People enter and move around our campuses in different ways. Where there are vehicles like cars, trucks or bikes there is a chance they may collide with each other and/or pedestrians with a potential risk of fatal or serious life changing harm.

People who work near or share access ways and roads are most at risk, visitors and members of the public may also be at risk.

This critical risk standard has been developed to provide information to our people about how we plan and manage the risk associated with pedestrians, plant and vehicle interaction at Massey University. It applies to all our people (staff, students and

- o Traffic and pedestrian flow analysis shall be undertaken to identify peak times, congested areas, and how the spaces are being used.
- o Shared spaces should be easily identifiable using signage, surface material changes, or other means so that users are aware they have entered a shared space.
- o Where possible, one way systems shall be used to reduce the need for vehicles to reverse on site, or include reversing/turn-around areas/mirrors on blind spots,
- o Accessibility for large vehicles and emergency vehicles shall be provided for,
- o Security cameras and speed detector placement,
- o Campus roadways must be of sufficient width for delivery, service, and emergency services vehicles,
- o Temporary control of access to shared space areas may be required at times i.e. construction activity requiring pedestrian exclusion,
- o Drainage should be incorporated to prevent flooding, erosion, and slippery surfaces,
- Avoidance or management of trenching or other works that may impact the roots of existing trees, which could weaken them
- o Alternative options involving vehicle use considered,
- o Communication, consultation and co-ordination with key stakeholders planned.

<u>Traffic calming devices shall be used to separate and direct traffic and pedestrian interfaces these, may include the use of the following:</u>

- Road narrowing
- o Traffic islands or chicanes
- o Speed humps or cushions
- o Barriers
- Bollards
- o Crossings
- o Road markings and rumble strips
- o Vehicle restrictions or access controls

Campus entrances and exits must be clearly signposted to assist users and emergency services in locating specified entrances. Signage shall be used to give clear, advanced warning/instructions to all users.

Provision shall be made for extra signage to promote clear way finding following changes in traffic and pedestrian areas to assist users to navigate the new layout and during extreme weather conditions.

Traffic controls selected for use in pedestrian areas must be suitable for people with physical disabilities.

All Massey University campus traffic and pedestrian infrastructure shall be maintained.

<u>Massey University must have a system to ensure a regular monitoring and maintenance programme for all</u> campus traffic and pedestrian areas.

All incidents involving traffic and pedestrians must be reported using the University's online health and safety reporting system, regardless of severity.

Concerns about campus traffic and pedestrian areas must be reported to the campus Facilities Services team.

Property and infrastructure damages must be reported.

Massey University shall ensure there is appropriate insurance to cover property and infrastructure damage.

- o Land Transport Act 1998
- o Health and Safety at Work Act 2015
- o Massey University Health, Safety and Wellbeing Policy.
- o Code of Practice for Temporary Traffic Management (COPTTM): Part 8 of the Traffic Control Devices Manual (TCD).
- o NZTA Health and Safety in Design Minimum Standard.