

3 July 2023

Clare Brown
Director
Urbis Pty Ltd
ANGEL PLACE, LEVEL 8, 123 PITT STREET
Sydney, NSW 2000, Australia

Dear Ms. Brown,

RE: SINSW Advice- Safety Risk Assessment - Derriwong Road and Old Northern Road, Dural

School Infrastructure New South Wales (SINSW), as part of the Department of Education (DoE), welcomes the opportunity to review the Safe System Assessment (SSA) for Dural Public School, (prepared by ARRB) to support the scoping proposal for Old Northern Road, Dural. This report was prepared on the request of SINSW, in order to test the safety outcomes of the proposals access and active transport arrangements (as they relate to the school site).

SINSW understand that the proponent has assessed three (3) proposed design scenarios associated with the proposal, these being:

- Option 1: A 'base-case' consisting of the schools existing transport arrangements.
- Option 2A: Proposed 25 kiss and drop spaces on a new collector road (on the school's northern boundary) with a signalised intersection at the junction of Old Northern Road.
- Option 2B: Proposed 25 kiss and drop spaces on a new collector road (on the school's northern boundary) with a 'seagull arrangement'.

SINSW note that the SSA report concludes that Option 2A provided a significant reduction in crash risk overall, as well as providing additional connectivity across Old Northern Road.

On review, SINSW provides in principle support to Option 2A, subject to the following:

- That the proponent provides the active transport improvements requested in previous SINSW correspondence (dated April 2022)
- The proponent installs Local Area Traffic Management measures on all proposed intersections and roads to physically reduce speeds at this location and improve safety for students. This could include kerb outstands, pavement texture, slow points or speed cushions. This aligns with the recent NSW Active Transport Strategy (2022) recommendation to:

"Pilot infrastructure and traffic management initiatives including temporary restricted vehicle access on roads adjacent to schools".

- Noting the reports commentary on the low utility of imposing a 30km p/h speed limit along the proposed collector road (and that final approval and application of any alternate speed limits lies with the road authority), SINSW request that the proponent funds an annual 'traffic safety education programme' for future residents of the development, which addresses 'pedestrian, passenger and wheels' safety around the existing school site.
- SINSW's support of alternative safety measures for the proposed collector road (other than the low-speed zone above) is reliant on the proposed development yield (120 dwellings). Should development be further intensified in the study area, SINSW will advocate for application of the above speed limit, which has been successfully tested at other school sites.

In the interests of maintaining best practice road safety procedures, SINSW will conduct separate discussions with TFNSW regarding the application of the 30km/h speed zone around school sites.

Should you require further information about this submission, please contact the SINSW Strategic Planning Team at **StrategicPlanning@det.nsw.edu.au**

Yours Sincerely,



Rebecca Willott

Executive Director, Infrastructure Planning

School Infrastructure New South Wales