Lee		24/10/18

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